

Our Ref.: EPD/A/RD/12/355

Dr Joe Doublet
60, Manuel Dimech Street
Sliema SLM 1057

31 August 2012

Dear Dr Doublet,

IP 0004/12: IPPC application for Gasparell Baling Plant Ltd

Reference is made to the above application received on 18 July 2012. This application has been reviewed and is considered not 'duly made', meaning that a relevant answer has not been submitted for each question, as indicated in Annex I.

In addition, in line with the IPPC Regulations (LN 234 of 2002 as amended), the IPPC Committee is requesting further information as described in Annex I.

A response addressing the queries in Annex I should be submitted by not later than 28 September 2012. Failure to submit your response by this date will result in the above IPPC application being considered withdrawn.

Should you require any clarifications, kindly contact the undersigned (email: rachel.decelis@mepa.org.mt, telephone: 2290-7230).

Regards,

Rachel Decelis
Senior Environment Protection Officer

f/ Dr Petra Bianchi
IPPC Committee Chair
Director of Environment Protection

Encs.: Annex I: Comments regarding the IPPC application
Annex II: Obligations regarding reuse of spare parts

Annex I: Comments regarding the IPPC application

Form A

Section	Duly made?	IPPC Committee comments 31 August 2012
A1.1	✓	Noted.
A1.2	✓	Noted.
A1.3	✓	Please provide post code. BBG 3000
A1.4	✓	Noted.
A2.1	✓	Noted.
A2.2	✓	Noted.
A3.1	✓	Noted.
A3.5	✓	Noted.

Form B

Section	Duly made?	IPPC Committee comments 31 August 2012	Applicant's response
B1.1	✓	<ol style="list-style-type: none"> Column 2: Please indicate “5.3(b)(iv)” as the Schedule 1 reference for the shredder, and “5.5” as the Schedule 1 reference for the storage of waste. Please confirm whether any disposal of waste is proposed to be carried out on site. If not, please amend “disposal of waste” to “transfer of waste for off-site disposal”, or “transfer of waste for off-site reuse/recycling/recovery/disposal” as applicable. Confirm that no boilers/engines/generators for the production of electricity or steam are proposed. 	<p>See amended application</p> <p>Ditto</p> <p>confirmed</p>

B1.2	✓	<ol style="list-style-type: none"> 1. Where will each of the proposed depollution activities take place on site? Note that activities consisting of the removal of liquid hazardous substances should be carried out indoors. Submit an updated site layout plan showing the location of the various activities proposed on site. 2. Where is the storage area for incoming cars/trucks waiting to be depolluted? Indicate this on a map of the site, and provide information on the maximum storage capacity for cars and trucks, taking into account the logistics of operation. If any stacking of vehicles is proposed, please give details. Note that vehicles cannot be stored outside the premises. 3. The ELV layout plan (p. 32) refers to WEEE. Does this only refer to WEEE from the dismantled ELVs? If this is the case, it is not clear how such material will be removed from ELVs in the flow diagrams (pp. 9, 11). However, if WEEE refers to WEEE accepted within the facility, then the entire application would need to be updated to give details on this part of the activity. 4. Is the optional separator for coloured/dirty and clean diesel (Appendix I) included? If not, how will diesel in different conditions be treated? 5. Appendix III (<i>Depollution ELV guidance for authorised treatment facilities published by DEFRA, BIS</i>): Please give details on how the following item in this guidance will be met: Provision of separate containers for fuels 	<p>Appendix II of document B 1.2 shows the ELV layout plan which is found inside one of the garages which will be built on site. All ELV work will be carried out under cover as stated in the documentation. Submitting additional layout plan of whole site.</p> <p>There isn't going to be any storage of incoming vehicles or truck. They will be directed immediately to the ELV station on receipt.</p> <p>The WEEE will originate from the ELV process only. The flow diagrams being referred to concern the depollution process i.e. items which are mainly considered as hazardous, hence unless the WEEE items is hazardous, it was not included in the flow diagram but there is a reference in the respective part of the text.</p> <p>Since the separator is optional it stands to reason that it is not part of the standard equipment. Nowhere was it stated that diesel will be treated on site but it will only be collected in special containers during the ELV process.</p> <p>Reference is made to the Appendices I & II where all the details requested are found.</p> <p>Such guidance will be followed but note that this is a guidance document not a legal one.</p>
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		<p>(separate containers for petrol and diesel), oils, brake fluid and water-based fluids.</p> <p>Please also confirm whether the plant is proposed to be operated in line with this guidance, giving details in case of any proposed differences.</p> <p>6. Will wheels/tyres be removed before shredding? If yes, how will this take place? If not, can the shredder guarantee removal of tyre material by post-shredder technology?</p> <p>7. The comment that none of the material arising from the ELV process will be sold as second-hand parts is noted. Note that if this activity is proposed, the conditions in Annex II would be applicable and the IPPC application would need to be updated accordingly.</p>	<p>Tyres will be separated from their rims prior to further processing.</p> <p>Noted</p>
B1.3	✓	Noted.	
B1.4.1	✓	<p>1. Note that in accordance with the Industrial Emissions Directive, a baseline report would be required as follows:</p> <p>(a) If site is considered existing (starts operation before 7 January 2013), the baseline report is required as part of any IPPC permit that is issued.</p> <p>(b) If the site is considered new (starts operation from 7 January 2013 onwards), a baseline report is required before starting operation.</p> <p>Guidance on the preparation of the baseline report is expected to be published by the European Commission around September 2012.</p>	<p>Cannot be addressed pending guidance</p>

