Spring 2026

ISSUE No.110

Insite

Insite is the official magazine of PEIMF+

PEIMF+
The future of fuel and energy services

Also in this issue:

- Storage tanks
- Tank services
- Pipework
- Car valeting

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PEIMF+ moving forward

Welcome to the spring issue of INSITE.

To kick-off, our 2-day event in February managed to achieve the standard of previous years. I cover everything on pages 4-5, and it just shows how vibrant PEIMF+ is as an organisation, and the enthusiasm of our members.

Over 40 people made the effort to travel to the Midlands for a great couple of days. A 2-hour karting endurance race, free members' dinner, AGM, technical presentations and plenty of networking opportunities made this very worthwhile time spent.

PEIMF+ karting superstars

As yours truly winds down and heads for the nursing home, we introduced my successor, the experienced Niki Rodhouse, to everyone and she more than held her own with her initial address.

Niki will be representing us at trade events this spring, so hopefully you'll get the chance to bump into her.

Robin Futcher was confirmed as our new Chairman (thanks for everything Siobhan) and Technical Manager Terry Moody updated us on industry developments (see page 10).

A really brilliant team to take the organisation forward.

In this issue

So on to this edition of INSITE. A very comprehensive round-up of storage tanks, tank services and pipework is supplemented by an interesting feature on valeting equipment.

We have interesting data on the trends in car sales, plus of course our ever-fascinating look at new technologies in 'The Green Pages'.

Oh and I won't be totally departing the scene. I'll be helping by looking after the advertising in INSITE for a while, including a new opportunity you will spot on page 17 called "***eyecatchers***".

So the next issue will be my last in this position (although I'm hoping Niki will be doing all the work) and I look forward to passing on the baton.

All the best

David Honeyman, Editor

Committee

Chair:	Robin Futcher
Deputy:	Siobhan Keogh
Treasurer:	Tom Burns
Business Manager and Insite Editor:	David Honeyman, Niki Rodhouse
Technical Manager:	Terry Moody
Committee:	Andrew Olive, Michelle Machesney, Adam Ruck, Kevin Powell, Maja Nedic, Duncan Amos, Adrian Beeby, Mark McCleary, Kirk Main
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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PEIMF+ annual meeting

A brilliant couple of days

The AGM – Three little letters, but enough to strike a chill in anyone's heart.

Fortunately, we've developed our 2-day event over several years now, and 40 or so hardy souls came along to contribute to the proceedings.

Vroom!

KARTING

We convened just a mile or so from the hotel and loaded the wagons. Eight teams took to the track - to treat each other with courtesy and respect (a likely story).

After a 2-hour endurance, three teams ended up on the podium with Ledbury Welding ultimately coming out on top. Congratulations to Kevin, Nick, Nathan and Mark (ringer) Sluman.

Though I don't remember much champagne being offered around!

Elbows out

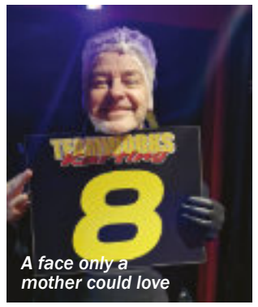
All friends again

DINNER

Dinner was the usual jolly affair, as we enjoyed a delightful three courses.

We presented the karting trophies, with the 'special award' going to Carolyn and Siobhan for taking on, and surviving, the testosterone–filled track.

We also presented our annual award in honour of our former editor, Frank Hare. Andrew Olive from Hytek was selected as the recipient, and his chosen charity to receive the £250 was Prostate Cancer; a worthy cause indeed.



A face only a mother could love

Championee championee

ANNUAL GENERAL MEETING

The AGM on Thursday morning was as practical as ever, and ticked all the boxes needed on these occasions. Siobhan kicked us off and stressed what a fulfilling couple of years it's been on her watch as 'Chair'.

Regarding our Technical Manager role, she's managed the transition from the legendary Phil Monger to the excellent Terry Moody.

David's intention to stand down as PEIMF+ Business Manager and Editor of INSITE was obviously a potential major blow to our organisation; but Siobhan drove the recruitment process through and we are delighted that Niki Rodhouse is now with us. She will be flying solo in a couple of months, benefiting from as much help and guidance as David can offer along the way.

Niki will be joined in the team by our new Chairman, Robin Futcher. Robin has been a member of the committee for a number of years, and possesses unrivalled industry knowledge and experience. He has now taken over the mantle and comes to the table brimming with enthusiasm and ideas.

Robin will look to increase and improve the technical support we offer to members. He outlined his vision to attendees and will be promoting a planned approach very shortly.

The perfect man at the perfect time.

Similarly, Niki will be on the case with all our members, to make sure you are getting the most from your annual fee (still only £195).

More from Robin in the next edition of INSITE.

Billy no mates

Terry in full flow

In addition, Siobhan has done such an amazing job for us over the past couple of years, that we are creating 'a first'. Our constitution states that the 'Chair' serves a standard 2-year tenure. However, the committee decided, unanimously, that Siobhan should stay on as Deputy, with the plan to step up again in 2 years' time. This will be a fantastic use of her talents and experience – which we are very thankful for.

We sadly lost, of course, our fabulous cartoonist, Brian Sage. We've been utilising some of Brian's previous work on our recent front covers, making a charitable donation to the cause his family support (with their blessing). This will need to be addressed as we move forward.

David signed off by thanking the committee – particularly those long-term members who have supported us through thick and thin. He stressed what a great team we have. We're in good hands.

Terry gave an informative round up of some of the key industry issues we're helping to shape, and this was supplemented by Robin and Kevin Powell briefing on the committees they sit on. We really do influence, and intend to do a lot more.

The meeting was then supplemented by Karl Jones of OAMPS presenting:

"Cyber System Breach - *when* not *if*.

IMPORTANT COMMITTEE ELECTIONS

Robin Futcher – Chairman

Siobhan Keogh – Deputy Chair

Kevin Powell & **Andrew Olive** - re-elected

Kirk Main – elected and welcomed back

A full copy of the AGM minutes can be found in the members–only section on our website.

Richard's helping drive AIR-serv forward

Air-serv have been fantastic supporters of PEIMF+ and INSITE magazine over the past ten years. Here they shine a spotlight on Richard Sweet, Sales and Marketing Director, and one of their driving forces. As a key spearhead of current strategy and growth, he brings a wealth of experience and insight from across the forecourt sector.

In this Q&A, he shares his journey in the industry, the lessons learned along the way, and his perspective on the opportunities shaping today's forecourt landscape.

How long have you worked in forecourts, and what led you to your current role?

I joined the forecourt sector in October 2011. I was approached by Clive Steel, our current CEO, to join Air-serv; following the retirement of Barrie Butler, who had been with the business for more than 30 years. Barry had built exceptionally strong relationships across the industry, and Clive was keen to ensure that continuity was maintained.

A key part of my role from the outset was to build on those established partnerships – including major customers such as Penny Petroleum and Euro Garages, as well as the hundreds of independent operators we continue to work with today. In many cases, we're now supporting the next generation, working with the sons and daughters who have taken over their family businesses.

Tell us about any recent success stories you have had at Air-serv?

We are always focused on finding practical, commercially viable solutions to our retail partners' challenges. A recent example is our partnership with Asda to reintroduce valeting services at 26 sites in 2025. The project highlights our collaborative approach, understanding retailer and customer needs, enhancing the overall forecourt offer, and driving additional footfall and revenue.

Our scope of work has included full civils and infrastructure delivery: from drainage, power and services to tarmac, white lining and screens, alongside the installation of rollover car washes and jet wash machines.

What is the best thing about working in our industry?

The people; our retailers and their entrepreneurial spirit. Seeing their success stories makes me proud to be part of this industry.

Who have been the most influential people in your career so far, and what did you learn from them?

I started in sales through a graduate programme, and have loved it since day one!

Working closely with Clive Steel, our CEO, has been instrumental to my development and how I lead teams today at Air-serv. This has grown significantly over the 10 years I have been here, in both market share, and European reach.

What advice would you give to a young person starting out in 2026?

Listen to everyone, whether it's colleagues, retail partners or customers in order to learn. Make a point of getting out on site, meeting people face-to-face, and understanding their challenges.

For me, it's about combining active listening with practical action, so issues are addressed quickly.

A year of progress:

Jet wash buildings, valeting innovation and performance

The past year stands out as a truly landmark chapter. 12 months defined by progress, innovation and a continued commitment to raising standards across the jet wash sector.

Our focus has remained clear: to deliver high-quality, jet wash solutions that help our retail partners enhance their sites, attract customers and maximise return.

