

## SCHEDULE

Regulations 3 and 4

### 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. (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.

**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)

**Marginal Citations**

**M1** S.I. 2003/2635.

## 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,

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.

**Changes to legislation:**

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