

First Witness Statement of Benjamin Austin
Party: Applicant
Exhibit BA1
Date: 3 May 2022

IN THE HIGH COURT OF JUSTICE
QUEEN'S BENCH DIVISION

Claim No:

BETWEEN:

SHELL U.K. OIL PRODUCTS LIMITED

Applicant

and

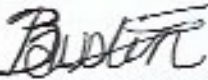
PERSONS UNKNOWN DAMAGING, AND/OR BLOCKING THE USE OF OR ACCESS TO
ANY SHELL PETROL STATION IN ENGLAND AND WALES, OR TO ANY EQUIPMENT OR
INFRASTRUCTURE UPON IT, BY EXPRESS OR IMPLIED AGREEMENT WITH OTHERS,
IN CONNECTION WITH ENVIRONMENTAL PROTEST CAMPAIGNS WITH THE
INTENTION OF DISRUPTING THE SALE OR SUPPLY OF FUEL TO OR FROM THE SAID
STATION

Respondent

FIRST WITNESS STATEMENT OF BENJAMIN AUSTIN – EXHIBIT BA1

This is the exhibit marked "BA1" referred to in the Witness Statement of Benjamin Austin dated 3 May 2022.

Signed



Dated

03/05/2022

Storing petrol safely

Petrol is a dangerous substance; it is a highly flammable liquid and can give off vapour which can easily be set on fire and when not handled safely has the potential to cause a serious fire and/or explosion.

This means there is always a risk of a fire and/or an explosion if there is a source of ignition nearby, for example a naked flame, an electrical spark or similar. Because of these risks storing petrol safely is covered by legislation; and this applies to you if you store petrol.

What is the law on storing petrol safely?

[The Petroleum \(Consolidation\) Regulations 2014 \(PCR\)](#)^[1] which came into force on 1 October 2014 apply to:

- workplaces that store petrol where petrol is dispensed directly into the tank of a vehicle with an internal combustion engine, ie retail and non retail petrol filling stations;
- non-workplace premises storing petrol, for example at private homes, or at clubs/associations (or similar)

[Petroleum Enforcement Authorities \(PEAs\)](#)^[2], formerly Petroleum Licensing Authorities (PLAs) are responsible for enforcing the Petroleum (Consolidation) Regulations 2014. They also continue to enforce DSEAR at workplaces covered by PCR. This means that there is no change to the current enforcing arrangements.

The safe storage and use of petrol in workplaces is also covered by the [Dangerous Substances and Explosive Atmospheres Regulations 2002 \(DSEAR\)](#)^[3].

Who does this apply to?

Information on how the Petroleum (Consolidation) Regulations 2014 applies to the following groups:

[If you are an owner/employee of a petrol filling station](#)^[4]

[If you store petrol at home, or at a club/association or similar premises](#)^[5]

[If you design, manufacture or supply portable petrol storage containers](#)^[6]

[If your workplace stores but does not dispense petrol](#)^[7]

[If you store and use petrol at your workplace as part of a work activity](#)^[8]

What does this legislation replace?

The Petroleum (Consolidation) Regulations 2014 combine, update and replace all previous legislation on petrol storage. The existing health and safety responsibilities remain the same; anything that is still relevant is included in the 2014 Regulations.

What has been withdrawn?

- List of [old petroleum legislation](#)^[9].

- Approved Code of Practice (ACOP) COP6 – Petroleum-Spirit (Plastic Containers) Regulations 1982. Requirements for testing and marking or labelling.
- Approved Document L93 – Approved tank requirements. The provisions for bottom loading and vapour recovery systems of mobile containers carrying petrol.

New guidance

- New guidance on [portable petrol storage containers \(PDF\)](#)^[10] is available giving practical advice on the design, construction, materials and marking or labelling of containers as required by the regulations.
- Guidance on [staying safe while using petrol](#)^[11] is also available.

