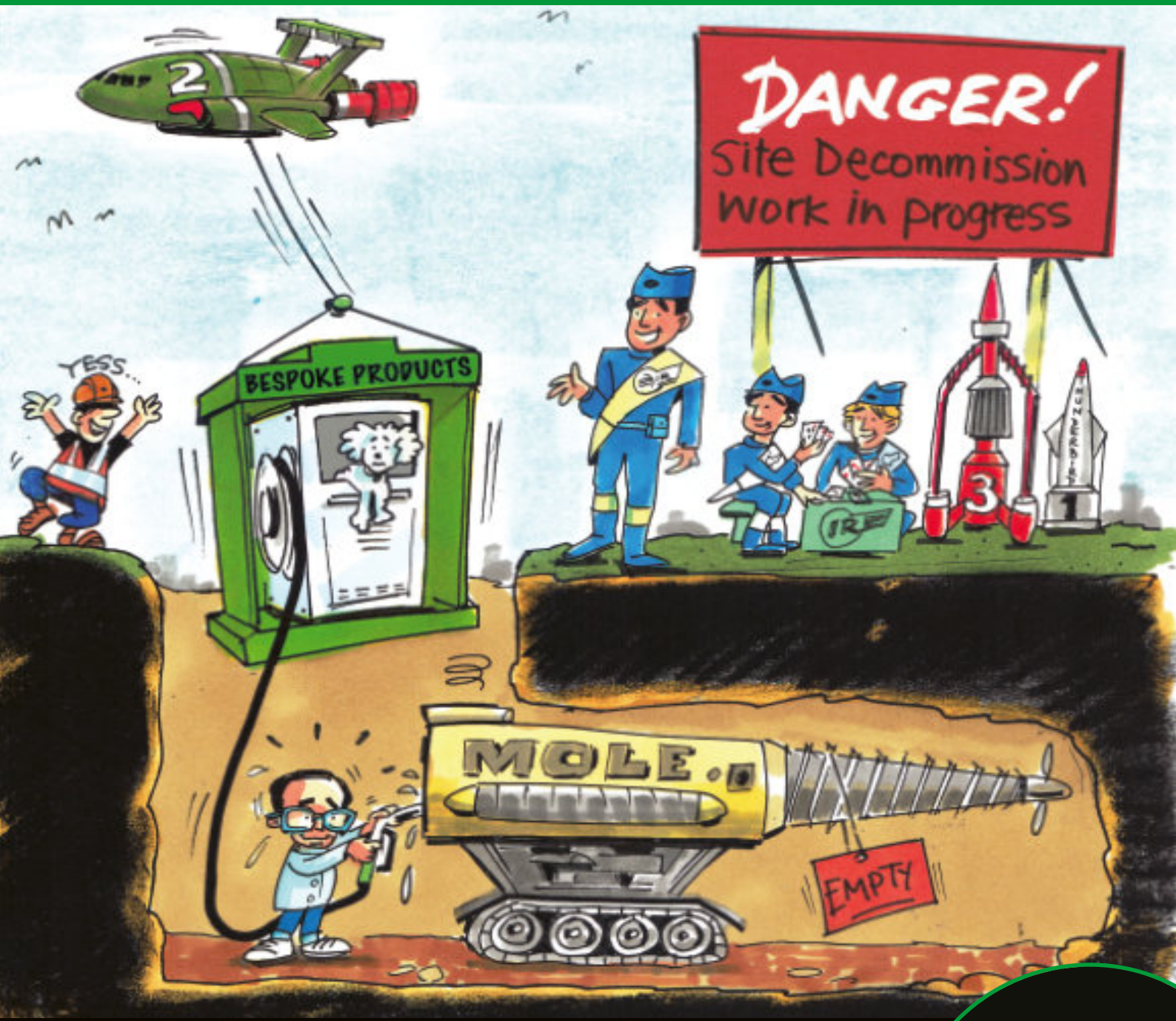
Winter 2025/26

ISSUE No.109

Insite

Insite is the official magazine of PEIMF+



PEIMF+
The future of fuel and energy services

Also in this issue:

- PEIMF+ annual meeting
- Karting challenge
- Decommissioning
- Bespoke products

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Happy new year to all our readers

Blimey 2026 already. And I know everyone always says how quickly time flies – but doesn't it just!

It seems only yesterday that I casually mentioned to Siobhan, our Chair, that I would be stepping down this Summer. It was actually way back in February at our AGM (and suddenly made her life very complicated 😳).

We're delighted that my replacement is in post as of January 2nd, and we introduce Niki in full on page seven. She will undoubtedly help take PEIMF+ forward as we embrace the development of this key industry.

Annual event next month

February 11th & 12th

We're going back to our previous hotel in Derbyshire (easy to find - smack on the M1) to bash up some go karts, enjoy a FREE MEMBERS' DINNER, benefit from some excellent technical presentations and 'suffer' the AGM. Take a look on the next spread, and then please come and join us.

More success for PEIMF+ members

Another brilliant night for our members at the prestigious APEA awards dinner in November. Ledbury Welding & XMO Strata picked up major prizes, and our very own Maja Nedic was deservedly voted outstanding individual. Maja shows a lot of commitment in her work with PEIMF+, whilst maintaining a fantastic performance level at Nupi. You can see words and pictures on page nine.

Phew! So after all that good news, just a round-up of this edition of INSITE. As well as all this, we feature site decommissioning, bespoke products, commercial fuel management and a smattering of car washes - and there's 'The Green Pages' of course, with more interesting new fuel articles.

So I wish you well this year, and hope 2026 sees you happy and healthy.

Best wishes

David Honeyman, Editor

Committee

Chair:	Siobhan Keogh
Deputy:	Robin Futcher
Treasurer:	Tom Burns
Business Manager and Insite Editor:	David Honeyman
Technical Manager:	Terry Moody
Technical Consultant:	Phil Monger
Committee:	Andrew Olive, Michelle Machesney, Adam Ruck, Kevin Powell, Maja Nedic, Duncan Amos, Adrian Beeby, Mark McCleary
Honorary Members:	Jeff Young, Steve Devine, Malcolm Hogg, Tom Hocking

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Front cover illustration
Brian Sage

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The Green Pages New Fuels Guide

8 pages packed with specialist information on new fuel technologies

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Advertisers and the suppliers of contributed articles are asked to ensure that material submitted is fair and accurate at all times. The Editor reserves the right to amend or withdraw such material which may not comply with this request after consultation.

Working Together

The PEIMF+ annual members' meeting

It's coming up fast – so get yourself booked in!

The karting afternoon will be on:

Wednesday February 11th

Team sponsorship £295, individual bookings £75

Then our FREE members' dinner, and will be held at:

The Holiday Inn
South Normanton (M1 Jct 28)
Carter Lane East
South Normanton
Derbyshire, DE55 2EH

Sponsor a team Just £295

Thursday February 12th

Our Annual General Meeting and technical presentations will be held at the hotel in the morning.

After these excellent sessions, we wind down with a buffet lunch before disappearing off to all corners of the country.

Special presentations

- HVO: A simple drop-in fuel?
- Cyber system breach If - Not when!
- What does the future hold for Tesco forecourts?

It's important that you don't miss out!
Contact David now on 01474 321999
or david@peimf.com

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Technical update

PEIMF+ Technical Manager, Terry moody, rounds up the current state of affairs around the committee tables

After a quietish summer, the various committees and groups are reconvening. There are a couple of updates worth pointing out to the PEIMF+ members.

Remote training for SPA Passport

I make no apologies for reiterating the endorsement of the PRNSG to permit the Safety Pass Alliance to offer the 2-day Petrol Safety Passport as a remote training session. This will really make a difference to our members, pulling field techs off the road to attend a central training centre is both costly and complex.

With the ability to arrange an online session, both of these challenges are greatly reduced. I urge all members to consider this option when arranging training going forwards.

Higher ethanol content in fuels

The Department of Transport's quarterly Low Carbon Fuels Stakeholder Workshop provided an interesting backdrop on current government policy as the journey to nett zero continues.

Much of the discussion was extremely high level, and a good deal was focussed on SAF quotas (Sustainable Aircraft Fuels).

Of real note, however, was the strong suggesting that fuels of higher ethanol content could be coming down the pipe – forgive the pun.

If this happens, then the knock-on effect to our industry could be really significant. Early days, and nothing decided so far, but we will continue to monitor the situation and inform our membership.

PEIMF+
The future of fuel and energy services

The future for PEIMF+

This edition's In The Frame is a bit unusual, as we introduce our new face - Niki Rodhouse.

Niki is stepping into David's shoes as INSITE editor and PEIMF+ Business Manager.

How long have you been in the role?

About 20 minutes, the ink is still wet on the contract!!

I'll be responsible for overseeing the day to day running of PEIMF+ operations, membership liaison and event planning. Plus of course, editing and leading the production of INSITE magazine.
A very wide scope of responsibilities here, but I've had my fair share of broad ranging roles in the past.

Also, I've already met the committee, so I feel supported by their vast knowledge and guidance already.
I'm so lucky to be working alongside David for the next few months and I'll certainly be drawing on his many years of experience in this role – he'll be ready for a break after that!

So how come you're in the industry?

I joined UK Petroleum in Banbury as their Sales Co-ordinator in 1995 and stepped into a completely unknown world. I didn't want an office job, but this gave me a great foundation in business processes, customer service, stock control, vehicle routing and the intricacies of a wet depot. I was eventually allowed out of the office to attend events, which really drove my enthusiasm for the industry.

Your career to date

Following my start at UK Petroleum, they were newly acquired by CPL Petroleum.
I then had a baby, and shortly after moved to the head office in Kidderminster as the Sales Support Manager, managing a team of seven admin and account managers.

Another baby arrived, then I moved to Gulf, which at the time was operated in the UK by The Bayford Group, where a very small team of us were put together to start the roll out of Gulf branded sites.
I had a very wide ranging and dynamic role with a team of four, who supported Area Sales Managers.

As well as drawing up agreements and a large amount of customer support, I had the pleasure of helping to put together and attending trade shows, which were always a highlight for me.

I had another baby (3rd daughter!) and took a little break from the industry so I could work closer to home and be more 'present'. But in 2011 the lure of the downstream oil industry was too much, and when I was approached to rejoin Gulf, who were just about to become part of the Certas Energy family, I couldn't say no. I was the link between the senior management team, third party suppliers and the field sales team.

Part of my remit was to produce and manage our in-house standards competition 'Superstation' for the Gulf and Pace branded sites. This included the attracting of sponsors (some of whom will be reading this now – thanks again🍩). My next role at Certas, reporting to the Retail Director, had a focus on customer engagement and project management; to gain insights and improve our customer offer.

In a slight change of direction, I decided I'd like to go it alone and work for myself as a virtual business assistant. Focusing on the elements of previous roles that I enjoyed the most, I quickly picked up clients within the industry where they outsourced the planning and managing of their events to me. This led to me working with environmental contractors, a furniture manufacturing association, consultants, vehicle hire and café owners – a proper mixed bag.

Covid arrived and, sadly, face to face events were stopped very abruptly; but luckily for me Eurotank, one of my clients, employed me to work on their sales and events. Another short spell out of the industry working for a farming charity and then here I am, back where I feel I belong and have the most experience!

Which role have you enjoyed most?

I'm not sure I have a favourite. All of them have brought highs and new learning experiences which I thrive on.

What do you feel have been your biggest achievements (modesty allowed!)

It's a toss-up between bringing up a family while working (did I mention, I have 3 daughters??) Teaching them that they are stronger than they think, and more capable than they imagine. And being self-employed - creating my own destiny - that's a powerful feeling and a rewarding way to work.

Where do you see yourself in say, 10 years?

I'll be still involved in events, and helping people connect to create their own communities - but preferably living in a warmer country.

In your spare time

My husband, daughters and I have recently opened a gelato shop. Making sundaes and desserts is like selling joy, and it recreates the feeling I had when I first visited an ice cream parlour when I was 10 years old; a feeling that never left me! I do try to balance that out with fitness classes and health and nutrition courses.

And no pressure – How about a philosophy of life?

Our family moto is 'learn through experience'.

PEIMF+ members dominate prestigious industry awards – again!

PEIMF+ members stepped up to the plate again in November at the APEA awards dinner in Milton Keynes. From just seven gongs presented by the APEA awards committee, three of our members were recognised as the superstars they are.

In the face of stiff competition, with many entrants in each category, these guys were recognised in their own fields, and we at PEIMF+ are both very happy for them, and very proud of them. Well done all.

New APEA Chairman, Chris Ramshaw, oversaw proceedings as England rugby legend Matt Dawson hosted the ceremony – with humour and expertise.

