

Environmental Alliance – working together

Pollution Prevention Guidelines

Marinas and Craft: PPG14

These guidelines provide general guidance to all who enjoy the use of waterways, estuaries and coastal waters, and are particularly relevant to users of powered boats and operators of boating support facilities. The information given is additional to any specific bye-laws or licensing conditions that apply to the waterway being used. They are jointly produced by the Environment Agency, the Scottish Environmental Protection Agency (SEPA) and the Environment and Heritage Service for Northern Ireland, referred to here as the Agency or Agencies. Please contact your local Agency office for further information. Contact details can be found at the end of these guidelines.

Note. Reference is made in these guidelines to absorbents. These are generally materials that will attract oil and repel water. Under no circumstances should emulsifiers or detergents be used on oil spillages. In England, the storage of oils is covered by the Control of Pollution (Oil Storage) (England) Regulations 2001. **Highlighted text in these guidelines indicates areas that must be complied with under these Regulations.** Similar regulations are expected to be introduced in Scotland during 2004 and may follow in Northern Ireland and Wales. Further advice may be obtained from your local Agency office. Contact details can be found at the end of these guidelines.

1. General

Canals, rivers, estuaries, lochs, coastal waters and groundwaters are a vital part of our natural heritage. It is important that all who enjoy their use – for business or pleasure – are aware of the following requirements and recommendations so they can take care to protect the environment and conserve a valuable heritage and amenity for the future.

The Agencies are responsible for the protection of ‘controlled waters’ from pollution and for the prevention of pollution of the environment, harm to human health and detriment to local amenity by waste management activities.

It is an offence to cause pollution of controlled waters, either deliberately or accidentally. ‘Controlled waters’ include all watercourses, canals, most lakes and reservoirs, estuaries, lochs and coastal waters out to three miles (surface waters) and water contained in underground strata (groundwaters). Diesel, oil and petroleum spirit, sewage and contaminated bilge water can all cause pollution if discharged into controlled waters.

Water pollution is a constant threat. If you notice anything unusual such as dead fish or a suspected polluting discharge, or if you observe bad practice, please notify the Agencies as soon as possible by calling the Emergency Hotline on 0800 80 70 60.

2. Fuels and oil

Oil is a highly visible form of pollution. It harms plants and animals, damages rivers and the soil, and destroys natural habitats. It is the most frequently reported type of water pollution incident causing over 16% of reported incidents annually. The guidance in this section will help you to minimise the risk of your boat or marina causing such pollution.

Where any oil is stored or dispensed, there is a need to consider the risks of a leak or spill and the need for a contingency plan (see PPG21; Reference 1).

- Keep a stock of absorbent material (e.g. sand, earth or commercial products) near to facilities where oil is used, stored and dispensed to contain and remove any spillage that occurs (either directly into the water or onto the ground).
- Ensure craft owners and staff know how to use this equipment. If a spill occurs, take immediate action to contain the oil and, where possible, prevent it entering any drains or watercourses.
- Where oil has been spilt into surface waters, use booms and absorbent materials that float on water and only absorb oils to contain the spill. These need to be secured to prevent them breaking free from the site of the spill and releasing the polluting material.
- Notify the Agencies’ by calling the Emergency Hotline on 0800 80 70 60. Do not attempt to hose the spillage down or clean up with detergents or emulsifiers, as these will increase the risk of harming the environment.

- Dispose of contaminated absorbents in accordance with legislation. Information on the disposal of used oil absorbents is available in PPG8 (Reference 2).

If a leak is suspected or found to be entering the ground and/or groundwaters, it is vital to contact the Agencies on the Emergency Hotline as soon as possible as they can give advice to minimise the risk of pollution.

The use of 'environmentally considerate lubricants' is becoming more common as they are less toxic and less environmentally damaging than traditional mineral oil lubricants. Due to their faster degradation rate, they can cause localised pollution problems and should not be discharged to water or land. Further information is available from the Oil Care Campaign (details are given at the end of these guidelines). These oils should be treated in the same way as other oils and fuels in terms of pollution prevention and cleanup.

