

The Executive Chairperson  
Planning Authority  
St. Francis Ravelin,  
Floriana

Date: 16/03/2026  
ERA Ref.: EA/0030/26

Dear Sir, Madam,

**PA Ref.:** PA/07371/22

**Proposal:** To include end of life vehicle facility within existing Class 5A facility as per PA558/09.

**Location:** Andre Excave Industrial Yard, Triq Bengħajsa, Birżebbuġa.

### Introduction and general remarks

Reference is made to the proposed installation of an end-of-life vehicle (ELV) facility within an existing 98 m<sup>2</sup> garage in an industrial yard ('Andre Excave') on Triq Bengħajsa, Birżebbuġa (see Figure 1). A Project Description Statement (PDS) was referred on 26 February 2026 (available from <https://era.org.mt/era-project/pa07371-22/>).

The proposal does not involve physical construction or modification of the existing garage structure but a change in use from parking and maintenance to a workshop and storage space. The ELV facility would serve to dismantle worn light vehicles and heavy equipment, to allow recycling and reuse of components. In view of this and the existing commitments on site, there are no particular concerns from an environmental point of view.



Figure 1 – Orthophoto of the existing industrial yard, with the respective garage marked (indicative) in red (Source: Google Maps).

Screening in terms of the EIA Regulations (S.L. 549.46)

This application falls within the scope of Schedule I, Category II, Section 5.0.2.3 (*Storage of scrap iron, including scrap vehicles*) of the EIA Regulations. In this regard, EIA screening is undertaken according to Regulation 14 and concludes the following:

While the garage would change its use, the resulting workshop and storage use would remain in line with the general uses present within this industrial yard. Hence, no land use conflicts are identified. Access would remain from the existing access road, Triq l-Immakulata Kuncizzjoni.

In view that the proposal involves a change in use of the already existing garage structure with no physical modifications, extensions or reconstruction, no construction-phase disturbances are expected to occur.

During operations, the facility will receive scrap vehicles and machinery for recycling, which is positive from a waste management perspective, as long as all operations are undertaken in line with a valid Environmental Permit and any eventual resulting non-reusable components are disposed of according to the applicable waste regulations. No significant traffic generation is expected, hence no additional concerns regarding air and noise emissions are anticipated.

Conclusion and way-forward

Screening concludes that no significant effects are envisaged, and no further assessment is required. ERA does not object to the proposed development from an environmental point of view, subject to the conditions in Annex I, which are to be duly included in the development permit.

Yours faithfully,

Yves De Blick  
Senior Officer (Environmental Assessment)  
f/Director Regulatory Affairs

**Disclaimer**

*The above assessment results, the ensuing conclusions and requirements are without prejudice to any required changes or updates should the development proposal be eventually modified again or should the information/assumptions provided turn out to be incorrect. Any deviations of the proposal from this submission would need to be re-assessed and the merits of this assessment would need to be reopened.*