Outstanding Individual award

Maja picks up her well-deserved Outstanding Individual award

Maja Nedic - Nupi

Since she joined Nupi 19 years ago, Maja has delivered exceptional growth, shown remarkable resilience, and inspired colleagues, partners, and customers alike.

In the past 12 months alone, she has:

- **Achieved 141% sales growth.**
- **Successfully relocated NUPI's UK warehouse**
- **Established and improved stock system management**

In addition to: additional personnel, providing continuity and improved customer service under tight deadlines and secured many new European and UK customers. Within two years, she has built a network of 150 customers across 30 markets.

What truly sets Maja apart is her humanity, resilience, and the way she inspires everyone around her.

Best New Fuel Installation award – Non Retail

The team from Ledbury and Tesco enjoy their success with the evening's hosts

Ledbury Welding & Engineering

Winning this award was a proud moment for everyone at Ledbury Welding & Engineering. This project meant a great deal to the team, and the recognition reflects the hard work, commitment, and expertise behind it.

The evening itself was a brilliant chance to celebrate the people who made it possible. Managing Director Kevin Powell summed it up perfectly:

"It was an honour to accept the award, even if collecting it from a World Cup–winning English rugby star was especially painful for a proud Welshman!"

This win has energised the whole team to push even further in 2026.

Health & Safety Excellence award

Xmo Strata

Following a near-miss on site, Xmo Strata published their first safety bulletin in March 2005, to share the lesson with their staff.

This rapidly developed into a regular bulletin and the idea of issuing these bulletins regularly to a wider audience was implemented.

By 2008, a bulletin was being issued personally by a director of Xmo Strata every Thursday to employees, subcontractors, clients and peers; sending out the message that safe practice is consistent, intrinsic and unwavering.

The 1000th bulletin was published in November.

The positive feedback from bulletins has been a fantastic help in maintaining their safety culture.

Managing Director, Kate Parmentier picking up the Health & Safety Excellence award

From market growth to connected innovation:

Istobal UK's landmark year in vehicle wash

ISTOBAL ends 2025 marking a significant milestone in its long industrial journey. Founded in 1950 as a small repair workshop in L'Alcúdia, Spain, the company has evolved into one of the world's leading manufacturers of vehicle wash and care solutions, operating in more than 80 countries with 16 international subsidiaries. Among its earliest global expansions, the decision to establish a presence in the United Kingdom proved especially influential.

Entering one of Europe's most technologically advanced and service-driven markets helped define the company's identity, laying the foundation for decades of sustained international growth.

This year, that foundation is clearly reflected in ISTOBAL UK's performance. The company has completed one of its strongest commercial periods to date, driven by new technology adoption, increased digitalisation and rising confidence from operators across the country.

Managing Director Chris Scott describes 2025 as:

"A year shaped by strong growth, fresh opportunities, and a continued focus on delivering higher service standards. We are on target to achieve 25 percent growth compared with 2024 revenues".

Chris explains.

"The challenge is always to provide an increasingly improved service to ensure the uptime of our customers' equipment is as high as possible. Our product offering allows a one-stop shop that has provided opportunities in the market this year."

Important uptime

Uptime has become a defining benchmark for the UK vehicle wash industry; a landscape shaped by higher consumer expectations, fast-evolving sustainability demands and pressure on operators to run more efficient sites. Ensuring reliability is no longer a technical advantage but a commercial necessity, and ISTOBAL UK has aligned its entire strategy around this principle.

A major contributor to their success has been the rollout of the latest M'WASH generation; the M'WASH2, M'WASH3 PRO and M'WASH4.

These systems have seen strong market uptake thanks to their modular design, improved wash performance and compatibility with a wide range of forecourt layouts. But Chris emphasises that while mechanical performance remains essential, it is no longer the primary driver of operator confidence. The real shift has come from connectivity.

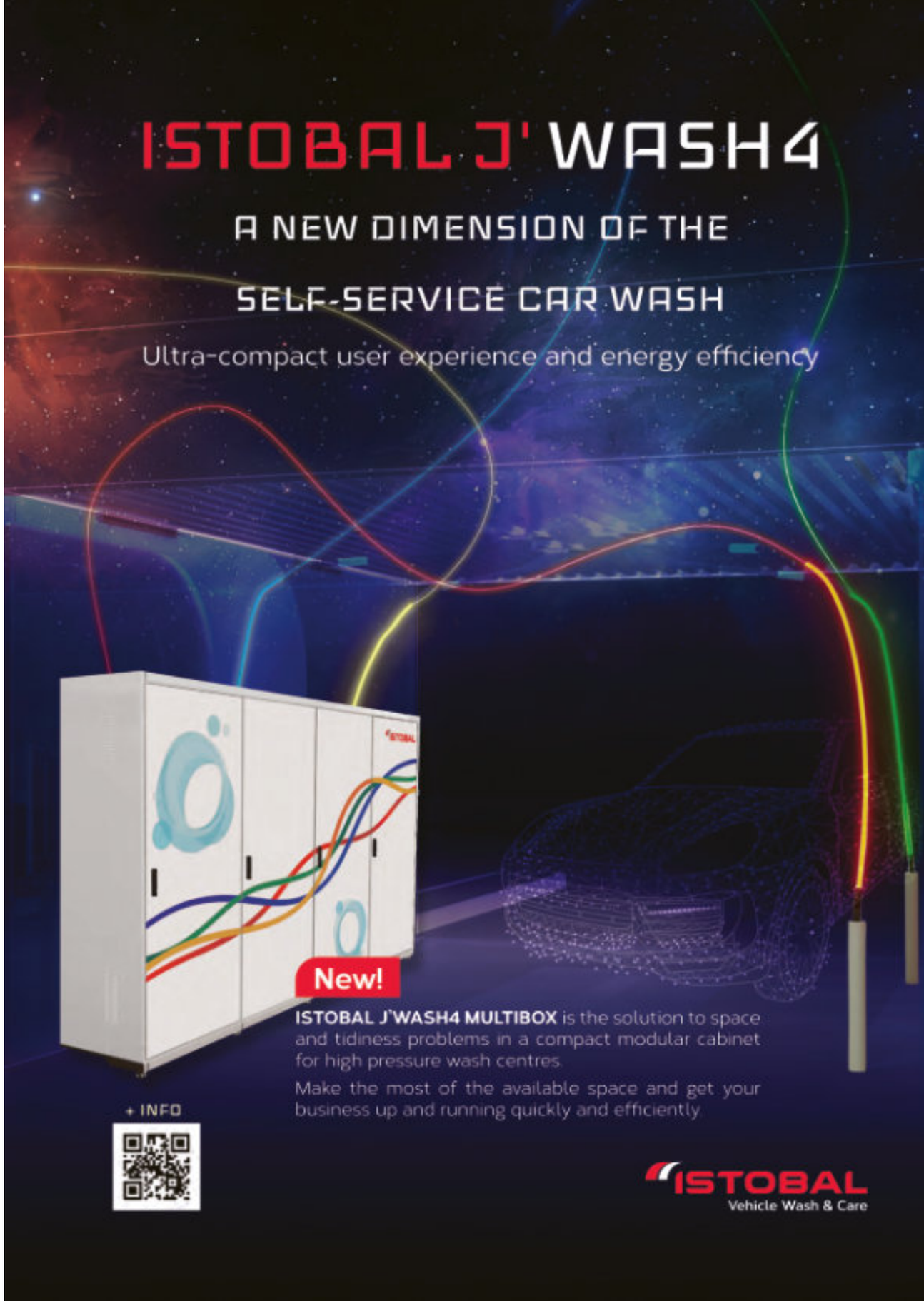
Chris says:

"Our new range of rollovers, along with the continuous development of our Smartwash system, has given operators confidence that ISTOBAL can help deliver increased revenues on their sites. Customers want data at their fingertips. They want instant visibility of what's happening."

Smartwash by ISTOBAL has become a cornerstone of the company's value proposition in the UK. Smartwash allows operators to monitor, manage and take full control of the equipment, increase the uptime of the machines, control consumption and operate remotely. This full operational transparency enables businesses to understand the performance of their wash equipment in real time, anticipate issues before they occur and make informed decisions that enhance profitability and efficiency.

In the UK, where sustainability requirements continue to intensify, Chris sees digitalisation as essential to meeting environmental expectations. Smartwash provides detailed data on water, chemical and energy use, helping operators track consumption with precision and reduce their environmental footprint.

Continued on p12



Continued from p10

Chris continues:

"Digitalisation is key to our strategy. Being able to move from proactive maintenance to predictive maintenance will increase uptime further still, whilst making suppliers' businesses more efficient. There are many demands on sustainability. But it is digitalisation and automation that make us more sustainable and effective for our partners and stakeholders."

This focus on intelligent, efficient operations also extends to the industrial washing sector. ISTOBAL UK has consolidated its leadership with systems such as the ISTOBAL HW'PROGRESS2; capable of washing vehicles from LCVs to complex HGV geometries; and the ISTOBAL HW'COMPAK, a compact but high-performance solution widely used by logistics and passenger transport companies.

Both models benefit from Smartwash integration, giving fleet managers unprecedented control over wash operations, maintenance needs and resource efficiency.

Chris explains:

"As customer expectations change, we must ensure we adapt with those expectations. Our customers have a lot more data available to them now, and that means they also expect more from us. We have made internal changes in 2025 with the key focus on providing a continuously higher level of service through innovating not only the products we offer but our services and internal processes too."

Looking ahead

Looking ahead, Chris expects 2026 to be shaped by further advances in digitalisation, tighter environmental regulation and evolving customer demands. Yet he sees opportunity in this complexity.

Finishing up, Chris says:

"Our flexibility and agility in a changing market define us. As a manufacturer, our ability to respond quickly to market changes and customers' needs is key to our growth."

For Chris and his team, the journey ahead is clear: strengthening service, expanding connected solutions and continuing to help operators run more profitable, intelligent and sustainable facilities.

From early beginnings in Spain to a leadership position on the global stage, ISTOBAL's evolution remains grounded in the same principles that defined its origins: innovation, adaptability and an unwavering focus on customer needs.

www.istobal.com

The sad passing of Robert Mortimer

It is with great sadness that ME Group UK share the passing of our colleague and friend Robert Mortimer.

Robert was a real colossus at ME Group UK and a driving force behind so much of what makes our company what it is today. For close to a decade, he dedicated himself to growing and shaping our business - personally installing several hundreds of Wash ME Revolution machines across the UK. He was called "Mr Revolution" for a reason.

His vision, loyalty, and unwavering commitment to doing right by his customers inspired everyone who had the privilege of working with him.

His passion, sense of humour, and genuine care for people made him truly one of a kind. His legacy will be felt across our organisation for many years to come.

Our thoughts are with his family, friends, and all who were lucky enough to know him.

A personal reflection from our editor, David Honeyman

I first met Robert probably 10 years ago, as he became a well-established, well-liked exhibitor at the forecourt roadshows. Over time, we got to know Robert really well, and found him a kind, helpful, enthusiastic and very warm individual.

A lovely man, dedicated to his family and his work, during his down-time, he was a regular at Ibrox (as a keen Glasgow Rangers fan) as well as a single-handicap golfer.

We were shocked when I heard the news of his passing, at such a young age. I know he was looking to the future, after establishing the ‘Revolution’ wash service around the UK. Our deepest sympathies are with his family.

Alan Shorten

We were saddened to hear of the loss of another old friend, Alan Shorten, a well-known & well-respected Business Development Manager. He fostered great relationships both in work and in his private life, with friends, customers and colleagues alike.

Alan entered the industry selling back office software (Forecourt facts) for Harpur Forecourt Services. This business was sold and the new company, Arciris, was formed.

With his colleagues, Arthur Plumpton & Akay Ismet, Alan helped Arciris take the market by storm with Prism & Iridium. Alan called the team the 3 A's - ably assisted by the late, great Mike Webber.

Living through many takeovers, including Torex, Micros and Oracle, Alan moved to Htec, where he stayed through the PDI takeover. Sadly, he was suffering with poor health, which forced him to retire early.

Throughout his career, Alan was always noted for his humour and outlandish/ comical ties, and was always there to help and guide family and friends alike.

22 years ago Alan met Julie, where he was Ying to her Yang (their private joke). He eventually popped the question and they were married, sadly for just 3 months, before he passed away; having courageously battled his ill health.

Many of Alan’s friendships were built on laughter, none more so than with Anthony Delmachio (Del), friend and work colleague. This involved much mickey taking of Del’s height and Alan’s love of taking selfies in silly clothes.

The industry has lost a great guy too soon. Alan will be sorely missed. We send his wife Julie and family our condolences, and wish them well for the future.