3. Boat hull cleaning, painting and antifouling

Most antifoulant products are designed to kill or discourage naturally occurring organisms. They may, therefore, cause damage to the water environment if stored or applied carelessly.

- Ensure containers are closed securely when not in use and are stored according to health and safety requirements.
- Clean up any spill of antifoulant, cleaning agent or detergent. Do not wash it away into waters or to the ground.
- Isolate drainage from all vessel cleaning and maintenance areas from surface water drainage systems and do not allow it to drain directly to controlled waters.

To prevent your cleaning activities from becoming a pollution risk, consider the following guidelines.

a. Removing old coatings

Where possible, carry out all maintenance and blasting in a dry dock or in a specifically designed washdown area with provision for the retention and collection of waste water from scrubbing. Where there is no such provision, work above the tideline and use a plastic sheet to collect debris.

When removing old antifouling paint layers, take care to prevent effluent and solids from these activities being discharged to a controlled water. If you are working near to the water's edge, use suitable screening and barriers to prevent solids or liquid wastes from entering the water. Contact the Agencies for advice.

b. Application

Avoid any spillage of paint, solvent or antifoulant onto land, into drains or directly into water. Take specialist advice on the choice of paint, bearing in mind local conditions and then apply the recommended product in accordance with the manufacturer's instructions. Use only approved products and apply safely, following the relevant health and safety guidance (Reference 3). Check the label to ensure it carries a Health and Safety Executive (HSE) number (such as HSE 9999) and contact the HSE if in doubt (see the contact details at the end of these guidelines).

The use of antifoulants containing tributyltin (TBT) and triphenyltin (TPT) on private vessels of less than 25 metres is prohibited (Reference 4). Operations involving larger vessels and TBT or TPT currently require authorisation from the Agency (Reference 5). The use of TBT on any vessel is being phased out. If a product contains TBT check it is still legal to use it.

c. Cleaning

If possible, remove craft from the water before cleaning. When cleaning or hosing off, never use more abrasion than necessary. Use a sponge or cloth on soft (copolymer type) antifouling. A pigmented 'runoff' indicates that too much force is being used, that antifoulant is being lost and that toxins are being flushed into the water. To prevent this, reduce the water pressure you are using.

If the vessel remains in the water during cleaning, only clean water can be used on its external surfaces. Do not use detergents, degreasers or any other chemical cleaners.

Run-off from hull-cleaning operations at marinas is a trade effluent. It may contain residual pesticides and detergents and, as such, could be classified as special waste. With the prior permission of the local Sewage Provider, it may be possible to dispose of the run-off to the foul sewer. Where this is not possible, waste run-off should be contained on-site for off-site disposal (in accordance with legislation) or on-site treatment and possible recirculation. Contact the Agencies for advice.

d. Clearing up

Clean up when you have finished. Make sure that old tins, brushes, blasting debris and scrapings are collected and disposed of as recommended by the manufacturer. Scrapings that contain pesticides may be classified as special waste; contact your local Agency office for details.

Clean up any spilt antifouling paint. Many boatyards, clubs and marinas have specified containers for such wastes.

4. Fuel and oil facilities at marinas

Fuel storage and dispensing installations should be well maintained. Maintain all delivery hoses, pipework and trigger nozzles to a high standard and secure them to prevent unauthorised interference. Clearly display a notice providing advice on how to avoid spillages and what to do if they occur.

