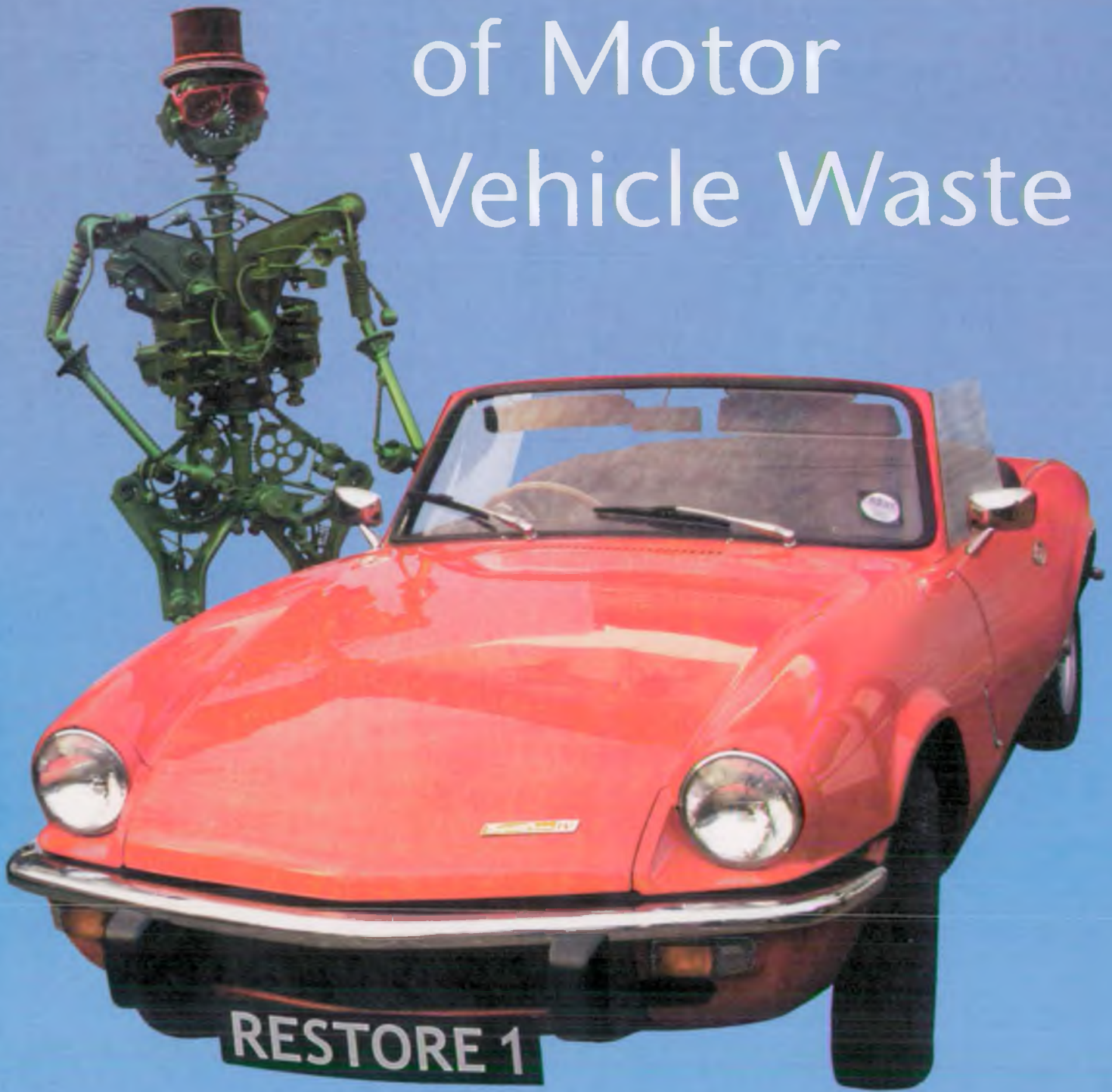


EA-NORTHWEST

Management of Motor Vehicle Waste



ENVIRONMENT
AGENCY

Management of Motor

LEAD ACID BATTERIES

Contact: _____

Tel: _____

Contact: _____

Tel: _____

recycle

Contact: _____



Vehicle Waste



ENVIRONMENT
AGENCY

PAINT WASTE/THINNERS

Contact: _____

Tel: _____

Contact: _____

Tel: _____



re-use

Contact: _____

INTRODUCTION

Garages and vehicle service centres have the potential to cause pollution because of the specialist processes they carry out. Dewaxing and cleaning vehicles; the disposal of liquids such as waste oil, paint, solvents, anti-freeze; other coolant additives and brake fluids; and solid wastes including oil filters, exhaust systems, batteries and tyres can all cause pollution unless site drainage is correct and proper waste management and spillage control procedures are in place.

MANAGE YOUR WASTE

Under the **Duty of Care Regulations** waste producers and holders have to ensure that waste does not escape from their control and that it is passed only to an authorised person with a full written description.

Solvents, batteries, used oil, oil separator wastes, paint waste, brake fluid, brake pads, brake shoes, brake dust, clutch plates containing asbestos (a carcinogenic substance which is cancer-forming) are all subject to the Special Waste Regulations 1996 and there are additional controls on their storage, movement and disposal.

The Environment Agency is responsible for the regulation of those wastes that are environmentally significant or dangerous to health like Special Waste. The Agency carry out this duty by visiting producers of Special Waste, to audit procedures, check records and give advice

Correct **handling, storage** and **disposal** of waste materials and fluids is vital to avoid pollution, and schemes that aim to minimise waste and increase recycling are actively encouraged. If you have any queries, the Environment Agency is happy to give advice about waste minimisation, recycling, recovery and re-use of your waste.

Take special care when **handling** waste materials such as oil, anti-freeze, batteries, battery acid and solvents to avoid contamination of surface water drains.