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Cost-effective fuel management upgrade with the new Pumptronics FC20i

When Northampton-based Ideal Tanks & Pumps; a long-standing trade distributor and installer for Hytek (GB) Ltd, received a call from their customer G & K Logistics, the brief was clear: deliver a reliable, future-proof refuelling system, but keep costs under control.

With a fleet of 19 vehicles ranging from vans to 44-tonne car transporters, G & K Logistics needed a solution that would minimise downtime, improve fuel accuracy and provide full visibility of diesel and AdBlue® usage across their operation.

A smart, budget-friendly tank solution

Mark Robinson of Ideal Tanks & Pumps sourced a 50,000-litre steel tank that fully met the customer's bulk diesel storage needs. To balance performance with affordability, he supplied a fully refurbished tank fitted with a brand-new cabinet housing both the high-speed dispensing pump and the fuel management system, protected behind a secure roller shutter.

Knowing the demands placed on a busy logistics fleet, Mark specified the Pumptronics high-speed ALPHA diesel dispenser. Delivering 90 litres per minute, it ensures fast, accurate refuelling and plugs directly into the new Pumptronics FC20i Fuel Management System (FMS) thanks to its built-in pulsed output.

Full control, full visibility

The FC20i allows only authorised personnel to dispense fuel, giving G & K Logistics precise insight into who refuelled, when, and into which vehicle. Its cloud-based reporting provides instant access to MPG data, making it easier to spot vehicles that may need servicing or drivers who may benefit from training.

The FMS also includes an integral OLE. T5020 electronic tank gauge with exceptional accuracy of +/-0.25% – perfectly matched to the ALPHA dispenser's meter.

By integrating the gauge directly into the FC20i, Mark saved the customer both installation time and the cost of a separate gauge interface. All gauge data feeds seamlessly back into the FC20i platform, supporting live monitoring of deliveries, low-level alerts and system alarms.

Complete AdBlue® management

As part of the project, G & K Logistics also required an on-site AdBlue® setup. Ideal Tanks & Pumps installed a 5,000-litre tank equipped with Hytek's SUB.4 submersible pump. This connects to a Piusi pulse meter and a Hytek-engineered remote nozzle hanger pedestal fitted with a nozzle switch for direct pump control. The entire system integrates with the FC20i, giving the customer the same visibility and accountability for AdBlue® as they now enjoy for diesel.

Reliable, future-proof and ready for the road ahead

For a busy logistics operator, accountability and uptime are essential. The new fuel management and storage solution provides G & K Logistics with a heavy-duty, cost-effective system offering full remote reporting and 24-hour access to accurate consumption data. The FC20i also includes a CO_2 reporting function, helping customers prepare for future environmental reporting requirements.

Mark Robinson notes that the installation delivers exactly what the customer needed:

"A robust, reliable solution at a sensible price, using equipment that's built to last."

Hytek Sales Manager Clare Lovesey added:

"We've worked closely with Ideal Tanks for more than 35 years. Like us, they've embraced the changes in our industry, and we're excited to continue supporting customers with dependable, forward-thinking refuelling solutions."

www.hytekgb.com

Roving reporter Jeff Young strikes again

Old paraffin pump comes good – for 2 bob!

Whilst traveling south of Shrewsbury, we came across this Bailz KV1000 paraffin vending pump. These were most likely the first petroleum, fully self-service equipment. They were manufactured near Stockport by Bailz Equipment, who actually make calibration equipment.

In the early 70's, domestic heating was coal, gas fires, logs or paraffin (KERO) so the Bailz KV 1000 could be used by customers at night when the garage was closed.

Operation was by inserting a two shilling coin into the slot, causing it to pump paraffin into a calibrated one gallon visual vessel. The customer then pulled a plunger, which released and drained the fuel into a one gallon can.

We installed lots of these pumps throughout the north west. On one occasion we installed one of these units to a filling station, then a month later we received a call form the site to come and remove the pump as it was not working and nobody was using it.

We attended the site and the manager confirmed his request - so dismantling began.

To open the machine, we had to remove the cash tray box to gain access to the locking mechanism. On removing the cash tray, we were shaken by cascading two shilling coins onto the floor.

We recovered the coins and handed them over to the manager, then asked him to dip the tank for product. After a cuppa, the manager informed us, that the tank was empty and he counted 485 two shilling pieces!

The result: the Bailz KV1000 stayed in situ and the manager re-ordered paraffin stock. Ultimately, the units were converted to token operation which really defeated the 24 hour availability

Question: What do these 3 lookers have in common?

(The clue is in Charles Dickens' A Christmas Carol)

Answer: They're all Treasurers of PEIMF+

Treasurer, present: Tom Burns from Octane (middle).
Treasurer, recent past: Kevin Powell, Ledbury Welding (left).
Treasurer, dim and distant past: Darrin '2 crumbles' Francis from Tanks & Pipeworks (right).

No this wasn't a Mr Universe contest, it's from our stand at APEALive in November. And can you believe it - Darrin's predecessor (back in the 1800's) was Jeff Young, and he's written the article above.

What are the chances!

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Sapphire 2 fuel management arrives in the UK

Supplied, installed and supported by Octane Refuelling Systems

Octane Refuelling Systems, part of Octane Holding Group Ltd introduces the next generation of cloud-based fuel management to the UK market — the MCS Sapphire 2.

As an MCS (Multiple Card Systems) partner, Octane delivers complete, end-to-end solutions for Sapphire 2: from supply and configuration through to installation, commissioning, & long-term friendly aftercare. Every system is delivered in-house by qualified engineers, ensuring full compliance, reliability, and lifecycle support.

Developed and proven through UK collaboration

Octane has worked in partnership with MCS during the development and testing of Sapphire 2, providing hands-on engineering feedback and real-world commissioning insight. This collaboration ensures the system is fully optimised for UK operational and compliance requirements.

As a result, Octane is uniquely positioned in the UK with technical insight and expertise as the distributor and installer of Sapphire products; combining factory-level understanding with nationwide delivery, service, and genuinely approachable technical support.

Smarter fuel control for every sector

Built on decades of proven MCS technology, Sapphire 2 combines advanced hardware with a redesigned software platform that simplifies fuel management across fleet, aviation, marine, agricultural, construction, and mining operations, providing total visibility and control over a wide range of fuels.

As well as legacy fuels such as diesel, petrol, gasoil, aviation fuel and AdBlue, octane currently has Sapphire fuel systems operating with new fuels such as Hydrogen and HVO.

Additionally, it is capable of recording EV-charging data, demonstrating proven compatibility with both conventional and next-generation energy types.

Its flexible architecture ensures long term adaptability as the energy landscape continues to evolve.

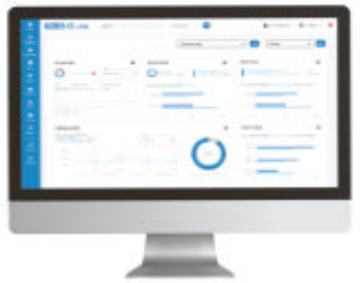
Key features include:

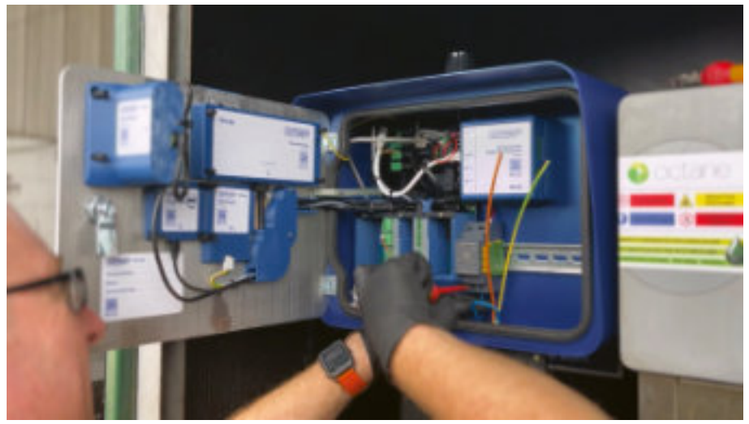
- **Secure, contactless access control** via RFID tags, fobs, vehicle ID or fuel cards (new or existing)
- **Cloud-connected analytics and reporting** providing live data on stock, usage, and site activity
- **Flexible configuration** individually tailored for each client by card/fob, vehicle, driver, site, or product
- **New internal modular design** simplifying servicing and making fault-finding easier for technicians and on-site maintenance staff
- **Existing telematics integration for automated odometer transfer** removing the need for manual entry and improving transaction accuracy
- **Two-way API connectivity** enabling automated data exchange with third-party systems such as fleet, finance, or compliance software
- **Integration with MCS Sapphire Secure Fuels and Auto Fuels** allowing fully automated vehicle recognition and unattended dispensing through direct vehicle-to-pump communication
- **ECO Mode** automatically reduces energy consumption when idle to support sustainability targets and improve operational efficiency
- **Stainless-steel construction and precision-engineered design** every detail developed for reliability, accuracy, and long-term performance in demanding environments
- **Wide operating temperature range (–25 °C to +55 °C)** engineered for dependable performance in all UK weather and site conditions
- **Remote diagnostics and updates** powered by MCS UPtime™ for maximum system availability

Bespoke integration and extended site control

Beyond standard installations, Octane delivers bespoke engineering projects; from integrating Sapphire 2 data into clients' own management or ERP platforms, to developing custom RFID reader solutions that link with existing site-access cards and control systems.

Octane has also implemented Sapphire-based control for bus-wash systems, site-access barriers, and other on-site automation. Thus extending the same secure, auditable infrastructure beyond fuelling to wider operational control. This flexibility allows clients to modernise existing facilities and unify site management through a single, connected platform.





Local expertise. nationwide support.

With extensive experience in electrical installation, DSEAR, APEA Blue Book, OFTEC, and EI standards, Octane ensures every Sapphire 2 installation meets or exceeds UK regulatory expectations.

From single-site fleets to complex, multi-fuel networks spanning airfields, ports, and depots, Sapphire 2; delivered and supported by Octane, provides the secure, connected, and future-ready control modern operators demand.

Discover more at:
octane.uk.com/sapphire-2-fuel-management

or contact Octane's technical team on:
0113 2012 460 / info@octane.uk.com

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Boost for zero emission HGVs as sales increase four-fold

Sales of new zero emission HGVs reached a record 225 vehicles in the third quarter of this year, also achieving a new record 2.4% market share. The figures mean that the UK is Europe's second largest market for zero emission HGVs by volume.

According to data from the Society of Motor Manufacturers and Traders (SMMT) the quarterly demand increase has driven year-to-date zero emission truck volumes to 408 units, up 145.8% compared with the same period in 2024.

The growth in ZEV sales in the third quarter took place against the backdrop of a weaker market; 14.5% down on the same period in 2024.

The SMMT says that this success has been driven by impressive product rollout, with more than two dozen models now available covering a wide range of operator needs. It adds that the zero emission HGV market has the potential to grow faster with the right support.

Mike Hawes, SMMT's Chief Executive said:

"Industry continues to invest significantly in zero emission rollout, and rising operator uptake is positive; but more substantial volume growth depends on infrastructure rollout. Fast-tracking depot grid connections, in particular, is critical to help operators plan and invest – and for manufacturers to continue delivering the green growth Britain needs."

The SMMT says that access to ZEV charging and refuelling infrastructure, in particular, is a key challenge for depot-based operators, noting that there can be long waits for grid connections.

Gateway to greener transport

Gasrec goes live with state-of-the-art biomethane site

Gasrec has officially opened its second large-scale, open access biomethane refuelling facility. The state-of-the-art site at Hams Hall, near the M6 and M42, is now supporting fleet operators in making the switch to low-carbon fuels.

Gas-powered trucks from DHL, Nestlé, Arla Foods and Nicholls Transport have been among the first to refuel at the facility with throughput expected to rise steadily over the coming months. Hams Hall currently provides capacity for up to 300 trucks to refuel on Bio-LNG every day, with that set to be expanded to accommodate up to 1,000 trucks daily over the next few years.

James Westcott, Chief Commercial Officer of Gasrec, says:

"Hams Hall is a milestone for the industry and for operators who want to cut emissions without compromising reliability. We are seeing record levels of demand for biomethane from fleets, and this new facility provides the scale and resilience they need."

Hams Hall is the first of a new suite of public biomethane stations being rolled out by Gasrec across the UK. The business will be opening further facilities in Warrington, Avonmouth, and other locations to be announced, in the next 18 months.

These new sites will complement the company's flagship site at the Daventry International Rail Freight Terminal (DIRFT), along with the numerous other accessible Bio-LNG facilities it operates across the country. In addition, Gasrec is assessing opportunities to develop new Bio-CNG offerings in line with local demand.