Resources

[Dangerous substances and explosive atmospheres ACOP L138 \(Second edition\)](#)^[12]

[Controlling fire and explosion risks in the workplace](#)^[13]

[The dangers of cellulose nitrate film](#)^[14]

See also

[Dept for Business, Innovation and Skills \(BIS\)](#)^[16]

[Energy Institute](#)^[17]

[Association for Petroleum and Explosives Administration \(APEA\)](#)^[18]

[The trade association for the LPG industry in the UK \(UKLPG\) Codes of practice](#)^[19]

Related content

[REACH](#)^[20]

[Exemption certificates](#)^[21]

[COMAH](#)^[22]

[Chemicals](#)^[23]

[Risk](#)^[24]

[Construction](#)^[25]

[COSHH](#)^[26]

[Ports](#)^[27]

[Textiles](#)^[28]

[Welding](#)^[29]

[LEV](#)^[30]

Link URLs in this page

1. The Petroleum (Consolidation) Regulations 2014 (PCR)
<http://www.legislation.gov.uk/ukxi/2014/1637/contents/made>
2. Petroleum Enforcement Authorities (PEAs)
<https://www.hse.gov.uk/fireandexplosion/petroleum-enforcement-authorities.htm>
3. Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR)
<https://www.hse.gov.uk/fireandexplosion/dsear.htm>
4. If you are an owner/employee of a petrol filling station
<https://www.hse.gov.uk/fireandexplosion/owner-petrol-station.htm>
5. If you store petrol at home, or at a club/association or similar premises
<https://www.hse.gov.uk/fireandexplosion/petrol-storage-club-association.htm>
6. If you design, manufacture or supply portable petrol storage containers
<https://www.hse.gov.uk/fireandexplosion/design-manufacture-storage-containers.htm>
7. If your workplace stores but does not dispense petrol
<https://www.hse.gov.uk/fireandexplosion/workplace-not-dispensing.htm>
8. If you store and use petrol at your workplace as part of a work activity
<https://www.hse.gov.uk/fireandexplosion/store-use-petrol-workplace.htm>
9. old petroleum legislation
<https://www.hse.gov.uk/fireandexplosion/withdrawn-legislation.htm>
10. portable petrol storage containers
<https://www.hse.gov.uk/fireandexplosion/portable-petrol-storage-containers.pdf>
11. staying safe while using petrol
<https://www.hse.gov.uk/fireandexplosion/staying-safe.htm>
12. Dangerous substances and explosive atmospheres ACOP L138 (Second edition)
<https://www.hse.gov.uk/pubns/books/l138.htm>
13. Controlling fire and explosion risks in the workplace
<https://www.hse.gov.uk/pubns/indg370.htm>
14. The dangers of cellulose nitrate film
<https://www.hse.gov.uk/pubns/indg469.htm>
15. More resources
<https://www.hse.gov.uk/fireandexplosion/resources.htm>
16. Dept for Business, Innovation and Skills (BIS)
<http://www.bis.gov.uk/policies/business-sectors/environmental-and-product-regulations/product-regulation/ec-product-directives/atex-directive>
17. Energy Institute
<http://www.energyinst.org/home>
18. Association for Petroleum and Explosives Administration (APEA)
<http://www.apoa.org.uk/>
19. The trade association for the LPG industry in the UK (UKLPG) Codes of practice
<http://www.uklpg.org/>
20. REACH
<https://www.hse.gov.uk/reach/index.htm>
21. Exemption certificates
<https://www.hse.gov.uk/asbestos/exemption.htm>
22. COMAH
<https://www.hse.gov.uk/comah/index.htm>

- 23. Chemicals
<https://www.hse.gov.uk/chemicals/index.htm>
- 24. Risk
<https://www.hse.gov.uk/risk/index.htm>
- 25. Construction
<https://www.hse.gov.uk/construction/index.htm>
- 26. COSHH
<https://www.hse.gov.uk/coshh/index.htm>
- 27. Ports
<https://www.hse.gov.uk/ports/index.htm>
- 28. Textiles
<https://www.hse.gov.uk/textiles/index.htm>
- 29. Welding
<https://www.hse.gov.uk/welding/index.htm>
- 30. LEV
<https://www.hse.gov.uk/lev/index.htm>