		2. Please update the Liquid Management Plan in Appendix VII to mark the sedimentation tank (referred to in B2.3, p. 16). Comment also applies to plans on p. 44 of section B2.3, Appendix I of B2.6, and B3.1 (Sewer).	Done
B1.4.2	✓	Provide a site map with only the site boundary as applied for in this IPPC permit marked in bold (understood to be marked in blue in this submission).	Done
B1.4.3	✓	Noted.	
B2.1	✓	<p>1. Please clarify the below statements, as they suggest the plant would not be in line with applicable requirements/legislation as from the start of operation: <i>“GBP Ltd aims to have all abatement measures in place within the end of its second year of operation. GBP Ltd aims to be in a position to reach its objective of recovering ozone depleting substances (HFCs from AC systems) from vehicles and start disposing of the material in an environmentally safe manner by the end of its first year of operation.”</i></p> <p>Note that compliance with legislation is the minimum level of performance requirement, and targets in an EMS should go beyond this.</p> <p>2. Confirm that training regarding the provisions in any IPPC permit which are relevant to individual employees’ duties will be provided to such employees.</p>	<p>Due to time constraints there is a likelihood that not all parts of the plant would be fully operational on day one, hence a projected time frame, which could change, was given in both cases. It stands to reason that the respective parts of the plant which would require any particular measures would be in place prior to becoming operational.</p> <p>Confirmed</p>

		3. Include EWC codes for each waste in Appendices VI and VII.	Done
B2.2	✖	<p>1. Provide a table of wastes which are proposed to be accepted at the site. The table should include the following information for each waste:</p> <p>(a) EWC code.</p> <p>(b) Description.</p> <p>(c) Quantity proposed to be accepted in a set period.</p> <p>(d) Maximum storage capacity of site.</p> <p>(e) Containment measures (including bunding capacity, for all liquid hazardous wastes).</p> <p>(f) Protective measures (including security).</p> <p>A corresponding site layout plan showing where such material will be stored prior to treatment should be provided.</p> <p>Note that if acceptable, this table would be the basis for authorising the types of wastes that may be accepted at the facility.</p> <p>2. Where will the lubricating oil be stored, and how will it be bunded? Indicate this on an updated site layout plan.</p> <p>3. Indicate whether any equipment will use ozone depleting substances and fluorinated greenhouse gases with a fluid charge of 3 kg or more. If yes, please provide details.</p>	<p>Done</p> <p>Done</p> <p>Done</p> <p>Ozone depleting refrigerant will be utilised in the form of R410A in the AC systems in the offices. These will be of the individually split type and will not contain more than 3kg fluid charge.</p>
B2.3	✓	1. What is the capacity of each bund on site, as a percentage of the material stored within each bund?	The bunded area should have a capacity of 110% the volume of the containers which are being bunded.