Gasrec currently operates 18 refuelling stations, with a mix of Bio-LNG and Bio-CNG sites, serving some of the UK's largest fleets, including Asda, Tesco, B&Q, DHL and Ocado, as well as an increasing number of small to medium-sized operators.

Westcott adds:

"Our network is expanding at pace. With Hams Hall now open, we're not only easing pressure on existing sites but also laying the foundations for a national refuelling infrastructure that can support operators of every size in moving to cleaner, greener fuels."

Gasrec is a major fuel provider for gas-powered commercial vehicles on UK roads. It supplies, builds and operates Bio-LNG and Bio-CNG refuelling stations, enabling fleets to take advantage of a fuel which is significantly cheaper and better for the environment than diesel.

www.gasrec.co.uk

Government inaction risks energy security failure

Warns Fuels Industry UK CEO

Elizabeth de Jong, CEO of Fuels Industry UK (formerly UKpia) has issued a stark warning to the Government. The UK refining sector is beyond a tipping point, and unless immediate, tangible carbon leakage policy changes are made, the country faces further refinery closures.

Since the beginning of the year, the UK has lost one third of its refineries, slashing the nation's refining capacity to just four operating sites. Fuels Industry UK asserts this crisis is a direct consequence of the Government's failure to provide a level playing field with importers. This consequently subjects domestic refiners to high UK carbon costs, while allowing imported fuels from countries with lower or non-existent carbon pricing to undercut them.

Elizabeth says:

"Today, I have a single, unavoidable message for the Government. We need warm words on the importance of the sector to be turned into decisive action that meaningfully address carbon leakage and protects the UK's energy security.

"We have reached a critical juncture. The policy omissions that allowed Grangemouth and Lindsey to cease operations are still there - costing our surviving refineries every day and threatening the last of our 'Made in Britain' fuel supply. This is a failure of industrial strategy and a direct threat to our national resilience."

CARBON BORDER ADJUSTMENT MECHANISM (CBAM): ACTION REQUIRED

Carbon leakage policies – which should ensure UK refineries are not at a disadvantage due to the carbon prices paid under the UK Emissions Trading Scheme – need to be more effective for our sector. The urgent inclusion of petroleum products within the scope of the UK's planned CBAM, which is currently set to ignore the sector is needed, with an interim scheme if it is delayed.

Fuels Industry UK has supplied the Treasury with a robust, workable methodology for calculating and applying CBAM to refined fuels, removing the last technical barrier to inclusion.

Ms. de Jong continued:

"We see no reason for the Treasury to exclude petroleum products from the CBAM. By allowing higher-carbon imported fuels to bypass the costs paid by UK producers, the Government is allowing carbon leakage: exporting British jobs and pushing emissions overseas to less regulated parts of the world.

Grangemouth

FUELS Industry UK

This doesn't help Net Zero; it simply shifts the problem, making global emissions worse and our energy supply dangerously exposed."

Fuels Industry UK says the Government must use this Select Committee inquiry as an immediate catalyst for change, delivering policy certainty and a competitive framework that underpins the future of UK manufacturing and energy security.

Without it, the ongoing crisis will see the UK swap domestic resilience for an ever-increasing, volatile dependence on imports.

Fuels Industry UK represents the companies that manufacture and supply over 85% of the UK's transport fuels, investing in sector-wide transformation to help the country reach net zero. That includes conventional and lower carbon alternative fuel suppliers alongside terminal and pipeline operators.

Member companies have invested over £9 billion in the UK over the last ten years and employ 100,000 people across the UK sector in highly skilled, productive and well-paid jobs. The sector collected over £37 billion of fuel duty and VAT in 2024, with £11 billion of vital products exported globally.

www.fuelsindustryuk.org

Lindsey

Best EV charging networks UK 2025:

Driver satisfaction rankings revealed by Zapmap

This year there are two categories for Best EV charging network:

- Large rapid/ultra-rapid: for networks with more than 500 devices with power rating over 50kW, receiving a minimum of 250 responses in the survey
- Medium rapid/ultra-rapid: for networks with between 150 and 500 devices with power rating over 50kW receiving a minimum of 70 responses in the survey

In addition, the charge points must be open to all types of EV (only responses from non-Tesla drivers were included in the rankings for the Tesla network)

HOW ZAPMAP'S EV CHARGING NETWORK RANKINGS WORK

The Zapmap league tables are based on responses to Zapmap's annual EV charging survey, the most established and comprehensive of its kind in the UK. This year's survey, conducted during September and October last year, from nearly 4,000 battery electric vehicle (BEV) drivers.

The best EV charging network 2025 in the 'Large rapid/ultra-rapid' network category for the second year running is the Tesla Public Supercharger network.

Included in the rankings for the first time in 2024, following its decision to open up many of its charge points for use by drivers of non-Tesla EVs, this well-established national network now has over 1100 devices at 97 locations available to the wider EV driving community.

MORE PUBLIC AVAILABILITY

Approximately 54% of its total Supercharger network are open to the public, around 40% more than were publicly available in September 2024. The cost of public charging remains a key concern for EV drivers, and Tesla continues to offer significantly lower prices than most rapid/ultra-rapid networks, with drivers also appreciating its reliability. More of the Tesla Supercharger network is expected to become open to the public over the coming months. Tesla is also expanding its UK reach in 2026 through technology partnerships (such as with EV on the Move) which is beginning to integrate Tesla V4 Supercharging cabinets into its own network.

Also in the large category, MFG EV Power is ranked second, with Ionity and Osprey sharing third place. These three networks secure the 'EV driver recommended' title for the 2025-26 rankings, alongside Instavolt and GRIDSERVE.

MFG NOW WITH MORRISONS

This year MFG EV Power has expanded from its base of forecourt sites to include 300 Morrisons supermarkets in its network. It now has more than 1,300 chargers across over 500 locations, a year on year increase of nearly 70%. Its distinctive blue and green branding provides a highly visible charging solution. Survey respondents particularly appreciated MFG EV Power's reliability, ease of use and wide ranging ways to pay.

Tesla: winner of Best Large EV Network 2025

MFG EV Power: EV driver recommended network (large) 2025

Ionity has grown by over 100% over the past 12 months, helping the network to move from second place in last year's Medium rapid / ultra-rapid league table to third in this year's large category. It now boasts 530+ devices across 58 locations, including sites at Extra MSA motorway service locations and a partnership with Village Hotels. Ionity is also appreciated for reliability, ease of use and wide range of ways to pay.

MEDIUM

Top in the 'Medium rapid/ultra-rapid network' category this year is Smart Charge, the charging network of Sainsbury's. Launched in January 2024, Smart Charge was selected as Zapmap's 'Up-and-coming network' in last year's rankings, with high expectations this year. Having grown by more than 40% over the past year, its network now includes 335 rapid/ultra-rapid devices across 84 locations. Smart Charge combines competitive pricing with partner offers including the Nectar card rewards scheme. Survey respondents scored it highly for reliability and ease of use.

Arnold Clark Charge: winner of Up-and-coming Medium EV Network 2025

ARNOLD CLARK CHARGE NAMED ZAPMAP'S UP-AND-COMING NETWORK OF THE YEAR

Zapmap has awarded the accolade of 'Up-and-coming network' to Arnold Clark Charge. With sites only opening to the public in the second half of 2025, the network already extends across 57 locations, with ambitious plans for this year.

They have been quick to introduce an optional booking system for its chargers, as well as assisted charging. With pricing on a par with Tesla, Arnold Clark Charge secured impressive ratings across all areas and the highest rating of all networks for customer support.

Russell Borrie, Chief Executive Officer at Arnold Clark said:

"We are delighted that Arnold Clark Charge has been recognised as the Up-and-coming Rapid/Ultra-Rapid Network in the 2025 Zapmap EV charging survey. This recognition means a great deal because it comes directly from EV drivers. Our customers are at the heart of everything we do and we're proud to offer them a reliable, easy and stress-free charging experience at locations across the UK.

"As we continue to expand our network, our goal remains to make EV charging as convenient and accessible as possible for all drivers."

Many thanks to Zapmap for this information.
See www.zapmap.com

zapmap

The construction site of 2030 looks, sounds and smells like a breath of fresh air

By Jonathan Carrier, Founder and CEO of Allye Energy

The construction industry stands at a pivotal inflection point. With 90% of the UK generator hire market still dominated by diesel, the pressure to decarbonise temporary power has never been more acute. The 'Construction Leadership Council's Zero Diesel Sites Route Map' targets eliminating diesel from 98% of construction sites by 2035; a transformation that demands immediate action and innovative solutions. Battery energy storage systems are emerging as the practical, economical alternative that makes diesel generators obsolete.

DIESEL'S HIDDEN COSTS EXTEND FAR BEYOND FUEL

The economic argument against diesel generators has grown overwhelming. Operating costs now reach 0.35 per kWh of electricity generated, a figure that compounds rapidly across project timelines. A 500kW generator consuming around 150 litres per hour at full load represents substantial ongoing expense; before considering maintenance intervals every 300 hours, refuelling logistics, and the increasingly problematic issue of fuel security.

Fuel theft affects 51% of UK construction sites, costing the industry an estimated £1 million every week. This figure has quadrupled since 2019, with the removal of the red diesel rebate in April 2022 making construction fuel an even more attractive target for organised criminals. Beyond direct theft losses, contractors face rising insurance premiums, project delays, and the operational disruption of managing vulnerable fuel supplies.

The environmental case is equally compelling. Every litre of diesel burned produces 2.6 kg of CO2. Nitrogen oxides and particulate matter create serious air quality concerns, particularly in urban construction zones where workers and neighbouring communities are most affected. Between 1990 and 2023, while UK overall emissions fell by 53%, construction sector emissions actually increased by 37.2%, a trajectory incompatible with net zero obligations.

Regulatory pressure is accelerating faster than many contractors have prepared for. From January 2025, all generators operating anywhere in Greater London must meet Stage IV emissions standards. By 2030, all non-road mobile machinery must achieve the same compliance level, with the ultimate target of zero-emission by 2040.

These regulations carry enforcement. Local authority officers conduct routine site visits, and exemptions require substantial evidence that compliant alternatives were genuinely unavailable. Critically, for generators seeking exemption, contractors must now demonstrate they have actively considered battery energy storage systems as an alternative, making awareness of these technologies no longer optional but a compliance requirement.

Clean Air Zones across Birmingham, Leeds, Nottingham, and other cities add further complexity, with local authorities increasingly using planning conditions to mandate construction phase emissions standards. The London Assembly Environment Committee has called for user-charging schemes with penalties for non-compliant plant and machinery, signalling where enforcement is heading.

BATTERY STORAGE DELIVERS

The transition from diesel to battery storage is not theoretical, it is delivering measurable results across UK construction sites today. One major UK contractor using battery energy storage systems saved 902,737 litres of diesel and £1.1 million in fuel costs between July 2023 and June 2024, while eliminating 2,365 tonnes of CO2 emissions. Another project powered a tower crane with 96% fewer emissions than diesel alone, reducing generator runtime from ten hours to just four hours daily.

Battery systems such as those built by Allye Energy reduce generator runtime by up to 75%, with hybrid configurations delivering 70% fuel savings even where some diesel backup remains necessary. For sites with limited or no grid connection, an increasingly common scenario given that the UK grid connection queue now exceeds 739GW with wait times of up to 10-15 years, mobile battery storage provides the critical bridging power that keeps projects moving.

The operational advantages compound quickly: silent operation enables work in noise-restricted zones and near residential areas, zero point-of-use emissions satisfy increasingly stringent contractor sustainability requirements, and minimal maintenance compared to generators frees site management resources for productive work.

SECOND-USE BATTERIES TRANSFORM THE ECONOMICS

The most significant innovation reshaping this sector is the emergence of second-use electric vehicle batteries for stationary storage applications. When batteries reach the end of their automotive life, typically defined as retaining 70-80% of original capacity, they remain entirely suitable for less demanding stationary applications. These batteries can easily operate for another 15 years in energy storage, where cycling demands are 5-8 times less stressful than vehicle use.

This approach delivers compelling economics. Second-use batteries cost 40% less than new battery packs while maintaining excellent performance characteristics for construction site applications. The environmental benefits are equally substantial: repurposing batteries before recycling reduces carbon footprint by up to 60% or more compared to manufacturing new storage systems, addressing embodied carbon at a time when whole-life carbon assessments are becoming mandatory.

Allye Energy has positioned itself at the forefront of this transformation, developing mobile battery energy storage systems specifically designed around second-use EV batteries with mixed chemistries. Their product ranges from the trailer mounted MAX300 (300kWh, 280kW) at under 3.5 tonnes to the MAX1500 (1.5MWh, 1.25MW) all of which are deployable in under two minutes via hook loader, addresses the full spectrum of construction site power requirements.