Jet wash buildings: durable with visual impact

In the past year alone, we've installed over 30 jet wash buildings and enclosures, designed to combine durability, performance and visual impact. More than just housing, they're an integral part of customer experience.

Alongside, we've launched 25 brand-new, industry-first valeting locations, representing a significant step forward for automated vehicle care.

Momentum built on retailer confidence

Perhaps most impressively, we've upgraded and installed hundreds of jet wash machines nationwide, demonstrating the continued confidence retailers place in AIR-serv.

Not that we're counting, but achievements on this scale don't happen by chance. They're the result of careful planning, continuous investment and the expertise of our skilled teams across the UK. From manufacturing and installation to service and support, every part of our operation is focused on delivering reliability, innovation and long-term value.

Most importantly, none of this would be possible without our retail partners. Their trust, collaboration and willingness to innovate alongside us have been central to our success.

Our goal remains the same

Looking ahead, we're excited to build on this momentum. The coming year brings new opportunities, new technologies, and further enhancements to our jet wash and valeting offer. Our goal remains the same: to support retailers with solutions that perform, stand out and keep customers coming back.

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Istobal and the engineering of modern vehicle valeting

Vehicle valeting within the forecourt environment has evolved. It's now a structured, revenue-generating service zone, rather than a standalone vehicle wash facility.

Encompassing automatic systems, self-service equipment, accessories and supporting infrastructure — all designed to operate efficiently, reliably and sustainably.

ISTOBAL UK, the leader in vehicle wash and care, approaches vehicle valeting as an integrated and optimised engineering solution. Combining robust equipment, advanced connected systems and resource-efficient engineering, into a cohesive operational model.

Valeting as integrated infrastructure

In modern forecourts, vehicle valeting encompasses the full vehicle care area — from automatic rollovers and high-pressure manual jet wash solutions, to vacuum cleaners and interior cleaning accessories.

The ISTOBAL M'WASH rollovers range — M'WASH2, M'WASH3, M'WASH3 PRO and M'WASH4 — reflects this approach. Designed for high durability and operational flexibility, these rollovers offer configurable wash heights, widths and performance options. Their robust construction and service-oriented design, supports ease of maintenance, reduced downtime and consistent wash quality in demanding forecourt settings.

Complementing this, the ISTOBAL J'WASH jet wash range, including the J'WASH4 and J'WASH3, delivers efficient and resilient self-service performance.

Designed for continuous use, these systems optimise water and energy consumption while maintaining consistent pressure and cleaning effectiveness. This helps operators manage costs while meeting environmental expectations.

Accessories that complete the valeting offer

A modern valeting area extends beyond primary wash systems. Accessories such as professional vacuum systems and mat cleaners, play a crucial role in enhancing the customer proposition and increasing revenue per visit.

Engineered for durability and continuous outdoor use, supporting high-throughput locations. Integrated mat cleaners and accessory stations enable operators to provide a comprehensive interior and exterior vehicle care solution within a single, organised service zone.

Sustainability through resource management

Sustainability is an essential element of modern vehicle valeting infrastructure. Water recycling systems, energy optimisation and efficient chemical usage are no longer optional features — they are operational requirements.

ISTOBAL integrates water treatment technologies, designed to reduce consumption and support environmental compliance, while protecting wash quality. By optimising resource usage across rollovers and jet wash centres, operators can improve lifecycle economics and align with increasingly stringent environmental standards.

Structural integration and protective enclosures

Structural design plays a key role in the performance and longevity of vehicle valeting infrastructure. ISTOBAL offers purpose-designed enclosure solutions adapted to different operational needs and site configurations.

From canopy-style structures that protect accessory areas to fully enclosed models designed to withstand challenging weather conditions. Solutions that enhance operational resilience and safety.

Building resilient, high-performance valeting environments

As forecourts continue to evolve, vehicle valeting has become a strategic asset rather than a supplementary service. The integration of wash solutions, accessories and water treatment systems is now central to operational efficiency and long-term site performance.

By delivering adaptable and durable 360° solutions, ISTOBAL supports the development of profitable valeting infrastructures that are commercially robust, environmentally responsible, and built to perform in demanding environments.

www.istobal.com

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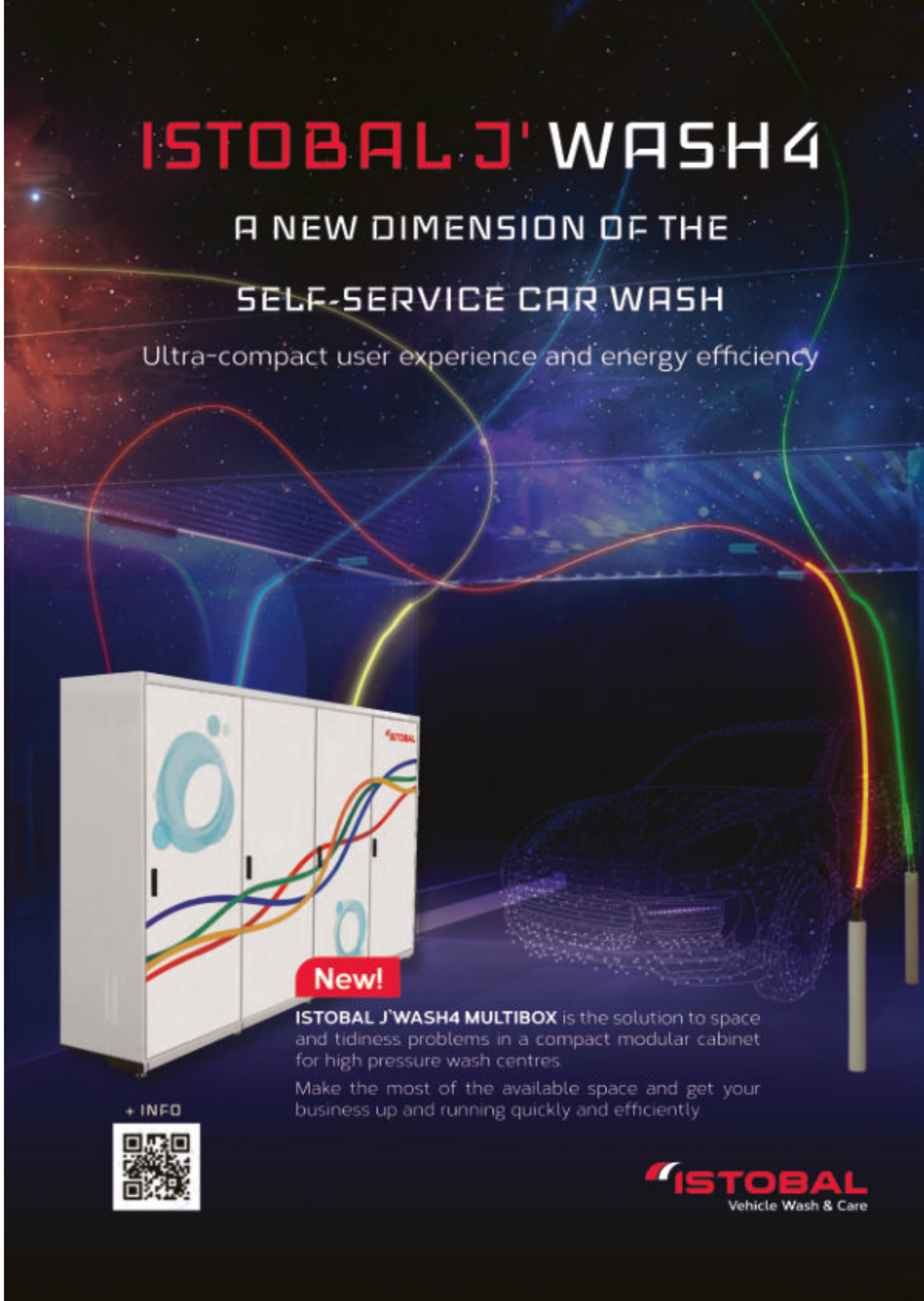
Vehicle Wash & Care



Technical Manager's report

Here is an overview of the committees and subjects that I am currently actively engaged in, on behalf of PEIMF+. As outlined at our recent AGM, there are further committees and panels that other PEIMF+ committee members are also involved in, so this overview is not exhaustive.

British Standards Committees

BSI/PVE 393 - Forecourt Equipment Standards

Reactivation of Submersible Pump Working group.

This is with a view to review the standard BSEN15262 for STP's that has been untouched for many years. Peter van Dijk of Franklin Fueling Systems will chair the committee. Duration of review and update is likely to be up to 2 years.

BSI PVE/19 LPG Equipment Standard

Existing working groups include focus on permissible valve leakage and PFAS reduction. New focus is on minimum standards for user manuals, with specific focus on easy-to-understand terminology. This in turn drives safety and sustainability.