		<p>2. What is the capacity of the fuel retention separator? (Section 7.1.4.2 of B2.7 indicates the volume will be enough to retain all fuel from more than one chamber of a tanker truck, but does not indicate the actual capacity).</p> <p>3. What is the capacity of the sedimentation tank? How frequently will it be cleaned?</p> <p>4. Will plastics will be baled?</p> <p>5. Confirm whether any refuelling of equipment with diesel will be carried out on site.</p> <p>6. LPG driven engines can only be disassembled by mechanics authorised by MRA as a competent installer for autogas driven vehicles.</p> <p>7. Provide further details on how the below regulations will be met in the case of refrigerated vehicles or air-conditioning units in vehicles: EC Regulation 2037/2000 on substances that deplete the Ozone Layer, L.N. 145 of 2007, EC Regulation 842/2006 on certain Fluorinated Greenhouse Gases and its implementing acts, EC Regulations 1493/2007, 1516/2007, 1494/2007, 1497/2007, 303/2008, 304/2008, 305/2008, 306/2008 and 308/2008, L.N. 93 of 2010 on Certain Fluorinated Greenhouse Gases, EC Regulation 842/2006 on certain Fluorinated Greenhouse Gases.</p> <p>In addition, please confirm that the below requirements will be met:</p> <p>1. As a minimum the technical requirements for treatment as regards to Regulation 6 and Schedule 3 of the ELV Legal Notice (L.N. 99 of 2004) are required to be fulfilled.</p> <p>2. Vehicles less than 3.5 tonnes would need to be treated</p>	<p>10000 ltr</p> <p>1200ltr</p> <p>Baled or tale quale</p> <p>Yes Yes, that's the reason why there is a diesel pump on site.</p> <p>Noted</p> <p>A specially designed piece of equipment will be used to recover the gas and separate the gas oil mixture recovered from air conditioning units (see attached document entitled VER INFO EN Refrigerant).</p> <p>Confirmed</p>
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		<p>separately than those vehicles exceeding 3.5 tonnes, in view of reporting requirements, since currently the ELV Directive regulates only those vehicles designated as M1 and N1 defined in Schedule II of the EC Type-Approval of Vehicles and their Trailers Regulations (L.N. 148 of 2009), and three wheel motor vehicles as defined in the Two or Three-Wheel Motor Vehicles (EC Type Approval) Regulations (L.N. 28 of 2003), but excluding motor tricycles.</p> <p>3. A minimum of 85% by weight of an ELV should be reused and recovered, which would increase to 95% by weight of an ELV reuse and recovery, by not later than 1 January 2015.</p>	<p>Confirmed</p> <p>Noted</p>
B2.4	✓	<p>Provide a list of all equipment that will require maintenance and, if known, a maintenance schedule for all such equipment (detailing the nature and frequency of maintenance).</p> <p>If a maintenance schedule is not available at this stage, it would be required to be submitted as part of the improvement programme any IPPC permit that is issued. In this case, please indicate a reasonable timeframe for provision of this schedule.</p>	<p>At this stage such a list cannot be provided. That is the reason why on page 3 of Document B 2.4 it is stated that <i>A maintenance plan for all the machinery used on site could be provided during the first year of operations of the plant.</i></p>
B2.5.1	✓	Noted.	
B2.5.2	✓	Noted.	
B2.6	✓	<p>1. Please confirm that no mains water connection is present/proposed on site.</p> <p>2. Harvested rain water and any second class water which may be proposed to be collected/stored in the reservoirs</p>	<p>There is a water mains pipe passing along the street. In fact the potable water for the site will be from such a source.</p>

		<p>should not to be used for human consumption and/or personal use. Water intended for human consumption and/or personal use should be potable, from an approved source and in accordance with the provisions of Water Intended for Human Consumption Regulations, 2009-L.N. 17 of 2009 as amended by L.N. 242 of 2009.</p>	Noted
B2.7	✖	<p>1. (a) The report mentions a fuel dispenser/loading area, which are however not shown on the plans and not listed as directly associated activities. Please update plans and section B1.1 of the application form accordingly.</p> <p>(b) Provide details regarding the capacity for such storage, bunding, provisions for leakage detection, and indicate whether un/loading of fuel will take place inside the bund.</p> <p>(c) What is the source of all the fuel proposed to be stored and dispensed on site? Is any recovered fuel from the depollution process proposed to be used?</p> <p>(d) How will emissions to air during loading/unloading of fuel be abated?</p> <p>2. Clarify reference to “radioactive sources” (pp. 17-18). Will the material be inspected for radioactive materials as suggested? (section 5.1.2.3).</p>	<p>Added site plan showing fuelling area and site plan showing underground infrastructure.</p> <p>10,000ltrs; The UST that shall be used will be Class A type D double-skinned type with complete interstitial Class 1 leak detection system. Unloading will take place within the prescribed area so that in case of leakage fluids would end up in the fuel retention separator. Further details are found in document entitled Hal far Bailing Plant Em plan Fuel leakage.pdf</p> <p>The source of fuel to be stored on site is imported diesel from local suppliers which will only be used for onsite machinery and vehicles. Fuel collected from depollution process will not be used on site.</p> <p>Emissions controls during loading and unloading will be according to local legislation i.e. in this case open vented.</p> <p>Machinery and other ferrous and non ferrous materials which are brought to the site could have radioactive materials which might not have been removed or the material could be contaminated from sources which were originally in contact with them. The scrap material is always checked to be free for radioactive</p>