a. Storage

- i.** The storage of oil on pontoons is not recommended as this greatly increases the risk of pollution. Where this is unavoidable, please discuss the necessary pollution prevention measures with your local Agency office. Prefabricated proprietary tank systems are likely to be necessary to provide adequate protection from pollution. These have a primary container with integrated secondary containment that contains all the ancillary equipment and are made from steel or plastic. The use of terms such as 'double-skinned' or 'integral bunding' to describe these systems can be confusing as some products may not be designed to provide adequate secondary containment for the tank and its ancillary equipment. Please consult the manufacturer for details of design and performance to determine the appropriate use of these systems. Alternatively, contact the Agencies for advice.
 - ii.** **Secondary containment is needed for above ground fuel and oil storage tanks within 10 metres of inland or coastal waters. The secondary containment system should be impervious to oil and water and not have any drain down valves. Ancillary equipment, including sight gauges and vent pipes, should be within the secondary containment. Sight gauges need to have proper support and a valve that closes automatically when not in use.** Protect all pipework against failure, accidental impact, theft and vandalism. PPG2 (Reference 6) gives detailed guidance on above ground oil storage facilities.
 - iii.** To prevent breaks in pipelines and oil spillages, ensure fixed storage tanks cannot lift from their base or float away in the event of unusually high tides or floods. Where possible, avoid placing tanks in areas at risk from flooding. Contact your local Agency office for information about storm tide levels and flood risk in your area.
 - iv.** The Agencies recommend that fuel tanks and pipework are installed above ground whenever possible. This enables regular maintenance checks to be carried out and leaks to be identified and repaired earlier.
 - v.** Fuel storage below ground is primarily covered by the Groundwater Regulations 1998 and accompanying Department for Environment, Food and Rural Affairs (Defra) and Scottish Executive publications (Reference 7). These documents should be consulted whenever an underground facility is present or planned.
 - vi.** The environmental risks around underground oil storage sites must be taken into account. These may affect the engineering or operational requirements necessary to reduce or identify leaks. Factors to consider include the proximity to surface waters, groundwater vulnerability, proximity of surface and groundwater abstraction points, and the age and storage capacity of the facility. Further information about your local environment is available on the Agencies' websites or from your local Agency office. Information regarding storage and leak detection systems can be found in PPG7 (Reference 8). In high risk areas, below ground facilities may be subject to restrictions. Good practice for underground oil storage includes using double-skinned tanks with leak detection and wetstock reconciliation (Reference 9).
- b. Fuel dispensing**
- i.** Provide oil absorbent materials suitable for use in water near to the dispensing area for use in case of spillage. All fuel dispensing should be supervised by staff trained in safe dispensing procedures and the use of the absorbent materials.
 - ii.** Keep flexible delivery pipes within the bund and have a lockable valve where the pipe leaves the primary container, which is locked shut when not in use. Alternatively, keep the pipe in a secure

cabinet that is locked when not in use and is provided with a drip tray. The pipe should have a tap or valve at the delivery end that closes automatically when not in use. If the tap or valve does not have automatic shut-off, it should not be able to be fixed open.