BSI PVE/19. Tank Standards

Current focus appears to be primarily on vertical tank construction for extremely low temperature gases and liquids.

Waxing lyrical at the AGM

Oil & Water Liaison Group (OWLG)

Next meeting in spring. Released agenda suggests a spotlight on tank scrappage schemes amongst other issues.

Petrol Retail National Steering Group (PRNSG)

This is the committee responsible for the administration and updates of the Petroleum Safety Passport Scheme. I have reported on this in previous issues, no further updates currently.

Department for Transport Low Carbon Group

Very High-Level committee directly feeds into government policy.

Much discussion about RTFO (Renewable Transport Fuels Obligation) and SAF (Sustainable Aviation Fuels). However, the really interesting and relevant remarks for our industry were suggestions that higher ethanol blends would be arriving in the mid/long term. This will not happen overnight, but would certainly have ramifications to our members. Watch this space!

Department for Transport

I also spoke briefly about two specific pieces of legislation not specific to our industry, but definitely relevant.

Employment Rights Act 2025

There are significant changes regarding unfair dismissal, sexual harassment and the reasonable steps that employers need to take regarding these issues.

(Regulatory Reform) Fire Safety Order (RRFSO)

Updates driven by Grenfell tragedy.
Risk assessments must lead to actions.
(Living documents).

Introduction of BS8674, a competency standard for fire risk assessors.

Terry Moody,
PEIMF+ Technical Manager

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SMARTFLEX™: proven pipework, strengthened UK support

Nupi have built a reputation for reliability, longevity and technical integrity; essential qualities as fuel infrastructure continues to evolve.

For three decades, SMARTFLEX HDPE pipework from NUPI Industrie Italiane S.p.A. has been a trusted solution for fuel installations worldwide; designed specifically for downstream fuel applications,

Today, that proven product offering is supported by an enhanced UK presence; ensuring faster availability, stronger technical support and improved service for installers, contractors and asset owners alike.

Pipework remains one of the most critical components of any fuel installation, designed to perform safely and reliably for decades. It is expected to comply with existing and new fuel blends on the market. SMARTFLEX offers flexibility, chemical resistance and durability across a wide range of fuels and operating environments.

Single & double wall

The system is available in single-wall and double-wall configurations, with sizes ranging from 32mm to 315mm. Applications are available from service station pipework,through to large-bore systems used in terminals and high-flow applications in marinas and elsewhere.

One of the strongest endorsements of SMARTFLEX is its 30-year product warranty, reflecting confidence in both material quality and system design. Millions of metres of SMARTFLEX pipework have now been installed in almost 150 countries, across projects ranging from independent petrol stations to major oil company sites.

Installations include:

- Retail petrol stations
- Oil terminals and tank farms
- Storage tank installations
- Airports and marinas
- Power generation and data centres
- Industrial and commercial fuel systems

Strengthening the UK supply chain

To support growing demand and tighter project schedules, NUPI has significantly expanded its UK stockholding. This investment allows SMARTFLEX pipework and fittings to be supplied faster and more competitively, reducing lead times and helping installers keep projects on track. Same day collections and next-day deliveries are possible from our UK stock.

Technical support and installer training

Beyond product supply, NUPI places strong emphasis on technical support and correct installation practices. SMARTFLEX systems are designed to be welded using purpose-built equipment, ensuring joint integrity and long-term performance, offering bar code technology and welding reports. Installer training, technical guidance and ongoing support form a core part of NUPI's UK offering.

Why choose SMARTFLEX?

- Proven performance with decades of real-world installations
- 30-year product warranty
- Fully welded, corrosion-free HDPE system
- Flexible installation with reduced joints
- Suitable for multiple applications beyond forecourts
- Strong UK availability and fast delivery
- Competitive prices

A UK Perspective – Maja Nedic, UK Director, NUPI Industrie Italiane S.p.A.

"The UK has always been one of NUPI's most important markets. By expanding our UK warehouse and investing in local support, we are able to reduce lead times, improve service levels and support customers far more effectively.

SMARTFLEX has earned its reputation through decades of performance — our role now is to ensure the UK market has direct access to that quality."

As the industry evolves, the focus is shifting towards whole-life performance, risk reduction and long-term assurance. SMARTFLEX continues to be recognised by customers as a reliable, high-quality pipework solution; strengthened by local UK support, training and technical expertise.

For more information contact Maja Nedic, NUPI UK Director.

maja.nedic@nupinet.com or visit: www.nupiindustrieitaliane.com

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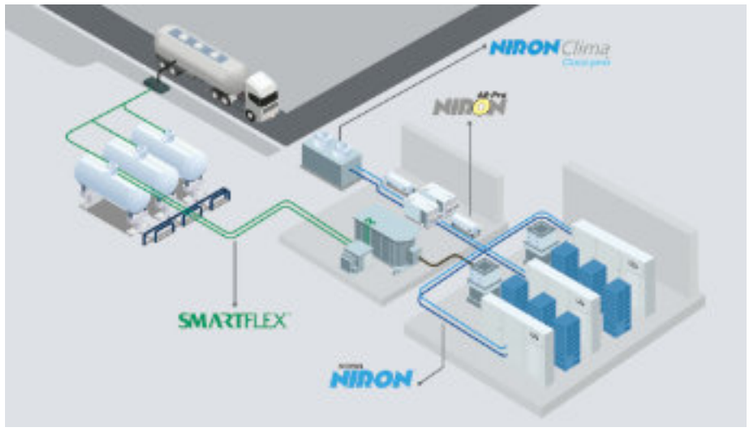

As global investment in data centres continues to accelerate, the focus on resilience, uptime and risk mitigation has never been greater.

While much attention is placed on IT hardware and cooling technologies, the reliability of fuel infrastructure supporting backup power systems is equally critical.

Diesel generators remain the backbone of emergency power supply for data centres worldwide. In this context, fuel pipework is not a commodity component — it is a safety-critical system that must perform faultlessly over decades.

Fuel infrastructure: a mission-critical system

Data centres are designed to operate 24/7, 365 days a year, with zero tolerance for unplanned downtime. In the event of grid instability or power failure, backup generators must start immediately and continue running reliably for extended periods.

This places strict requirements on fuel pipework systems:

- Absolute leak tightness
- Long-term resistance to corrosion and degradation
- Compatibility with monitoring and leak detection systems
- Minimal maintenance over the life of the facility

SMARTFLEX HDPE pipework from NUPI Industrie Italiane S.p.A. has been widely adopted in data centre projects for precisely these reasons.

Why SMARTFLEX for data centre fuel systems?

The double wall pipework system from SMARTFLEX, specifically engineered for fuel conveyance, is a full coaxial system that can be monitored 24/7 with a leak detector unit.

A proven solution in a rapidly growing sector

Global investment in data centres continues to grow year on year, driven by cloud computing, AI and digitalisation. Energy security has become a fundamental design principle.

SMARTFLEX is already installed in data centres across Europe and worldwide.

SMARTFLEX is supplied in coils and long lengths, reducing installation time and the number of joints required — an important advantage on complex data centre sites where routing flexibility is essential. The system is backed by a 30-year product warranty.

30 YEARS WARRANTY
UK STOCK

NUPI complete solution for data centres

NUPI provides a complete pipework portfolio for data centre infrastructure, including:

- Cooling and chilled water systems
- Air-conditioning and HVAC pipework
- Hot and cold aisle climate control networks
- Potable and non-potable water systems

This allows designers and operators to specify compatible systems from a single manufacturer, ensuring consistent quality and simplified coordination.

UK & Ireland data centre growth

The UK and Ireland continue to be key growth markets for data centre development, driven by cloud adoption, AI workloads and digital infrastructure investment. These projects place increasing emphasis on resilient fuel systems supported by reliable local supply chains.

With expanded UK stockholding, technical support and installer training, SMARTFLEX is well positioned to support data centre developments across both markets.

For more information contact Maja Nedic, NUPI UK Director.

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What's on in 2026

PEIMF+
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March

10 & 11	Hydrogen UK – Birmingham www.hydrogen-uk.org
12	PRA Roadshow – Knutsford www.ukpra.co.uk

April

13 - 15	The Forecourt Show – Birmingham www.forecourtshow.co.uk
15 & 16	UKIFDA – Liverpool www.ukifda.org
21 - 23	The Commercial Vehicle Show – Birmingham www.cvshow.com

May

7	PRA Roadshow – Belfast www.ukpra.co.uk
13 & 14	EV Expo & Conference UK – London www.evukexpo.com

September

17	PRA Roadshow – Larkhall www.ukpra.co.uk

October

22	PRA Roadshow – Bristol www.ukpra.co.uk

November

12	APEALive – Milton Keynes www.apea.org.uk
26	PRA Roadshow – Huddersfield www.ukpra.co.uk

The sad passing of Jamie Shipstone

Our good friend Arthur Plumpton shares his memories of an industry stalwart.

