Project Description Statement for the Inclusion of an 'End-of-Life' Vehicle Facility at Andre Escave Industrial Yard, Triq Bengħajsa, Birżebbuġa, Malta

As per ERA requirements for PA/07371/22

Report

Project Description Statement

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DISCLAIMER

AIS Environment has prepared this report with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. AIS has based the report on collected data, which it accepts in good faith as accurate and valid.

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1 INTRODUCTION

Andrew Briffa o.b.o. Andre Escave' Co Ltd filed development permit application PA/07371/22 *"To include end of life vehicle facility within existing Class 5A facility as per PA 558/09."*

Andre Escave' Co Ltd (henceforth referred to as the "Applicant") has commissioned AIS Environment Ltd to prepare a Project Description Statement (PDS) to pre-validate the impacts expected from the proposed activities which include the dismantling and recycling of recoverable/core vehicles and industrial equipment, classifying components by type for scrap/recycling, and refurbishing components for reuse as much as possible (henceforth referred to as the "Scheme").

The PDS report has been requested by the Environment and Resources Authority (ERA) to provide the necessary information in terms of a justification for the project, and an outline of the potential impacts and/or benefits of the project. This PDS has been prepared and structured in accordance with Schedule II of S.L. 549.46 of 2017 (ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS, 2017).

1.1 SCHEME LOCATION

The site of the proposed Scheme is located at a cross-roads between Triq l-Immakulata Kunċizzjoni and Triq Bengħajsa in Birżebbuġa (Figure 1, Figure 2). The proposed Scheme forms part of a larger industrial yard that encompasses a number of approved planning applications (PA/1845/13, PA/662/15). The industrial yard includes an existing Class 5A facility (PA/0558/09), as well as offices and garages where industry operations and maintenance services are undertaken. The site is bordered by Triq Kalafrana to its East.

To the East of the proposed scheme lies the Malta Freeport which is an industrial maritime logistics hub used primarily for container transshipment and related port operations. The surrounding Area of Influence (a 100-metre buffer around the Scheme) consists of agricultural fields, ancillary buildings, and some residential units (Figure 3).

FIGURE 1: LOCATION OF THE SCHEME SITE IN THE CONTEXT OF THE MALTESE ISLANDS (SOURCE: GOOGLE EARTH, 2015)

FIGURE 2: SCHEME SITE LOCATED IN BENGĦISA, BIRŻEBBUĠA, MALTA (SOURCE: GOOGLE EARTH, 2015)

FIGURE 3: PROPOSED SCHEME SITE AND IMMEDIATE SURROUNDINGS (AOI)

1.2 SCHEME JUSTIFICATION

1.2.1 Aim

The Scheme seeks to include a facility within an existing industrial yard to dismantle worn light vehicles and heavy equipment. A significant number of modules and components would be dismantled, refurbished, and re-sold as spare parts, thus promoting the reuse and recycling of materials. The aim of the proposal is to minimise the environmental impact of vehicle scrappage, in line with the END-OF-LIFE VEHICLES DIRECTIVE (Directive 2000/53/EC).

1.2.2 Relevant Policies

1.2.2.1 Marsaxlokk Bay Local Plan

The location of the proposed Scheme falls within a Reserve Industrial Site of long-term importance (Figure 4), as designated by the MARSAXLOKK BAY LOCAL PLAN (MBLP, 1995). Polices of the MBLP which are most relevant to the proposed Scheme are summarised in Table 1.

TABLE 1: POLICIES OF THE LOCAL PLAN WHICH ARE RELEVANT TO THE PROPOSED WORKS

POLICY CODE	POLICY NAME	DESCRIPTION AND RELEVANCE	FIGURE REFERENCE
MV01	Benghisa Village	*Benghisa Village is included in the Rural Conservation Area. Development permits for general industrial development and light industry will not be granted. Improvements to existing dwellings will be permitted providing these are in scale with and retain the rural characteristics of the village. No new development will be permitted, except as provided for under Policies MS08 to MS10 or Structure Plan Policy RCO2.* The proposed Scheme constitutes a functional change in industrial activity of an existing garage approved by the Planning Authority for parking and maintenance purposes within an existing industrial yard. Therefore no construction will be undertaken that could significantly alter the rural landscape, and the	Figure 4, Figure 5

POLICY CODE	POLICY NAME	DESCRIPTION AND RELEVANCE	FIGURE REFERENCE
		dimensions of the existing garage will be maintained. The industrial facilities immediately surrounding the Scheme are also adjacent to the Malta Freeport to the East. Given the proximity of the proposed development to an existing major industrial maritime and shipping hub, the receiving rural environment is already subject to elevated baseline industrial activity, so any additional impacts generated by the proposed smaller-scale industrial operations are expected to be comparatively limited and of lower significance.	
ME04	Quarrying Expansion	*"Satisfactory working" will require the operator to take into account and assist the long term industrial development potential of the area by the method of working adopted. The Hal Far - Freeport area is designated for long-term strategic industrial expansion (Structure Plan Policy IND 1) but the local plan must ensure that such development is undertaken in a properly defined framework.* The Scheme is located in this area designated for "long-term strategic industrial expansion". Although the Scheme is not related to quarrying expansion, the Scheme proposes a functional change in the use of an existing garage within a facility already-approved to carry out industrial operations as per PA/0558/09.	Figure 5

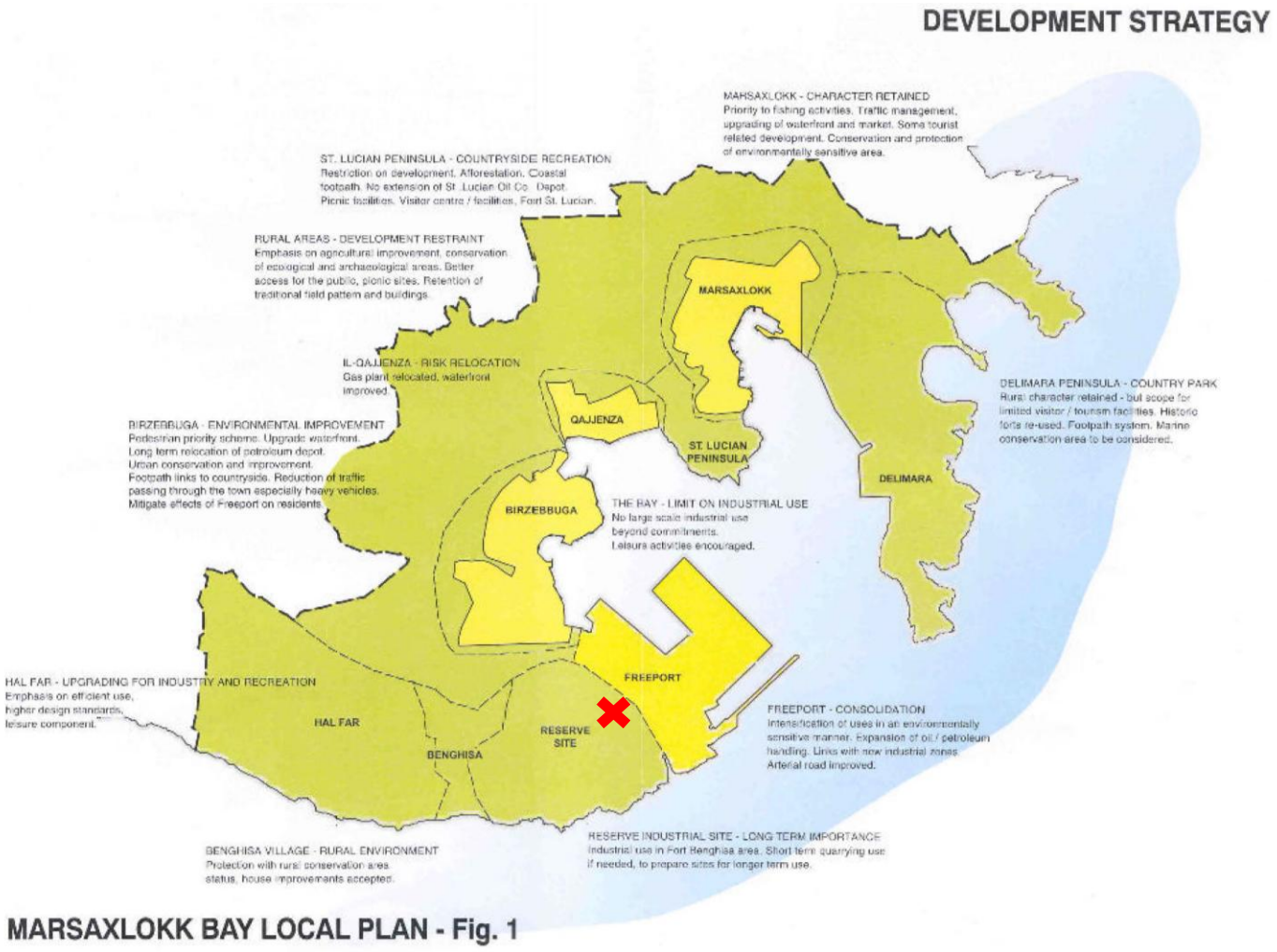


FIGURE 4: MARSAXLOKK BAY LOCAL PLAN GENERAL STRATEGY MAP, RED CROSS INDICATES THE APPROXIMATE SCHEME SITE LOCATION (MBLP, 1995)

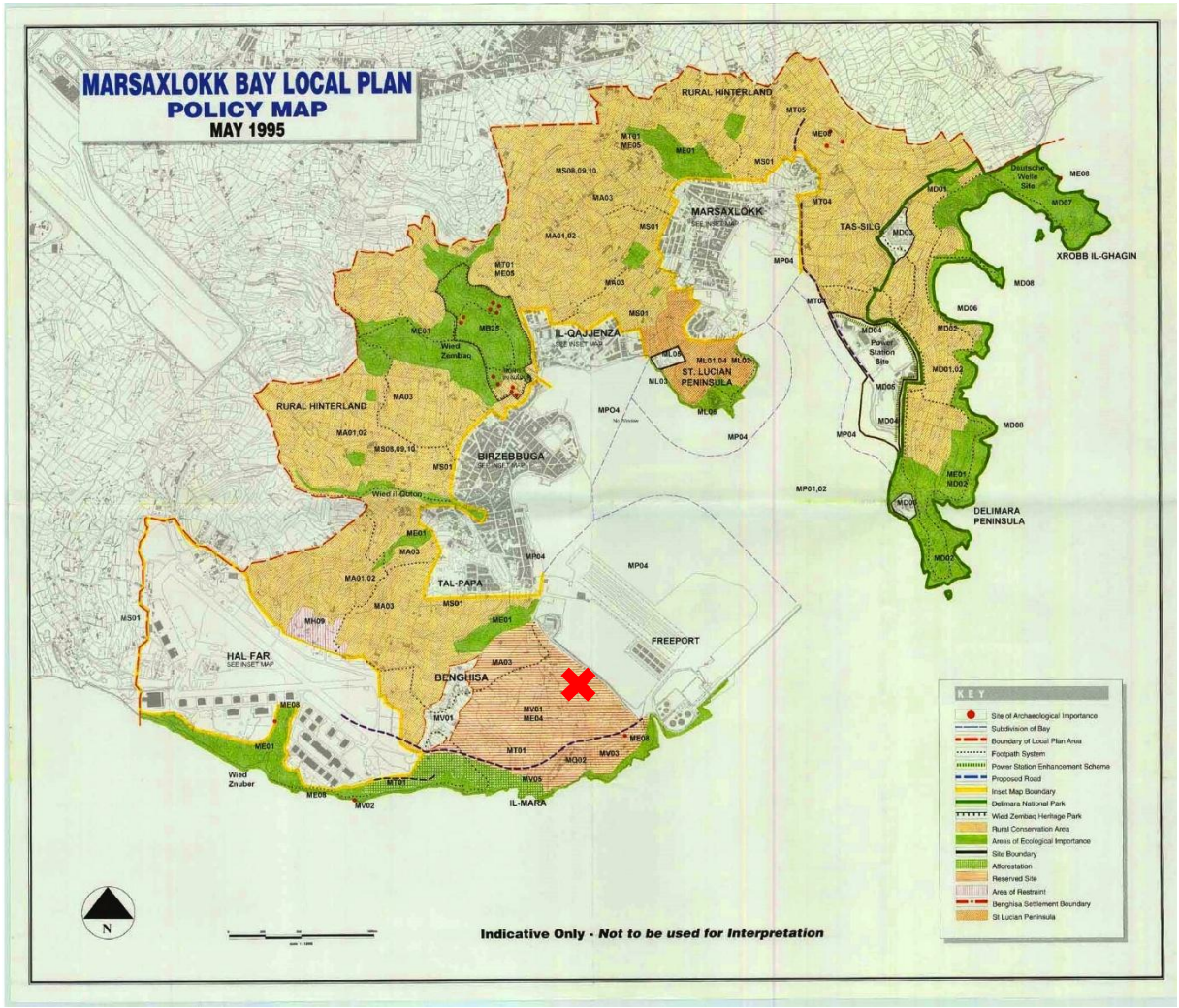


FIGURE 5: MARSAXLOKK BAY LOCAL PLAN POLICY MAP, RED CROSS INDICATES THE APPROXIMATE SCHEME SITE LOCATION (MBLP, 1995)

1.2.2.2 The Structure Plan for the Maltese Islands (1990)

The Structure Plan set out a national framework to guide land-use, environmental protection, housing, transport, and economic development across Malta and Gozo. While the Structure Plan has been superseded by the SPED (2015), the following policy in Table 2 provides context on the area of the Scheme and better informs interpretation of the relevant MBLP and SPED policies.