- v. Any pump attached to the tank should have a check valve in the feed line. This is to prevent the tank contents draining down in the event of damage to the pump or feed line. Position the pump or take other steps to minimise risk of impact damage and unauthorised use.
 - iii. Wherever possible, locate dispensing facilities in an area where spills can be contained easily (e.g. away from main river flows or heavy river traffic).
 - iv. The use of extended fuel pipes to boats from tanks via pontoons is not recommended. Where this is unavoidable, the whole length of the pipe (including the fill point on the boat) should be visible from the pump operating point. The pontoon should be fixed firmly and the fill pipe long enough to reach all vessels likely to need refuelling. Moor the boat securely to prevent it drifting and placing a strain on the delivery pipe that is already extended to the boat. Ensure trigger nozzles attached to dispensing pipes are fitted with an automatic cut-off. Refuelling should be supervised at all times by staff trained in emergency procedures.
- c. Waste oils**
- i. Keep waste oils stored above ground in a bunded tank or in sealed drums, either in a secure dedicated bunded store or surrounded with a kerb bund. **Above ground storage of waste oils should comply with the Control of Pollution (Oil Storage) (England) Regulations 2001** – except mineral oils, which must comply with the Waste Management Licensing Regulations 1994. Under these Regulations, waste oil containers with a capacity of over 3 m³ must be provided with measures to prevent oil escaping to the ground or drains. For underground storage of waste oils, see Section 4a(v).
 - ii. Waste oils are likely to be classed as hazardous waste and may also be special waste. There are specific legal requirements for the movement, recovery and disposal of waste oils. All oils should be disposed of, with due consideration to the Duty of Care (Reference 10). A consignment note (a copy of which must be kept by everyone involved in the transfer) must accompany movement of the waste. Contact the Oil Bank Helpline on freephone 0800 663366 or visit www.oilbankline.org.uk for information on oil bank locations and waste oil collection companies. A guidance note on the safe storage and disposal of used oils is available (PPG8; Reference 2).
- d. Oil delivery**
- i. Mark fuel delivery areas clearly and isolate them from surface water drainage systems. For further details, see Pollution Prevention Pays (Reference 11).
 - ii. The delivery of fuels into bulk storage tanks (particularly close to the water's edge) is a high-risk activity that may require agreed safe operating procedures and pollution prevention measures to be put in place. Further guidance on appropriate drainage, procedures and emergency plans related to fuel delivery is given in PPG7 (Reference 8).
- e. Mobile bowsers**
- i. **Mobile bowsers must also comply with the Control of Pollution (Oil Storage) (England) Regulations 2001**, and should be maintained and operated to a high standard. **The bower should have secondary containment able to contain 110% of the bower storage capacity. All ancillary equipment (including sight gauge, vent pipes, valves and filters) should be within the secondary containment.**
 - ii. **Fuel delivered via a flexible pipe should have a manually operated pump or valve at the delivery end, which should close automatically when not in use. The pump or valve must have a lock and be locked shut when not in use. The pipe must have a lock where it leaves the container, which is locked shut when not in use.** An anti-syphon valve should be incorporated in the delivery line.
 - iii. When not in use, bowsers should be kept securely locked, preferably in a bunded compound well away from the water's edge or surface water drains.

5. Sewage disposal at marinas

Sewage effluent must not discharge from onshore installations into controlled waters without the consent of the Agency. Discharges to British Waterways canals will also require British Waterways consent. Discharges to watercourses, the ground or soakaways will require the prior permission of the Agencies.

- Where possible, and with prior permission of the local Sewer Provider, connect sanitary stations to the public foul sewer. In remote situations, this may not be possible and an alternative method of sewage disposal (e.g. a septic tank, package sewage treatment plant or cess pit) will have to be considered. These options will require careful attention. Consultation with your local Agency office is recommended.
- Any sewage disposal facilities will need adequate maintenance to ensure correct operation and to prevent overflows to the environment.
- Do not allow chemical toilet waste to be accepted at stations served by septic tanks and package sewage treatment plants because the chemicals can harm the micro-organisms responsible for treating the sewage.
- Collect chemical toilet waste separately and tanker it away for disposal to the public foul sewer with the prior permission of the local Sewer Provider. For further guidance on sewage disposal, see PPG4 (Reference 12).

6. Marina maintenance

The provision of recycling and waste management facilities at all marinas enables the owners/operators of both marinas and craft to control their waste safely.

- Locate skips and bins in areas that are easily accessible to staff and boat users. Provide information to boat users and marina users about their location and safe use.
- Consider provision of recycling facilities for wastes such as paper, card, glass and cans, and for other wastes like batteries.
- Provide lids for all waste and recycling containers to prevent waste being removed by the wind or scavenging animals.
- Provide separate collection points for used oil absorbents, fire extinguishers and flares – all of which need to be disposed of to suitably authorised waste management facilities.
- Covered public litter bins provide better protection against litter escaping and becoming an unsightly nuisance on and around the water.