We are shocked and in disbelief to hear of the passing of an immense character in the retail industry - Jamie Shipstone.

Jamie worked for 26 years in the retail sector with: YP Electronics, HTEC, Toshiba and KOEL, gaining both hardware and software contracts within great companies - Asda, Morrisons, Primark, Spar, Costcutter and Nisa to name a few.

Throughout his career, and indeed his whole life, Jamie was known for his dedication, commitment, great sense of humour and forever with a smile. He was always supportive of everyone; full of life and knowledge.

Jamie was one of a kind; a family man who created memories to treasure with those who were fortunate enough to have known him. He met his wife Joanne 31 years ago and they were married for 26 years.

Jamie has left a legacy in his sons, Alfie and Harry, who will ensure that his influence and kindness will live on. A truly great friend to many people.

He will be greatly missed by all who knew him. Rest in peace Jamie.

Appearing in INSITE soon

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Cyber Awareness: Prepare for the *when*, not *if*, of a cyber attack

With so many big brands falling victim to crippling cyber attacks in the past few months alone, and the huge fallout from those high-profile systems breaches making for almost daily news headlines, we've headed into 2026 with cyber security a more prominent issue than perhaps ever before.

Britain's largest automotive employer, major manufacturer Jaguar Land Rover, may have dominated those headlines for the past month, ever since it halted production back on 1 September, but the retail giants of M&S, Harrods and Co-op, as well as numerous aviation-related incidents, have all received widespread media attention too.

Whatever the motivation for these attacks, or the specific tactics used, the most important thing to remember is that it's not just these well-known names that are being targeted. SMEs are also in the firing line. Statistics show cyber attacks are fast becoming more a question of when not if, and yet levels of cyber insurance take-up remain relatively low.

Research earlier this year by cyber insurance specialist Pen Underwriting, found that firms in the UK and Ireland are five times more likely to be the target of a cyber-attack than suffer flood damage, and yet less than half (47%) have dedicated cyber cover[1]. Of those targeted in the past five years, 81% said the attack posed a serious threat to their business, 74% had suffered disruption and financial loss – and 80% had been targeted more than once.

The picture is starker for SMEs. UK Cyber security statistics also show that 43% of cyber-attacks target SME businesses, and 60% of these SMEs that fall victim to a cyber-attack, go out of business within six months[2].

Business owners barely need a reminder that cyber security matters when high-profile attacks on critical infrastructure have rippled across the globe in recent years, leaving communities, corporations and countries without access to resources like gas, goods, transportation and more. It's more important than ever that steps are taken to improve cyber resilience in the event of an attack.

Ransomware is the biggest cyber threat that UK organisations face, and phishing is a common route for cyber criminals to infect networks. We know that phishing emails are getting harder to spot, but there is guidance available on what to look out for, and how to improve your organisation's resilience. The UK government's Cyber Security Breaches Survey 2025 found that phishing accounted for 93% of all cyber-crime in the UK.

We'd encourage all organisations to familiarise themselves with the National Cyber Security Centre (NCSC) advice on mitigating malware and ransomware attacks.

So, what can UK SMEs do to protect themselves?

For many small to medium-sized businesses, it's just not feasible to spend a significant proportion of their profit on a Cyber protection strategy. However, here are some things they can do:

- Educate your employees about their role in your organisation's cybersecurity
- Use Multi-Factor Authentication (MFA)
- Ensure regular software/security updates are carried out
- Sign up to Cyber Essentials
- Implement a strong password management system (including hardware/ firmware system-set passwords)
- Control access to sensitive data or systems
- Take daily backups that are kept off-site

What about Cyber insurance?

According to the UK Government's 2025 Cyber Security Breaches Survey, around 43% of UK businesses currently buy Cyber insurance, although the number that have a specific Cyber insurance policy is only around 18% for SMEs. This is despite 43% of the businesses surveyed stating they suffered an attack in the previous 12 months[3].

Here's a sample of some of the reasons businesses don't believe they need Cyber Insurance:

- We've never been hacked before
- We're compliant with GDPR, PCI DSS and other regulations, so we're secure
- We've invested in IT Security, so we don't need Cyber Insurance
- We outsource IT, so our provider will cover any costs if they're hacked
- We don't collect or store any sensitive data, so Cyber insurance isn't necessary
- We're too small to have a Cyber attack
- We're already covered under other insurance policies

For many businesses, the reality is that they were targeted; their systems weren't robust enough to prevent a breach, and there was no insurance cover in place to help cover the costs.

It's important to remember that specialist cyber insurance policies offer much more than simple indemnification of costs incurred. They can offer firms not only the proactive risk management tools and training to maximise their resilience, but also immediate access to a range of breach response expert services should the worst happen. This post-incident provision will seek to maximise speed of data and systems restoration and thus minimise any downtime. Typically, both risk management and breach response services are provided at no additional cost.

Cyber insurance is therefore a valuable tool to consider in your Cyber strategy; the better policies now include:

- Vulnerability scans & ongoing monitoring
- Browser firewall
- Inbox protection
- Phishing simulations
- Tailored training for employees
- Access to specialist support in the event of a system breach

These policies can be also tailored to provide cover for the areas that most businesses are concerned about – social engineering, phishing, and ransomware.

For more information get in touch with the OAMPS team today.

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. Pen Underwriting Limited and OAMPS Hazardous Industries (part of Pen Underwriting Limited) accepts no liability for any inaccuracy, omission or mistake in

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1 https://www.penunderwriting.co.uk/news/25-08-05-disconnect-on-cyber-risk

2 https://www.salford.ac.uk/business/greater-manchester-cyber-foundry/cybersecurity-isnt-a-priority-for-smes-right-change-your-strategy

3 https://www.gov.uk/government/statistics/cyber-security-breaches-survey-2025/cyber-security-breaches-survey-2025#:~:text=Encouragingly%2C%20small%20businesses%20showed%20improvement,51%25%20in%202024)%2C%20and

In the frame

Our own Maja Nedic, PEIMF+ committee member and UK Director, NUPI Industrie Italiane S.p.A.

Tell us about your present role and how long you've held it

I've been with NUPI Industrie Italiane for nearly 20 years, and during that time my role has evolved alongside the business. I have recently been promoted to NUPI UK Director, with responsibility for strengthening our presence in one of our most important and dynamic markets.

My focus is on strategic growth, customer relationships, logistics performance and market development. The UK has seen sustained investment in fuel infrastructure, data centres and energy resilience. NUPI is positioning itself as a fast, reliable and technically robust partner for these projects. A key milestone has been the expansion of our UK warehouse operation, allowing us to serve customers faster and more competitively than ever before.

How did you come to work in the industry?

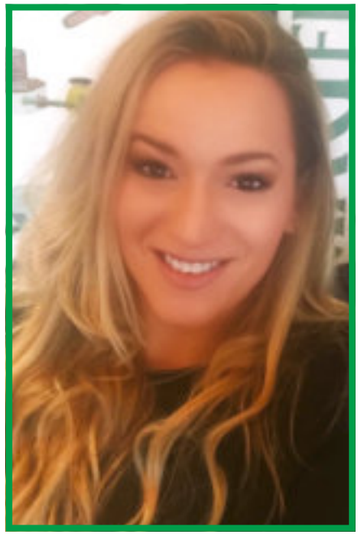
Like many people, I entered the fuel infrastructure sector by chance — and stayed by choice. Early in my career I worked for a company installing LPG stations, where my language skills (Bulgarian, Serbian, English and later Italian) proved invaluable. That role gave me deep exposure to technical documentation, site operations and international suppliers.

That was when I first encountered NUPI Their combination of engineering quality, innovation and international outlook immediately stood out. Joining NUPI in the mid-2000s marked the beginning of a long-term, professional journey that I continue to find both challenging and rewarding.

Which role have you enjoyed most?

Without question, my current role. It brings together everything I've learned over the past two decades: commercial strategy, customer engagement, logistics optimisation and market insight.

What I enjoy most is working across the entire value chain — from installers and contractors to oil companies, engineers, consultants and industry bodies — helping customers solve real problems and build long-term, win-win relationships. The role is demanding, but that's exactly what keeps it interesting.



What do you feel have been your biggest achievements?

I measure success less by individual deals and more by sustained market growth and trust. Over the years, I've helped build and grow NUPI's business across Europe, with particularly strong and consistent expansion in the UK market.