Paragraph 10.12 states: *"Two sites have been identified for the further development of manufacturing industry on mainland Malta".* One of which is "*an eastern extension of the Hal Far industrial estate to link with the hinterland of Malta Freeport*".

TABLE 2: POLICY OF THE STRUCTURE PLAN (1990) RELEVANT TO THE PROPOSED SCHEME

POLICY CODE	DESCRIPTION AND RELEVANCE
POLICY IND 1	*New Industrial estates, including warehousing, will be developed northwest of the existing San Gwann industrial estate and east of the existing industrial estate at Ħal Far. Development of the new Ħal Far area will be delayed until needs arise which cannot be located elsewhere. Industrial estates will be zoned into smaller areas to avoid incompatibility between adjacent uses, and to provide for the particular needs of certain uses such as retail warehouses and large showrooms. Design guidelines will be developed for the visual and functional aspects of industrial estates.* The site of the proposed Scheme is located within the hinterland of Malta Freeport that is zoned for industrial development (paragraph 10.12). The Scheme currently consists of an existing garage within an industrial facility already approved as per PA/0558/09 and proposes a functional change for the garage to be used as a workshop.

1.2.2.3 Strategic Plan for the Environment and Development (2015)

All new developments must complement the goals and objectives outlined in the STRATEGIC PLAN FOR THE ENVIRONMENT AND DEVELOPMENT (SPED, 2015). SPED aims to guide development to ensure that land and sea resources of the Maltese Islands are utilised effectively, whilst ensuring that the environment is protected and enhanced. Table 3 lists the SPED objectives which are most relevant to the proposed Scheme.

TABLE 3: OBJECTIVES OF THE SPED (2015) RELEVANT TO THE PROPOSED SCHEME

OBJECTIVE	DESCRIPTION
Thematic Objective 1.10	*To manage the available potential space and environmental resources on land and sea sustainably to ensure that socio-economic development needs are met whilst protecting the environment and limiting land take up within the Rural Area by:* *10. Socio-economic development should ensure that rural areas are not exploited by uses which are not legitimate or necessary.* The proposed Scheme constitutes a garage within an existing and approved industrial facility. It will be ensured that operations related to the proposed Scheme will not encroach onto public roads and mitigation measures will be implemented to prevent any impacts to the surrounding rural environment.
Rural Objective 3	*To guide development which is either justified to be located in the Rural Area in approved Government policies, plans or programmes, or is incompatible with urban uses and where alternatives are not possible, to the Rural Area away from protected areas and areas of high landscape sensitivity, preferably on Areas of Containment, previously developed land or existing buildings while ensuring the improvement of the quality of the rural environment by:* *1. Setting out a policy framework to control the location and design of such development and guide appropriate environmental measures* *2. Safeguarding existing Areas of Containment and identifying further Areas to accommodate incompatible urban development* *3. Controlling the cumulative effect of such development* *4. Requiring compensation measures to enhance the rural environment* The proposed Scheme consists of a garage withing an existing industrial yard with approved industrial operations as per PA/0558/09. The proposed industrial operations would thus be accommodated for within an area already designated for industrial use. The proposal constitutes dismantling of worn vehicles and refurbishing

OBJECTIVE	DESCRIPTION
	of their parts without the involvement of intensive processing like shredding or crushing. The proposal implements the EU ELV Directive to promote recycling and reuse, and minimise ELV scrap and waste generation, hence contributing to the achievement of sustainable development.

1.2.2.4 Rural Policy and Design Guidance (2020)

The aim of this document is to assist and further the implementation of the vision and objectives laid down in SPED, particularly in relation to those areas officially designated as 'rural' (RPDG, 2020). Allowance is made for development, which is justifiably located in rural areas, in approved government policies, plans or programmes; and development which is genuinely and strictly incompatible with urban uses and where alternatives are not possible.

Policy 6.2C and Policy 13 provide a regulatory framework that enables the redevelopment or change of use of existing, legally established buildings in ODZ and rural areas, subject to compliance criteria. These include verification of lawful or pre-1978 status, confirmation that the structure has no heritage or architectural value, adherence to existing building footprint and floorspace, and conformity with established rural design principles. Permitted uses must either be already legally established, explicitly allowed by policy, or compatible with rural objectives, and proposals must be supported by adequate road infrastructure while ensuring the retention or enhancement of existing vegetation. Within this context, the current proposal involves no physical construction or modification to the existing garage; it solely entails a change of use from a parking and maintenance facility to a workshop and storage space for worn vehicles and heavy-equipment dismantling, refurbishment, and recycling in accordance with the ELV Directive. The existing road network sufficiently accommodates the proposed activity, and all existing trees and shrubs on and around the site will be retained.

1.2.2.5 Policy Guidance - Areas for Open Storage (2012)

The Policy for Areas for Open Storage (2012) was introduced to regulate open-air storage uses, such as vehicle storage and scrapyards, by directing them to appropriate locations, primarily previously developed or industrial land. Its aim was to contain such activities, minimise visual and environmental impacts, and prevent their spread into undeveloped rural and agricultural areas.

The proposed Scheme falls within the scope of Malta's Open Storage Policy Guidance, which explicitly recognises ELV and vehicle-related storage as acceptable forms of open storage in principle:

1.3 The concept of open storage is rather wide ranging but the term "open storage" as used throughout this document is taken to mean the provision of open air storage to accommodate the following facilities:

7. Waste processing facilities including End of Life Vehicles (ELV) facilities;

8. Storage of waste;

The policy supports such uses where they are located on previously developed land or within existing industrial areas (as per paragraphs 5.1 and 5.2) and do not result in the loss of good-quality agricultural land or the spread of industrial activity into the rural environment.

In this case, the proposed operations will be fully confined to the established industrial yard, with no encroachment onto surrounding agricultural land. All dismantling and refurbishment activities will occur inside the existing garage structure, while any temporary open storage of waste will be restricted to the yard area directly in front of the garage and retained entirely within the site boundary until collected by a licensed waste carrier. This operational setup is consistent with the locational and functional parameters set out in the Open Storage Policy, ensuring compliance with its requirements.

2 SCHEME SITE AND SURROUNDING AREA

2.1 LAND USE

The scheme footprint is currently used as a garage with an area of circa 98 sqm. The surrounding industrial yard includes offices and garages where industrial operations and heavy plant maintenance services are undertaken.

The whole industrial facility is located Southwest to the Malta Freeport. The rest of the surrounding land uses within the Area of Influence (AoI) mostly consist of public roads (Triq Bengħajsa, Triq il-Kunċizzjoni, and Triq Kalafrana), unsurfaced dirt paths, agricultural fields lined by rubble walls, ancillary buildings, and some residential units.

The land uses present within the AoI (100m buffer zone) have been mapped in Figure 11.

FIGURE 6: INDUSTRIAL AREA AND TRIQ IL-KUNĊIZZJONI NEXT TO PROPOSED SCHEME (PHOTO TAKEN ON THE 3RD FEBRUARY 2026).

FIGURE 7: SURROUNDING AGRICULTURAL FIELDS (PHOTO TAKEN ON THE 3RD FEBRUARY 2026).

FIGURE 8: UNSURFACED/DIRT PATH, AGRICULTURAL BUILDINGS AND FIELDS SOUTH OF PROPOSED SCHEME

FIGURE 9: TRIQ KALAFRANA AND MALTA FREEPORT NORTHEAST OF PROPOSED SCHEME (PHOTO TAKEN ON THE 3RD FEBRUARY 2026).

FIGURE 10: MAIN ENTRANCE TO FACILITY ON TRIQ L-IMMAKULATA KUNĊIZZJONI

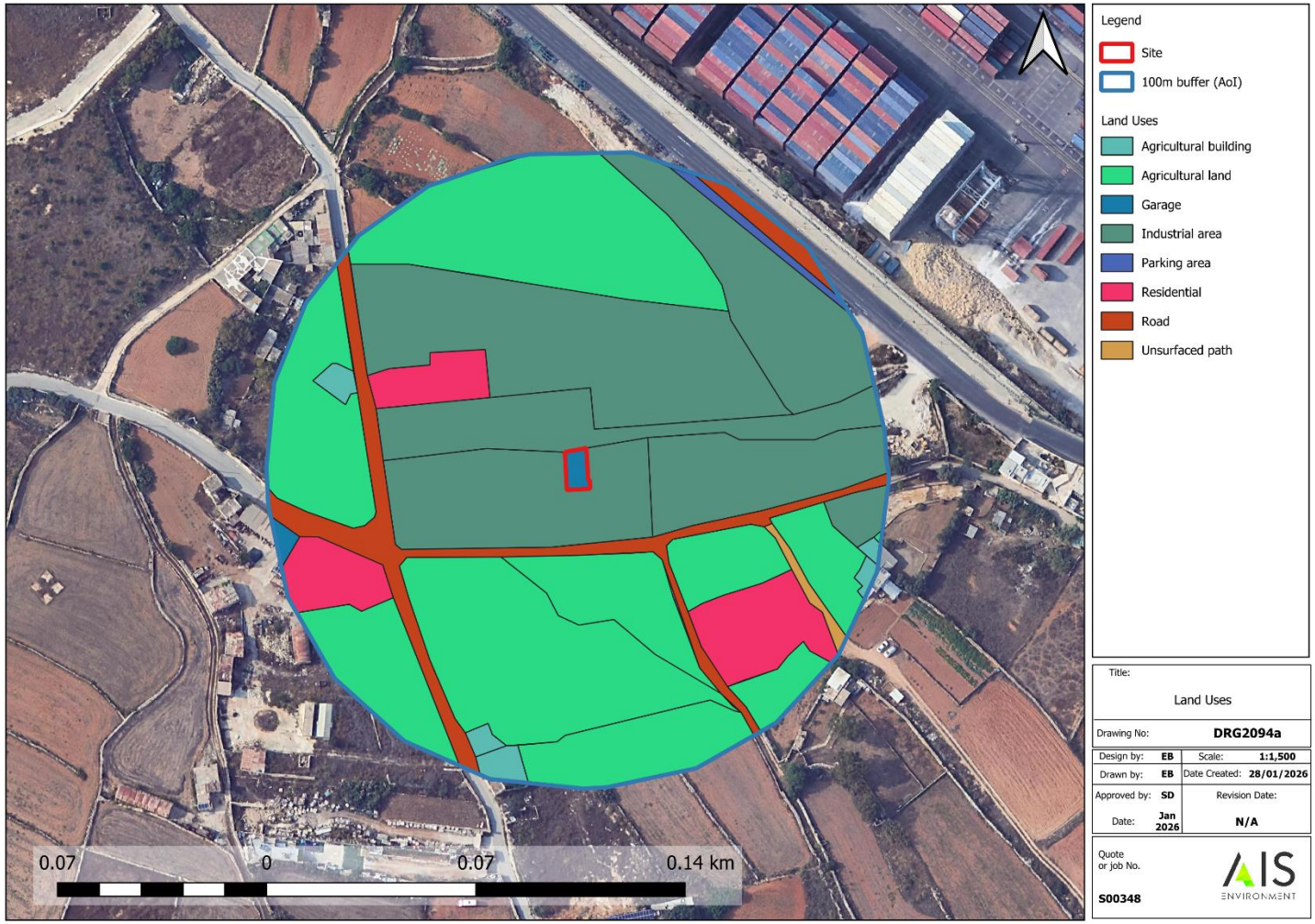


FIGURE 11: LAND USES WITHIN AOI AND SCHEME SITE

2.2 GEOLOGY AND SOIL

The proposed Scheme and surrounding 100m Area of Influence lie on top of Lower Globigerina Limestone as illustrated in Figure 12. The geological and soil features do not outcrop at the site as they lie beneath the existing building which is already paved.