Glossary of abbreviations/acronyms on this page

REACH

Registration, Evaluation, Authorisation & restriction of Chemicals

COMAH

Control of major accident hazards

COSHH

Control of Substances Hazardous to Health

LEV

Local exhaust ventilation

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Dispensing petrol as a fuel: Health and safety guidance for employees

- [Petrol - the dangers](#)
- [What you need to know](#)
- [Risk assessment](#)
- [Training](#)
- [You also need to know...](#)
- [Personal protection and hygiene](#)
- [Dispensing petrol safely](#)
- [Make sure that...](#)
- [Fire precautions](#)
- [Further information](#)

Do you work at a petrol filling-station or any other site where petrol is stored and dispensed as a fuel?

If so, this leaflet is for you. It explains what you and your employer need to do in order to safeguard your health and safety and that of others.

Petrol - the dangers

- Petrol is a highly flammable liquid which can give off flammable vapour, even at very low temperatures. This means there is always a risk of fire or explosion if a source of ignition is present;
- It floats on the surface of water and may travel long distances, eventually causing danger away from the place where it escaped;
- Petrol vapour does not disperse easily and may also travel long distances. It tends to sink to the lowest possible level and may collect in tanks, cavities, drains, pits, or other enclosed areas, where there is little air movement;
- Flammable atmospheres may be present in empty tanks and petrol cans. There is also a danger if petrol is spilled on clothing, rags etc;
- Petrol vapour can be harmful if inhaled. Petrol should not be swallowed and contact with the skin should be avoided.

What you need to know

Under the Health and Safety at Work Act your employer has a responsibility towards you, both to take all reasonable steps to ensure your safety, and to equip you to do your job without danger to yourself or others.

You also have a duty to look after your own safety and that of others.

Risk assessment

Your employer has a legal responsibility to carry out an assessment of the risks arising from the operation of your site and to take steps to eliminate or control those risks. You should inform your employer if you identify any potentially dangerous situations which are not being controlled. The essential steps to the risk assessment are:

- Step 1 - Look for the hazards;
 - Step 2 - Decide who might be harmed and how;
 - Step 3 - Evaluate the risks arising from the hazards and decide whether existing precautions are adequate or more should be done;
 - Step 4 - Record the significant findings of the assessment;
 - Step 5 - Review the assessment from time to time and revise it if necessary.
-

Training

You should have received training on the correct safety procedures for any of the following tasks for which you are responsible:

- Operating dispensing equipment, and recognising and reporting faults;
- Recording tank contents and meter readings;
- Using other site equipment, and recognising and reporting faults;
- Dealing with potential danger, including the use of firefighting equipment, dealing with leakages and spillages, notifying the emergency services and recording accident damage;
- Procedures when delivery of petrol takes place - **only people appointed and trained as 'competent persons' under the appropriate Regulations may receive deliveries;**
- Procedures for dispenser switch-off, tanker parking, tanker and tank dip checks or gauge readings, petroleum certification, and completion of fuel stock control records;
- Site opening and closing procedures;
- Dealing with customer queries regarding safety.

A record of this training should be maintained by your employer.

You also need to know...

- the danger zones on site and the special precautions needed there;
 - the safety standards on receipt of deliveries;
 - the importance to safety of a clean and tidy forecourt with no flammable materials in danger zones;
 - site security practices and how to follow them;
-

Personal protection and hygiene

- the value of protective clothing, such as footwear, gloves and goggles, and when to wear them;

- the need to wash properly with plenty of soap and water after finishing work, or at any time when you get petrol or oil on your hands;
- the correct methods of handling and lifting.

Do make sure you have the information and training needed to carry out your duties safely. If in doubt, **ask**.

Don't carry out any task for which you have not been properly trained. **Don't** assume you know the dangers or the correct safety procedures.

