

## SCHEDULE

### CONDITIONS TO BE INCLUDED IN SITE LICENCES

#### **PART 2**

##### MINIMUM TECHNICAL REQUIREMENTS FOR THE KEEPING AND TREATMENT OF WASTE MOTOR VEHICLES

1. The keeping (even temporarily) of a waste motor vehicle prior to treatment shall only be carried out at a site—
  - (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters and cleanser-degreasers, and
  - (b) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters.
2. The treatment of a waste motor vehicle shall only be carried out at a site—
  - (a) having, in appropriate areas, impermeable surfaces and provided with spillage collection facilities, decanters and cleanser-degreasers;
  - (b) provided with storage facilities that are appropriate for dismantled spare parts, including impermeable storage facilities for spare parts that are contaminated with oil;
  - (c) provided with containers that are appropriate for the storage of batteries (whether electrolyte neutralisation is carried out on-site or elsewhere), filters, and condensers containing any PCB (Polychlorinated Biphenyls) or PCT (Polychlorinated Terphenyls) or both;
  - (d) provided with storage tanks that are appropriate for the separate segregated storage of any fluid from a waste motor vehicle;
  - (e) provided with equipment for the treatment of water (including rainwater) in compliance with all applicable legislation concerning health and environmental matters; and
  - (f) at which there is appropriate storage for used tyres without excessive stockpiling, and minimising any risk of fire.
3. Treatment operations for the depollution of a waste motor vehicle shall consist of—
  - (a) the removal of the battery or batteries;
  - (b) the removal of the liquefied gas tank;
  - (c) the removal of neutralisation of all potentially explosive components (including air bags);
  - (d) the removal and separate collection and storage of all—
    - (i) fuel;
    - (ii) motor oil;
    - (iii) transmission oil;
    - (iv) gearbox oil;
    - (v) hydraulic oil;
    - (vi) cooling liquids;
    - (vii) antifreeze;
    - (viii) brake fluids; and
    - (ix) air-conditioning system fluids,

**Changes to legislation:** There are currently no known outstanding effects for the *The End-of-Life Vehicles (Storage and Treatment) (Scotland) Regulations 2003, PART 2*. (See end of Document for details)

and any other fluid contained in the said vehicle, but excluding any fluid which is necessarily retained for the re-use of the part concerned;

(e) the removal, so far as is feasible, of all components identified as containing mercury.

**4.** In order to promote its subsequent recycling, where an article or material listed below is first present in a waste motor vehicle, no treatment of that vehicle shall prevent the removal—

(a) of the catalyst or catalysts;

(b) (either during shredding or otherwise) of all metal components containing one or more of copper, aluminium and magnesium;

(c) (either during shredding or otherwise) of the tyres;

(d) (either during shredding or otherwise) of all large plastic components (including bumpers, the dashboard, and any fluid container) in such a way that they can be effectively recycled as materials;

(e) of glass,

and where any such article or material is removed it shall be done in such a way as best promotes its recycling.

**5.** Any keeping operations shall be carried out in such a manner as avoids damage—

(a) any component containing a fluid or fluids;

(b) any recoverable component;

(c) any spare part.

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