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BREXIT PERIOD OF TRANSITION

The official transition period of BREXIT started on 1 February and will end on 31 December 2020. During this period, the EU and the UK will continue trade until an agreement is reached, otherwise UK will be considered as a country outside the EEA and therefore will not be entitled to benefits on trade, business and free movement. To face the exit of the European Union, the British government will establish its own independent regulatory framework on chemicals, REACH of the United Kingdom, from 1 January 2021. Therefore companies that have to export and import to the UK will be forced to double register their substance. Furthermore, in the event of a UK exit without an agreement, European companies that place new products on the English market will not be able to bear the CE marking, but will have the UK Conformity Assessed (UKCA) mark. The new legislation will affect companies in one of the following scenarios: companies in the UK that sell both in the UK and in EU markets; EU companies that sell both in EU markets and in the UK; International companies that sell both in the EU and UK markets. In one of these scenarios, companies may be forced to duplicate compliance activities to gain market access. Products will require separate processes to ensure consistent compliance as regulations evolve independently of each other. While the UK plans to replace the REACH regulation, the RoHS directive and the EU Medical Devices Regulation (MDR), it has not moved toward an UK equivalent for the EU

Waste Framework Directive's Substances of Concern In articles, as such and complex objects (Products) (SCIP) database.

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HAZARDOUS WASTE, EXPIRING DATE FOR ADR TRANSPORT DEROGATION

The M287 Multilateral Agreement expires on 1 August 2020, to which Italy joined in 2016, which establishes the rules for the collection and derogation of waste containing hazardous substances. The M287 agreement provides for simplifications regarding the transport by road of dangerous goods and waste and concerning the classification, packaging, labeling and transport of waste containing dangerous substances and can be applied in national and international transport in Austria, Liechtenstein and the Czech Republic. The countries participating in the agreement must add the following wording to the transport document: "Transport in accordance with the provision of 1.5.1 ADR (M287)".

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BIODIESEL REVIEW

BIOFUELS ARE ESSENTIAL FOR ACHIEVING CLIMATE PROTECTION OBJECTIVES BETWEEN 2021 AND 2030

The presidency of the European Council, entrusted to the German federal government since 1 July, proposes to find sustainable solutions and technological ideas for climate protection. The proposal has been well received by biofuel associations, but the transport sector has not yet contributed practically to climate protection in Germany. This document addresses the issues of German transport and how to deal with the Green Deal with alternative solutions to the current transport such as electricity or biodiesel to reduce emissions by up to 60 percent by 2030.

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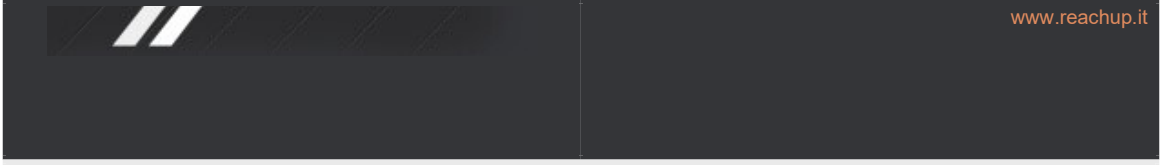
POSITION PAPER: BIOFUELS ARE ESSENTIAL FOR FULFILLING THE CLIMATE PROTECTION TARGETS IN THE COMMITMENT PERIOD 2021 TO 2030

The German Federal Government's six-month presidency of the Council of the European Union began on 1 July 2020. As a goal of its agenda, the Federal Government stated that it wishes to "work towards climate-friendly, sustainable and affordable mobility". The biofuel associations welcome this

objective and point out that openness to technological ideas and the sustainably available potential of biofuels need to be considered in order to fulfil national climate protection targets.



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