Dispensing petrol safely

If you are under the age of 18 you should not be left in sole charge of a filling-station.

Before a petrol dispenser is used (whether by you or by customers) you should make sure there is no danger. Control has to be **constant** to prevent dangerous situations occurring.

Make sure that...

- each vehicle and the person using a dispenser can be seen and that your view is not obstructed;
- proper procedures are followed throughout the filling operation, eg dispenser nozzles are correctly inserted, delivery hoses are not stretched or kinked and tripper latches are not wedged open;
- at filling-stations the loudspeaker system and any closed-circuit TV is working correctly;
- vehicle engines are switched off when at the dispensers;
- people under the age of 16 do not buy petrol or operate dispensers;
- no one smokes in the vicinity of the dispenser (ie in danger zones);
- no one uses portable electric/electronic equipment such as a CB radio or portable telephone;
- people wishing to fill containers with petrol use only those which are approved.

Always check carefully that there is no danger before you start the petrol dispenser and during its operation.

Fire precautions

There should be:

- adequate means for contacting the fire brigade when necessary;
- suitable equipment for dealing with minor incidents;
- a supply of dry sand and fire extinguishers readily available;
- conspicuous notices - 'Petrol' or 'Petroleum Spirit', 'Highly Flammable', 'No Smoking', and 'Switch Off Engine' - positioned close to pumps and dispensers to alert customers to the hazards.

Make sure you know what you are expected to do and who you should inform if there is a dangerous incident.

Further information

More detailed information is contained in the booklet, the APEA/IP *Code of practice for the design, construction and operation of petrol filling stations*, available from The Administrator, Association for Petroleum and

Explosives Administration, PO Box 2, Hadleigh, Suffolk IP7 5SF. Additional single copies of this leaflet version of this document are available free from HSE Books. It is also available in priced packs of 15, price £5.00 (discounts available for multiples), from HSE Books, ISBN 0 7176 1098 5.

HSE priced and free publications are available by mail order from HSE Books, TSO Customer Services, PO Box 29, Norwich, NR3 1GN, Tel: +44 (0)333 202 5070 Website: <https://books.hse.gov.uk/> (HSE priced publications are also available from bookshops and free leaflets can be downloaded from HSE's website: www.hse.gov.uk^[1].)

Further advice can be obtained from HSE offices (see under Health and Safety Executive in the telephone directory). For other enquiries write to HSE's Information Centre, Broad Lane, Sheffield S3 7HQ..

This document contains notes on good practice which are not compulsory but which you may find helpful in considering what you need to do.

This document is available at: www.hse.gov.uk/pubns/indg216.htm^[2].

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INDG216 C338 2/97

Added to the web Site 2/6/98

See also

[HSE Books](#)^[3]

[Research reports](#)^[4]

[Operational guidance](#)^[5]

[Other languages](#)^[6]

Related content

[HSE Books +44 \(0\)333 202 5070](#)^[7]

[Translated leaflets](#)^[8]

[Legislation](#)^[9]

[Statistics](#)^[10]

[Science and Research](#)^[11]

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Link URLs in this page

1. www.hse.gov.uk
<https://www.hse.gov.uk/pubns/index.htm>

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<https://www.hse.gov.uk/pubns/indg216.htm>
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4. Research reports
<https://www.hse.gov.uk/research/rrhtm/index.htm>
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Petrol filling stations

Guidance on managing the risks of fire
and explosion

(The Red Guide)



PETROL FILLING STATIONS
GUIDANCE ON MANAGING THE RISKS OF FIRE AND EXPLOSION
(THE RED GUIDE)