Globigerina Limestone is composed of planktonic globigerinid foraminifera, and its three layers are separated by two thin layers of phosphorite beds. Globigerina Limestone is the second oldest rock formation within the Maltese Islands, as it was formed during the Aquitanian to Langhian stages of the Miocene epoch. The Globigerina Limestone formation is pale-yellow, bounded both above and below by phosphorite conglomerate horizons in the middle of the sequence.

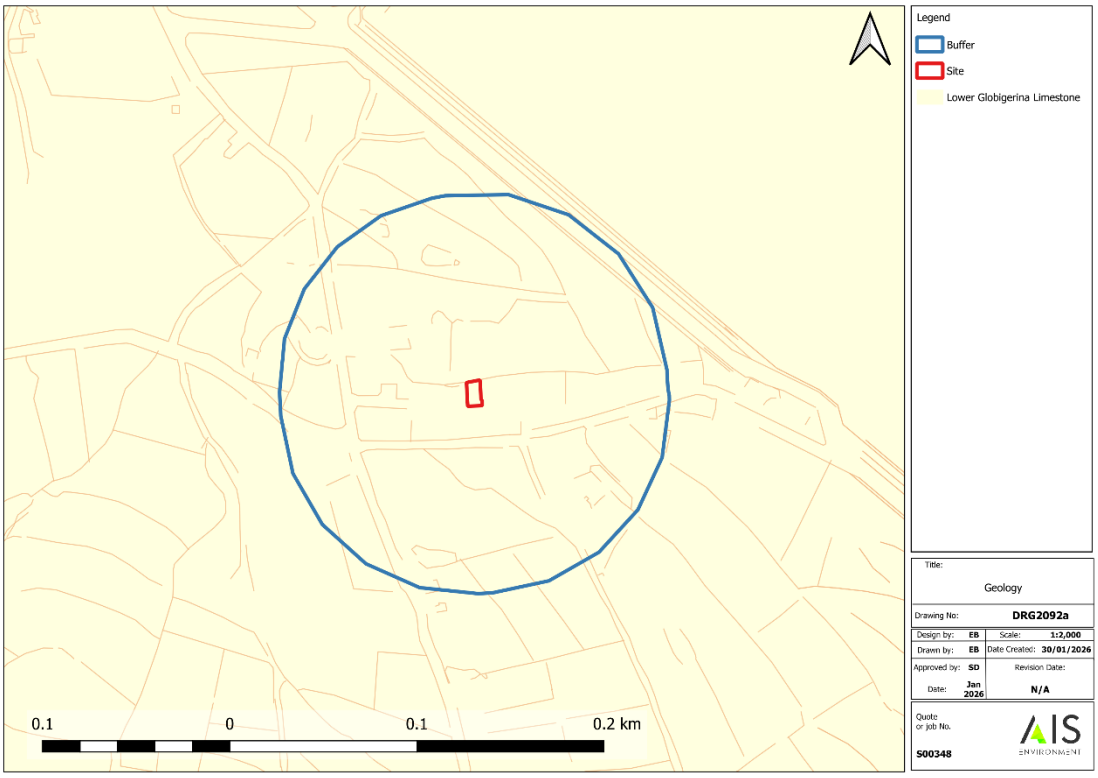


FIGURE 12: GEOLOGICAL MAP OF THE SCHEME SITE AND BUFFER ZONE

The soil within the proposed Scheme site, as shown in Figure 13, is made up of L'Inglin soil complex, while Tas-Siġra and Tal-Barrani soil complexes are additionally found within the surrounding 100m buffer.

The Tas-Siġra series is largely derived from weathered Globigerina Limestone, forming clay-rich soil of reddish to brown coloration. This soil is typically shallow to moderately deep and occurs in relatively flat areas with little rock outcrop. It is frequently cultivated, leading to limited horizon differentiation and an overall 'young' profile that reflects continual soil disturbance. High calcium carbonate content and low organic matter are characteristic. The Tal-Barrani series originates from Globigerina Limestone to form a uniform, brown, fine-textured matrix, and clay-rich

soil that is extensively used for agriculture. Despite its fertility, the high clay content can limit drainage and increase susceptibility to compaction when worked under wet conditions. The L'Inglin complex represents a disturbed or anthropogenic soil assemblage, often found in terraced landscapes. It is composed of a heterogeneous mix of carbonate raw soils, terra soils, and rock flour derived from limestone parent materials. These soils vary from light to heavy in texture and are generally shallow to moderately deep.

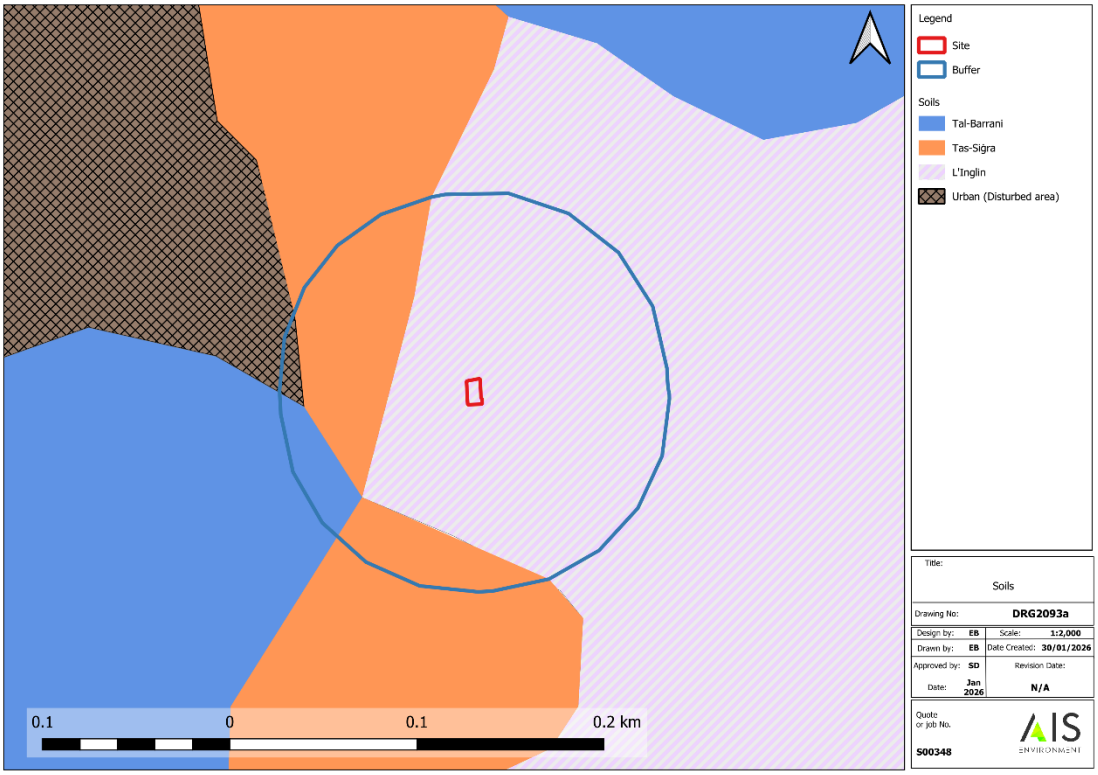


FIGURE 13: SOIL MAP OF THE PROPOSED SCHEME SITE AND SURROUNDING AREA

2.3 HYDROLOGY

The proposed Scheme site is located on top of the Malta Mean Sea Level groundwater body (MT001, Figure 14). The MT001 groundwater body is the largest aquifer of the Maltese Islands with an area of 216.6km².

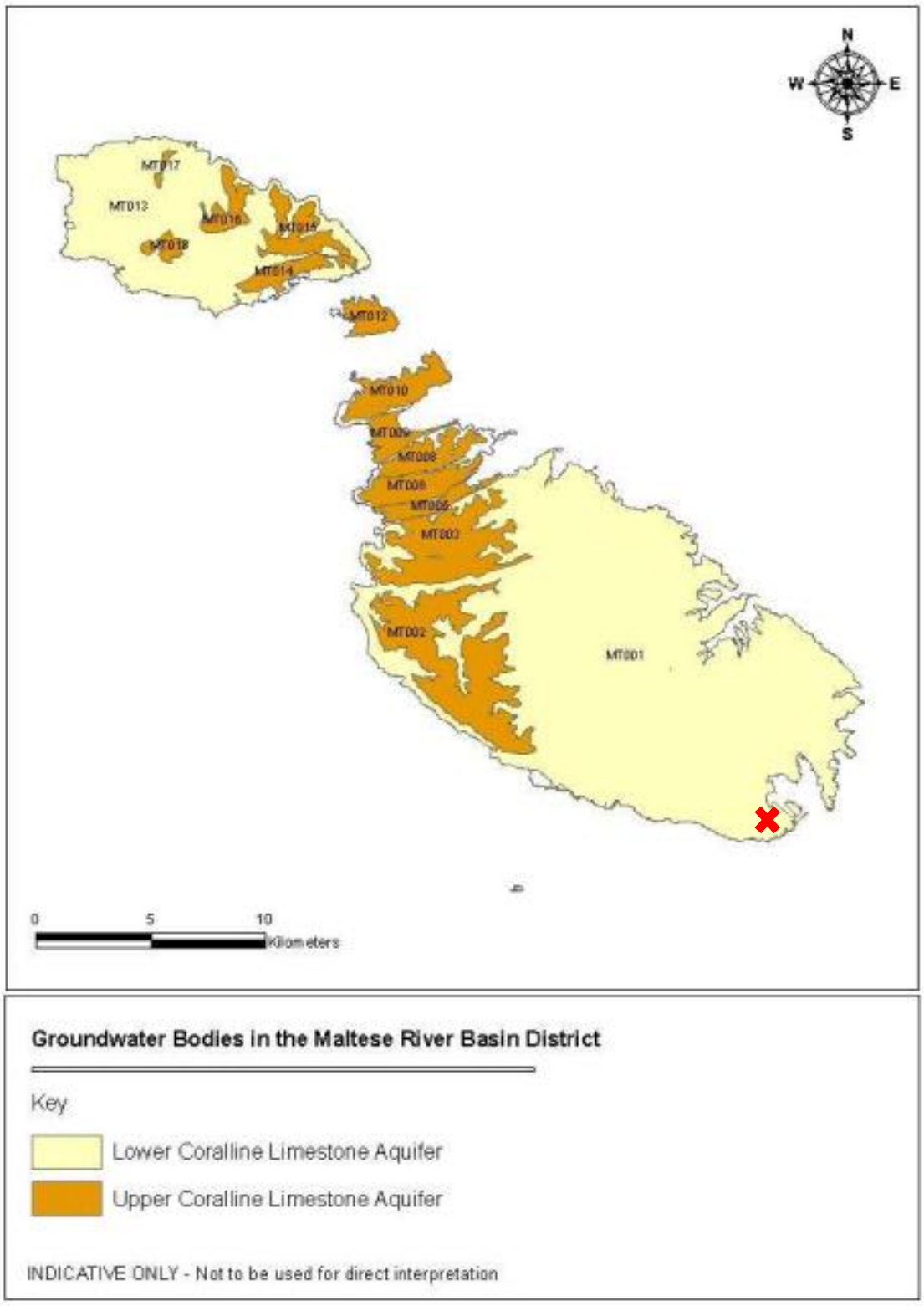


FIGURE 14: GROUNDWATER BODIES IN THE MALTESE RIVER BASIN DISTRICT, RED CROSS INDICATES APPROXIMATE LOCATION OF THE SCHEME

2.4 ECOLOGY

The immediate area surrounding the Scheme consists of an industrial yard hosting some planted trees and shrubs that will remain in place. Almost half of the area within the surrounding 100m buffer zone (AoI) is taken up by industrial areas, whilst the rest of the area mostly consists of residential properties or agricultural land lined by rubble walls.

The roads found within the AoI are lined with ruderal and/or opportunistic species. These species typically have short life cycles, reproduce quickly, and are among the first to colonise disturbed or vacant land, often displacing local, indigenous plants. Opportunistic species observed in the surrounding AoI include the Boar Thistle (*Galactites tomentosa*), Smooth Sow-Thistle (*Sonchus oleraceus*), Animated Oat (*Avena sterilis*), Crown Daisy (*Chrysanthemum coronarium*), Fennel (*Foeniculum vulgare*), Borage (*Borago officinalis*), Spiny Asparagus (*Asparagus aphyllus*), Wild Carrot (*Daucus carota),* Cape Sorrel (*Oxalis pes-caprae*), and Squirting Cucumber (*Ecballium elaterium*).