The technical sophistication extends beyond simple battery repurposing. AI-driven energy management optimises performance across varying battery states and chemistries, while grid-forming capabilities enable operation independent of grid connection. Perhaps most significantly for construction fleet operators transitioning to electric equipment, the newly released MAX500's DC fast recharging capability, achieving 20-80% charge in approximately one hour from public DC fast chargers, enables mobile-to-mobile charging that solves the infrastructure chicken-and-egg problem that has constrained electric equipment adoption.

THE CONSTRUCTION SITE OF 2030

The convergence of regulatory pressure, economic advantage, and technological maturity means the diesel generator's dominance is ending. The electric construction equipment market, currently valued at $12-16 billion globally, is projected to reach $57-107 billion by 2034 at 22-23% annual growth. Battery storage is the enabling infrastructure that makes this electrification practical.

Contractors who move early gain competitive advantage through lower operating costs, simplified regulatory compliance, and stronger positioning for contracts requiring demonstrated sustainability credentials. Those who wait face increasingly expensive diesel operation, tightening regulatory constraints, and the eventual scramble for battery capacity as demand accelerates.

The question is no longer whether construction sites will eliminate diesel, but how quickly individual contractors will make the transition, and whether they will lead or follow in an industry transformation that is already well underway.

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Commercial vehicle decarbonisation in Wales

Zemo partnership is to lead a two-year, £1m collaboration with the Welsh Government to accelerate commercial vehicle decarbonisation.

The Welsh Government has appointed Zemo Partnership to lead an exciting two year programme to accelerate the decarbonisation of the commercial vehicle sector and its supply chains in Wales.

The collaboration was launched in November at Wrexham AFC, where Cabinet Secretary for Transport and North Wales, Ken Skates MS, gave a keynote address.

The new initiative between the Welsh Government and Zemo Partnership will focus on how to implement the recommendations from earlier work by Zemo, which culminated in the presentation of a report to the Welsh Government in March last year.
The new project will implement a 'no regrets' package of measures to deliver the short-to-medium-term decarbonisation of the commercial vehicle sector in Wales, including trucks and vans.

SUPPORTING WELSH FLEETS

Zemo Partnership, with its wide-ranging, expert communities, will provide a forum for the Welsh Government to engage with key stakeholders in the sector. The overarching objective is for Wales to meet targets to reduce emissions from its CV sector in a fair and just way, using a range of measures and technologies.

The programme will support Welsh fleets to operate more efficiently and effectively. Ken Skates MS, Cabinet Secretary for Transport and North Wales said:

"I'm delighted to be able to launch our Moving to Zero programme – the plan for helping freight and logistic companies

reduce emissions and prepare for the future. The same innovations that reduce emissions also drive efficiency. Cleaner fleets tend to be cheaper to run. Better route planning means fewer wasted miles.

"To keep our economy growing, we need a logistics sector that's agile, innovative and resilient. The move to zero emission transport is central in our plans to create high quality employment in new areas – from manufacturing and maintenance, to charging infrastructure and renewable energy generation. The most effective solutions come from collaboration – between Government, industry and more."

Zemo Partnership's Acting Managing Director, Jonathan Murray, said:

"Moving to Zero is about turning ambition into action. By bringing together fleets, government, vehicle manufacturers, sustainable fuel suppliers and energy networks, we're exploring the real-world solutions that will make fleet decarbonisation in Wales practical, scalable, and achievable."

Chris Ashley, Net Zero Lead at the Road Haulage Association said:

"We welcome this next step by the Welsh Government to shape the decarbonisation pathway for Wales. Commercial vehicle operators need clarity and certainty so that they can then plan how they reduce their emissions over the long term.

"Together with the rest of the United Kingdom, collaboration is essential to make this work, and we look forward to playing our part to realise this."

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FUEL MANAGEMENT SYSTEM

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Packed full of features, the **TLS-450PLUS** is ready and equipped to put you in control of ROI.

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Find out more at:
www.gilbarco.com/eu

GILBARCO VEEDER-ROOT

Ancorra decommissioning: RG hard foam

Ancorra Environmental Services prides itself on ensuring that the environmentally friendly objectives set out are met at all times while simultaneously pushing for innovation. Utilising our RG hard foam solution, Ancorra Environmental provides eco-friendly/cost-effective solutions for decommissioning without compromising the integrity of the tank.

What is RG foam?

Our versatile RG hard foam filling solution allows for a variety of solutions to meet any decommissioning needs for your tank. Its makeup allows the foam to absorb any residual hydrocarbons, which in turn renders the tank inert, enabling our experienced engineers to efficiently and safely treat the tank.

Our hard foam allows for a variety of distinct services, whether requested privately for individual decommissioning needs or on behalf of a larger company.

Ancorra Environmental is here to provide you with your eco-friendly temporary or permanent decommissioning solutions.

Pipeline injections:

Underground pipelines are known to be both costly and risky to decommission, as exposed pipelines may contain flammable vapours. Injecting our RG hard foam inside the pipelines allows the foam to encapsulate the vapours, allowing the pipeline to be left in situ.

Tank and pipeline decommissioning:

The RG hard foam ensures that any tanks or pipes filled with the foam are airtight, safely securing the tank, etc, without any need for excavation.

Case study:

Ancorra recently arrived at a site in West Sussex to decommission four tanks on site by injecting RG hard foam into the disused tanks. The engineers' first task was to uplift the tank bottoms from the four tanks by a suction hose connected to the Ancorra multipot tanker, then they carried out pipework prep by disconnecting the suction lines and capping them off, then disconnecting the vent lines and capping them off once the tanks had been injected with our foam using our specialised award-winning purpose-build foam trailer.

Our team of experts have over 80 years' combined service of using this product and are more than happy to answer any questions you may have.

As this is a specialist service, we offer nationwide coverage using our fleet of modern vehicles.

Benefits of RG hard foam decommissioning:

- No man entry required!
- RG hard foam's lightweight and durable properties prevent voids/depressions
- Projected lifespan of 150 years
- Environmentally friendly
- Easily transportable in large quantities.
- Up to 400 metres may be injected per day
- Once injected no maintenance required!
- Can be used in both flammable and non-flammable situations
- No need to gas free tanks before injecting the foam
- Easily removable to bring the tank back into service at any time!

ancorra environmental services

For more information:

0151 546 3012

www.ancorraenvironmental.co.uk

- Tank and vessel cleaning
- Interceptor cleaning
- 24 hour emergency spill response
- Fuel uplift & transfers
- Grade changes
- Fuel recycling
- High pressure jetting
- Foam filling
- Tank decommissioning and removal
- Water filling and dewatering
- Waste management
- Forecourt maintenance

For more information about Ancorra Environmental Services

ancorra environmental services

ancorraenvironmental.co.uk 0151 546 3012

Fuel site decommissioning

Owners / Site operators: The polluter pays

Having decided to decommission a site used for fuel storage, part of that process will involve an assessment of the existence of any contamination, and in the event that contamination is discovered, someone has to be responsible for pollution clean up.

The Environmental Protection Act 1990 (EPA) established the operation of the 'polluter pays' principle in the UK[1].

The EPA states that the responsibility for cleaning up contaminated land falls in the first instance to the person who knowingly caused or allowed polluting substances onto or under the land[2].

Unfortunately, it is not always clear when the pollution occurred or there may be numerous parties who all could bear responsibility. Even if the responsible party can be identified, they may not exist anymore.

If no such party can be found, the responsibility for the clean-up passes onto the current owner or occupier of the land. Regardless of whether or not they caused or were even aware of the pollution.

Even a tenant with a lease term over 21 years can be deemed to be the owner of a contaminated site, if their landlord becomes insolvent. The tenant could be liable for any costs associated with cleaning up the contamination, by virtue of a covenant in the lease to comply with all statutory requirements that arise during the term of the lease.

Contractors

Construction activities, especially on brownfield sites, have significant potential to cause adverse environmental impacts through pollution and/or release of existing contamination.

Examples of typical causes are:

- Handling and storage of fuels, solvents and other harmful substances at work sites
- Impact on Controlled Waters by surface water run-off into watercourses and soaking of pollutants into groundwater
- Creation of migration pathways for existing contamination by piling or excavating through impermeable ground
- Mobilisation of existing contamination by dewatering

1 & 2: https://www.legislation.gov.uk/ukpga/1990/43/contents

- Disturbance of asbestos or lead paint through demolition/ renovation activities
- Creation of noxious odour or dust by site works migrating offsite and impacting adjacent properties

This could result in responsible parties facing liabilities as a result of:

- Third party claims for bodily injury, property damage, loss of use of assets/ business interruption, common law nuisance etc. (tort liability)
- Regulatory actions to clean up the pollution/contamination and/or abate the resulting statutory/public nuisance (statutory liability)
- Obligations to prevent and remediate serious environmental damage and to restore the environment (especially biodiversity/ natural resources) to its pre-damaged state (environmental damage liability).

Whilst tort liability usually requires fault and/or foreseeability on the part of the polluter, statutory liability (including environmental damage liability) is mainly strict.

The main responsible party will usually be the contractor (as 'the polluter') but developers and site owners/employers can also potentially face liabilities where construction activities cause environmental impacts – especially if the contractor is no longer in existence when the liabilities arise.

Purchasers

If you buy a site that has pollution that you didn't cause, you can be classed as a 'knowing permitter' (the party that assumes legal liability even though they or their organisation didn't cause the pollution) if you:

- have knowledge of the contamination
- have the power and opportunity to do something about it and
- fail to act

This means that it is possible for a buyer of a contaminated site to be deemed a 'knowing permitter' of contamination if it undertakes environmental investigations on the site that reveal a significant possibility of harm or water pollution and it fails to take preventative action.

In the event that contamination is discovered during the buyer's due diligence process, they should ensure that arrangements are made with the seller to apportion or deal with any future clean-up costs and that their liability is limited as far as possible.

And it's not just the environmental issues they need to consider; organisations could suffer significant damage to their reputation through adverse publicity, which can have a direct financial impact too.

POLLUTION AND PUBLIC LIABILITY POLICY COVER

Following the enactment of Environmental Protection Act in 1990, the Association of British Insurers included a standard exclusion for pollution claims on public liability policies, but cover is often written back as long as the pollution causes damage to third party property or injury to third parties and is sudden, accidental, unforeseeable and happens in its entirety at a defined time and place.

Liability	Example	POLICY TYPE		
		Property Insurance	Public Liability	Environmental Impairment Liability
Third Party Pollution Clean-Up Costs	Pipe flange fails at a known date & time and product leaks into adjacent properties	No cover as pollution is not an insured peril	Limited cover subject to the sudden, accidental & unforeseeable proviso, and that it happens in its entirety at a defined time and place – onus on insured to prove loss is covered	Covered
Statutory Remediation	Fuel leaks into a river and is cleaned by the local authority	No cover as the property itself is unaffected	Limited cover subject to the sudden, accidental & unforeseeable proviso, and that it happens in its entirety at a defined time and place – onus on insured to prove loss is covered	Covered
Historical Pollution	Pollution already present, caused by previous users of the site	No cover as pollution is not an insured peril	No cover as pollution must be sudden and occur at a defined place & time	Covered
Gradual Pollution	Small spills over a long period of time around a tank-filling point	No cover as pollution is not an insured peril	No cover as pollution must be sudden and occur at a defined place & time in its entirety	Covered
Wear & Tear	A fuel pipe fails due to corrosion	No cover as pollution is not an insured peril	No cover as pollution must be unforeseen	Covered
Biodiversity Damage	Pollution causes damage to nearby habitat	No cover as pollution is not an insured peril	No cover as fauna & flora is not property	Covered
Own Site Clean-Up Costs	Pollution requires clean-up within the boundaries of the property	No cover as pollution is not an insured peril	No cover as policies only cover damage to third party property	Covered

And even if the pollution suddenly happens at a defined time and place, if you've not adequately maintained the equipment – whether it's the tank, pipework, interceptors, bunds etc. - then it could hardly be considered unforeseeable, could it?

What can you do?

For owners, aside from the obvious sound operational risk management (including suitable protections and regular maintenance of storage systems, bunding and interceptors), monitoring storage volumes closely can help identify any lack of system integrity that might lead to an uninsured claim.

For contractors, being aware of the potential mobilisation of existing contamination and run off whilst being on site, especially if you're the principal contractor.

There are insurance policies available that include own site clean-up costs and mitigation costs, such as the Petrochemical policy available through Pen Underwriting. This policy includes access to a 24/7 spill response helpline and crisis management experts to help manage any adverse publicity and demonstrate you've done all you can.

Specific Environmental Impairment Liability insurance can cover gradually occurring pollution, or liabilities arising from historic activities on sites you own or occupy.