		<p>contamination prior to export. Hence it should be checked even on arrival on site to avoid problems at a later stage.</p> <p>If the ELV depollution process would be carried out as it should be then toxic metals shouldn't make it to the shredder. However, since the shredder could be used to shred metals originating from other sources, then once again if these are not inspected properly then toxic metals could make it to this stage.</p> <p>Please note that Mr Tony Pisani from the CPD had already submitted the comments regarding supply of water and other issues on site during the EIA consultation process (see letter at the end of document). These were taken on board at that stage and the water reservoirs and other facilities were addressed. Furthermore, adequate supply of water has been provided and reserved for CPD use, and site is directly accessible by fire vehicle, within less than 30m. Thus the provision of pressurised water supply and a fire pump and landing valves need to be verified. Access to the reserved water supply in the reservoir is being provided through a dedicated fire vehicle suction point, located at the entry point of the site</p> <p>See document entitled: Hal Far plant Emergency plan Fire.pdf</p>
		<p>3. Would toxic metals (p. 17) in the shredder only result if the ELVs are improperly depolluted, or would the depollution described in this application remove the toxic metals?</p> <p>4. It is recommended that the site has a system of pressurized water supplies for fire fighting either directly from the water mains or through a purposely designed and installed fire pump supplying a minimum of 2 fire hydrants on site. It is suggested that one is located at the entrance gate and the other within the proximity of the fuel extraction process. The water supply should be a minimum of 2000 L/p/m at a pressure not exceeding 3 to 4 bars. Other fire fighting equipment suggested is dry powder and foam trolleys in addition to fire extinguishers on site. Please confirm how the above requirements will be met, and that they would be able to be in place prior to start of operation.</p> <p>5. Please submit the following documents: (a) emergency plans in case of fire and other emergencies (e.g. explosions); (b) plans for actions to be taken in case of failure of</p>

		<p>abatement equipment (if relevant);</p> <p>(c) plans for actions to be taken in case of other environmentally relevant incidents (e.g. spillages, fuel leakage).</p> <p>In addition, before start of operation the operator would be required to provide certification from a competent company or engineer that the relevant fire safety procedures and equipment are in place.</p> <p>Certification and fire plans shall include the presence of emergency firefighting water supplies for use by the Civil Protection Department.</p> <p>6. Note that authorisation from the MRA is required for operations. Please contact the Licensing, Competence and Enforcement Unit of the MRA.</p> <p>In addition, please note the following requirements:</p> <p>(a) Fuels, oils and other liquids not mentioned in Regulation 2 of LN 53 of 2010 should be regularised and given an authorisation to store by the MRA.</p> <p>(b) The special containers mentioned in the text and the bunded area should be checked by a competent person under the same legal notice. All recommendations given by the competent person should be followed.</p> <p>(c) A competent person should be chosen by the applicant from the list in this link.</p> <p>(d) The applicant should then submit a report on the</p>	<p>See document entitled: Bailing Plant, Hal Far – Abatement Measures.pdf</p> <p>See document entitled: Hal Far Bailing Plant Em plan Fuel leakage.pdf</p> <p>Noted</p> <p>Noted</p>
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		<p>dispensing and loading areas mentioned in conjunction with Inland Retail Secondary Storage Application Form (available from the MRA website or by contacting MRA).</p> <p>(e) Further details on the underground fuel storage tank and associated pipework should be supplied. The various fuels stored should be mentioned by name, European CN code, and standard (if available). The competent person should also present a report to the applicant regarding this storage. The applicable fees to authorise this storage by the MRA are in the annex of the same LN 53/2010.</p> <p>7. All non-road mobile machinery and vehicles using diesel should use automotive diesel i.e. fuel which conforms to EN 590.</p> <p>In the case of immovable machinery used for boring and shredding, gasoil (diesel) with 0.1% Sulphur content can be used.</p> <p>The report by the competent person referred to in point 6 should mention that these fuels are kept separately and that gasoil with 0.1% Sulphur content is not used by any mobile machinery.</p> <p>The storage of these different fuels seems to be separate (kindly confirm). In this case, the competent person report should cover the two storages mentioned in the text.</p>	Noted
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B2.8	✓	Refer to comment 2 for section B2.1 above.	
B2.9	✓	<p>Update the draft plan as follows:</p> <ol style="list-style-type: none"> 1. Stored fluids may need to be discarded. 2. An assessment of the state of groundwater on site may need to be included (in addition to land) if this is deemed to be required under the provisions of the Industrial Emissions Directive. 3. Should the assessment show that the site has caused significant land/groundwater contamination, the site will be decontaminated to return the site to the state in the baseline report, in accordance with Article 22 of the Industrial Emissions Directive. 	<p>Already mentioned</p> <p>Noted</p> <p>Noted</p>
B2.10	✓	Noted.	
B3.1.1, B3.1.2, B3.1.3	✗	<ol style="list-style-type: none"> 1. Include a site layout plan showing the location of each of the wastes produced by the facility. Note that the ground floor stores plan (document B1.4.1, p. 20): <ol style="list-style-type: none"> (a) Shows aluminium as being stored in a store, whereas it is indicated as being stored in an open yard in the table. (b) Makes reference to brass, which is not indicated in the table. (c) Does not show the storage location of ferrous material, plastic, upholstery, gear and lubricating oils, absorbents, oil filters, brake pads, brake fluids, oil filters, different types of antifreeze, WEEE and household waste. 	<p>Included in document</p> <p>Corrected in Table. Aluminium will be stored indoors.</p> <p>Yes brass will be added</p> <p>Included in document</p>