One of my proudest achievements has been helping to establish local stockholding and logistics capability in the UK, significantly reducing lead times and making NUPI a far more competitive supplier. This shift has allowed our customers to plan with confidence and meet increasingly tight project deadlines.

On a personal level, being invited to sit on the PEIMF+ committee is also something I value highly. It reflects professional credibility and gives me the opportunity to contribute to the wider direction of the industry.

Where do you see yourself in, say, 10 years' time?

Experience has taught me that the industry — and the world — can change very quickly. Having grown up in the 1990s in the Balkans, during a period of instability and uncertainty, I learned early on the importance of adaptability, persistence and continuous learning.

Looking ahead, I see myself continuing to grow NUPI's presence in key markets, supporting customers through change, and remaining actively involved in industry leadership. As long as I'm learning, contributing and creating value, I know I'm on the right path.

And in your spare time?

When I'm not working, I love being outdoors. I'm particularly drawn to hiking in the North of Scotland, where the landscape offers both challenge and perspective. I also enjoy travelling and discovering new places; it's something that naturally complements an international career.

And on a sunny day, nothing beats taking my motorbike out for a ride, it's my way of switching off and recharging.

What have been the most significant changes in the fuel industry during your career?

Speed and resilience have become critical. After the 2008 economic downturn, many companies reduced stockholding, shifting towards just-in-time supply models. That placed new pressure on suppliers to deliver reliably and quickly.

More recently, the industry has had to adapt to diversification of fuels, tighter environmental requirements and the rise of electric vehicles, data centres and back-up power infrastructure. All of which have brought new technical and logistical demands.

What do you think the future holds for the industry?

The future will be multi-fuel and technology-driven. While alternative energy and electric vehicles continue to grow, traditional fuels and hybrid solutions will remain essential for many years, particularly in critical infrastructure.

The industry will increasingly value flexibility, compliance, and proven engineering. Suppliers will need to demonstrate not only product quality, but also reliability, service and speed.

How are you and NUPI preparing for that future?

NUPI invests heavily in R&D, certification and global approvals; ensuring our products are suitable for all fuels currently on the market and emerging applications.

In the UK specifically, expanding our warehouse capacity and local availability has been a strategic move to support customers better. Combined with our technical expertise and international manufacturing strength, this positions NUPI as a partner ready for the next phase of the industry.

And finally, do you have a philosophy on life?

Never give up.

Determination, resilience and consistency matter more than talent alone. If you stay curious, adaptable and committed, progress always follows.

VARS Technology awarded DVLA electronic access to combat drive-offs

Forecourt Protection firm VARS Technology have received accreditation from the Police Crime Prevention Initiative (Police CPI). This allows the company to submit digital requests to the DVLA for records of registered keepers, specifically for the recovery of fuel costs following drive offs.

Digital access using the DVLA's keeper at date of event (KADOE) system, will significantly reduce the time between a drive off being reported and letters being sent out to drivers. This speeds up the recovery process, returning the money owed to forecourt operators more quickly than ever. KADOE will replace the existing, paper-based system for organisations that hold accreditation.

Pursuing the cost of drive offs is an ongoing frustration for many forecourt operators. Figures earlier this year from Forecourt Trader showed that investigations into drive offs were closed with no suspect identified in up to 94% of cases. Freedom of information requests showed £6.55 million in stolen fuel costs was reported to police over the past five years. But with many forecourt operators no longer reporting drive offs, the real figures are much higher. VARS Technology recovers around £3 million in stolen fuel costs annually for fuel retailers.

Debt recovery specialists

With a lack of police support, the process of requesting driver details from the DVLA can be time-consuming and frustrating for operators, while recovering the money owed is a further challenge. As a result, growing numbers of forecourt operators are turning to debt recovery specialists like VARS Technology to recover costs on their behalf.

With no current plans for the DVLA to open the KADOE link to forecourt operators, and the extensive accreditation process also making it impractical, working with an accredited partner is the fastest and most efficient way of recovering stolen fuel costs for forecourts.

VARS Technology Director, John Garnett said:

"We have a great working relationship with the DVLA, and access to KADOE means that we can now return fuel money rightfully owed to petrol stations faster and more efficiently than ever before.

"With 40 current employees the testing and vetting procedure required for accreditation did take some time, but we are delighted to have been awarded it. As well as allowing us to provide a better service to forecourt customers, a streamlined process also provides a smoother process for drivers as they are notified of any charges more quickly."

www.varstechnology.co.uk

VARS TECHNOLOGY
BiBAs Winner
DVLA KADOE
Accredited by POLICE CPI
Police Crime Prevention Initiatives

The Green Pages
NEW FUELS GUIDE
PEIMF+
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Government announces £18m funding to cut cost of electric trucks

The Government has announced discounts of up to £120,000 on new electric trucks from an additional £18m funding made available to increase the Plug-In Truck Grant until March this year.

Alongside this, the Government has launched a consultation on the future regulatory framework to support the transition to zero emission heavy goods vehicles.

Commenting on the reasoning behind the additional £18m of funding, the Government said that whilst day-to-day running costs can be lower for electric trucks compared to their diesel counterparts, upfront vehicle purchase costs are typically higher.

The latest move is part of the Government's £318 million plan for green freight. The Plug-in-Truck Grant enables lorry operators to access savings of up to £120,000 when buying a new electric truck.

NEW GRANT LEVELS MEAN:

- Smaller trucks (4.25t to 12t) could save up to £20,000
- Mid-sized trucks (12t to 18t) up to £60,000
- Larger trucks (18t to 26t) up to £80,000
- Largest lorries (26t and over) up to £120,000

DfT's decarbonisation minister, Keir Mather, said:

"Our proposals will provide the certainty the industry has been calling for so that Britain becomes the best place for green investment."

The funding is additional to over £120 million already invested as part of the zero-emission heavy goods vehicle (HGV) and infrastructure demonstrator (ZEHID) programme to roll out more zero emission lorries on UK roads.

The Government has also launched a consultation on the regulatory roadmap to phase out sales of new non-zero emission HGVs by 2040.

THIS CONSULTATION CONSIDERS REGULATORY OPTIONS TO:

- reduce emissions from new heavy goods vehicles (HGVs)
- support phasing out the sale of new non-zero emission heavy goods vehicles (HGVs) weighing up to and including 26 tonnes by 2035
- phase-out the sale of all new non-zero emission HGVs by 2040

The consultation seeks stakeholder views on the regulatory options and broad regulatory design of a future framework to reduce HGV emissions.

The deadline for responses to the consultation was 17 March 2026.

www.zemo.org.uk

Zemo Partnership

Green aviation to drive growth, jobs and cleaner flights

The Department for Transport announce a £43 million boost towards UK research and development projects that help deliver net zero aviation by 2050

The aviation industry is set for a major boost as £43 million for green projects was announced by the government in January, supporting jobs and unlocking new investment.

Up to £43 million will be allocated to green aviation projects, paving the way for airport expansion and supporting highly skilled jobs.

The funding will progress ambitions for zero emission aircraft to take to the skies and allow research into how climate-warming water vapour trails from aircraft can be avoided. Government support for the industry will unlock private investment and create a green aviation sector fit for the future.

MAJOR INVESTMENT SUPPORTS GROWTH AND DECARBONISATION OF UK AVIATION

The major investment comes as the Government drives forward plans for expansion at Heathrow, Gatwick and Luton airports. The Transport Secretary chaired a meeting with prominent airlines, airports, innovators and engineering firms to discuss how cutting-edge technology will decarbonise the sector while delivering growth.

The production of low-carbon fuels is expected to add up to £5 billion to the economy by 2050. This funding will drive millions in private investment into the aviation sector, supporting skilled jobs in technology development and scientific research while backing projects to cut aviation emissions.

Businesses, researchers and universities across the UK will be invited to bid for their share of the £43 million, with competitions launching from February to allocate the funding. The funding will go towards research and development projects that help to deliver net zero aviation by 2050.

Transport Secretary, The Rt Hon Heidi Alexander MP, said:

"We're backing UK businesses by powering up green aviation. Our £43 million investment will deliver the cutting-edge technology of the future, grow the economy and support highly skilled jobs as part of our mission to deliver national renewal.

"Zero emission aircraft, hydrogen fuels and other emerging technologies are vital to reduce the climate impacts from flying and will enable us to deliver our airport expansion plans to boost connectivity and grow the economy."

The investment could also be used for a trial to understand how contrails – condensation trails produced from aircraft exhausts that can contribute to global warming – could be avoided.

The Civil Aviation Authority will develop regulations required for the widespread use of hydrogen fuel through this investment – including support for pioneering companies and universities that are preparing for new zero carbon technology.