October 2018

7 GENERAL OPERATIONAL MANAGEMENT

7.1 PETROL LEAKS AND SPILLS

- 1) Leaks and spills can be caused in a variety of ways. These include failure of tanks or pipework, accidents during offloading, damage to or misuse of dispensers, and dispensing petrol into unsuitable containers. You need to take steps to prevent incidents like these and to identify the source of any or suspected leaks so that corrective action can be taken in good time. Evidence of leaks can come from, for example, monitoring of fuel stocks or excessive petrol odours at or near the petrol station.
- 2) Petrol is more likely to leak from tanks and pipework if equipment is poorly installed, inadequately maintained, or old. Where the integrity of the storage system cannot be ensured, for example by the provision of secondary containment, it can be augmented in a number of ways such as: wetstock measurement and reconciliation (manual or automatic) or by fitting a leak detection system. Additionally, periodic testing for the presence of water in underground tanks may indicate (through water ingress) a failure in the tank shell, gaskets sealing the tank lid or pipework connections. The method(s) you use will depend on the level of risk at the petrol station. Further information can be found in the Blue Book_[2] and PELG-PETEL/09 *Leak detection, tanks and pipework testing, storage of petrol*_[23].
- 3) Spillages should be cleared up quickly. You can deal with small leaks and spills by applying dry sand or other absorbent materials. Remember that materials used in this way will be contaminated with petrol so make sure they are disposed of safely, if necessary by a hazardous waste disposal specialist. If you intend to store contaminated material prior to disposal, use a safe place like a closed bin or other container, which has been suitably labelled. Treat any other materials contaminated with petrol, such as clothing, rags or soil, in a similar way.
- 4) Accidents involving employees and customers becoming splashed with petrol are foreseeable events. Incidents where employees are splashed with petrol during road tanker deliveries and customers being sprayed with petrol when dispenser hose couplings suddenly fail can and do occur. The provision of disposable coveralls and a changing room with washing facilities is a control measure that can be taken to reduce both the health and safety risks arising from wearing clothing that is contaminated with petrol.
- 5) Further guidance on dealing with spillages when petrol is being unloaded and dispensed is given in sections 8.2 (paragraph 39-42) and 8.5 (paragraphs 20 and 21).

7.2 CONTROL OF IGNITION SOURCES

HAZARDOUS AREA CLASSIFICATION

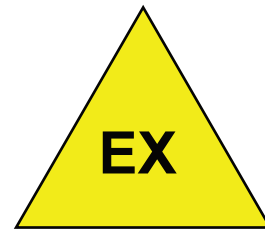
- 1) Three ingredients are needed for a fire: a fuel (in this case petrol); oxygen; and a source of ignition. If you control or eliminate any or all of these factors, fire can be prevented. To run a site safely you should know where flammable or explosive concentrations of petrol vapour might occur and keep sources of ignition out of these areas.

SPECIFIC REQUIREMENTS OF DSEAR (REGULATION 7)

- 2) DSEAR imposes a requirement to classify areas where explosive atmospheres may occur into zones based on their likelihood and persistence. Areas classified into zones must be protected from sources of ignition by selecting equipment and protective systems meeting the requirements of the Equipment and Protective Systems Intended for Use in Potentially Explosive Atmospheres Regulations 1996 (EPS)^[24].

Note: Equipment in use before July 2003 can continue to be used indefinitely provided the risk assessment shows it is safe to do so.

- 3) Where necessary, areas classified into zones should be marked with a specified 'EX' sign at all entry points. This sign should not be confused with the Ex sign in a hexagon which is marked on equipment built to the requirements of EPS^[24]. See paragraph 13.