		<p>The block plan (document B1.4.1, p. 16) refers to heavy scrap and two areas of light scrap. Please clarify which materials in the table these refer to.</p>	<p>Included in document</p> <p>Note that ferrous light scrap has a thickness of less than 5mm while heavy scrap has a thickness of over 5mm</p>
		<p>2. Update the table (pp. 5-6) to indicate:</p> <p>(a) The maximum storage capacity of the facility for each of the materials.</p> <p>(b) The bunding capacity for each of the hazardous liquid wastes as a % of the material stored within each bund. Note that such wastes are required to have bunding which meets the greater of the following:</p> <ul style="list-style-type: none"> - 110% of the capacity of the largest container within the bunded area - 25% of the total volume of substance which could be stored within the bunded area. 	<p>Included in document</p> <p>Done</p>
		<p>3. The table refers to “transport to <i>disposal</i> site” for each of the wastes. Update the table adding a column indicating whether each waste stream is proposed to be prepared for-reuse, recycled, recovered or disposed and, if disposal is proposed, explain why recovery is technically and economically impossible and describe the measures planned to avoid or reduce any impact on the environment.</p>	<p>Done</p>
		<p>4. If any material is sold/given to a third party, this should be transferred to a waste management facility if still a waste, and end-of waste criteria should be met if a product.</p>	<p>Noted</p>