To strengthen the UK's world-leading reputation in green aviation, part of the funding will support the use and tracking of sustainable aviation fuels in regions such as Africa and the Caribbean. It will also help improve their participation in schemes that offset global aviation emissions.

ADDITIONAL SAF BACKING

In further support for the sector, the Sustainable Aviation Fuel Bill, coming into force later this year, will provide long-term certainty for the SAF market by guaranteeing a set price for producers. This will help the United Kingdom meet its climate targets.

This is backed by an additional £63 million to accelerate new SAF production plants, alongside £2.3 billion through the Aerospace Technology Institute programme over the next decade. Supporting cutting-edge aerospace innovation and thousands of highly skilled jobs.

The Aviation Alliance said:

"The funding for green aviation projects announced today will help ensure the UK leads the future of flight. Hydrogen-powered aviation is at the heart of this ambition and is essential to decarbonising aviation while ensuring the sustainable growth of our industry.

"We welcome the government's support for pioneering businesses developing zero emission aviation technologies, alongside its commitment to enabling the Civil Aviation Authority to put in place the right regulations for the use of hydrogen fuel.

"These are important steps on the journey to making hydrogen-powered flight a reality and securing a competitive, sustainable future for UK aviation."

Duncan McCourt, Chief Executive of Sustainable Aviation, said:

"We know that aviation is one of the most challenging sectors to decarbonise and, as we continue on the road to net zero by 2050, industry action combined with government investment are required.

"This funding will help turn ambition into operational reality across key decarbonisation pathways, helping to deliver carbon-neutral skies."

Tim Alderslade, Chief Executive of Airlines UK, said:

"Today's investment in zero and lower emission technology is playing an important part in delivering a sustainable future for UK aviation, a process well underway with the launch last year of the sustainable aviation fuel mandate and imminent passage of the SAF revenue certainty mechanism into law.

"The ongoing work of the Jet Zero Taskforce, bringing government, industry and experts together to drive progress, is a critical part of our collective efforts to ensure net zero remains a reality for our sector."

www.gov.uk

RAC trialling HVO in recovery trucks

As part of its strategy to reduce carbon emissions, the RAC is trialling 100% renewable hydrotreated vegetable oil (HVO) as an alternative fuel to power its recovery trucks.

The RAC has installed a tank at its headquarters in Walsall to store the fuel, which can generate a reduction of up to 85% in CO2 emissions. It will be used to run the seven recovery trucks based there and is hoped could save up to 300,000kg of CO2 per year.

The RAC has chosen Certas Energy – the UK's largest distributor of fuel and lubricants – as its HVO supplier. Its HVO is made from 100% renewable raw materials and sustainable waste from verified vegetable fats and oils, making it ideal for use in both on and off-road commercial vehicles and machinery.

RAC fleet manager Matt Hilliar said:

"This is an exciting project which will deliver both environmental and business benefits. If the trial continues to be as successful as the early indications show, we will explore using HVO more widely."

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The Society for Motor Manufacturers and Traders (SMMT) provides positive fresh data for new zero-emission car registrations

Against a backdrop of economic pressure and geopolitical uncertainty, the UK new car market delivered a moment of optimism.

Positive news from Mike Hawes, SMMT Chief Executive, that new car registrations topped two million units in 2025 – for the first time this decade, according to fresh SMMT data. It reflects a robust 2025 performance, with demand up 3.5% despite a tough economic setting and turbulent geopolitical backdrop – but all eyes were, of course, on EVs. Zero-emission vehicle uptake continues to grow, up 23.9% thanks to an ever-expanding market offering spanning more than 160 different cutting-edge EV models.

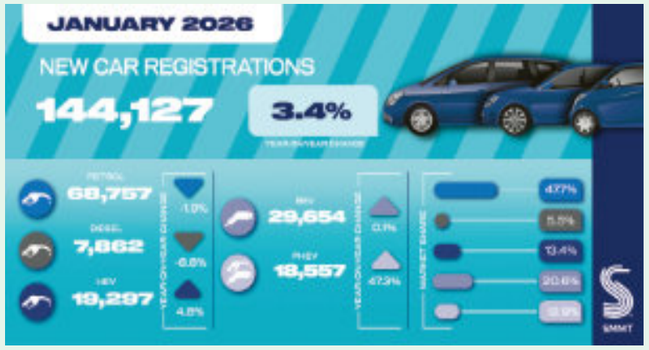
Such wealth of choice was not enough, however, to drive demand to aspired levels, with EVs representing 23.4% of the market – below the 28% set by the ZEV mandate, and despite an unprecedented £5 billion in discounts to attract drivers. Such a situation is patently unviable in the long term, and while government rightly stepped in with the Electric Car Grant – which is helping – only around a quarter of models are eligible.

ALIGNING AMBITION WITH REAL-WORLD DEMAND

Mixed messaging with the proposed eVED tax, meanwhile, and higher public charging costs, risks confusing the public and diminishing the impact of industry investment. Government must, therefore, bring forward a review of the ZEV transition to ensure a sustainable market that aligns ambition with real-world demand.

The review must also consider unique challenges in the new van market, which declined by -10.3% in 2025, amid a challenging economic environment for fleet renewal. While EV uptake rose significantly, by 36.2%, it remains well below the 16% mandated last year – despite industry's best efforts.

Indeed, zero emission models represented more than half of all products available yet van makers too were forced to provide massive subsidies. A far tougher 24% target is in place this year. While the Plug-in Van Grant will help, simultaneously removing the plug-in hybrid van grant makes regulatory targets ever harder to achieve while restricting greener options for operators.



JANUARY

	2026	2025	% change	Mkt share -26	Mkt share -25
Diesel	7,862	8,625	-8.8%	5.5%	6.2%
Petrol	68,757	70,075	-1.9%	47.7%	50.3%
BEV	29,654	29,634	0.1%	20.6%	21.3%
PHEV	18,557	12,598	47.3%	12.9%	9.0%
HEV	19,297	18,413	4.8%	13.4%	13.2%
TOTAL	144,127	139,345	3.4%		

YEAR TO DATE

	YTD 2026	YTD 2025	% change	Mkt share -26	Mkt share -25
Diesel	7,862	8,625	-8.8%	5.5%	6.2%
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HEV	19,297	18,413	4.8%	13.4%	13.2%
TOTAL	144,127	139,345	3.4%		

BEV - Battery Electric Vehicle; **PHEV** - Plug-in Hybrid Electric Vehicle; **HEV** - Hybrid Electric Vehicle
Diesel and Petrol figures include Mild Hybrid Electric Vehicle (**MHEV**)

TOP MODELS

	JANUARY 2026		YEAR TO DATE 2026	
1	Kia Sportage	4,675	Kia Sportage	4,675
2	Jaecoo 7	4,059	Jaecoo 7	4,059
3	Ford Puma	3,715	Ford Puma	3,715
4	Nissan Qashqai	2,995	Nissan Qashqai	2,995
5	Vauxhall Corsa	2,902	Vauxhall Corsa	2,902
6	BYD SEAL U	2,550	BYD SEAL U	2,550
7	Nissan Juke	2,517	Nissan Juke	2,517
8	Volkswagen Tiguan	2,425	Volkswagen Tiguan	2,425
9	Volkswagen Golf	2,072	Volkswagen Golf	2,072
10	MG HS	2,035	MG HS	2,035

FROM EARLY ADOPTERS TO MASS MARKET: THE HGV CHALLENGE

HGV fleet operators also face major barriers to decarbonising, so this week's expansion of the Plug-in Truck Grant is welcome, supporting uptake of zero emission models which manufacturers are deploying despite hesitant demand.

Moving from early adoption to mass market, however, will require a strategy that matches regulation to incentives and infrastructure – across all HGV types and powertrains – ensuring the transition is ambitious but rooted in reality.

SAFETY COMES FIRST ON THE ROAD TO NET ZERO

Decarbonisation may be a priority for industry, but road safety remains paramount, with manufacturers investing to develop new, innovative technology solutions for accident prevention and road user protection. The government's new Road Safety Strategy announced this week was also welcome as it will help reduce casualties further, and we look forward to working with government and stakeholders to ensure Britain's roads remain among the safest in the world.

Mike Hawes, SMMT Chief Executive, said;

"The new car market finally reaching two million registrations for the first time this decade is a reasonably solid result amid tough economic and geopolitical headwinds. Rising EV uptake is an undoubted positive, but the pace is still too slow and the cost to industry too high. Government has stepped in with the Electric Car Grant, but a new EV tax, additional charges for EV drivers in London and costly public charging send mixed signals.