All tree species encountered were located on private property. Trees of *Ceratonia siliqua* (Carob), *Olea europaea* (Olive), and *Prunus dulcis* (Almond Tree) fall under the First Schedule of TREES AND WOODLANDS PROTECTION REGULATIONS, 2016 (S.L. 549.123) and are protected within protected areas, in ODZ and in green areas. Individuals of *Acacia spp., Eucalyptus gomphocephala*, and *Schinus terebinthifolius* (Brazilian Pepper) were also encountered, which are listed in the Second Schedule of TREES AND WOODLANDS PROTECTION REGULATIONS, 2016 (S.L. 549.123) as invasive, alien or environmentally incompatible species. *Opuntia ficus-indica* (Prickly pear), *Arundo donax* (Giant Reed), *Yucca gigantea,* and White-fleshed Dragon Fruit (*Selenicereus undatus*) were also observed.

Photos of species encountered are shown in Figure 15 to Figure 20.

FIGURE 15: *OPUNTIA FICUS-INDICA* AND *SCHINUS TEREBINTHIFOLIUS* PRESENT WITHIN A PRIVATE AGRICULTURAL PROPERTY (PHOTO TAKEN 3RD FEBRUARY 2026).

FIGURE 16: ROADSIDE RUDERAL/OPPORTUNISTIC SPECIES ALONG TRIQ BENGĦAJSA (PHOTO TAKEN 3RD FEBRUARY 2026).

FIGURE 17: *OLEA EUROPAEA, YUCCA GIGANTEA, EUCALYPTUS* SP. AND *ACACIA* SP. PRESENT WITHIN A PRIVATE AGRICULTURAL FIELD (PHOTO TAKEN 3RD FEBRUARY 2026).

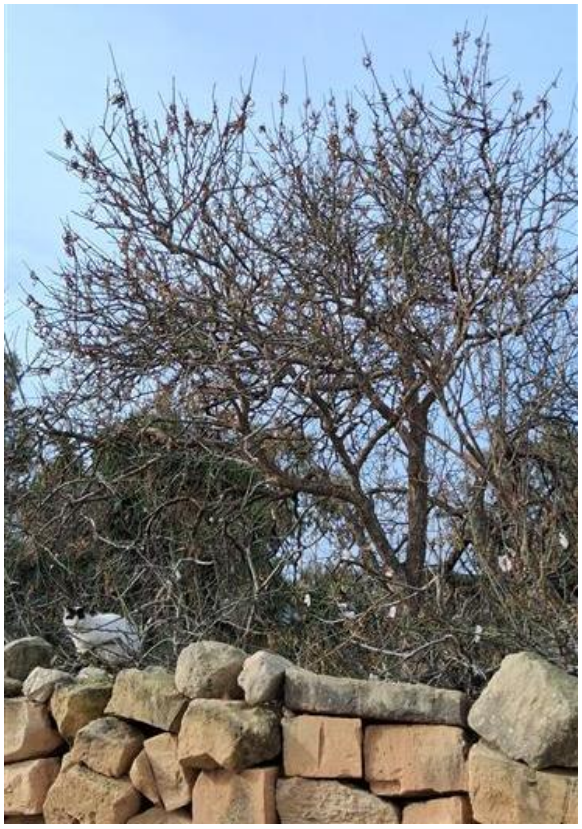


FIGURE 18: *PRUNUS DULCIS* PRESENT WITHIN A PRIVATE AGRICULTURAL PROPERTY (PHOTO TAKEN 3RD FEBRUARY 2026).

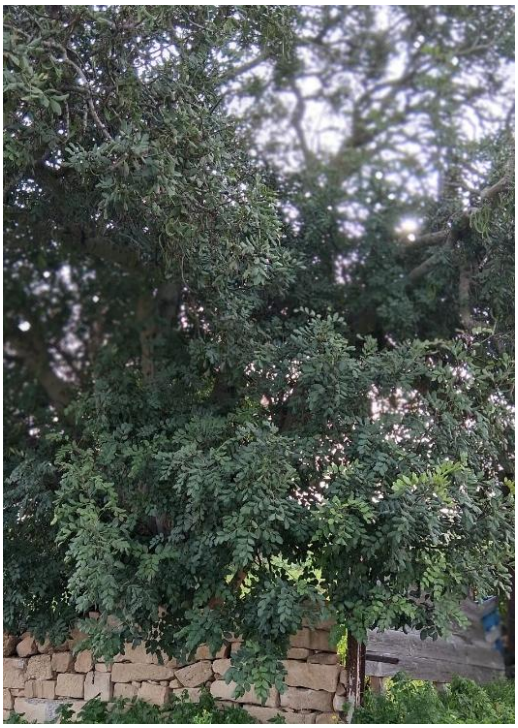


FIGURE 19: CAROB TREE WITHIN A WITHIN A PRIVATE PROPERTY (PHOTO TAKEN 3RD FEBRUARY 2026).

FIGURE 20: *ARUNDO DONAX* PRESENT ALONG TRIQ KALAFRANA (PHOTO TAKEN 3RD FEBRUARY 2026).

2.5 CULTURAL HERITAGE

The status of the cultural heritage features within the 100m buffer zone was researched on the PA map server website. The desktop study revealed that no cultural heritage features are present within the Scheme Site and the surrounding 100m buffer area, as seen in Figure 21 below.

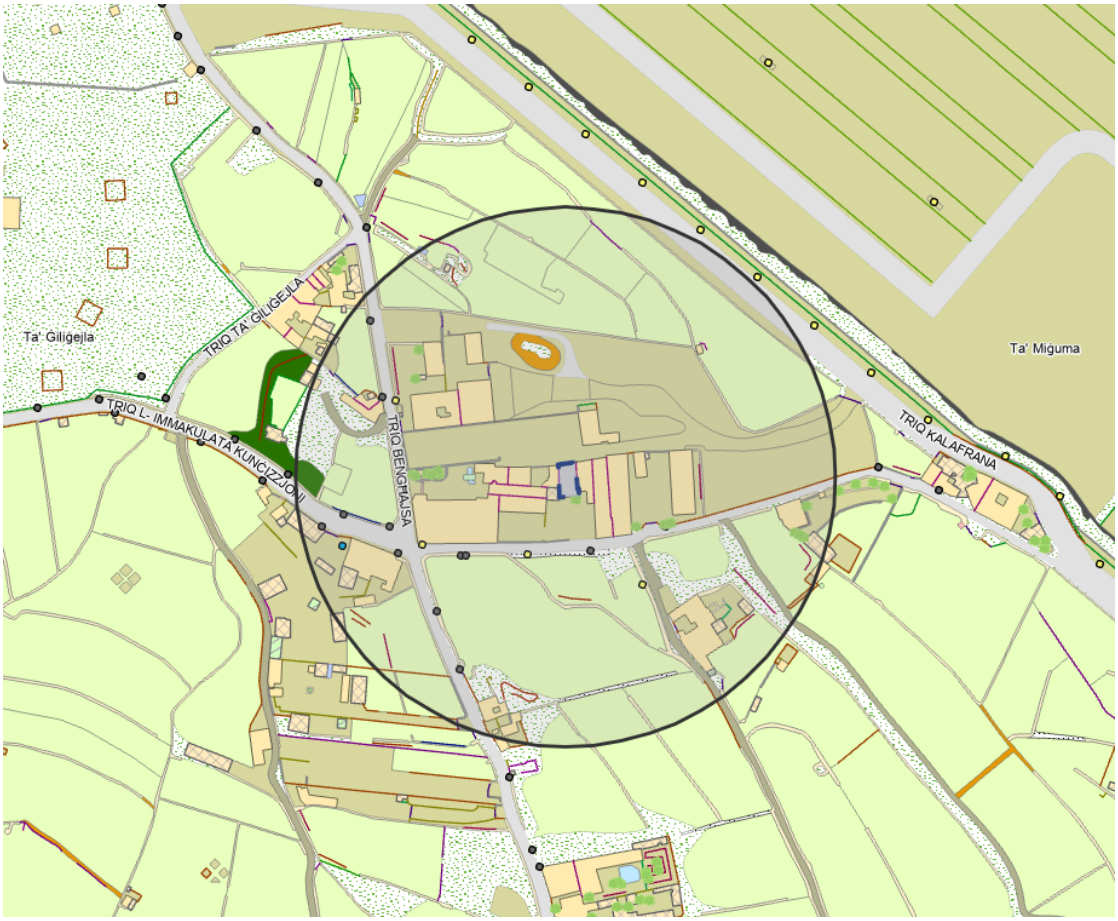


FIGURE 21: CULTURAL HERITAGE SITES WITHIN THE AOI (BLUE LINE INDICATES SCHEDULED BUILDINGS)

2.6 SERVICES

2.6.1 Energy, Water and Sewage

Energy, water and sewage services are already present on site for the existing industrial area.

2.6.2 Surface Water Run-Off and Storm Water Drainage

An existing underground sealed catchment reservoir, which forms part of a different warehouse within the industrial yard, is used to harvest stormwater. Stormwater from the garage roof is directed to this reservoir through a drain that leads underground.

3 THE SCHEME

3.1 SIZE, SCALE AND DESIGN

The scheme footprint consists of a garage to be used as a workshop, covering circa 98 sqm within an existing Class 5A industrial facility (PA/558/09) that includes offices and other garages. The industrial yard where the proposed Scheme is located has a total footprint of approximately 7000 sqm (Figure 22).

The dismantling of worn vehicles/heavy equipment and recycling/refurbishment of their components will be in-line with the End-of-Life Directive (Directive 2000/53/EC), emphasising the concepts of recycling and reuse. Vehicle/heavy equipment components and modules aim to be dismantled, refurbished and re-sold as spare parts to as much as possible minimise ELV and scrap waste.

The facility will be equipped with systems for the safe capture and storage of waste and contaminated fluids, including secondary containment with a minimum capacity of 125% of the primary container. All fluids will be stored in a ventilated, secure area, protected from heat sources or open flames, and clearly labelled and logged. Disposal will be carried out exclusively through authorised operators holding the relevant ERA permits, with certificates of disposal retained for inspection.

Calibrated weighing equipment will be installed to record the weight of all recovered or scrapped components. These records will be maintained for a minimum period of five years.

Flammable materials will be segregated, secured, and stored away from direct sunlight and heat sources. Adequate fire-fighting equipment will be provided in accordance with the guidance of a qualified fire-safety engineer and/or the Civil Protection Department. A site plan identifying the location and classification of stored materials will be kept readily available for emergency responders.

All access and exit points will be clearly marked, with sufficient width to allow the operation of fire-fighting vehicles if required. Personnel involved in dismantling and handling activities will be provided with appropriate personal protective equipment (PPE).

A detailed method statement provided by the Applicant describing the dismantling and recycling of vehicles and industrial equipment is included in Appendix 1.

