

## SCHEDULE

### CONDITIONS TO BE INCLUDED IN SITE LICENCES

#### PART 1

##### OBLIGATIONS IN RESPECT OF KEEPING OR TREATMENT OF WASTE MOTOR VEHICLES

- 1.—<sup>F1</sup>(1) No waste motor vehicle shall be kept (even temporarily) unless such keeping—
- (a) is carried out in accordance with the general requirements laid down in <sup>F2</sup>sub-paragraph (2) of the Waste Directive; and
  - (b) complies with the minimum technical requirements set out in Part 2 below.

<sup>F3</sup>(2) The necessary measures must be taken to ensure that waste management is carried out without endangering human health, without harming the environment and, in particular—

- (a) without risk to water, air, soil, plants or animals,
- (b) without causing a nuisance through noise or odours, and
- (c) without adversely affecting the countryside or places of special interest.]

#### Textual Amendments

- F1** Sch. Pt. 1 para. 1 renumbered as sch. Pt. 1 para. 1(1) (31.12.2020) by [The Environment \(EU Exit\) \(Scotland\) \(Amendment etc.\) Regulations 2019 \(S.S.I. 2019/26\)](#), regs. 1, **10(3)(a)(i)**; 2020 c. 1, **Sch. 5 para. 1(1)**
- F2** Words in sch. Pt. 1 para. 1(1) substituted (31.12.2020) by [The Environment \(EU Exit\) \(Scotland\) \(Amendment etc.\) Regulations 2019 \(S.S.I. 2019/26\)](#), regs. 1, **10(3)(a)(ii)**; 2020 c. 1, Sch. 5 para. 1(1)
- F3** Sch. Pt. 1 para. 1(2) inserted (31.12.2020) by [The Environment \(EU Exit\) \(Scotland\) \(Amendment etc.\) Regulations 2019 \(S.S.I. 2019/26\)](#), regs. 1, **10(3)(a)(iii)**; 2020 c. 1, Sch. 5 para. 1(1)

2. No waste motor vehicle shall be treated unless, in respect of the activity or operation performed, that treatment—

- (a) is carried out in accordance with the general requirements laid down in <sup>F4</sup>paragraph 1(2) ; and
- (b) complies with the minimum technical requirements set out in Part 2 below and, where applicable, meets the following obligations—
  - (i) save where it has already been so treated—
    - (aa) the waste motor vehicle shall first be stripped in a way that best reduces any adverse impact on the environment, before any further treatment or other equivalent arrangement is undertaken, and
    - (bb) any of its components or materials which have been labelled or otherwise made identifiable in accordance with regulation 18(2) of the End-of-Life Vehicles Regulations 2003 <sup>M1</sup> shall be stripped before any further treatment;
  - (ii) save where it has already been so treated in whole or part, and subject to paragraph (i), depollution of the waste motor vehicle shall be completed as soon as possible;

**Changes to legislation:** There are currently no known outstanding effects for the *The End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003, PART 1*. (See end of Document for details)

- (iii) hazardous materials and components shall be removed from the waste motor vehicle and segregated in such a way so as not to contaminate any part of the vehicle that is subsequently to be shredded; and
- (iv) any stripping or keeping of the waste motor vehicle shall be carried out in such a way as to ensure the suitability of its components for either reuse or recovery, and in particular recycling.

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**Textual Amendments**

**F4** Words in sch. Pt. 1 para. 2 substituted (31.12.2020) by [The Environment \(EU Exit\) \(Scotland\) \(Amendment etc.\) Regulations 2019 \(S.S.I. 2019/26\)](#), regs. 1, **10(3)(b)**; 2020 c. 1, Sch. 5 para. 1(1)

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**Marginal Citations**

**M1** [S.I. 2003/2635](#).

**Changes to legislation:**

There are currently no known outstanding effects for the The End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003, PART 1.