All oil **storage** tanks and drums, including waste oil, need to be sited on an impermeable base within an oil-tight bund. There should not be a damp course in the bund wall structure or a drainage outlet. Further information on oil storage tanks and bunds is available from the Environment Agency.

Chemicals such as anti-freeze, paint, detergents, degreasers, solvents and hydraulic fluids should be stored in a similar manner to oil, or you could consider secure bunded storage cabinets alternatively or as well as tanks or drums. You should also take care that any containers and bunds are resistant to attack from the stored substance. Label your storage vessels to show their contents and keep them as close as possible to the point of use and as far away from surface water drains as possible.

Never **dispose** of used liquids such as hydraulic fluid, coolant and solvents from degreasing activities into surface water systems. Instead, collect them separately in sealed containers for recycling or disposal. Several companies offer a collection service for hydraulic fluid, anti-freeze and solvents and equipment is available for on-site coolant recycling. Used lubricating oil should be collected separately in a suitably bunded tank and can then be recycled.

Oil is responsible for more than a third of all water pollution incidents. Allowing oil to be disposed of into drainage systems, onto land or into water-courses is not only an offence, it also causes untold damage to river life, including birds, fish and other wildlife. And, even a small quantity can cause immense harm. Did you know, for instance, that just one gallon of oil can completely cover a one-acre lake? Clean-up operations are expensive and those costs may be recovered from the offender. There are other hazards to consider too: used engine oil, for example, is classified as carcinogenic and should be handled and stored with care to protect human health.

PAPERWORK

All movements of waste must be detailed in a **Waste Transfer** document. 'Non-Special' wastes are moved by Controlled Waste Transfer notes. These transfer notes are available from the Environment Agency and most waste management operators. Special Wastes must be moved using Special Waste Consignment notes, which are also available from the Environment Agency for a small charge.