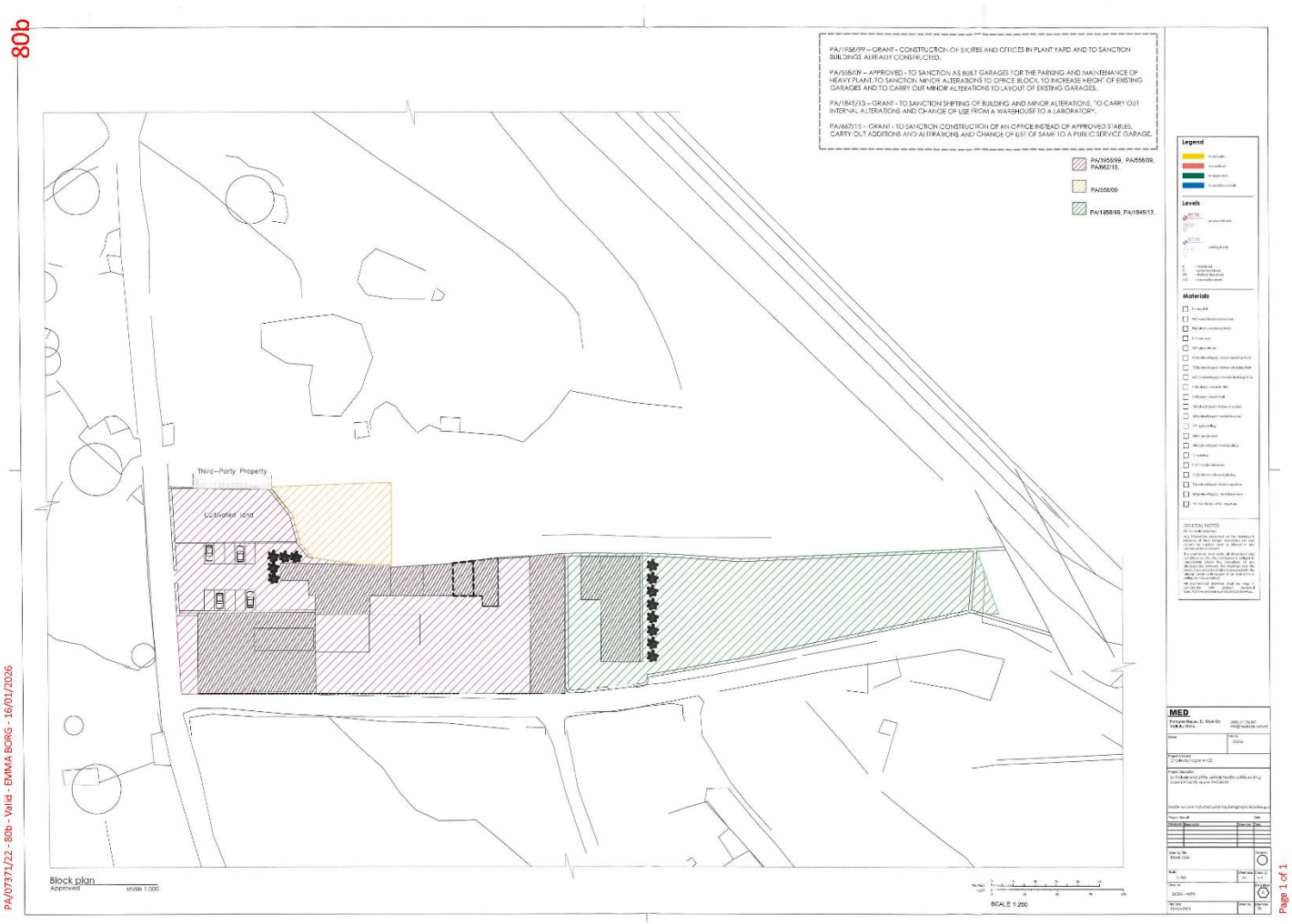


FIGURE 22: BLOCK PLAN OF WHOLE INDUSTRIAL SITE INCLUDING OTHER PERMIT APPLICATIONS. PROPOSED SCHEME MARKED WITH A DOTTED BLACK LINE.

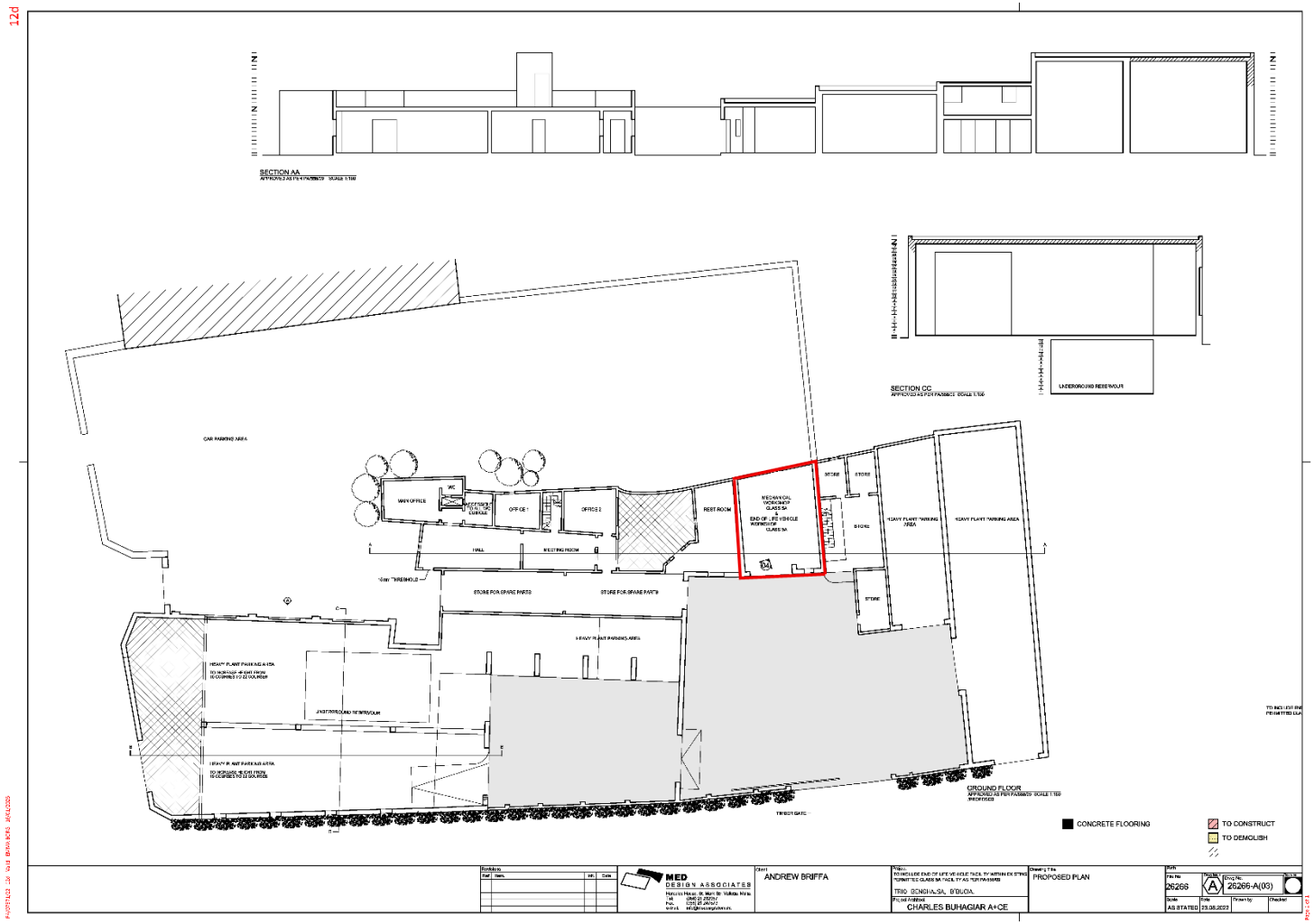


FIGURE 23: SITE LAYOUT PLAN OF PROPOSED SCHEME AND SURROUNDINGS. PROPOSED SCHEME MARKED WITH RED OUTLINE.

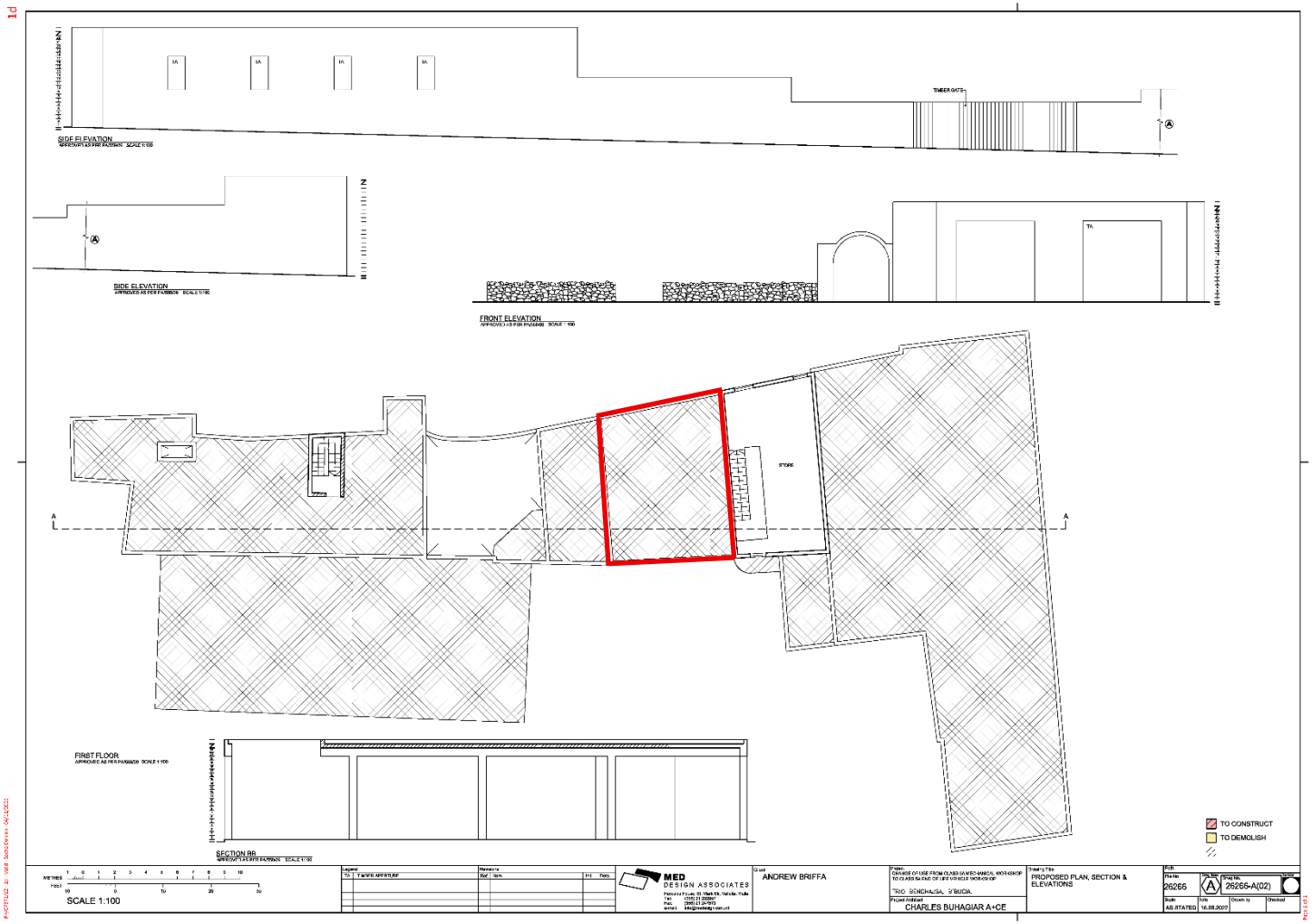


FIGURE 24: ELEVATIONS AND SECTIONS OF PROPOSED SCHEME AND SURROUNDINGS. PROPOSED SCHEME MARKED WITH RED OUTLINE.

3.2 CONSTRUCTION PHASE

The proposed scheme does not include a construction phase, as the garage is already built on site. The proposal solely seeks a change of use from a parking and maintenance garage to a workshop and storage area for the dismantling, refurbishment, and recycling of end-of-life vehicles and heavy equipment.

3.2.1 Number of employees

N/A

3.2.2 Phasing

N/A

3.2.3 Raw materials

N/A

3.2.4 Machinery

N/A

3.2.5 Energy

N/A

3.2.6 Waste

N/A

3.2.7 Access

N/A

3.2.8 Parking arrangements

N/A

3.2.9 Trip generation

N/A

3.3 OPERATIONAL PHASE

3.3.1 Number of employees

The facility will be operated by 2 to 5 employees during the operational phase.

3.3.2 Raw materials

The proposed operations solely involve manual work and no raw materials will be required.

3.3.3 Machinery/Equipment

Equipment will be present within the facility for catchment and storage of waste and contaminated fluids, including secondary containment to prevent spillages and related environmental impacts. The secondary containment shall have a capacity of at least 125% of the fluid being stored in the main container.

The facility shall also be equipped with a lift for vehicles, a tow truck, as well as calibrated weighing equipment in order to determine and log the weight of all components that will be recovered and/or scrapped.

Sufficient fire-fighting equipment will be in place as directed by either an engineer qualified in fire prevention and/or the civil protection department.

Workers performing the dismantling and handling operations will be provided with the applicable PPE.

3.3.4 Energy

No generators will be required as the existing energy services will be used. Information on the consumption of energy sources envisaged to operate the facility can be provided by the Applicant at a later stage.

3.3.5 Waste

The amount of vehicles/operational capacity at the facility is estimated to range between 3 to 10 tonnes per day.

A qualified technical professional will first assess each vehicle or piece of equipment to determine which components are suitable for recovery or refurbishment and which must be scrapped. The unit will then be stabilised on a secure, horizontal platform to prevent movement during dismantling, with additional precautions applied to heavy machinery containing counterweights. Where necessary, a warranted mechanical engineer will review the works.

Prior to any dismantling operations, all fluids and gases will be drained, separated, and stored in clearly labelled containers, with drain plugs reinstalled immediately after. Flammable components such as batteries, upholstery, and seats will be removed, followed by the extraction of electrical wiring for copper recovery. Reusable components will be tagged with the relevant vehicle details. Wheels, tyres, hydraulic lines, electronic modules, glass, plastics, and catalytic elements will be removed and sorted according to whether they are destined for reuse or disposal.

