

Marine aggregates at a glance



Key facts

Every family in the UK effectively creates a need for a lorry load of aggregates each year. Those needs – homes, schools, hospitals, roads and much more – cannot be met from land-based quarries alone. Over recent years, the sea-bed around our shores has become an increasingly important contributor to the national supply picture.

Need

The marine aggregate industry satisfies much of the UK's sand and gravel needs:

- ▶ England and Wales 22%
- ▶ London and the south east 31%
- ▶ South Wales 90% (of sand)

The industry

BMAPA has seven members who:

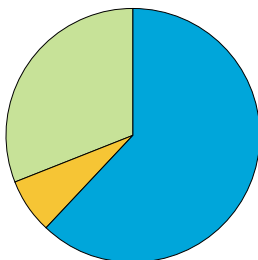
- ▶ Operate 31 British-registered vessels (total 82,000 tonnes)
- ▶ Invest £15 million in a typical new dredger
- ▶ Land aggregates at over 70 wharves
- ▶ Employ 2,500 people on sea and land
- ▶ Work 24 hours-a-day, seven days-a-week

Uses

UK construction
14.1 million tonnes

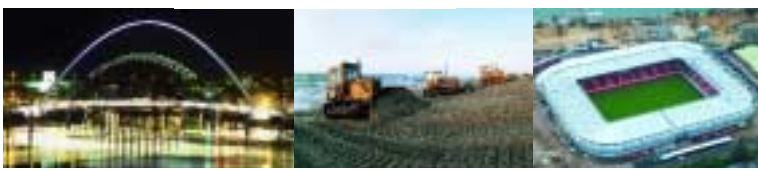
Beach protection
1.6 million tonnes

Export
7.1 million tonnes



(2001)

Contributing to life



Marine aggregates are essential not just to the UK construction industry but to each one of us. Without this vital material, the needs of many parts of the country could not be satisfied.

- ▶ 60 tonnes of aggregates are needed for a typical house
- ▶ Marine aggregates are vital in saving long stretches of UK coastline from the ravages of the sea – and in increasing their attraction to tourists
- ▶ The 69-mile long Channel Tunnel Rail Link is heavily reliant on marine aggregates
- ▶ The £500 million regeneration strategy for Gateshead in the north east is heavily reliant on marine aggregates
- ▶ On the south coast, Southampton FC's new stadium was built using marine aggregates
- ▶ Uses of marine sand include:
 - water filtration
 - golf course bunkers
 - steel making
 - agricultural drainage
 - glass manufacture.



Working in partnership



Partnership is a key element of the industry's approach to all its stakeholders – from fishermen and other industries that work at sea through to government departments and environmental groups.

- ▶ Regular liaison meetings are held with the fishing industry and regulators
- ▶ Fishermen are notified when dredging of individual zones begins and ends
- ▶ They and other stakeholders are consulted over dredging applications
- ▶ The industry funds research in partnership with bodies such as English Heritage
- ▶ The industry communicates openly with all interested stakeholders.

Our members

Britannia Aggregates ● Hanson Aggregates Marine ● Kendall Bros (Portsmouth) ● Northwood (Fareham) ● Norwest Sand and Ballast Co ● RMC Marine ● United Marine Aggregates



BMAPA is one of the constituent bodies of the Quarry Products Association, the trade association for the aggregates, asphalt and ready-mixed concrete industries.

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Environment



Benefits on land

Marine aggregates create environmental benefits because they reduce both quarrying on land and lorry deliveries.

- ▶ Marine aggregates provide the equivalent of 50 land-based quarries
- ▶ A typical ship delivers the equivalent of 250 lorry loads
- ▶ Direct delivery to urban wharves reduces lorry traffic
- ▶ Rail deliveries from London wharves equate to 50,000 lorry loads
- ▶ Much of the marine aggregate used in construction is ultimately recyclable.

The marine environment

The sea is a sensitive environment and the marine aggregate industry accepts its responsibility to minimise any impacts.

Coastal erosion

- ▶ Marine aggregate dredging does not cause coastal erosion – it is a solution
- ▶ Historically, erosion has occurred regardless of the presence of dredging
- ▶ Independent research shows that coastal erosion is a natural process
- ▶ Marine aggregate is not part of the same sediment system as the coastline
- ▶ Experts assess the potential impact before a licence is granted
- ▶ The industry provides much needed material for coastal and flood protection.



Marine life

Research shows that the impact of marine dredging on marine life is short-term and confined to the actual area dredged, which is less than one per cent of the UK seabed. Potential impact is carefully considered before any licence is granted. Independent research shows that, on average, a dredged area fully re-colonises in two to five years. There is no evidence that fish catches are declining due to dredging.

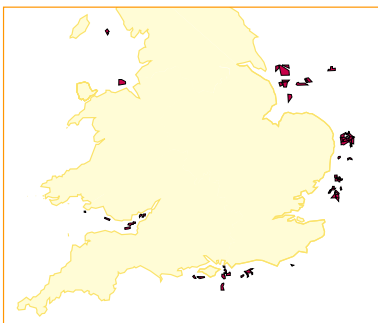
Archaeology

A wealth of history lies on or below the seabed. These include wrecks like the Mary Rose and former landscapes that have been submerged by rising sea levels. The marine aggregate industry operates to a strict code of practice to protect such archaeology. It routinely maps sensitive locations and, with ship navigation accurate to within a few metres, avoids them. BMAPA has jointly funded pioneering research in order better to understand the potential for new discoveries.

Resource management



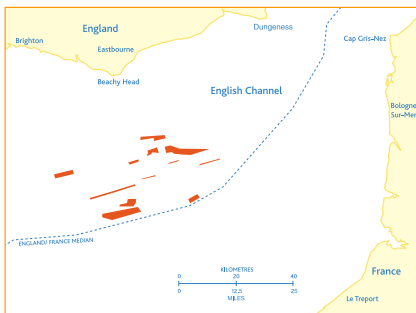
BMAPA members recognise that marine aggregates are an important and finite resource. They carefully manage some 70 production licences, which between them cover less than 1 per cent of the UK seabed. Overall impact is further reduced through a commitment to working in agreed zones. In 2001, 90 per cent of all material was sourced from just 13.26 sq km. BMAPA and the Crown Estate operate a joint initiative under which licences are reviewed on a rolling basis.



licensed areas

The marine aggregate industry is one of the most closely regulated industries using the sea. Licences are issued by the Crown Estate, which owns the mineral rights to the sea-bed and receives a royalty for every tonne dredged, the bulk passing to the Exchequer. The Office of the Deputy Prime Minister (ODPM) oversees the licensing process and employs experts to professionally assess every application.

Eastern English Channel



Proposed licence areas

If the industry is to continue to satisfy the UK's needs, it must establish new reserves to replace those that have become exhausted. Substantial new deposits have been located in the deeper waters of the eastern English Channel some 20 miles south of the Sussex coastline. Applications have been made to the government for a series of licences, which are being supported at industry level by a regional environmental assessment. The industry has launched a major consultation exercise.