Directors and senior employees of limited companies are not immune from prosecution following a pollution event either. Most Management Liability policies (which provide indemnity to directors and senior employees) now exclude claims relating to pollution. However, some policies will include indemnity for defence costs relating to legal action arising from pollution, such as the Pen Underwriting policy that OAMPS Hazardous Industries can provide.

Unfortunately, pollution incidents can and do happen on even the most well managed sites and it is often not until such an incident occurs that businesses come to realise that many of the ensuing costs and losses they incur are not insured.

Speak with your insurance broker to discuss the solutions that would appropriately suit the risks your business is facing.

OAMPS HAZARDOUS INDUSTRIES

Disclaimer

The sole purpose of this article is to provide guidance on the issues covered. This article is not intended to give legal advice, and, accordingly, it should not be relied upon. It should not be regarded as a comprehensive statement of the law and/or market practice in this area. We make no claims as to the completeness or accuracy of the information contained herein or in the links which were live at the date of publication. You should not act upon (or should refrain from acting upon) information in this publication without first seeking specific legal and/or specialist advice. OAMPS Hazardous Industries accepts no liability for any inaccuracy, omission or mistake in this publication, nor will we be responsible for any loss which may be suffered as a result of any person relying on the information contained herein.

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How prudent operators save money before problems start

The true cost of waiting for a problem

In the world of fuel storage, maintenance often happens after something goes wrong.

A tank starts to corrode. A small leak triggers an environmental investigation. Suddenly, the operator is facing unexpected downtime, clean-up costs, and regulatory fines; often exceeding the cost of preventative maintenance many times over.

With tightening environmental standards, waiting not only costs you more as an operator but also puts you at risk of future non-compliance.

Across the industry, this reactive approach is changing. Forward-thinking operators are treating tank maintenance as an investment, not an expense. The results speak for themselves.

The hidden costs of reactive maintenance

When a tank fails, the financial impact extends far beyond repair work. Common costs include:

- **Environmental cleanup**
  Soil remediation can cost anywhere between £50,000–£200,000+ depending on the contamination extent.
- **Downtime and lost revenue**
  Fuel stations or depots can lose thousands per day in halted operations. For a medium-sized forecourt dispensing 20,000 litres daily, even two days of closure could mean over £60,000+ in lost sales.
- **Regulatory penalties**
  Non-compliance with leak detection or containment rules often leads to big fines or even shutdown orders.
- **Reputation damage**
  A single leak incident can erode community trust and long-term customer relationships.
- **Indirect costs**
  Rising insurance premiums, future safety implications, and loss of environmentally conscious partners or staff.
- **Lost custom**
  Regular clients not being able to use filling station during clean-up will choose an alternative fuel station and may not return.

When you add it up, the “do nothing” approach can be the most expensive choice of all.

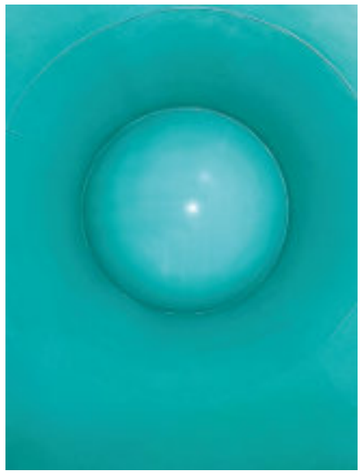
Preventive maintenance: A smarter, cheaper strategy

Preventative tank maintenance focuses on proactive inspection, protection, and monitoring, long before a failure occurs.

Technologies like Abad’s Fuelvac® double-skin tank lining system allow operators to:

- Protect ageing tanks with a new internal barrier, stopping corrosion before it reaches the tank wall.
- Continuously monitor for leaks via vacuum pressure, providing real-time alerts if tank integrity is compromised.
- Extend tank life by up to 20 years, without the cost or disruption of replacement.
- Provides the short term gain of reduced inspection downtime, and long term gain of deferred replacement and fewer emergency callouts.
- Peace of mind that storage of fuel is secure, as Fuelvac® has two levels of protection. Steel has the same protective coating applied prior to the double skin liner being installed, so even if a breach of the liner occurred there is no liability exposure for the operator and the breach of the liner can easily be repaired.

In effect, preventative maintenance turns your existing infrastructure into a smart, self-monitoring asset. When spread across a 20-year tank life extension, the cost of preventative lining can equate to just pennies per litre of stored fuel.



The ROI of prevention

Let’s compare a typical 40,000-litre steel underground tank:

Scenario	Cost	Downtime	Risk
Full replacement	£100,000–£200,000	3–7+ weeks	Major disruption
Reactive cleanup after leak	£50,000–£250,000	Variable	Regulatory penalties
Preventive relining & monitoring	£30,000–£40,000	1-2 weeks	Continuous leak detection

That’s a potential 70–80% cost reduction for preventative maintenance and far less operational downtime, all while meeting or exceeding environmental compliance standards.

Compliance as a business advantage

Regulatory compliance is often viewed as a burden, but for proactive operators, it’s a competitive advantage.

By maintaining tanks that already meet the latest standards for secondary containment and leak detection, companies can avoid forced shutdowns during inspections and unplanned for expense.

The benefits aren’t just about cost however, operators can also strengthen their environmental, and social responsibilities, adding to more robust ESG (Environmental, Social, and Governance) reporting to stakeholders. Preventative maintenance can contribute directly to environmental and governance KPIs, supporting ESG reporting frameworks such as GRI (Global Reporting Initiative) or ISO 14001.

In short, preventative maintenance is not just about avoiding fines, it’s about improving your standing as a responsible, resilient operator.

Protecting the future of your assets

As the energy sector evolves, many operators are unsure how long they’ll rely on liquid fuels. That uncertainty makes lower cost, high-impact strategies even more valuable.

Preventative lining and monitoring systems allow the flexibility to continue operating safely in today's world, while adapting to the biofuels or synthetic fuels of tomorrow. It allows smart operators to avoid sinking huge costs into infrastructure that later might be phased out or changed in regulation.

For example, Fuelvac® lined tanks are compatible with bioethanol, biodiesel, or synthetic fuels, helping future-proof assets.

Preventative maintenance is an approach that keeps your business compliant, profitable, and future-ready. By maintaining tank integrity, operators retain optionality; the ability to pivot to new fuels without major infrastructure change.

Prevention pays off

Preventative tank maintenance is not just a technical upgrade, it’s a strategic financial decision.

By protecting assets before they fail, operators save money, avoid risk, and strengthen compliance, while demonstrating environmental responsibility.

Every pound spent on prevention means operators can save far more on repairs, fines, and downtime.

In an industry where the smallest leak can cost a fortune, the smartest investment is in prevention.

To learn how Fuelvac® can extend your tank life and reduce your maintenance spend, contact Abfad.

www.abfad.co.uk

Bespoke fuel pipework solutions: Why SMARTFLEX® delivers beyond standard specifications

In a sector where reliability, safety and site-specific engineering matter more than ever, bespoke fuel pipework solutions are often the key to a successful installation — especially on complex, high-volume or restricted-access projects. For more than 50 years, Nupi Industrie Italiane S.p.A. has built a reputation for engineering solutions where standard products are not enough. Its flagship product, SMARTFLEX®, is today one of the world's most advanced HDPE fuel pipework systems, trusted by major oil companies, marinas and data-centre operators worldwide.

SMARTFLEX™

What makes SMARTFLEX® unique

SMARTFLEX® is a complete HDPE pipework system for the safe transfer of automotive fuels, aviation fuels and biofuels. It features an internal fuel-impermeable barrier, excellent chemical resistance, compatibility with leak-detection systems and total corrosion resistance. With more than 100 certifications worldwide, including EN14125, KIWA, UL971, and IP, SMARTFLEX® is approved for use in the most demanding environments.

30 YEARS WARRANTY
UK STOCK

Backed by a 30-year product warranty and a 50-year design life, SMARTFLEX® has been installed in nearly 150 countries across many facilities. The system is renowned for its reliability, ease of installation and engineered precision.

Every weld recorded

One key advantage is Nupi's proprietary welding machine technology, which automatically records every weld, verifies parameters, reduces installer error and produces a full welding report. This level of traceability and accountability is unique on the market and significantly enhances quality control on large and safety-critical projects.

Beyond standard sizes: Engineering for real-world challenges

While the core SMARTFLEX® range spans 32mm to 160mm, both in single and double wall options, Nupi's R&D department regularly delivers bespoke sizes for special projects, including:

- **Up to 315mm single wall**
- **Up to 200/250mm double wall**

These oversized systems were developed in response to real customer needs. An oil-gantry installation in Ireland required fuel transfer at over 2,000 litres per minute; so Nupi engineered a bespoke double wall 200/250mm range of pipes and fittings solution with a 168.2mm internal diameter to replace costly, corrosion-prone steel.

No standard product on the market could meet these performance requirements before. These projects demonstrate the company's willingness and capability to deliver not only pipework, but engineered solutions.

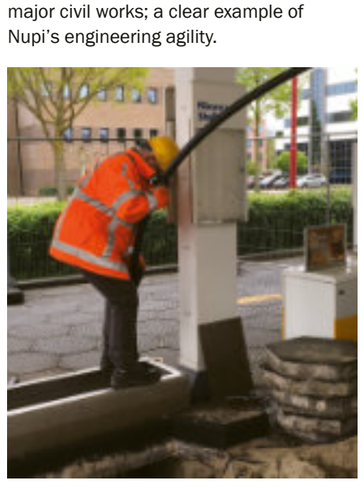
Longer lengths and coils: faster installations, fewer Joints, lower cost

SMARTFLEX® is available in standard 5.8m lengths, but Nupi also produces 11.6m lengths to reduce joints, speed up installations, and cut onsite labour costs. The system is also supplied in long continuous coils, ideal for marinas, airports, and long-distance suction lines.

Re-lining without excavation. A bespoke lifesaver

When full excavation is impossible — such as under buildings, forecourt islands or restricted-access sites — Nupi offers a bespoke relining solution.

One such case involved manufacturing a continuous 250m coil of 40mm SMARTFLEX®, for a major oil company, designed to be pulled inside existing steel pipework. The process reduced downtime, improved flow performance and avoided major civil works; a clear example of Nupi's engineering agility.



Proven across critical sectors

SMARTFLEX® is increasingly used in:

- **forecourts**
- **airports and heliports:** where reliability is mission-critical
- **marinas and mega-yacht facilities:** due to corrosion-free performance
- **data centres:** where backup-fuel integrity is essential
- **industrial depots and logistics hubs**

Its chemical resistance, leak-monitoring compatibility and corrosion-free design make it suitable for any high-reliability fuel installation.

A major advantage in the UK: Nupi's own warehouse

Unlike many manufacturers relying on distributors, Nupi owns and operates its own UK warehouse, recently expanded to a larger facility in Romsey. This gives UK customers:

- Competitive UK pricing
- Same-day collection
- Next-day delivery across the UK & Ireland
- Large stock availability
- Training room for installer certification
- Welding machines, tooling & full technical support
- Direct manufacturer support: no middleman

This UK presence ensures exceptional responsiveness, reduced project delays and direct access to expertise.

Is buying by default losing you money?

We all operate in a fast-paced world, juggling countless tasks and racing from one project to the next. In that pressure, it's easy to default to the products we've always used simply because it feels quicker. But sometimes those familiar choices prevent us from considering newer, better solutions that offer greater value and performance. Solutions that, in the long run, can actually help us operate more efficiently and effectively

It's worth considering whether sticking to default choices is quietly costing your business far more than you realise. Money that could instead be reinvested to strengthen operations and put you ahead of your competitors.

SMARTFLEX® delivers proven engineered performance, traceability, cost savings, faster installation and delivery and long-term security.

Before choosing a system by habit or default, give SMARTFLEX® the opportunity to demonstrate its advantages.

The combination of bespoke engineering, global certifications, a 30-year warranty and UK-based stock & support makes SMARTFLEX® one of the most complete fuel pipework solutions on the market today.

For UK pricing, technical support or bespoke project solutions, contact:

Maja Nedic,
European Sales Manager

Nupi Industrie Italiane S.p.A.

Email: maja.nedic@nupinet.com
www.nupiindustrieitaliane.com

Care and Protect

The forecourt advantage that pays for itself

TSG's Care and Protect solution delivers proactive maintenance and deep cleaning for forecourts, boosting brand image and reducing downtime.

In today's competitive fuel retail environment, forecourt operators face mounting pressure to stand out. With motorists spoilt for choice, a strong first impression is no longer optional; it is pivotal. A clean, well-maintained forecourt signals professionalism, reliability and care, while a neglected site can deter potential customers and damage brand reputation.