At this stage, the vehicles would be ready for the dismantling of major modules identified for re-use. Major modules identified for reuse such as engines, transmissions, pumps, or attachments will be dismantled and prepared, with filters removed or replaced as required. All recovered components will be serviced by qualified personnel and, where safety-critical, re-certified by a competent engineer or authorised body. Finally, each item will be labelled, weighed, logged, and securely stored.

Remaining scrap will be separated into ferrous metals, non-ferrous metals, plastics, rubber, explosive components (airbags), fuel and oil contaminating components (filters, pipes), electrical and electronics and any other classes that may be requested by the authorities. Such waste will be weighed, recorded, and segregated according to waste stream in clearly labelled zones and/or containers, and retained entirely within the site boundary of the industrial yard. The waste will be temporarily stored in the yard area directly in front of the garage until disposed of as per permits and conditions from the authorities. An appropriately licensed waste carrier shall transport the waste to an ERA licensed facility in line with the provisions of S.L.549.45. The storage and transfer of such waste will follow the provisions of the WASTE REGULATIONS (S.L. 549.63) and the WASTE MANAGEMENT REGULATIONS (S.L. 549.65).

Both recovered components and waste to be disposed of will be weighed and recorded according to the classification stipulated by ERA. Such records will be held for a minimum of 5 years unless otherwise specified by the governing authorities. Records shall be auditable and submitted to the relevant authority as per period of time determined in the permit.

A certificate of destruction will include the following:

- Name of company performing operation and issuing certificate, address, permit no. and contact details;
- Name, address of relevant authority issuing permit to operate;
- Vehicle brand and model, YOM, Year of first registration, chassis and engine numbers;
- List of recovered components for re-use, weight of scrapped and re-used material respectively;
- Details of the last person/company to whom the vehicle/equipment was registered and preferably a copy of the registration document.

Such records shall be held in a standardised format.

The Applicant is committed to keeping waste generation to a minimum and refurbishing components as much as possible for reuse, to minimise the quantity of waste for disposal. More detail on waste management can be found in Appendix 1.

3.3.6 Access

The entrance to the facility is accessed via Triq l-Immakulata Kunċizzjoni (see Figure 10).

All access/exit points shall be clearly marked at both sides of the facility and access to the facility shall be wide enough to allow the operation of fire-fighting vehicles in case the need arises.

3.3.7 Parking arrangements

Workers and project management personnel will park all associated machinery and vehicles within the existing site, particularly within the yard area in front of the

garage, so as not to cause any inconveniences. The Applicant will ensure that operations will not encroach onto the adjacent public roads.

3.3.8 Trip generation

An average of 1 to 4 vehicles trips to the site are expected per day during the operational phase. No new roads will be constructed, and vehicles will make use of the already paved public roads surrounding the Scheme, namely Triq Bengħajsa, Triq il-Kunċizzjoni, and Triq Kalafrana

4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A preliminary indication of the environmental impacts that are likely to be associated with the Scheme are described in this section, and may serve as an initial scoping assessment in the context of the ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS OF 2017 (S.L. 549.46). The potential impacts of the Scheme and their respective mitigation measures are listed in Table 4.

TABLE 4: POTENTIAL IMPACTS AND MITIGATION MEASURES

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
Land Use	**Moderate Adverse** The land use of the site is already classified as industrial, with the garage currently supporting existing operations within the established yard. The proposal introduces only a change in the type of industrial activity, shifting from parking and maintenance to a workshop for worn vehicle and heavy-equipment dismantling and refurbishment. The Scheme would remain contained within the current site boundaries with no expansion of the site footprint. Overall, the proposal represents a limited adjustment to an existing industrial land use, resulting in a moderate adverse land-use impact.	The scheme will not require the take-up of additional land, and all activities will be confined within the boundary of the existing industrial yard, with no encroachment onto the surroundings. The proposed operations will follow the End-of-Life Vehicle Directive (Directive 2000/53/EC), and be limited to the dismantling, refurbishment, and storage of worn vehicles and heavy equipment. No intensive or large-scale processing (such as shredding) is proposed, thereby limiting the intensity of the proposed industrial activity.
Visual	**Minor Adverse** Parked vehicles and heavy equipment, and temporary storage of parts, associated materials and containers may create visual clutter and reduce landscape quality, while glare from metal surfaces or scattered materials may also be noticeable.	Parked vehicles, heavy equipment, and any temporary material storage will remain fully contained within the industrial yard, with no encroachment onto public roads. All items will be organised in designated areas to minimise visual intrusion, and storage zones will be screened from external view. Along the south-facing boundary overlooking the rural area, solid, non-reflective fencing in colours that blend with the landscape will be installed. Good housekeeping will be maintained to prevent scattered

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
		materials or visual clutter, and any lighting will be directed downward to avoid spillover into the surrounding rural environment.
Ecology	**Minor Adverse** All works will take place indoors within the garage and on impermeable surfaces, thus the potential for environmental contamination from oils, fuels, coolants, brake fluids, battery acids etc is very low. No known ecological areas are present in the immediate vicinity of the Scheme. No trees present within or around the site will be uprooted, transferred, or directly affected by the proposed scheme.	Equipment will be installed on site to safely collect and store waste and contaminated fluids, supported by secondary containment sized to hold at least 125% of the primary container's volume. All activities will take place on impermeable surfaces to reduce the risk of environmental contamination, with spill kits and related measures in place to immediately address any accidental releases. No vegetation will be removed or transplanted as part of the proposed Scheme.
Agriculture	**Minor Adverse** All works will take place indoors within the garage and on impermeable surfaces, thus the potential for soil contamination from oils, fuels, coolants, or other fluids is very low. Any particulate matter generated during handling of vehicles or equipment (e.g. PM10 from wearing of tyres) will also remain contained within the garage, limiting dispersion into nearby agricultural fields.	Equipment will be installed to safely collect and store waste and contaminated fluids, supported by secondary containment sized to hold at least 125% of the primary container. All work will take place on impermeable surfaces, with spill kits and rapid-response measures available to address any accidental releases. All dismantling activities will be carried out inside the proposed garage in a well-ventilated but enclosed space to limit the spread of particulate matter.

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
Archaeology and Cultural Assets	**Negligible** The site area is already paved and no construction phase or excavation will be carried out for the purposes of the Scheme. No known cultural assets are present within the Scheme site and AoI.	N/A
Geology & Geomorphology	**Minor Adverse** The risk of soil and geological contamination from oils, fuels, coolants, brake fluids, and battery acid if runoff, spills or leaching occur is highly unlikely given that the operations will be carried out in an enclosed garage with impermeable surfaces. Underlying geology and geomorphology will not be modified as no construction phase or excavation will be carried out for the purposes of the Scheme.	Equipment will be installed to safely collect and store waste and contaminated fluids, supported by secondary containment sized to hold at least 125% of the primary container. All operations will take place on impermeable surfaces within the enclosed garage, with spill kits and rapid-response measures available to immediately address any accidental releases.
Hydrology & Hydrogeology	**Moderate Adverse** The risk of irrigation channel or groundwater contamination from oils, fuels, coolants, brake fluids, and battery acid if runoff, spills or leaching occur is highly unlikely.	Equipment will be installed to safely collect and store waste and contaminated fluids, supported by secondary containment with a minimum capacity of 125% of the primary container. All works will take place inside the garage on impermeable surfaces, ensuring that any accidental spills remain contained within the site. Spill kits and rapid-response measures will be available to address

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
		incidents promptly. Rainwater will be collected on site and channelled into an existing reservoir for reuse.
Air Quality	**Minor Adverse** Dust and other particulate matter may be generated from vehicle movement and dismantling, as well as emissions from machinery and transport vehicles, that reduce air quality. Volatile organic compounds (VOCs) from fuel residues or solvents may also reduce air quality.	No construction or excavation is proposed so dust generation will be minimal, and the surrounding paved roads further reduce the risk of dust tracking. No shredding or crushing will occur, keeping particulate emissions low. All work on vehicles will take place inside the enclosed, well-ventilated garage to limit the spread of fumes or particulates, with volatile substances stored in sealed containers. Engines will remain switched off during parking, dismantling, and refurbishment, avoiding idling. Internal traffic will follow designated routes with clear signage and controlled access to ensure safe and unobstructed movement on site.
Noise	Minor Adverse Noise impacts will be negligible to minimal, as the proposed works are largely manual and do not involve significant noise-generating machinery.	Operations will be limited to daylight to prevent noise disturbances. Minimal advanced machinery will be used for the proposed operations which significantly limits noise generation. Acoustic barriers may be installed within the workshop to further reduce noise disturbances.

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
Waste Management	Major Beneficial The proposed Scheme will promote environmentally conscious management of worn vehicles and heavy equipment by refurbishing components for resale and reuse. This could significantly reduce the proportion of vehicles sent for scrap, thus reducing both hazardous and non-hazardous waste generation. The proposed activities will implement the ELV Directive (Directive 2000/53/EC), thus promoting environmentally conscious industrial activity relating to the management of ELVs and heavy equipment, with a focus on promoting refurbishing, recycling, and reuse of components to reduce scrap and waste generation.	All waste will be stored in designated areas within the industrial yard, with no encroachment onto public roads. Waste and contaminated fluids will be safely collected and stored using equipment with secondary containment sized to hold at least 125% of the primary container. Materials destined for disposal will be separated into the appropriate waste streams such as ferrous and non-ferrous metals, plastics, rubber, explosive components, contaminated parts, and electrical or electronic items. These will be weighed, recorded, and placed in clearly labelled areas or containers until removed by a licensed waste carrier. An appropriately licensed waste carrier shall transport the waste to an ERA licensed facility in line with the provisions of S.L.549.45. The storage and transfer of such waste will follow the provisions of the WASTE REGULATIONS (S.L. 549.63) and the WASTE MANAGEMENT REGULATIONS (S.L. 549.65).
Social Impacts	Minor Adverse Noise, air quality, and visual impacts from the proposed Scheme are expected to be negligible, especially with the relatively more significant baseline levels generated by the nearby industrial complexes, including the Freeport. An average of 1 to 4 vehicles trips to the site are expected per	Deliveries of vehicles/heavy equipment will be planned to avoid peak traffic, and all operations will remain fully contained within the site, with no encroachment onto public roads. Access and exit points will be clearly marked, and the

FEATURE POTENTIALLY IMPACTED	DESCRIPTION OF POTENTIAL IMPACT	MITIGATION MEASURES
	day during the operational phase, which is unlikely to cause nuisance to the surrounding community. Minor Beneficial The proposed Scheme will contribute to a circular economy and will minimise waste generation by promoting reuse and resale of refurbished vehicle components.	entrance will be wide enough to accommodate fire-fighting vehicles if required. Workers and staff will park within the site to prevent inconvenience to nearby residents, and the yard will be kept clean and orderly to minimise nuisance. The applicant will maintain communication with the local community and provide contact details for any concerns.

APPENDIX 1

METHOD STATEMENT PROVIDED BY APPLICANT

METHOD STATEMENT

Dismantling and recycling of vehicles and industrial equipment at EOL

Abstract

The scope of this document is to create a method statement for the dismantling of vehicles and industrial equipment at its EOL, classify components by type for scrap/recycling and as much as possible re-furbish components for re-use.

Alexander.galea@gmail.com

Table of Contents

1. Scope

The scope of this document is to create a procedure for the dismantling of light vehicles and heavy equipment in line with the end-of-live directive and the concept of recycle and re-use. In the case of heavy equipment, a significant number of modules and components can be dismantled, refurbished and re-sold as spare parts. This is much more environmentally effective than complete destruction of the equipment.

2. Site location

Site it as cross-roads between Triq l-Immakulata Kuncizzjoni and Triq Benghajsa, Birzebbuga with side facing South having access on Triq l-Immakulata Kuncizzjoni through a yard and side facing West having access on Triq Benghajsa through main door.

3. Dismantling facilities

The facilities shall be equipped with equipment that enables catchment and storage of waste and contaminated fluids including secondary containment to avoid environmental issues due to spillage. The secondary containment should have a capacity of at least 125% of the fluid stored in the main container. Such fluids shall be stored in a safe and secured zone which is vented and protected against exposed flames or heat sources, all fluids shall be properly labelled and logged. Disposal of such fluids can only be done through authorized bodies holding necessary permits from ERA. Certificates of proper disposal shall be requested and archived for authorities inspection and verification.

The facility shall also be equipped with calibrated weighing equipment that will enable it to determine and log the weight of all components that are being recovered and/or scrapped. Such data shall be recorded and stored for a minimum period of 5 years.

All flammable materials shall be segregated and secured and stored out of direct sunlight and/or heat sources. Sufficient fire fighting equipment as directed by either a

fire prevention qualified engineer and/or civil protection department shall be put in place.