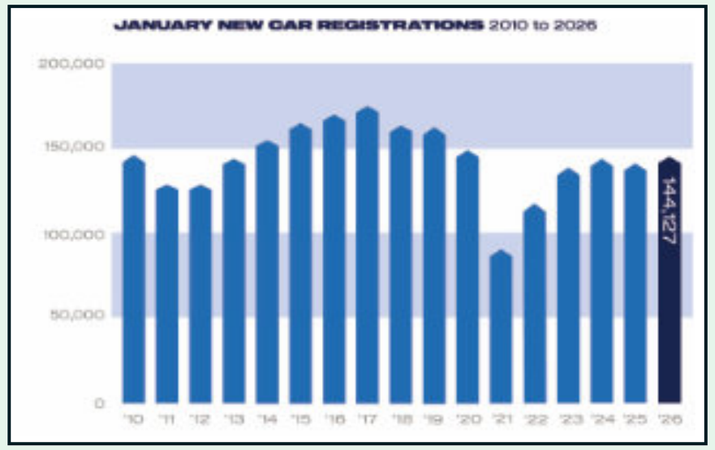
RIGID ARTIC	MARKET	Q4 2025	Q4 2024	% CHANGE	YTD 25	YTD 24	% CHANGE
ARTIC	2 AXLE ARTICS	1,011	791	27.8%	2,690	2,471	8.9%
ARTIC	3+ AXLE ARTICS	4,695	4,547	3.3%	15,564	16,608	-6.3%
ARTIC	TOTAL	5,706	5,338	7.0%	18,254	19,079	-4.3%
RIGID	RIGIDS >6T	3,629	4,215	-13.9%	14,717	16,805	-12.4%
RIGID	RIGIDS >3.5 - 6T	1,972	2,059	-4.2%	7,533	9,104	-17.3%
RIGID	TOTAL	5,600	6,274	-10.7%	22,250	25,909	-14.1%
TOTAL		11,306	11,612	-2.6%	40,504	44,988	-10.0%

"Given developments abroad, government should bring forward its review and act urgently to deliver a vibrant market, a sustainable industry and an investment proposition that keeps the UK at the forefront of global competition."

SMMT AND THE UK AUTOMOTIVE INDUSTRY

The Society of Motor Manufacturers and Traders (SMMT) is one of the largest and most influential trade associations, representing the automotive industry in the UK.

The automotive industry is a vital part of the UK economy, integral to growth, the delivery of net zero and the UK asa global trade hub.



It contributes £92 billion turnover and £25 billion value added to the UK economy and invested £5 billion in R&D, with 183,000 people employed directly in manufacturing and some 796,000 in total across the wider automotive industry.

Many of these automotive manufacturing jobs are outside London and the South-East, with wages that are 8% higher than the UK average. The sector accounts for 13.4% of total UK exports of goods with more than 140 countries importing UK produced vehicles, generating £108 billion of trade in total automotive imports and exports.

The UK manufactures almost every type of vehicle, from cars, to vans, taxis, trucks, buses and coaches, as well as specialist and off-highway vehicles, supported by more than 2,500 component providers and some of the world's most skilled engineers. In addition, the sector has vibrant aftermarket and remanufacturing industries.

The automotive industry also supports jobs in other key sectors – including advertising, chemicals, finance, logistics and steel.

www.smmt.co.uk

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The Optimax charger: a compact, reliable and safe solution for charging the new Gen3 Evo cars

ABB Formula E World Championship Partnership – The next generation of speed

A new breed of speed for Formula E: the Gen4 is engineered to outrun and marks the next leap in technology. The ABB FIA Formula E world championship is a showcase of how their sustainable technologies go beyond the racing – always preparing for what comes next.

The ABB FIA Formula E world championship is a testbed for innovative electrification and digital technologies which can be transferred from the racetrack to real-world situations. This can improve productivity, efficiency and reliability and ultimately help industries outrun (outperform). In their eighth season as title partner – and third as official charging partner – they are continuing to implement leading technologies within the series. These technologies position ABB at the forefront of sustainable technology development within the series and beyond.

TECHNOLOGY ALREADY PROVEN IN ROAD CAR CHARGING

Working in collaboration with engineers from motorsport governing body, the FIA, and Formula E, ABB has developed a compact, reliable and safe solution for charging the new Gen3 Evo cars which is 'Engineered to Outrun'. The ABB Formula E Race Charger has been designed in a robust, custom and ergonomic way that allows for easy global transportation and installation.

ABB UNINTERRUPTIBLE POWER SUPPLY (UPS) OPTIMAX

Each charger can deliver a maximum power of 160kW and is able to charge two vehicles with 80kW of power simultaneously, before the race.

This allows race teams to benefit from a double charging capacity from one unit, significantly reducing the charger footprint and decreasing transportation emissions; as there is no longer a need for one unit per car.

The ABB Formula E Race Charger features ABB's newest charging technology and draws on the company's leading position in the sector. Its design adapts technology already proven in road car charging applications to suit a demanding motorsport environment. It offers the greatest reliability and consistency of performance, wherever in the world the chargers are used, from various power sources.

www.abb.com

Formula E becomes world's first B Corp certified sport

The B Corp Certification recognises Formula E's decade-long leadership in using sport as a powerful force for positive change, delivering growth for business, meaningful impact for society, and real progress for the planet.

By securing this status, the series codifies its mission to 'make progress thrilling', challenging a sports industry that has traditionally prioritised spectacle over systemic impact.

Achieving B Corp status is a bold statement of intent as Formula E sets a new global standard for what modern sport can be.

Critical to Formula E's B Corp certification were the strong social and environmental standards at race events, meaningful contributions to local communities through targeted social impact programmes, best-practice worker wellbeing strategies, and the company's commitment to transparency and accountability.

Jeff Dodds, CEO, Formula E, said:

"We didn't set out to join a club; we set out to break the rules of what a global sport is allowed to be. B Corp Certification is the proof that we are driven by a different energy, one where elite performance and world-moving purpose belong in the same story."

Dodds continues:

"Most see sustainability as a seminar or a boardroom box to tick. We see it happening at 200mph around a corner in your city. Whether it's pioneering sustainable aviation fuel or engineering a 100% recyclable race car, we are here to show the world that progress isn't just necessary, it's visceral. This isn't a milestone to celebrate standing still; it's a license to go even faster."

Chris Turner, CEO, B Lab UK, said:

"Welcoming Formula E to the B Corp community marks an exciting milestone for the entire sports industry, while showcasing the increasing momentum and global reach of the B Corp movement. Formula E's industry leadership and commitment to driving meaningful change recognises that success and purpose have never been mutually exclusive, and that positive impact is possible for companies in any sector and of all sizes.

"Now in its twelfth season, Formula E is delivering its biggest and boldest calendar to date, with 17 races in 11 locations. Designed with sustainability at its core, its schedule groups races by continent to significantly reduce freight mileage and cut CO_2 emissions, demonstrating that global scale and environmental leadership can thrive together.

"Formula E was founded to counteract climate change by accelerating the adoption of electric vehicles and speeding up the transition to low-carbon mobility. It operates as a test bed for innovative technology in the electric vehicle space, supporting knowledge transfer into the manufacturing industry. Formula E was the first sport globally to earn the Net Zero Pathway certification from the British Standards Institution (BSI), the first sport to set Science Based Targets, and has reduced its Scope 1 & 2 emissions by 55% since 2019."

www.fiaformulae.com

Get that electric feeling

UK government launches new EV campaign

The department for transport (DfT) has launched a public opinion campaign to encourage the adoption of electric vehicles (EVs) by highlighting financial incentives and operational savings.

‘Get that electric feeling’ promotes the electric car grant, which offers up to £3,750 off the purchase price of a new EV, alongside estimated annual savings of £1,400 on running costs. The campaign focuses on the consumer benefits and the presence of over 87,000 public charge points.

At the same time, industry stakeholders and energy suppliers are focused on the infrastructure and grid management requirements necessary to support a projected surge in demand.

The society of motor manufacturers and traders (SMMT) reported that the UK new car market exceeded two million registrations in 2025. (reported on elsewhere in the magazine) Battery electric vehicles (BEVs) achieved a 23.4% market share for the year; however, this performance fell short of the 28% target set by the zero emission vehicle (ZEV) mandate. The ZEV mandate target for 2026 is set at 33%, according to the SMMT.

OVERCOMING THE HURDLES

Manufacturers have reportedly subsidised sales by over £5bn in 2025 to drive uptake, but the SMMT warns that the trajectory remains ‘unsustainable’ without continued support and infrastructure development.

In response to the ‘get that electric feeling’ campaign, Ian Plummer, Chief Customer Officer at Auto Trader, stated that;

“Reinforcement of the benefits of electric car ownership is key to ensure consideration translates into buying”.