BASIC GUIDELINES

- ① All waste streams produced should be accounted for and categorised to help with final disposal.
- ② Wastes should be kept separated by type and stored in suitable containers to prevent leakages.
- ③ Ensure waste is safe and secure from theft, vandalism and effects of the weather.
- ④ Ensure any contractor employed to remove waste is properly registered.
- ⑤ Check your waste is being taken to a suitably licensed site.
- ⑥ Retain copies of Controlled Waste Transfer notes for two years and Special Waste Consignment notes for three years.
- ⑦ Seek advice about waste minimisation; recycling; recovery and re-use of your waste, even if you only produce small quantities.
- ⑧ Under no circumstances should Special Wastes be mixed with general waste.

TYPICAL WASTES

- **Anti-freeze** in its diluted form is unlikely to be classed as Special Waste.
- **Brake fluid** may be Special Waste because of its harmful or irritant properties.
- **Brake pads**, brake shoes, clutch plates and brake dust may all contain asbestos (a carcinogenic substance) and if so, will be regarded as Special Waste.
- **Fuel spillages** containing petrol or petrol-soaked absorbents may be Special Waste because of their flammability and carcinogenic content. Spilled diesel is not usually a Special Waste unless it is contaminated with used engine oil above the 0.1%w/w limit.
- **Lead acid batteries** contain corrosive sulphuric acid so are Special Waste. **(Do not attempt to drain these batteries)** They should be stored intact and upright in an acid resistant bunded compound or purpose-built bin. Both the lead and the plastic cases can be recycled. Storage can be minimised by the use of one-for-one exchange schemes, whereby old batteries are collected when new ones are delivered.
- **Metal bodywork** and components are unlikely to be Special Waste, unless they are contaminated by a Special Waste stream, such as used engine oil.



- **Paint waste**, including thinners, is usually Special Waste because of its flammability. Paint containers emptied of their contents may still contain sufficient flammable solvent to make them Special Waste. Dry paint residues are unlikely to retain such properties and so are not Special Waste.
- **Tyres** are not categorised as Special Waste. Tyres must never be burnt on site; if burnt they release compounds that are extremely polluting. A suitably licensed tyre incinerating or recycling company should dispose of tyres.
- **Tyres**, old exhausts and other discarded car parts should be stored securely to prevent their entry into any watercourses, or arson. Under Fire Regulations where large quantities of tyres are stored, piles should not exceed 50m³ and should be 3m from each other or a building.
- **Waste engine oil's** carcinogenic and ecotoxic properties mean that it is Special Waste. A registered waste carrier can collect it, or it may be possible to use it as a fuel for space heating. Such installations require authorisation by the local authority environmental health department.
- **Used oil filters**, even when drained and crushed, may contain sufficient waste oil to be Special Waste (0.1%w/w). Collection schemes exist for collection and disposal of used oil filters. To reduce and minimise this waste, the oil filters can be crushed on site and the oil and metal recovered. Waste filters and other oil contaminated parts such as engines, gearboxes and axles should be stored in a sealed, preferably oiltight, container.

DEGREASING & CLEANING

Dewaxing, cleaning and degreasing of vehicles and components must be carried out in a designated washbay and not on ground which discharges to surface water drains, watercourses or soakaways (a water recycling system reduces water use and associated costs). The washbay should be impermeable and isolated by a raised kerb, with the effluent directed to foul sewer or a sealed sump.

NB: Take care when using hydrocarbons such as paraffin and white spirit as degreasers: these substances are toxic to river life. Never discharge these into surface water drains. Even disposal to foul sewer may be unacceptable, so contact your sewerage undertaker.



restore



SCRAP METAL

Tel: _____

Contact: _____

Tel: _____

OTHER

Contact: _____

Tel: _____

Contact: _____

Tel: _____

WASTE OILS/FILTERS

Tel:

Contact:

Tel:

TYRES

Contact:

Tel:

Contact:

Tel:



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- - - Regional Boundary
- Area Office
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