A plan of the site showing the location and classification of different materials shall be available at all times for civil protection authorities especially in case of a spillage or fire. All access / exit points shall be clearly marked at both sides of the facility and access to the facility shall be wide enough to allow the operation of fire-fighting vehicles in case the need arises.

All other applicable PPE shall be provided to workers performing the dismantling and handling operations.

4. Method Statement

a. The vehicle / equipment shall be cleaned and washed before inspection operation is initiated, water run-off shall be contained in a sealed catchment reservoir, treated to remove contaminants and re-used. All sludge shall be stored in sealed labelled containers and disposed off as directed by the relevant authorities;

b. The vehicle/equipment shall be inspected by a qualified and registered technical person to classify the status of the main modules and determine what shall be scrapped and what can be recovered an/or refurbished;

c. Vehicle shall be secured in a horizontal position on a stable platform to avoid it from rolling and or/tilting during dismantling operation. In the case of heavy equipment especially involving counter-weights such as cranes, the technical person responsible for the site shall be qualified to determine in which position the equipment shall be secured to avoid accidents caused by the removal of heavy components. In case of doubts, a warranted mechanical engineer shall be requested to evaluate the works in progress.

d. Prior to commencement of any dismantling operation, all fluids (hydraulic oil, engine oil, transmission oil, differential oil, power steering oil, coolant, washer liquid and fuel) shall be drained and stored in clearly labelled storage containers. The same applies for any gases such air-conditioner compressor gas. All drain plugs should be re-installed after draining operation. No exposed flames or heat sources shall be used in the vicinity during such operations;

e. All components that are flammable shall be removed before any other operations are initiated, these include: batteries, seats, upholstery unless it forms parts of a modules (eg: door) identified for recovery and rubber components;

f. Following this operation, all electrical harnesses / cables shall be removed and separated for eventual copper recovery;

g. All components which are identified for re-use shall be tagged with: vehicle model, chassis number and component designation;

h. Rims and tyres shall be removed – if the full wheel assembly is certified for re-use, it shall be labelled accordingly, if only the rim is being recovered, the rubber tyre shall be separated from the rim. In case that all the wheel is being scrapped, rubber shall be separated from the rim as well;

i. All hydraulic pipes and lines (including fuel lines, etc) that will be scrapped shall be removed, drained and connection holes plugged;

j. Electronic/electrical modules including light modules such as headlamps, rear lights, airbags (where applicable) and warning light shall be recovered and sorted according to whether they are going to be scrapped or re-used – all components targeted for re-use shall be labelled;

k. Remove all remaining glass components i.e. windshields and remaining plastic components such as dashboard, trims, etc.

l. Exhaust system shall be dismantled separately and components holding catalytic elements shall be stored and labelled separately.

m. At this stage the vehicle should be ready to dismantle major modules identified for re-use. Any modules that have serviceable components such as filters shall either have the filters removed and holes plugged or replaced with new filters. Such modules include and are not limited to: engine/s, transmission, crane jibs, pumps, door modules, shovel buckets, shovel blades and trenching attachments.

n. Prior to setting up recovered components for sales, which components shall be clearly labeled as used/refurbished, such units shall be serviced by qualified mechanics / technicians. In the case of safety critical modules such as lifting modules, weight carryring modules, etc., such modules shall be re-qualified by a competent warranted engineer and/or certified body.

o. All recovered components shall be tagged and labelled, weighed, logged and wrapped for storage.

p. Remaining scrap shall be separated into ferrous metals, non ferrous metals, plastics, rubber, explosive components (airbags), fuel and oil contaminating components (filters, pipes), electrical and electronics and any other classes that maybe requested by the authorities. Such waste shall also be weighed and recorded, segregated in clearly labelled zones and/or containers until it is disposed of as per permits and conditions from the authorities.

5. Certificates and records

Both recovered components and waste which required disposal has to be weighed and recorded according to the classification stipulated by ERA. Such records shall be held for a minimum of 5 years unless otherwise specified by governing authorities. Records shall be auditable and submitted to the relevant authority as per period of time determined in the permit.

A certificate of destruction shall include at least:

a. Name of company performing operation and issuing certificate, address, permit no. and contact details;

b. Name, address of relevant authority issuing permit to operate;

c. Vehicle brand and model, YOM, Year of first registration, chassis and engine numbers;

d. List of recovered components for re-used, weight of scrapped and re-used material respectively;

e. Details of the last person / company to whom the vehicle / equipment was registered and preferably a copy of the registration document.

f. Such records shall be held in a standardized format.

6. Disclaimer

This document does not constitute a permit and/or authorization to commence any operations. Such an operation is subject to permits and applicable legislation and this document does not replace any such obligations as stipulated by the Laws of Malta.

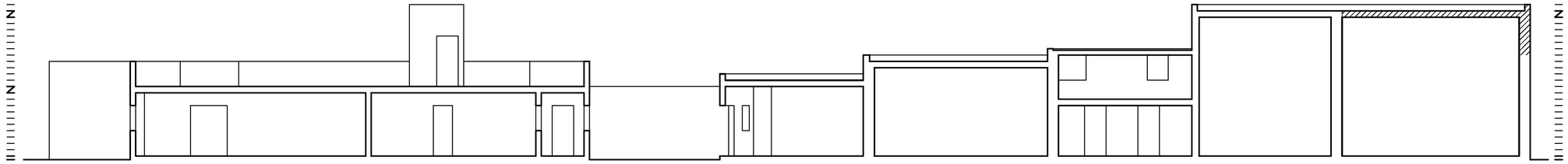
Ing. Alexander Galea

B.Eng. (Hons.) Melit

Warrant No.: 639

APPENDIX 2

LARGE-SCALE PROJECT PLANS



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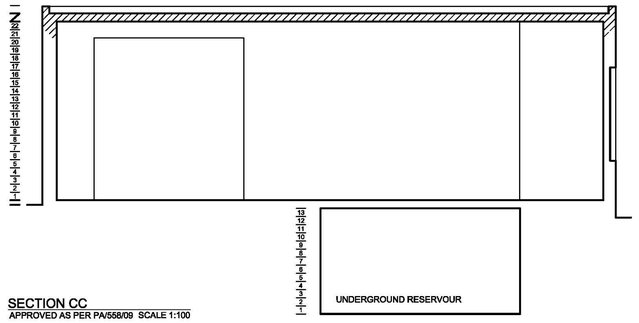

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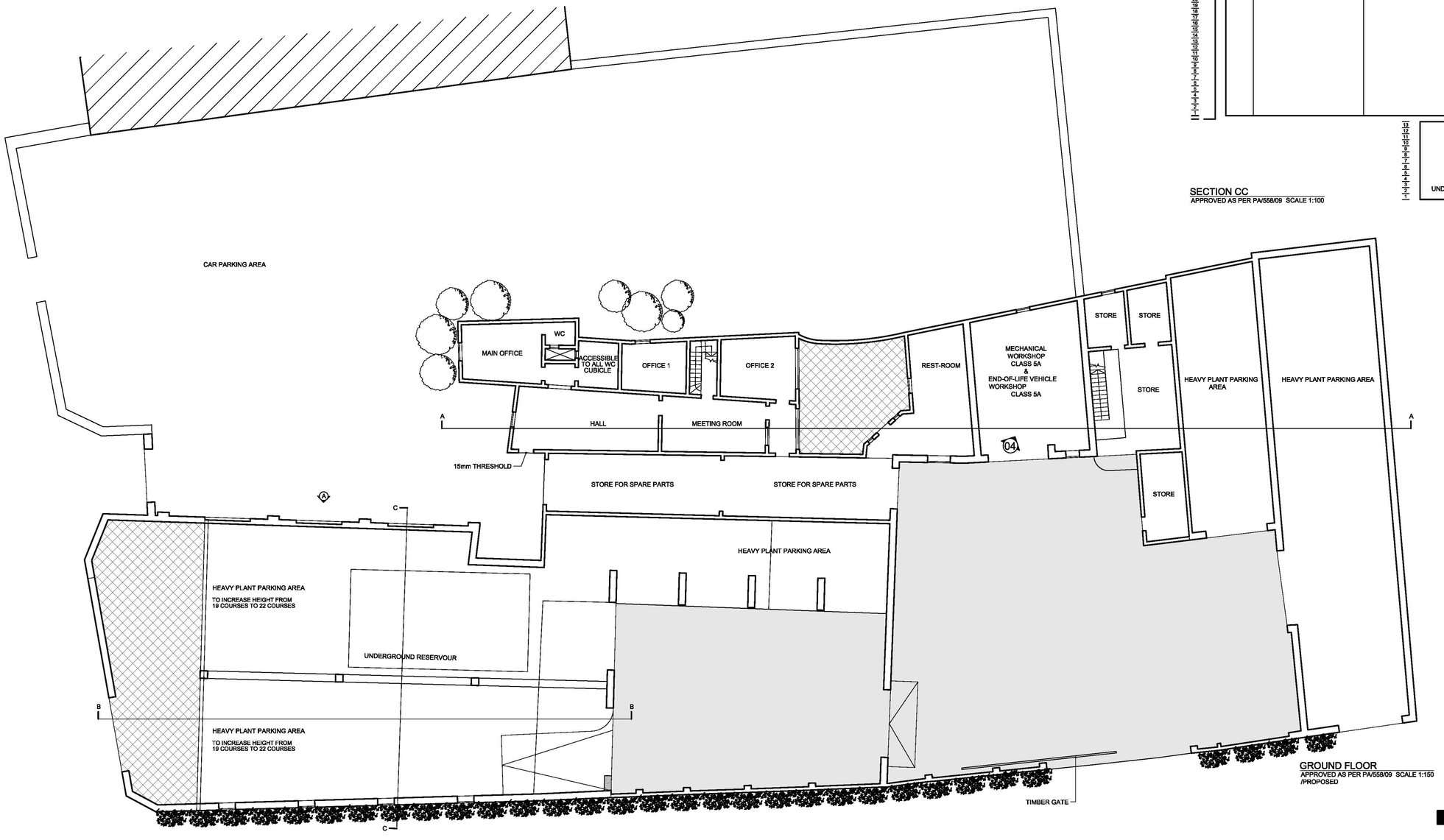

GROUND FLOOR
APPROVED AS PER PA/558/09 SCALE 1:150
/PROPOSED

TO INCLUDE EN
PERMITTED CLA

CONCRETE FLOORING

TO CONSTRUCT

TO DEMOLISH

Revisions			
Ref.	Item.	Init.	Date.

MED DESIGN ASSOCIATES
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Client: ANDREW BRIFFA

Project: TO INCLUDE END OF LIFE VEHICLE FACILITY WITHIN EXISTING PERMITTED CLASS 5A FACILITY AS PER PA/558/09
TRIQ BENGHAJSA, B'BUGIA.

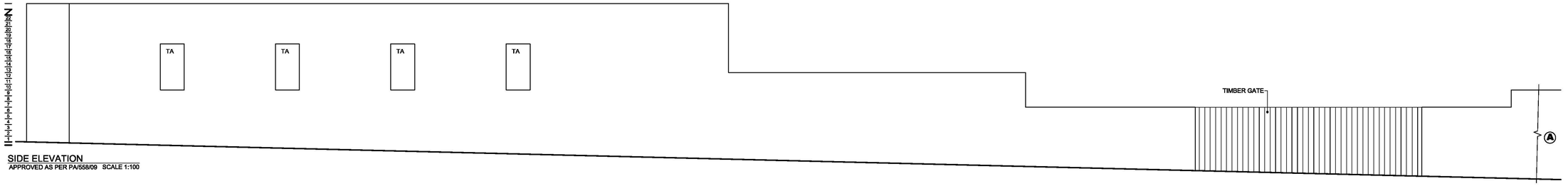
Project Architect: CHARLES BUHAGIAR A+CE

Drawing Title: PROPOSED PLAN

Path

File No	Drwg Issue	Drwg No.	Revision
26266	A	26266-A(03)	

Scale	Date	Drawn by	Checked
AS STATED	23.08.2022		



SIDE ELEVATION
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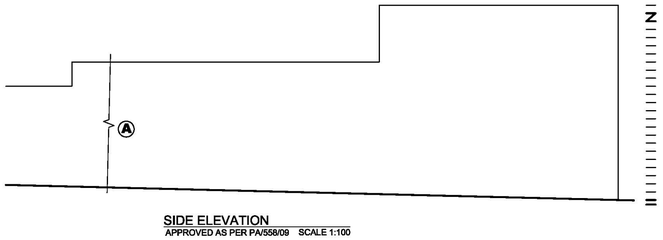