Ports, harbours and some terminals are required to produce waste management plans for Maritime and Coastguard Agency (MCA) approval under The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003. The Regulations also include marinas and sailing clubs from where vessels go to sea for more than a day and which charge a mooring or berthing fee. Guidance on these regulations is available from the MCA (see the contact details at the end of this guidance).

Where possible, design and construct slipways with ridges to allow for better grip when people are walking on them, even with some weed growth. Algal and weed removal from existing slipways is often necessary for health and safety reasons. Manual removal of these deposits (e.g. using a mini rotary tractor or power washer) is recommended. The use of chemicals, even those that are biodegradable or have been 'approved' by different bodies, damages the local environment causing lowered oxygen levels, altered pH and reduced plant and animal diversity. At locations where manual removal is not possible, contact your local Agency office to discuss local sensitivities and alternative weed removal techniques. Chemical treatment, including aquatic herbicide use, may require prior permission from the Agencies and operating procedures agreed with the Agencies should be in place. Approval may also be needed from Defra under the Food and Environment Protection Act 1985 (FEPA) licence scheme.

Dredging requires a licence or a discharge consent for the operation and disposal of dredgings. Under FEPA, marinas and harbours require a license for deposits to tidal waters from Defra's Marine Consents and Environment Unit (MCEU). The dredging operation itself will also require a consent from MCEU under the Coastal Protection Act 1949. These and other dredging and disposal operations may require a discharge consent from the Agencies. Onshore settlement lagoons and the discharge of water also need a consent to discharge. Spreading of waste dredgings to land is controlled under the Waste Management Licensing Regulations 1994. Where dredgings are to be disposed of to landfill, they are subject to Landfill Regulations (Reference 13). Consult your local Agency office for details about these Regulations. A good practice guide to inland dredging is available from the Construction Industry Research and Information Association (CIRIA) (Reference 14).

Any works to be undertaken at marinas should refer to PPG5 (Reference 15) during planning to ensure adverse environmental impacts are minimised. Construction work at coastal marinas should also refer to CIRIA's coastal and marine environmental site guide (Reference 16).

7. Fuels and oils on board craft

All powered craft should be maintained properly and the speed limits observed in order to prevent bank erosion and minimise emissions to the atmosphere and to water (Reference 17). The risk of pollution from craft is increased during refuelling, servicing or bilge pumping. Take care with your oil.

A small quantity of oil absorbent material should be kept on the craft at all times for use in the event of a spill. Used oil absorbents should be disposed of properly at approved facilities at marinas, lock stations or local authority waste disposal sites (see Section 9).

a. Refuelling

- i. Fill fixed fuel tanks carefully adjacent to the fuel supply facility, ensuring that no fuel is discharged over the side or into any part of the vessel. Leave some free space in the tank to avoid spillage during the normal motion of the vessel. Clean up any spills using a suitable absorbent.
- ii. Fill portable fuel tanks and spare fuel containers away from the water's edge. Never overfill them as this causes spillage and bilge contamination. Mark containers clearly with the type of fuel and store them securely and safely on the vessel to minimise the risk of collision damage, accidental spillage overboard or unauthorised interference (see Part 5.3 of Reference 17 for further details). Prolonged exposure of oil storage containers to the sun can cause expansion of the oil leading to vapour and spill risks.