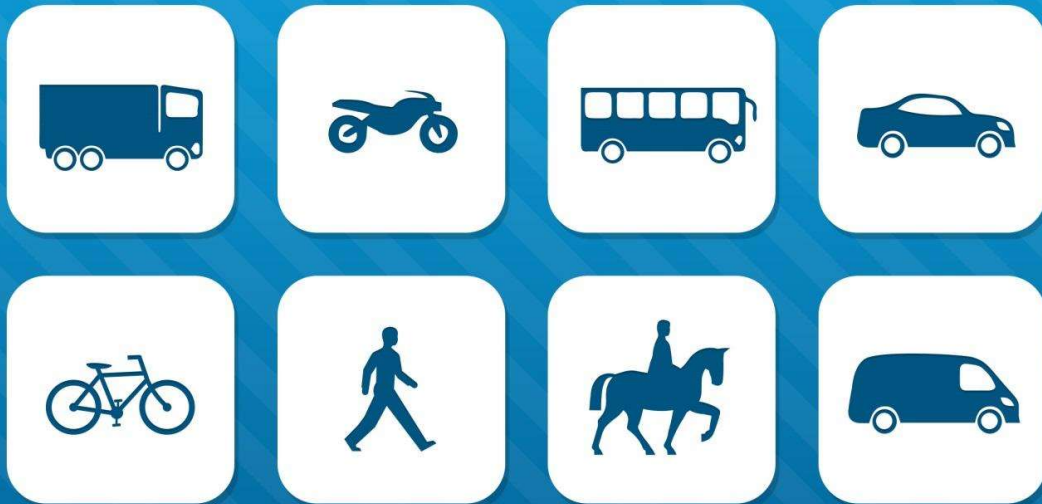


- 4) Where employees work in zoned areas, they should be provided with appropriate work clothing that does not create a risk of an electrostatic discharge igniting the explosive atmosphere. In order to comply with this statutory duty, the work (on the forecourt) that staff are employed to undertake in the course of the day-to-day operation of the site or in accordance with the site's emergency procedure will have to be evaluated. For instance, if the site receives 'driver assisted deliveries' and the member of staff assisting the tanker driver is expected to dip the tanks, remove covers to access chambers or remove/replace fill pipe caps, then (like the tanker driver) they should be provided with anti-static footwear. Anti-static weatherproof or outer clothing will not normally be necessary for work activities carried out by forecourt staff provided they do not remove such (ordinary) clothing in any high risk areas.

VERIFICATION

- 5) Regulation 7.4 of DSEAR requires that before a petrol station is used for the first time, the employer shall ensure that a competent person verifies its overall explosion safely.
- 6) What parts of the site require verification? Parts of the site that need to be considered during verification are those parts of the site where explosive atmospheres may occur and which have been designated as hazardous areas. It will also be necessary to take into account any equipment or facilities that may give rise to hazardous areas or are needed to limit the extent of any hazardous areas.
- 7) When should verification be carried out? The main requirement is to carry out verification procedures before a site is put into use, i.e. during commissioning, but as there is an on-going requirement to review the facilities it will also be necessary to verify that any significant changes on the site or any new equipment will not give rise to an unacceptable explosion risk. A like-for-like replacement or repair, however, should not require further verification.
- 8) What is the purpose of verification? Verification is an assessment of the measures that are needed to ensure that the fire and explosion risks will be properly controlled. It will include consideration of the measures to:
- prevent explosive atmospheres forming;
 - control the fire and explosion risks from explosive atmospheres, and

ALL ROAD USERS



THE HIGHWAY CODE



www.highwaycodeuk.co.uk

Updated 25/03/2022

Other problems. If your vehicle

- pulls to one side when braking, it is most likely to be a brake fault or incorrectly inflated tyres. Consult a garage or mechanic immediately
- continues to bounce after pushing down on the front or rear, its shock absorbers are worn. Worn shock absorbers can seriously affect the operation of a vehicle and should be replaced
- smells of anything unusual such as burning rubber, petrol or an electrical fault; investigate immediately. Do not risk a fire.

Overheated engines or fire. Most engines are water-cooled. If your engine overheats you should wait until it has cooled naturally. Only then remove the coolant filler cap and add water or other coolant.

If your vehicle catches fire, get the occupants out of the vehicle quickly and to a safe place. Do not attempt to extinguish a fire in the engine compartment, as opening the bonnet will make the fire flare. Call the fire brigade.

Petrol stations/fuel tank/fuel leaks. Ensure that, when filling up your vehicle's tank or any fuel cans you are carrying, you do not spill fuel on the forecourt. Any spilled fuel should be immediately reported to the petrol station attendant. Diesel spillage is dangerous to other road users, particularly motorcyclists, as it will significantly reduce the level

of grip between the tyres and road surface. Double-check for fuel leaks and make sure that

- you do not overfill your fuel tank
- the fuel cap is fastened securely
- the seal in the cap is not torn, perished or missing
- there is no visual damage to the cap or the fuel tank

Emergency fuel caps, if fitted, should form a good seal.