		<p>5. Details regarding storage of seats and upholstery need to be given. As these may present a fire hazard, please advise how risk of fire has been addressed.</p> <p>6. Metals may be more appropriately classified as 16 01 17 and 16 01 18 if they arise from ELVs.</p> <p>7. Will any used contaminated engines need to be stored on site? If so, these need to be stored in a covered area.</p> <p>8. Oil filters from ELVs would be more appropriately classified as 16 01 07.</p> <p>9. Please clarify reference to “brake pads and other parts” – should this refer to “brake pads other than those mentioned in 16 01 11”? In this case, the EWC code would be 16 01 12.</p> <p>10. The EWC code for batteries should read 16 06 01.</p> <p>11. The EWC code for WEEE deriving from the ELV facility should read 16 02 13*.</p> <p>12. Separate collection of recyclable administrative waste (e.g. paper) is recommended. The installation of onsite separation bins for all MSW is recommended. Please also add relevant codes to the table.</p> <p>13. Any IPPC permit would include conditions regarding use</p>	<p>There are other materials found on site which have a higher fire rating than seats and upholstery. These materials will be shredded and stored in skips in yard for future disposal.</p> <p>Metals could arise both from ELV and also other sources hence the code used</p> <p>No</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Amended</p>
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		<p>of registered waste carriers for transfer of waste, consignment notes for transfer of hazardous waste, transfrontier shipment permits for export of hazardous waste, and transfer of waste only to facilities authorised to accept that waste.</p> <p>In addition, trucks leaving and entering the site must be properly contained so as to avoid possible spills/escapements throughout their journeys.</p>	<p>Noted</p> <p>Noted</p>
B3.2	✓	Noted.	
B3.3	✓	Note that cesspits are to be registered with the Superintendent of Public Health.	Noted
B3.4	✓	Noted.	
B3.5	✓	<p>1. For each stationary diesel engine, provide the following:</p> <p>(a) Site layout plan with the engines marked (this would be referred to in any IPPC permit that is issued).</p> <p>(b) Rated thermal input.</p> <p>(c) Efficiency/energy output.</p> <p>(d) Date of manufacture.</p> <p>(e) Stack height.</p> <p>(f) If available, data on expected air emissions (concentrations) of NO_x, SO₂, CO and dust available for the stationary diesel engines. Note that monitoring from such plant would be likely to be required, at a frequency to be specified in any IPPC permit that is issued.</p> <p>2. A more detailed outline of the GHG emissions, including emissions from electricity use (which would amount to around 450 tonnes CO₂ equivalent for the envisaged</p>	<p>(a) Done</p> <p>(b) 990kWth</p> <p>(c) 30% - 425kW</p> <p>(d) Shredder AGO-SACM V12 1900h.p. Diesel Engine (DoM 1995)</p> <p>(e) 3m from ground level</p> <p>Not available</p> <p>Done</p>

		operations) is required. 3. A more complete carbon footprint of operations envisaged should be provided.	Done
B3.6	✘	Please mark Yes/No.	Done
B3.7	✘	<ol style="list-style-type: none"> 1. Provide a clearer map showing the location of the development and monitoring sites (p. 13). 2. Reference was made in the EIA to the calculation: $(SPL(Total) = 10\log_{10}[10^{SPL1/10} + 10^{SPL2/10} + \dots + 10^{SPLn/10}]$ with respect to calculation of noise from construction. Was this same calculation used for the prediction of operational noise? 3. The report recommends that operational works are limited to weekdays, however, the non-technical description proposes work on Saturdays (0700 to 1300) and occasional additional work in addition to work during weekdays. Clarify how this issue is proposed to be addressed. 4. Although the site is proposed to be operational from 0700 to 1700 on weekdays, it appears that baseline studies in the weekday were carried out in the 1000-1545 period. Is this representative for all the operational hours of the plant during weekdays? 5. Why was the following equipment not included in the operational portion of the assessment, given that this could generate noise? <ol style="list-style-type: none"> (a) Compactor (b) Shearer 	<p>Done</p> <p>Yes</p> <p>The predicted noise levels are all in the absence of any mitigation measures. Mitigation measures are being proposed which should address these issues. Monitoring will show whether these are sufficient. Locations 4 and 5 are in an industrial zone whereas location 2 is registered as a rabbitry.</p> <p>Yes it is representative for operational hours and has been used in other assessments.</p> <p>The compactor is the baling plant which was included in the assessment. The other equipment which is being referred to in the question is either used intermittently or found indoors. The predictions were carried out on the noisiest equipment which is earmarked to be on site.</p>

		(c) Loading shovel (d) Wire stripping equipment (e) Air bag deployment (f) Fork lifter (g) Trucks (h) Equipment which removes tyres from rims (if applicable) (i) Plastic baler (if applicable). 6. How were the noise maps generated? (p. 42) 7. Note that noise monitoring would be required to verify the predictions made by the noise studies. MEPA reserves the right to request attenuation and/or other operational controls should significant increases in noise be registered from the operation.	By a noise software Custic by Canarina which uses the ISO standard to generate the noise maps Noted
B3.8	✓	Noted.	
B3.9	✓	Noted.	
B4.1	✗	1. Remove from this assessment all the aspects that are not related to the operation of the site (i.e. construction). 2. Only occupational health and safety issues were considered under the heading “public health” (p. 46). Effects on sensitive receptors in the Area of Influence were not addressed. 3. Are there any expected vibration impacts during operation?	Done Done Insignificant to sensitive receptors (see page 32)
B4.2	✓	Noted.	
B5.1	✓	The statement (p. 30) that this company is a net exporter of scrap	The figures quoted are those for the years being referred to in the