b. Onboard oil care

- i. Provide a drip tray under inboard engines and gearboxes, or provide oil-tight structural members fore and aft of the engine to prevent contamination of the bilge. Ensure this area remains clean and dry and that there is no fixed bilge pump drawing from within it. For additional guidance on drip tray specification, see Part 2.22 of Reference 17.
- ii. It is an offence to discharge contaminated bilge water into any watercourse. Before any routine pumping of bilge water from a vessel, the bilge should be checked for any contaminants. If bilge water should become contaminated, it should either be pumped to suitable facilities ashore or absorbents should be used. Oil absorbent pads can be placed in the bilge to absorb any oil that may be present. These should be replaced frequently and used absorbents disposed of in accordance with relevant legislation (see Section 9). Do not use detergents or emulsifiers in bilge water. On vessels with automatic water level sensor bilge pumps, great care must be taken to ensure bilge water does not become contaminated. Oil can be pumped from the bilge (especially during or following rainfall or passage in heavy seas), which can result in local pollution.
- iii. When servicing the engine, ensure that used oil is collected and taken to an oil recycling bank. Contact the Oil Bank Helpline on freephone 0800 663366 or visit www.oilbankline.org.uk to find the location of your nearest oil bank on the UK mainland or contact your local authority recycling officer. Do not mix used oil with other materials such as paints or solvents, as this makes recycling very difficult.
- iv. If the vessel develops a problem involving loss of oil or fuel, stop at the nearest accessible mooring point for maintenance. On rivers and canals, do not moor immediately upstream of any water abstraction point or attempt to travel a great distance.

8. Onboard sewage collection and disposal

Sewage effluent from craft must not be discharged from onshore installations into controlled waters without the consent of the Agency. Discharges to British Waterways canals will also require British Waterways consent. Sewage discharges from vessels to rivers, canals and lakes are regulated by the navigation authorities through bye-laws, and discharges from sanitation systems are not generally permitted. For tidal and coastal waters, reference should be made to local harbour authority by-laws.

a. Freshwater navigations

Vessels with sanitation systems discharging sewage overboard must be sealed (or rendered inoperable) when entering freshwater navigations, so that no toilet waste is discharged overboard or onto land. Holding tanks are normally provided and should be pumped out at a sanitary station. They must never be allowed to overflow. 'Grey water' from sinks and showers may be discharged, but care is needed to avoid the release of polluting materials such as strong cleaning agents and cooking oil. Pump chemical toilet contents to sanitary stations able to accept this waste. Check at the marina to ensure the chemicals are not damaging to the onshore sanitation system.

b. Tidal waters

Discharges from sea toilets are not prohibited, but the use of toilets with storage tanks is recommended in preference.

- i. When sea toilets are used, give consideration to the environmental sensitivity of the area; the location of marine Special Areas of Conservation can be found at www.ukmarinesac.org.uk, where there is a map showing the position of these areas in the UK.
- ii. Also consider other water users and any bye-laws covering waters in the control of local harbour or port authorities.
- iii. Check for the proximity of potable water abstraction points and shellfish beds for human consumption.
- iv. Pump or dispose of chemical toilet waste to a sanitary station accepting such wastes. Do not discharge it overboard.

9. Waste from craft

It is in the interest of all water users to protect wildlife and enhance the environment. Refuse must, therefore, be kept securely on board until unloaded into a proper waste facility. Burning of refuse is strongly discouraged.

Recycling facilities may be available at some locations. These should be used to recycle bottles, cans, paper and batteries where available. There may also be a hazardous waste container for the disposal of fire extinguishers and flares.

Where absorbents (e.g. oil pads or booms) have been used to absorb a leak or contain a spill, the contaminated waste absorbent is likely to be classified as hazardous waste. It may also be special waste if it has been used to absorb an oil which itself is classified as special. These wastes must be disposed of separately to the general waste stream and taken to a suitably authorised waste management facility.