Never smoke, or use a mobile phone, on the forecourt of petrol stations as these are major fire risks and could cause an explosion.

Undertake all aspects of the daily walkaround checks for commercial vehicles, as recommended by DVSA

(www.gov.uk/dvsa/commercial-vehicle-safety) and the Fleet Operator Recognition Scheme (www.fors-online.org.uk).

Vehicle security

When you leave your vehicle you should

- remove the ignition key and engage the steering lock
- lock the car, even if you only leave it for a few minutes
- close the windows completely
- never leave children or pets in an unventilated car
- take all contents with you, or lock them in the boot.



Breaking: Just Stop Oil disrupts service stations

Press / By JSO Press

35 supporters of Just Stop Oil have blocked two service stations on the M25 in support of their demand that the UK government end new oil and gas projects in the UK.

Starting from 7am today, actions took place at the Cobham Services in Surrey and the Clacket Lane Services in Kent. At both locations, JustStop Oil supporters blocked the entrances to the petrol pump area by sitting in the road with banners. Some supporters also sabotaged the petrol pump by breaking the display glass and covering it with spray paint.

Nathan McGovern, 22 a student from Coventry taking action today said:

"The world's most vulnerable are dying from a fossil-fuelled nightmare right now, whilst our government proposes to drill for more oil and gas. I refuse to stand by and watch as heatwaves and drought murder people across the global South and families in the UK are forced to choose between eating and heating. If politicians and bureaucrats refuse to act then it falls on ordinary people to do what they will not."

Stephanie Golder, 34, a charity project coordinator from Essex taking action today said:

"I'm sick and tired of being treated like a criminal for standing up for what is right. The real criminals are those refusing to act on the climate emergency, it's truly genocidal for our government to give new licences for oil exploration."

"The poorest in this country need help with their energy bills now. But instead the government's energy strategy fails to mention energy saving measures such as insulation and instead prioritises a 'plan' which puts us on a fast-track for climate chaos."

Today's action is a significant escalation after 10 Just Stop Oil supporters were arrested yesterday outside Kingsbury oil terminal whilst standing peacefully on a grass verge with placards. They are due to appear at the Victoria Law Courts in Birmingham today charged with contempt of court in respect of an injunction granted to North Warwickshire Borough Council on 14th April.

Two young supporters of Just Stop Oil are also due to appear in court in Manchester today for breaking the Warwickshire injunction. They potentially face unlimited fines and up to 2 years in prison. [1]

Since April 1st when supporters of Just Stop Oil first began blocking oil terminals there have been over 1000 arrests. The supporters of Just Stop Oil will continue the disruption until the government makes a statement that it will end new oil and gas projects in the UK.

The Just Stop Oil Coalition is calling on all of those whose futures are being destroyed, who are facing poverty now, and who are outraged at yet another betrayal by this continuing dependence on oil and gas, to step up and take action. Join our zoom calls at 7pm. It's 2022 and the time to stand by has passed.

ENDS

Press contact: 07762 987334

Email: juststopoilpress@protonmail.com



Shell
V-Power
Performance Fuels

6

12

Shell
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Performance Fuels

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Shell
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Performance Fuels

Shell
V-Power
Unleaded

Shell
V-Power
Diesel

Shell
Unleaded

Shell
FuelSave
Diesel

FRESH COFFEE
GREAT
BREAKS

for all of life's journeys



Energy report



unleaded

leaded 97

mate

- Petroleum spirit Highly flammable
- No smoking switch off engines
- Switch off mobile or car telephones
- Pumps not to be used by persons under 18 years of age
- Do not eat or drink near the pump
- Only approved containers may be filled with petrol
- Report promptly all spillages, however small to site staff
- Information on the safe use of petrol is displayed on the sales building or available on request

F-SERVICE BUYING AT KIOSK

- Remove nozzle and start fueling.
- Replace nozzle in holder
- Check display and pay at kiosk.