The hidden cost of neglect

Many site owners recognise the importance of routine cleaning. Staff can remove litter, empty bins, wipe down surfaces and check washrooms as part of daily operations. These tasks are vital, but they only scratch the surface. Hard-to-reach areas such as canopy roofs, fascia panels and forecourt structures often escape attention, allowing grime, cobwebs and rust to accumulate. Broken lamps and faded signage further diminish the site's appeal, creating an uninviting atmosphere that can impact throughput and profitability.

Neglect does more than tarnish appearances. It shortens equipment lifespan, increases the risk of breakdowns and raises the likelihood of unplanned callouts. For busy forecourts, this can mean lost revenue and dissatisfied customers.

The solution lies in a proactive approach, one that goes beyond reactive fixes and embraces preventative maintenance.

Be proactive, not reactive

Reactive maintenance is costly and disruptive. Waiting for equipment to fail or for the site to look tired before taking action can lead to lost revenue and expensive repairs. Care and Protect flips this approach on its head. By adopting a proactive strategy, forecourt owners can prevent issues before they arise, extend the lifespan of their assets and maintain a consistently professional image.

TSG understands this dynamic better than most. With over 30 years of experience supporting forecourt operators, the company has developed a solution that goes beyond routine cleaning. Care and Protect is a comprehensive planned preventative maintenance (PPM) package designed to keep forecourts in prime condition, reduce downtime and safeguard brand integrity.

What does Care and Protect include?

The scope of Care and Protect is extensive. It begins with a thorough site survey to identify areas that would benefit from intensive cleaning and maintenance. Based on this inspection, TSG proposes a customised plan that can be adjusted to suit the operator's priorities and budget.

Before

After

Key elements include:

- Branding and signage, external and internal, including promotional, directional and safety signs
- Forecourt canopies; cleaning, lighting checks and structural repairs
- Main identification displays and totems
- External and internal illumination, ensuring a bright, welcoming environment
- Area, line and floor graphics
- External décor, including fuel dispensers and EV chargers
- Internal décor for shop and customer areas
- Car wash and fuel dispenser maintenance
- High-pressure cleaning for surfaces, canopy and under sheeting
- Mould and algae treatment for vertical surfaces
- Perimeter boundary and fencing repairs
- Weed treatments and forecourt cleaning supplies
- Regulatory health and safety notices
- Electrical and hazard area testing

This holistic approach ensures that every aspect of the forecourt contributes to a positive customer experience.

The details that make the difference

Consider the canopy. It is often the first thing a motorist notices, yet it remains one of the most neglected areas. Dirt, cobwebs, and broken lights create a gloomy atmosphere that can harm the forecourt's appeal. TSG's specialists can restore canopies to their original condition by cleaning fascia panels and replacing faulty lamps to create a bright, inviting space.

Signage is another critical element. It does more than display a logo; it communicates trust. Branding signs reinforce identity, promotional signs drive sales, safety signs protect customers and directional signs ensure smooth traffic flow.

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Continued from p33

When signage is dirty, rusted or damaged, it sends the wrong message. Care and Protect keeps signs clean, repairs tears and replaces panels where necessary, preserving the brand's authenticity.

Dispensing equipment also demands attention. Scuff marks, fuel drips and fingerprints accumulate quickly, and while daily checks are essential, they cannot match the impact of a professional deep clean. TSG's service removes stubborn stains, refreshes decals and ensures dispensers remain in top condition. For busy sites, where oil and fuel spills are common, this level of care is invaluable.

Why it matters

A neglected forecourt does more than look unattractive; it erodes customer confidence. Drivers associate cleanliness with safety and reliability. If a site appears poorly maintained, they may question the quality of the fuel or the functionality of the equipment. In contrast, a spotless, well-lit forecourt reassures customers and encourages repeat visits.

There is also a financial argument. Planned preventative maintenance reduces the risk of costly breakdowns and emergency repairs. It extends the life of expensive assets such as dispensers and car wash systems, delivering long-term savings. For operators managing multiple sites, the benefits multiply.

TSG: A trusted partner

TSG brings decades of expertise to every Care and Protect contract. The company's engineers and maintenance teams understand the unique challenges of forecourt environments and deliver solutions that combine technical precision with aesthetic care. By partnering with TSG, operators gain more than a cleaning service; they gain a strategy for success.

From independent dealers to major retail networks, Care and Protect is available across the UK. It is an affordable investment that pays for itself through improved customer perception, reduced downtime and extended asset life.

The competitive edge

In a market where differentiation is vital, Care and Protect offers a clear advantage. It transforms forecourts from functional spaces into trusted destinations, where customers feel confident and valued. For operators, it means peace of mind, knowing their sites reflect the highest standards of professionalism.

The message is simple: do not wait for problems to arise. Be proactive. Protect your brand, assets and reputation with a solution that delivers measurable results.

www.tsg-solutions.com

TSG

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Innovation through collaboration

How STA Technical's solutions have become industry essentials

Innovation at STA Technical begins not in a client's office, but on site; with the people who install, maintain, and rely on the company's equipment every day. By listening closely to engineers, installers, and manufacturers across the UK's fuel infrastructure network, STA has built a reputation for designing practical, durable tools that have quietly become part of the industry's everyday toolkit.

Warren Peters, Managing Director of STA says:

"Our role isn't just to supply equipment, it's to support those people maintaining the nation's fuel infrastructure, and to provide products that ensure they can do their job safely, efficiently, and with confidence in their tools."

That philosophy underpins two of STA's most recognised developments: The Tank & Pipe Test Rig and the Fuel-Grade Labelling System; each born from collaboration, refined through feedback, and now widely regarded as industry benchmarks.

The Tank & Pipe Test Rig – a new standard in practical testing

What began as a simple request for a reliable way to test multiple forecourt lines and tanks, has evolved into one of the most trusted diagnostic tools in the sector. The STA Tank & Pipe Test Rig enables installers to test up to five lines at once, with its sub-manifold design replicating site setups accurately and efficiently.

Compact, waterproof, and built into a rugged Peli case, it's designed for life on the road; precise enough for manufacturer QA testing, yet tough enough for daily forecourt use. With an ATEX-approved digital gauge offering fine 10 mbar readings, engineers can test both pipes and tanks with confidence.

With 150 now sold, these test rigs are now a common sight in service vans and testing facilities alike, and their long-term reliability is supported by STA's refurbishment and calibration service. This ensures every unit stays traceable and accurate for years in the field.

The Fuel-Grade Labelling System – redefining safety and clarity

STA's Fuel-Grade Labelling System tells a similar story of practical innovation. Originally developed in response to a reported accident that resulted in a customer's child receiving stitches, and the challenges of label replacement on site, it was designed hand-in-hand with installers and operators.

The result is a curved-edge holder that removes sharp corners and can include a rubber safety trim for added protection. Its durable, UV-resistant polyester labels, made from materials used in aviation, stand up to the harshest forecourt conditions, while the tool-free holder design makes replacement quick and simple.

Warren continues:

"It's amazing how something as simple as a label can make such a difference. By redesigning the holder to be safer and quicker to change, we've solved a daily frustration for installers and improved safety for everyone who uses the site."

Now adopted by major forecourt networks nationwide, the system has quietly become a standard, improving safety and consistency across installations.

Darrin Francis from Tanks and Pipework adds:

"We've been buying STA's grade labels since 2022 and they're a winner. Weather resistant and resilient, we've installed almost 200 this year alone - they're now our go-to when it comes to grade label swap outs."

Finishing up, Warren says:

"Across both innovations, a clear pattern has emerged; that we listen, refine and deliver. Our new product development isn't for novelty's sake, it's about solving genuine, everyday forecourt challenges. Our products work so well in the real world as they are built from real-world feedback."

www.statechnical.com

Delivering the right protection package for every forecourt

Every forecourt faces challenges when it comes to fuel theft, retail theft, anti-social behaviour and problem parking. Forecourt security measures typically pay for themselves, but the huge variety of size, location and footfall across the UK's roughly 8,300 forecourts means that there isn't a one size fits all solution. Finding the right combination of solutions ensures the most cost-effective package, to provide the optimal level of protection for your site, staff and customers.

Fuel debt recovery

The ongoing rise in drive-offs presents a major threat to all forecourts. With narrow margins on fuel, just one drive-off can be enough to wipe out profits for the day. When it comes to individual forecourts trying to recover that debt, the process of obtaining driver details from the DVLA can be a time-consuming process. Even once driver details have been obtained, recovering money owed is further challenge.

VARS Technology has been approved for digital access to DVLA driver records through the Police Crime Prevention Initiative's KADOE (Keeper at Date of Event) system, allowing digital access to driver records rather than the lengthy process of making postal requests.

This massively speeds up the process, getting letters on the doorstep of drivers that have committed a drive-off more quickly and ultimately, money that is rightfully owed to forecourt operators back in their pockets. With the VARS tablet used to report drive-offs costing just £35 a month, forecourts of any size can afford to rely on VARS to recover fuel costs.

ANPR

While forecourts that typically only experience a limited number of drive-offs may be well served with just debt recovery, the VARS ANPR system offers proactive protection that stops fuel theft before it happens.

With our blacklist of vehicles that have previously committed a drive-off currently totaling over 110,000 vehicles, staff are notified the moment a vehicle arrives on the forecourt. This allows them to delay authorising the pump and instead request pre-payment. If the driver is there with the intention of stealing fuel, invariably they will leave and try their luck elsewhere.

ANPR can also be used to solve parking issues on sites. With space at a premium at most forecourts and retail footfall being vital to profitability, vehicles taking up spaces for long periods of time can have a substantial impact. Many large parking operators aren't interested in working with the limited number of spaces found on most forecourts. Forecourts using VARS ANPR can manage and monetise their parking at no additional cost, with any revenue generated split with the forecourt operator.

DVLA KADOE — Accredited by POLICE CPI — Police Crime Prevention Initiatives

Facial recognition

Retail theft and anti-social behaviour towards retail staff is at an all-time high in the UK, with nearly half of retail workers experiencing it on a weekly basis. Protecting staff and stock is a growing challenge.

VARS facial recognition is available to all retailers, allowing problem individuals to be added to a watchlist. When they return to the premises, staff are notified immediately, ensuring they are aware of potential thieves or aggressive individuals. This is often especially useful for forecourts, where low staffing levels and late hours of operation can make them particularly vulnerable to crime. It also offers an important degree of shared protection, with incidents being shared with other local retailers using the same system: the more serious an incident, the more widely it is shared.

Each of these forecourt protection solutions are available either as a stand-alone product or in combination, ensuring that forecourt operators find the system that is right for them.

For more information, contact: enquiries@varstechnology.co.uk

Built for the site:
Bespoke storage solutions from Tuffa

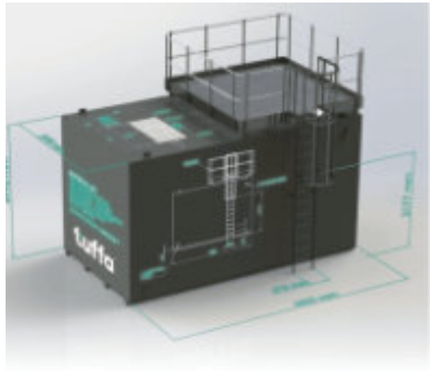
From large steel fuel tanks to versatile chemical storage, Tuffa's made-to-order designs combine practicality, compliance, and modern aesthetics for every installation.

In the fuel, chemical, and liquid-handling sectors, no two sites are ever exactly alike. Tight spaces, awkward access, or existing infrastructure can make standard tanks impractical. That's where Tuffa's made-to-order storage solutions come in, designed to meet the specific challenges of each project and take the guesswork out of installation.

All of Tuffa's large steel diesel and heating oil tanks – from 5,000 to 50,000 litres – are manufactured to order. Even the so-called "standard" models are produced specifically for each site, ensuring the size, capacity, and layout suit the location perfectly. For particularly large projects, tanks can be supplied with capacities above 50,000 litres, and dimensions can be customised to fit unusual layouts or tight spaces, offering real flexibility for installers and end users alike.

Redesigned range

Earlier this year, Tuffa unveiled a redesigned steel tank range. The new design features a smaller footprint, making it easier to fit tanks into challenging sites, while structural improvements ensure performance and compliance remain uncompromised. A charcoal grey finish gives the tanks a modern, premium appearance. While durability and functionality are always the priority, the update demonstrates that practical storage solutions don't have to compromise on style.



Each steel tank is tailored to the project, giving installers confidence that it will work seamlessly on-site. Tuffa's team collaborates closely with customers, providing expert advice and guidance throughout the process, ensuring every detail is considered. The result is a tank that fits the site, meets operational needs, and is ready to perform from day one.