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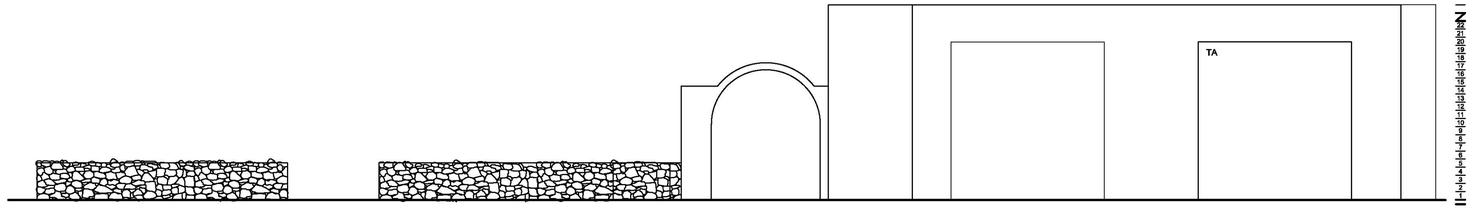

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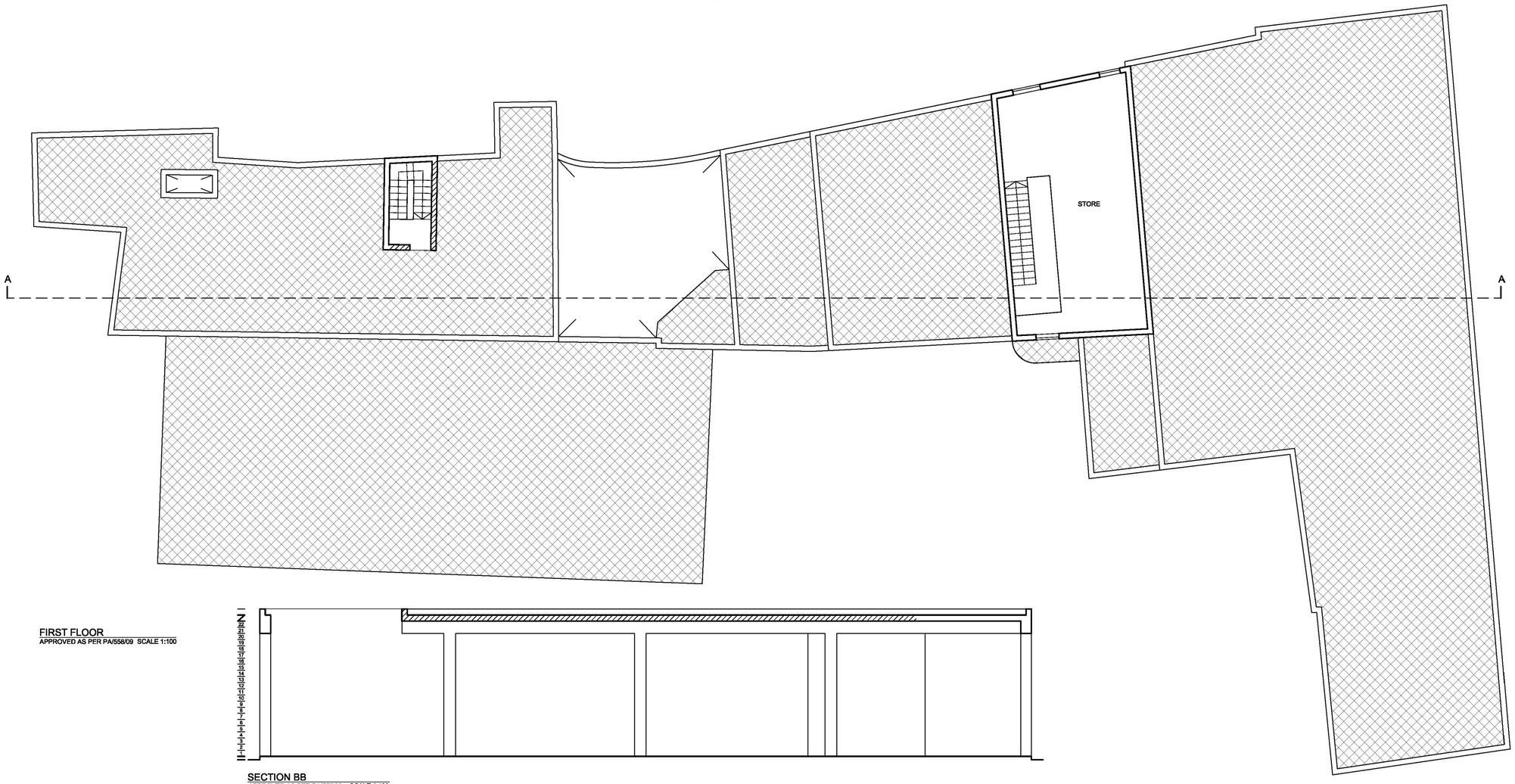

SECTION BB
APPROVED AS PER PA/558/09 SCALE 1:100

FIRST FLOOR
APPROVED AS PER PA/558/09 SCALE 1:100

TO CONSTRUCT
TO DEMOLISH

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FEET 10 0 10 20 30
SCALE 1:100

Legend	
TA	TIMBER APERTURE

Revisions			
Ref.	Item.	Init.	Date.

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Client
ANDREW BRIFFA

Project
CHANGE OF USE FROM CLASS 5A MECHANICAL WORKSHOP TO CLASS 5A END OF LIFE VEHICLE WORKSHOP
TRIQ BENGHAJSA, B'BUGIA.

Project Architect
CHARLES BUHAGIAR A+CE

Drawing Title
PROPOSED PLAN, SECTION & ELEVATIONS

Path
File No 26266
Dwg Issue A
Dwg No. 26266-A(02)
Revision
Scale AS STATED
Date 16.06.2022
Drawn by
Checked

80b

PA/1958/99 – GRANT - CONSTRUCTION OF STORES AND OFFICES IN PLANT YARD AND TO SANCTION BUILDINGS ALREADY CONSTRUCTED.

PA/558/09 – APPROVED - TO SANCTION AS BUILT GARAGES FOR THE PARKING AND MAINTENANCE OF HEAVY PLANT, TO SANCTION MINOR ALTERATIONS TO OFFICE BLOCK, TO INCREASE HEIGHT OF EXISTING GARAGES AND TO CARRY OUT MINOR ALTERATIONS TO LAYOUT OF EXISTING GARAGES.

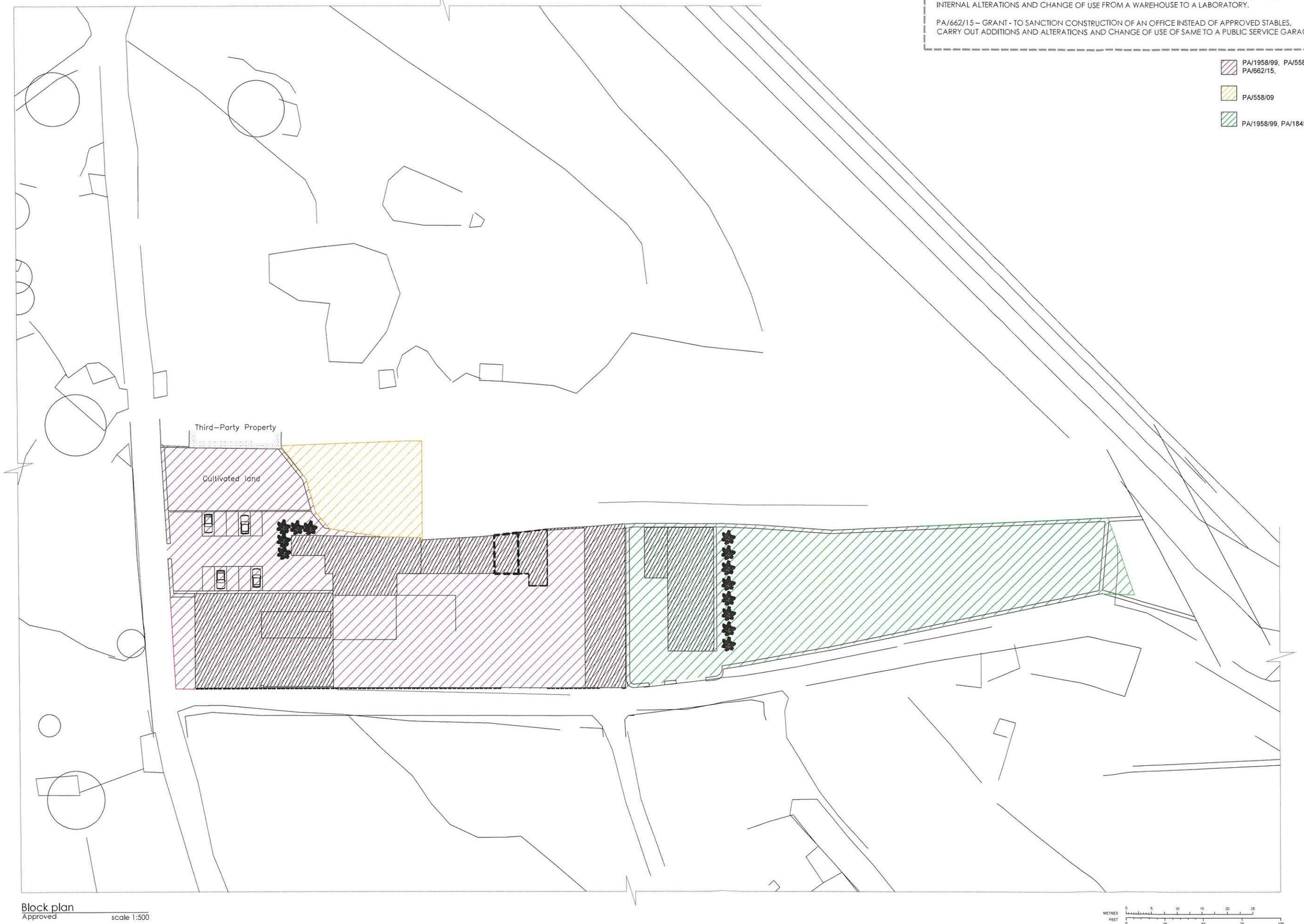
PA/1845/13 – GRANT - TO SANCTION SHIFTING OF BUILDING AND MINOR ALTERATIONS, TO CARRY OUT INTERNAL ALTERATIONS AND CHANGE OF USE FROM A WAREHOUSE TO A LABORATORY.

PA/662/15 – GRANT - TO SANCTION CONSTRUCTION OF AN OFFICE INSTEAD OF APPROVED STABLES, CARRY OUT ADDITIONS AND ALTERATIONS AND CHANGE OF USE OF SAME TO A PUBLIC SERVICE GARAGE.

PA/1958/99, PA/558/09, PA/662/15,

PA/558/09

PA/1958/99, PA/1845/13,



Block plan
Approved
scale 1:500

METRES 0 5 10 15 20 25
FEET 0 25 50 75 100
SCALE 1:250

Legend

- to demolish
- to construct
- as approved
- to sanction as built

Levels

- 00.00 proposed levels
- 00.00 existing levels

RL - road level
FL - pavement level
FFL - finished floor level
EXC - excavation level

Materials

- FF - faç à fil
- WSF - weathered stone finish
- RF(colour) - rendered finish
- C - concrete
- GB - glass blocks
- SCF(colour&type) - stone cladding finish
- TCF(colour&type) - timber cladding finish
- MCF(colour&type) - metal cladding finish
- CT(colour) - ceramic tiles
- GW(type) - green wall
- TS(colour&type) - timber structure
- MS(colour&type) - metal structure
- GR - glass railing
- MM - metal mesh
- MR(colour&type) - metal railing
- G - glazing
- PLYC - polycarbonate
- CG(colour) - coloured glazing
- TA(colour&type) - timber aperture
- MA(colour&type) - metal aperture
- PVCA(colour) - uPVC aperture

GENERAL NOTES:

Do not scale drawings.

Any information presented on the drawings is property of Med Design Associates Ltd and cannot be copied, used or altered in any manner without consent.

The contractor must verify all dimensions and conditions on site. The contractor is obliged to immediately inform the consultant of any discrepancies between the drawings and the works. The contractor shall not proceed with the relevant works until receipt of an instruction in writing by the consultant.

All architectural drawings shall be read in conjunction with project technical specifications and relevant technical drawings.

MED
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Client:
File No. 26266

Project Architect: Charles Buhagiar A+CE

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

Andre excave industrial yard friq benghajsa,Birzebbuga

Project Kick-off: Date:

Revisions	Description	Drawn by	Date

Drawing Title: Block plan
Revision: 1
Scale: 1:250
Sheet size: A1
Check by: S.X
Dwg No.: 26266 - A(01)
Dwg Issue: A
Plot Date: 02/05/2025
Sheet No.
Drawn by: SK