Wayne

£ [display] **THIS SALE**

Wayne

LITRES

MINIMUM DELIVERY LITRES

PRICE PER LITRE

11

diesel

ultimate

ACTIVE

BPme Pay for your fuel from your driving seat

You are at pump

11



REMOVE SERVICE
PAYING AT KIOSK

- Remove nozzle and start fueling
- Remove nozzle at kiosk
- Check status and pay at kiosk

Wayne

SALE
LITRES
PREMIUM DELIVERY
PRICES

Buy 1 get 1
free













**BONIX
IN SECONDS**
Please refer to
outer pack for
full warnings
and instructions
3g

Petrol

E10

95 Octane

Not suitable for
all vehicles: consult
vehicle manufacturer
before use.





Four charged after Clacket Lane and Cobham services protests

🕒 20:53 29/04/2022



Nathan McGovern, 22, of White Horse Lane, Tower Hamlets, London, Amber Alexander, 18, of Withdean Court, Brighton, Louis Hawkins, 22, of Dewe Road, Brighton and Rosa Sharkey, 22 of Dewe Road, Brighton have been charged with causing criminal damage of over £5000.

They appeared at Crawley Magistrates' Court on Friday afternoon (29 April) and were released on police bail with conditions imposed by the court.

A further four people have been released under police bail and an additional 27 are still under investigation.

Officers were called to both service stations just after 7am on Thursday, 28 April following reports that a large number of protesters were at the sites and were gluing themselves to the pumps, to forecourt signs and to vehicles. They were also blocking access and stopping motorists from using the pumps.

Significant damage was caused to the pumps on both forecourts, with a total of 35 pumps damaged at Cobham Services, and a further 20 pumps damaged at Clacket Lane. The HGV pumps at both sites were not targeted and remain open.

Superintendent Graham Barnett said: "Around 40 officers were involved following the activity by protest group Just Stop Oil at Cobham and Clacket Lane Services this week.

“While we are required to facilitate peaceful protest, we will always take action against those who break the law and significantly impact on the lives and livelihoods of others.”

Bail conditions for the four charged are as follows:

Nathan McGovern has the following bail conditions and will be required to wear an electronic tag. He will not be able to enter the county of Surrey save for Court attendance, not to enter any petrol station or obstruct the entrance or exit to any part of a petrol station in England and Wales, not to affix themselves to any part of a petrol station or petrol tanker, not to associate with Louis Hawkins, Rosa Sharkey or Amber Alexander save for pre-arranged solicitor appointments or at Court and to live and sleep each night at White Horse Lane, Tower Hamlets, London.

Amber Alexander will not be able to enter the county of Surrey save for Court attendance, not to enter any petrol station or obstruct the entrance or exit of any petrol station in England and Wales, not to affix themselves to any part of a petrol station or petrol tanker, not to associate with Rosa Sharkey, Nathan McGovern or Louis Hawkins save for pre-arranged solicitor appointments or at Court and to live and sleep each night at Withdean Court, Brighton.

Louis Hawkins will not be able to enter the county of Surrey save for Court attendance, not to enter any petrol station or obstruct the entrance or exit of any petrol station in England and Wales, not to affix themselves to any part of a petrol station or petrol tanker, not to associate with Nathan McGovern, or Amber Alexander save for pre-arranged solicitor appointments or at Court and to live and sleep each night at Dewe Road, Brighton.

Rosa Sharkey will not be able to enter the county of Surrey save for Court attendance, not to enter any petrol station or obstruct the entrance or exit of any petrol station in England and Wales, not to affix themselves to any part of a petrol station or petrol tanker, not to associate with Nathan McGovern or Amber Alexander save for pre-arranged solicitor appointments or at Court and to live and sleep each night at Dewe Road, Brighton.