10. References

1. PPG21: Pollution incident response planning
2. PPG 8: Safe storage and disposal of used oils
3. Safe waters - Using antifouling paints safely. A guide for private boat owners. Reference INDG309. Available free from HSE Books or from the Publications area of the HSE website (www.hse.gov.uk).
4. The Control of Pollution (Antifouling Paints and Treatments) Regulations 1987 SI 1987/783
5. Application or removal of tributyltin or triphenyltin coatings at shipyards or boatyards. Process guidance note IPR6/1. ISBN 0-11-753079-4
6. PPG2: Above ground oil storage tanks
7. Groundwater Protection Code: Petrol stations and other fuel dispensing facilities involving underground storage tanks. Department for Environment, Food and Rural Affairs (Defra). Tel: 0870 1226 236 or www.defra.gov.uk/environment/water/quality/oilstore/index.htm
Underground storage tanks for liquid hydrocarbons: Code of practice for the owners and operators of underground storage tanks (and pipelines). The Scottish Executive Environment Group Paper 2003/27. Tel: 0131 556 8400 or www.scotland.gov.uk/publications
8. PPG7: Refuelling facilities (an update is planned for June 2004)
9. Wetstock reconciliation fuel storage facilities – an operators guide
10. Waste management, the Duty of Care, a code of practice (revised 1996). ISBN 0-11-753210-X
11. Pollution Prevention Pays booklet
12. PPG4: Disposal of sewage where no mains drainage is available
13. Landfill (England and Wales) Regulations 2002
Landfill (Scotland) Regulations 2003
Landfill Regulations (Northern Ireland) 2003

14. Inland dredging: guidance on good practice. CIRIA publication number R169.
15. PPG5: Works in, near or liable to affect watercourses
16. Coastal and marine environmental site guide. CIRIA publication number C584.
17. Boat Safety Scheme. Available from British Waterways, the Environment Agency or www.boatsafetyscheme.com

References 1, 2, 6, 8, 9, 11, 12 and 15 are available from the Agencies

References 4, 5, 10 and 13 are available from The Stationery Office, Tel: 020 7873 0011/9090

Reference 3 is available from HSE Books, PO Box 1999, Sudbury, Suffolk CO10 6FS, Tel: 01787 881165

References 14 and 16 are available from CIRIA, Classic House, 174–180 Old Street, London EC1V 9BP, Tel: 020 7549 3300

11. Other relevant publications

Oil Care on Your Boat – free from the Agencies

Starter pack for new boaters – free from British Waterways

The boater's handbook – free from British Waterways and the Environment Agency

BMF environmental code of practice – available to BMF members only

Tidelines. Environmental guidance for boat users – Royal Yachting Association

Contact details:

British Marine Federation (BMF): Meadlake Place, Thorpe Lea Road, Egham, Surrey TW20 8HE.

Tel: 01784 473377. www.britishmarime.co.uk

British Waterways: Willow Grange, Church Road, Watford, Hertfordshire WD1 3QA

Tel: 01923 226422 Fax: 01923 201300. www.britishwaterways.co.uk

24-hour Emergency Contact: 0800 479 9947

Health and Safety Executive: HSE Pesticide Registration Section, Magdalen House, Stanley Precinct, Bootle, Merseyside, L20 3QZ

Tel: 0151 951 3535. www.hse.gov.uk

Maritime and Coastguard Agency (MCA): MCA Infoline, Tutt Head, Mumbles, Swansea, West Glamorgan SA3 4HW.

Tel: 0870 6006505. www.mcga.gov.uk

Royal Yachting Association (RYA): RYA House, Ensign Way, Hamble, Southampton, SO31 4YA.

Tel: 0845 345 0400. www.rya.org.uk

Oil Care Campaign:

England and Wales

www.environment-agency.gov.uk/oilcare

Campaign manager: 0117 915 6287

Scotland

www.oilcare.org

07960 683495

Northern Ireland

please use Environment Agency website

028 9025 4868

ENVIRONMENT AGENCY
GENERAL ENQUIRY LINE

0845 9 333 111

ENVIRONMENT AGENCY
EMERGENCY HOTLINE

0800 80 70 60

The 24-hour emergency hotline number for reporting all environmental incidents relating to air, land and water in England, Wales, Scotland and Northern Ireland

Pollution Prevention Guidance notes (PPGs) are available to download from the Agencies' websites, see details below.

Environment Agency
www.environment-agency.gov.uk

Scottish Environment
Protection Agency
www.sepa.org.uk

Environment and
Heritage Service
www.ehnsi.gov.uk

HEAD OFFICE
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