Chemical storage

Tuffa's chemical storage tanks are designed with the same focus on flexibility and safety. Using a Material Safety Data Sheet (MSDS), the company can engineer a tank solution specifically suited to the product, taking into account chemical resistance, temperature requirements, and site conditions. Working with major chemical suppliers,

Tuffa ensures its systems meet recommended guidelines for safe storage and handling. By standardising designs around the efficient use of materials, costs are minimised, while each tank is still made to meet the unique requirements of the liquid being stored. Customers simply provide the MSDS to the Tuffa technical sales team, and Tuffa prepares a tailored quote.

What unites all of Tuffa's tanks – steel or chemical – is a commitment to collaboration, practical design, and reliability. Whether it's a 50,000-litre diesel tank for a logistics hub or a chemical tank for an industrial facility, every solution is made-to-order and engineered for the realities of the site.

As installations become more complex, these made-to-order solutions are increasingly the most practical and future-proof choice. With its redesigned steel tanks, versatile chemical options, and the ability to accommodate larger or bespoke dimensions, Tuffa continues to provide storage solutions that are truly tailored to each project.

If you're considering a made-to-order storage solution or would like to explore Tuffa's redesigned steel and chemical tank ranges, get in touch today. The team can provide expert guidance, advise on project requirements, and ensure your solution is safe, practical, and fit for purpose. **Contact Tuffa by phone on 01889 567700, by email at sales@tuffa.co.uk, or visit tuffa.co.uk for more information.**

Take the next step towards a storage solution built around your site, not the other way around.

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Tank cleaning, oil depot decommissioning/ demolition & remediation

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Design, supply & installation of fuel equipment

Membership code of ethics

In addition to our complete review of the PEIMF+ constitution, we have also had a team dedicated to reviewing and updating our members' code of ethics.

All membership renewals will be accompanied by this document, as all member companies are expected to agree with, and adhere to, these principles:

OUR AIMS AT ALL TIMES ARE:

- To provide the best possible service to our clients and customers.
- To observe superior standards of conduct in our dealings with clients, customers and peers regarding integrity, fairness and honesty.
- To maintain a strict duty of confidentiality of our clients' affairs.
- To acknowledge that contracts should be fair to all parties and, where appropriate, to settle disputes by voluntary agreement or impartial arbitration.
- To continually strive to achieve best practices and methods relevant to our industry.
- To provide superior quality leadership, materials and workmanship to the best of our ability.
- To undertake to share best practices and learnings with other members thus promoting our 'Working Together' philosophy.
- To show that, by virtue of membership of PEIMF+, the members have and do signify their commitment to the above principles.

4BG Group – British Gaskets Ltd
www.british-gaskets.co.uk
01787 881188
Manufacture gaskets, mouldings, sealing materials, metal components, service kits

Berrys Technologies Ltd
0121 558 4411
www.berrys.com
MIDAS, OP, USpump spares, pipework, tank lid assembly, forecourt equipment

Birchel Construction
07454 107778
Main contractor specialising in fuel, EV and civils works

Broham Forecourt Developments Ltd
www.broham.co.uk
01206 210 455
Specialist principal contractors in retail forecourt & commercial fuel installation

Bulk Meter Services Ltd
01233 740134
www.bms-ltd.com
Supply, install & service bulk meters & registers for fuelling applications

Centaur Fuel Management Ltd
0870 757 6323
www.centauronline.co.uk
Installers of fuel pumps, tanks & fuel management equipment

Centre Tank Services Ltd
0121 351 4445
www.centretank.com
Fuel dispensing, storage tank and AdBlue equipment, Piusi products and Husky nozzles

Commercial Fuel Solutions Limited
02380 118 670
www.commercialfuelsolutions.co.uk
DSEAR specialist. Manufacturer and distributor of fuel storage and handling systems, including bulk metering, fuel filtration, fuel management, AdBlue and Hydrogen.

County Pumps Ltd
01295 780746
www.countypumps.co.uk
Installation repair and service of fuel systems, pumps & fuel monitoring systems

C P Installations Ltd
01702 544442
www.cp-installations.co.uk
Tank & pipework specialists, electrical services, site maintenance, decommissioning

DMCS Ltd
01244 289161
www.dmcslimited.co.uk
Calibration of bulk liquid storage vessels

Dover Fueling Solutions
01695 52175
Fuel management solutions for independent, hypermarket and multinational

E & S Environmental Services Ltd
01993 852419
www.eandsgroup.co.uk
Tank cleaning & testing, site maintenance, fuel services

Elaflex Ltd
01992 452950
www.elaflex.com
Forecourt dispenser nozzles & accessories

Equipe Environmental
01744 731462
www.equipeenvironmental.co.uk
Supply, install & test tanks, gauges, covers, pipeworks, pump spares

Eurotank Service Group
0800 311 2149
www.eurotank.eu.com
A group of forecourt engineering service companies

Falcon Fuel (N.I.) Ltd
028 3884 2639
www.falcon-fuel.com
Engineering services for tanks, gauges, pipework, pumps, POS, fuel polishing, tank cleaning

Fast Fuel Services Ltd
07743 362050
www.fastfuelservices.co.uk
Fuel tank & pump maintenance, installations and service contracts.

Fleetsolve Ltd
0151 353 2870
www.fleetsolve.com
Biofuel combined heat & power systems

Forecourt Installation and Maintenance
028 3885 1491
Pumps & equipment service & installation

Forecourt Solutions Ltd
01278 428833
www.forecourtsolutionsltd.com
Manufacturers of lightweight composite covers and containment products

Fuelcare Ltd
01743 360784
www.fuelcare.com
Fuel polishing, testing, sampling experts

Fuelcom
02890 410655
www.fuelcom.com
Install & maintain pumps, pipework, tanks & gauges. Plus risk assessment in Ireland

FuelMii
07917 644599
Fleet mobile refueling service

FuelQuip Ltd
0845 838 1048
www.fuelquip.co.uk
Suppliers of fuel management, pumps, tanks, gauges & alarms

Fuel Storage Solutions
01274 813003
www.fuelstoragesolutions.co.uk
All aspects of fuel storage: supply, remove, clean, test, service and installation of tanks, fuelling systems and interceptors

Gilbarco Veeder-Root
01268 533090
www.gilbarco.com/eu
Pumps, commercial and AdBlue dispensers, gauges, POS, OPT, service & maintenance

Greenchem Solutions Ltd
07793 258876
www.greenchem-adblue.com
AdBlue and AdBlue tank manufacturer

GripHero Ltd
01752 875640
www.griphero.com
Design, manufacture and supply dispensers of disposable hand protection on forecourts

GSS Training Ltd
0161 926 9510
www.gsstraining.co.uk
Health & safety, environmental and business training, inc. SPA passport & risk assessments

Henderson Technology
028 9094 1911
www.henderson.technology
EdGEPos EPOS system.
'By retailers for retailers'

Htec Ltd
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Hytek (GB) Ltd
01279 815600
www.hytekgb.com
Fuel dispensing & management, lubrication products

Continued overleaf

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Ideal Tanks & Pumps Ltd
01604 843359
admin@idealtanksandpumps.co.uk
Supply, maintenance & installation of tanks, pipes. Tank cleaning & decommissioning

IMF Solutions
07825 703936
www.imfsolutions.co.uk
Tanks, pipeworks (plastic welded, steel, mapress), SGB Class 1 monitoring systems, tank lining, coating, inspection and repair, tank, gauge installation and maintenance

Industrial Services
01334 838793
www.fuelworking.co.uk
Fuel equipment supply service and maintenance

Istobal UK Ltd
01299 826967
www.istobal.co.uk
Install, maintain & repair forecourt valeting equipment

Jackaman Ins Services Ltd
01474 557427
www.jackamaninsurance.co.uk
Specialist insurance services to the petroleum industry

James Blake & Co (Engineers) Ltd
0131 554 1646
www.blakegroup.co.uk
Storage tank manufacturers and steel fabrications

Judvia Construction Service Ltd
01594 806980
www.judviacs.com
Forecourt branding specialists, accident repairs and new companies

J W Hinchliffe (Tanks) Ltd
0113 263 5163
www.jwhtanks.co.uk
Tank cleaning, removal and disposal services

Kidderminster Petroleum Services Ltd
01562 861636
www.kidderminsterpetroleumservices.com
Petrol forecourt Installation, maintenance and service

Ledbury Welding & Engineering Ltd
01531 632222
www.lweltd.co.uk
Bunded tank manufacturers, SuperVault modular filling station

Lees Industrial Services Ltd
01942 722244
www.leesindustrialservices.co.uk
Tank and Pipeline decommissioning using BritFoam, a resin based hardfoam

LCM Environmental
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Madic UK
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M & Co Construction Group Ltd
01299 890348
Drainage specialists, groundwork and civil engineering

M & E Services (NI) Ltd
02830 878259
Installation of diesel generators, remote fuel tanks and pipe work, DC control systems. Commissioning generator and fuel control systems

Makeen Energy
01792 224003
www.makeenenergy.com
LPG installation & maintenance, inspections, calibrations, training and decommissioning on forecourts throughout the UK

MDM Services (Cardiff) Ltd
01633 277277
www.mdmservices.co.uk
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ME Group
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Vending, Revolution Launderette, photo booths & speed labs

Merridale Ltd
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www.merridale.co.uk
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Merkland Tank
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www.merklandtank.co.uk
Storage Tank Cleaning and Maintenance Services throughout the UK

Mitchell & Webber
01209 823439
www.mitwebservices.co.uk
Specialist fuel services supplier inc, tank cleaning & fuel polishing

Nupi Industrie Italien S.p.A
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www.nupiindustrieitaliane.com
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OAMPS Hazardous Industries
01372 869700
www.ohes.co.uk
Specialist insurers for the petroleum industry

Octane Holding Group
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www.octane.uk.com
Pumps, tanks, environmental and technical services

OTS Group Ltd
01386 853 409
www.otsgroup.co.uk
Manufacturing, installation, servicing, and decommissioning of bulk fuel storage tanks

On The Level
0780 0731489
www.ontheleveluk.co.uk
Installation & service of tank gauges, DCDs and associated equipment

OPW
01756 799773
www.opwglobal.com
Manhole covers, underground enclosures, tank & dispenser sumps

Panks Engineers (Castle Hill) Ltd
01603 620294
www.panks.co.uk
Water specialists, dirty water, bore hole drilling, treatment and installations

Pennine Pump & Tank Company
01254 679099
www.penninepump.co.uk
Pumps, fuel management systems, tank, pipe and electrical testing

Petroassist
0131 440 5810
www.petroassist.uk
Fuel dispensers and forecourt technologies

Petrol Sign UK Ltd
01302 346968
www.petrol-signuk.com
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The Petrol Tank Company Ltd
01283 820213
www.thepetroltankcompany.co.uk
Manufacture small above ground petrol tanks

PFS Fueltec Ltd
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www.pfsfueltec.com
Specialist suppliers of fuel equipment to contractors owners/operators

PPS Environmental Ltd
07515 891366
www.pps-environmental.com
Health & safety training and consulting for petrol retail & maintenance

Premier Forecourts & Construction
01792 310600
www.premierforecourtsandconstruction.com
Specialists in PFS fuel systems, construction & maintenance

Project-A International Ltd
07785 570185
www.project-a.uk
AdBlue consultancy, project management, compliance auditing, process engineering and environmental management

Protego UK Ltd
01543 420660
www.protego.com
Safety valves and tank accessories

Pumpwatch Ltd
00353 458 92155
www.pumpwatch.ie
Carbon fibre test measures for checking the accuracy of fuel dispensers

REDS Group Ltd
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www.redsgroup.co.uk
Tank & pump installation, cleaning, maintenance, decommissioning of filling stations & fuel facilities

Risbridger
0845 644 2323
www.risbridger.com
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01768 892444
Forecourt maintenance, installation, decommissioning & servicing

Scotia Forecourt Services Ltd
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www.scotiaforecourt.com
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0208 191 8889
www.sdm-fuelsolutions.com
Engineering services, fuel sampling, cleaning, uplifts, emergency response

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www.srelectrical.com
Design, install, test & inspect electrical systems in hazardous areas

STA Technical Ltd
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www.statechnical.com
Bespoke engineering specialists for the forecourt industry

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Onsite commercial fuel management solutions, including tanks, pumps, gauges & software

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www.tuffa.co.uk
Petrol, diesel and HVO fuel tanks

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www.united-pipework-specialists.co.uk
Forecourt construction & pipework services

VARS Technology Ltd
www.varstechnology.co.uk
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Vectec Ltd
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Yara UK Ltd
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Suppliers of the Air1 AdBlue Solutions

Making Fuel Flow Safely

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- Available in conductive and non-conductive
- Sizes to fit every filling station need
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