		metal for the islands, exporting about one third of all the scrap metal exported locally is not realistic. In addition data regarding the countries where the metals have been exported to is not correct since from MEPA data it appears that some waste streams were not sent to all the countries as mentioned. In this context, the applicant is to revise this information.	respective Figures and have been checked with MEPA during the review process of the EIA and they have been accepted by the same Authority. The EIA document has been certified by MEPA and the copy which was presented is the certified copy following amendments done following the review process. Since that is the official version which was certified by MEPA then there is no room for any further changes.
B6.1	✓	Noted.	
B6.2	✓	Noted.	
B6.3	✓	Noted.	
B7.1	✓	Noted.	
B8.1	✓	Noted.	
B9.1	✓	Noted.	
B9.2	✓	Noted.	
B9.3	✓	Noted.	
B10.1	✓	Noted.	

Annex II: Obligations regarding reuse of spare parts

- The permit holder shall:
 - provide the appropriate storage for dismantled spare parts, including impermeable storage for oil-contaminated spare parts;
 - check, clean and/or repair parts/components to ensure that the parts/components can be reused without and further pre-processing prior to placing on the market.
- Before dismantling commences, fluids (fuel, motor oil, transmission oil, gearbox oil, hydraulic oil, cooling liquids, anti-freeze, brake fluids, air conditioning system fluids and any other fluid contained in the end-of-life vehicle) that are necessary for the reuse of the certain parts, are to be stored in appropriate containers;
- Parts/components removed from vehicles put on the market before 1 July 2003 which contain lead, mercury, cadmium or hexavalent chromium are **not** to be reused in the repair of vehicles put on the market after 1 July 2003. These parts are to be recycled or recovered in authorised treatment facilities.

The above clause does not apply in the following cases:

- spare parts which are to be used for vehicles put on the market before 1 July 2003;
- spare parts which are exempt in accordance with schedule 3 laid down in L.N. 99 of 2004, The Waste Management (End of Life Vehicles) Regulations.
- The following parts/components must not be sold for reuse in the construction of new vehicles in accordance with Annex V of Directive 2005/64/EC on the type approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC:
 - All airbags⁽¹⁾, including cushions, pyrotechnic actuators, electronic control units and sensors
 - Automatic or non-automatic seat belt assemblies, including webbing, buckles, retractors, pyrotechnic actuators
 - Seats (only in cases where safety belt anchorages and/or airbags are incorporated in the seat)
 - Steering lock assemblies acting on the steering column
 - Immobilisers, including transponders and electronic control units

⁽¹⁾ When the airbag is inserted inside the steering wheel, the steering wheel itself.

- Emission after-treatment systems (e.g. catalytic converters, particulate filters)
- Exhaust silencers.

CPD comments

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MINISTERU TAL-INTERN



MINISTRY FOR HOME AFFAIRS

Dipartiment tal-Protezzjoni Civili

Civil Protection Department

Malta Environment & Planning Authority
Application: PA 2453/10

3rd February 2012

Attn: Mr. Jeffery Vella B. Plan,



With reference to above mentioned application, the Civil Protection Department finds no objection to the proposal for the proposed baling plant.

1. Adequate Safety signs indicating particular hazards and be clearly seen, the area should be restricted to non authorized persons, especially to those who have little awareness and prudence against the kind of business of this particular yard.
2. The water reservoir mention should be made to hold larger capacity of water. A Landing valve to act as water hydrant should be made just inside the yard in a closed cabinet, The hydrant should have a minimum capacity of not less than 1000 litres per minute with not more than 2 to 3 bar non static pressure.
3. A conspicuous sign should be fixed in the yard enclosure giving phone numbers of the following entities in case of emergency and of the key holder or any responsible person.
 - The nearest police station or district
 - The Fire service

Ta' Kandja, L/o Siggiewi.
Tel. 462610-3, Fax. 462607

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4. An assortment of portable fire extinguishers depending to the hazard class of the premises, a 50 kg dry powder fire extinguisher should be made on site and adequately cover against all weathers this should be positioned where it can clearly be seen.
5. Drain covers and grills at industrial or commercial premises should be marked with colours, e.g. red for foul and blue for surface water.
6. Adequate air changes should be made in the parking and vehicle repair spaces.
7. Any oxy acetylene cutting equipment and any other related equipment should be adequately stored and not left running in the yard unnoticed.

Regards



Tony Pisani
Operations manager