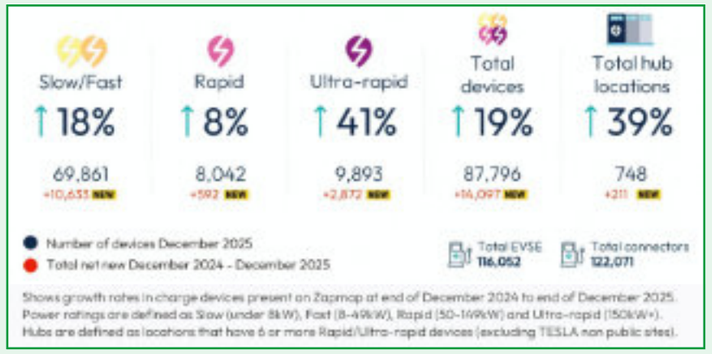
Maria Taylor of Verulam Capital noted that;

“Lengthy connection queues and under-investment in local infrastructure risk slowing the rollout even where consumer demand is sufficient.”

SMART CHARGING PRIORITY

Energy suppliers and fleet operators are moving their focus toward the technical ‘how’ of electrification. Drax Energy Solutions indicates that 2026 will be defined by ownership, cost and innovation in fleet management. While public perception is a factor, suppliers emphasise that grid limits and space constraints remain primary hurdles. The energy networks association (ENA) reported that the queue for new demand connections rose to 29 GW by mid-2025, highlighting the competition for limited capacity at primary substations.

To mitigate these pressures, the government is prioritising smart charging. The department for transport’s EV smart charging action plan aims to make smart charging the norm at home and work by 2026, shifting power demand to off-peak periods or times of high renewable generation.



Zapmap reported that in 2025 more than 14,000 new public chargers were added in 2025, reaching a cumulative total of 87,796. While ultra-rapid charging (150kW+) grew by 41%, regional inequality persists, with Northern Ireland, Wales and parts of the East of England continuing to lag behind London and the South East.

SECTOR ANALYSIS

Melanie Shufflebotham, Co-founder of Zapmap, noted that while 2025 was a *“record-breaking year”* for specific high-power installations, the focus in 2026 must transition to the Local Electric Vehicle Infrastructure (LEVI) Fund to increase ‘equitable access’ for those without off-street parking.

A financial sector analysis from McKinsey suggests that upgrading the UK energy system – not just supply, but storage, transmission and distribution – is required to lower industrial electricity prices, which remained among the highest in the OECD in late 2025.

Industry data from late 2025 indicates that approximately one in four new car sales are now electric, supported by the Electric Car Grant which has assisted over 50,000 drivers.

Vicky Read, Chief Executive for ChargeUK, added;

“As we enter the government’s review into the cost of public charging in the first half of this year we hope to see action taken to reduce the cost burdens on charge point operators, which will both help to unlock further investment to speed up deployment and bring down driver prices. Clear and stable EV policy, including no further wavering on EV sales targets, will also continue to be critical.”

www.energyinst.org

Complex marine forecourt upgrade from The Petrol Tank Company

A valued customer in South Wales received a fully integrated solution combining civil engineering, fuel system, electrical works and enhanced operation

The project centred on the installation of a replacement unit on an old floating pontoon, alongside a dispensing upgrade, with stainless Pumptronics C-Series pumps. A weights and measures-approved fuel management system allowed the site to invoice usersfor fuel used.

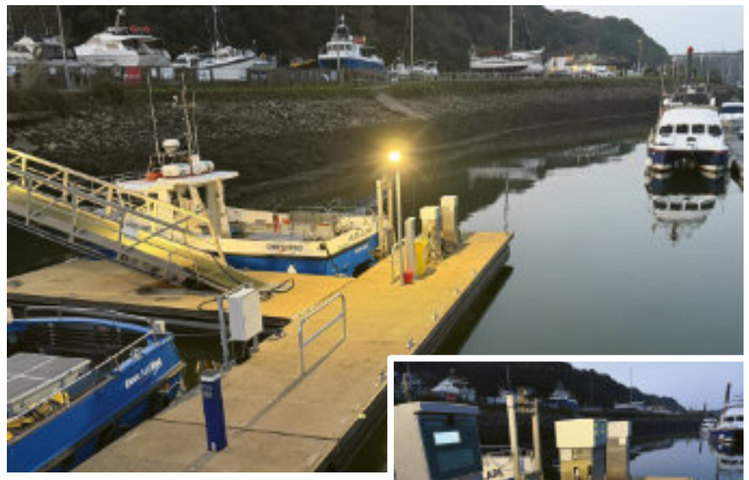
The site already operated pre-existing petrol and diesel storage tanks onshore. Careful coordination was required, to ensure safe removal of old pipework and pumps on the original pontoon and the new floating arrangement.

Pontoon removal, preparation and installation

The first phase involved the safe removal of the old floating pontoon. Once pipework was safely drained and removed, marine lifting operations were undertaken. The structure was craned from the water and removed, in accordance with environmental and safety regulations.

A new pontoon was prepared dockside prior to installation. This allowed the engineers to complete critical mechanical and electrical preparations. This included the addition of under-pump sumps to all pumps; drastically reducing the risk of sea contamination.

Once fully fitted and tested, it was lifted back into the harbour, minimising disruption to operations and local marine traffic.



Twin-walled pipework

A key element of the upgrade was the complete re-piping of the pontoon using twin-walled NUPI pipework, with integrated monitoring. While petrol and diesel tanks remained in situ, the pipework infrastructure required modernisation, to meet current standards for environmental protection and leak detection.

The twin-walled system provides secondary containment and continuous monitoring, offering enhanced environmental security and regulatory compliance.

The monitored pipework was installed dockside before reinstallation of the pontoon. It was tested and made water-tight before the pontoon was lifted and moved into place, carefully lining up the pre-stalled linking pipework.

In addition, the twin-walled monitored pipework was strategically relocated from its previous routing to reduce visibility along the gantry. This improved the aesthetic appearance of the installation, and provided a cleaner, more streamlined layout while maintaining full accessibility for inspection and maintenance.

Cloud-connected fuel management

The upgraded pontoon was equipped with new Pumptronics C-Series pumps, providing reliable, high-performance dispensing suitable for marine environments. The site also invested in a cloud-connected fuel management system.

This system enables accurate metering, real-time stock monitoring, and remote data access; significantly improving fuel reconciliation and stock control. For marine operators where supply continuity is critical, such visibility offers tangible operational benefits; reducing the risk of stock discrepancies and improving forecasting accuracy.

The integration of dispensing equipment and management technology was completed by The Petrol Tank Company's COMPEX-qualified electrical team. Working within hazardous area classifications, the team ensured all electrical installations were compliant, professionally executed, and fully tested prior to handover.

Finishing touches and operational enhancements

Beyond the core mechanical and electrical scope, the project included the installation of professional, low-profile lighting; enhancing safety and usability during dusk and low-light conditions.

Given that the facility supports essential services, including police and lifeboat operations, reliable illumination was critical.

The lighting design was both functional and aesthetically sympathetic to the marine setting. It provides clear visibility around the pumps and walkways, without excessive glare or visual intrusion.

A fully integrated marine fuel solution

From structural pontoon replacement and advanced pipework installation to hazardous area electrical works and cloud-based fuel management integration, they provided a coordinated and compliant upgrade tailored to the client's operational needs. The customer was thrilled with the install and has found is already benefiting their day to day running.

This installation combined environmental safeguards, dispensing technology, thoughtful finishing, careful planning and technical expertise, whilst maintaining the highest standards of compliance and professionalism.

www.thepetroltankcompany.co.uk

A success story from Berrys

How Berrys Technologies joined Ledbury Welding to push the limits of forecourt design

Behind every high-performance forecourt lies a quiet force; precision-engineered systems that ensure smooth, safe and compliant operations. That's exactly what came into play when Ledbury Welding & Engineering embarked on its modular flexi site development programme.

The goal: create highly functional, space-efficient above ground fuelling infrastructure with zero compromise on performance or safety.

The solution: a strategic collaboration with Berrys Technologies.

The modular challenge

In today's fuel retail landscape, modular sites are transforming the way forecourts are built and operated. Compact, self-contained, and quicker to deploy, these modular designs bring their own set of engineering challenges. Limited footprints, strict regulatory compliance and complex system integration mean that off-the-shelf components simply won't cut it.

That's where Berrys Technologies stepped in. Not just as a supplier, but as a true engineering partner; ready to deliver a suite of customised forecourt solutions, designed specifically for the unique demands of Ledbury's modular fuelling environments.

Tailored engineering for total functionality

Working closely with the Ledbury team, Berrys engineered, fabricated and delivered several key components tailored to the project's specific needs:

- **Non-standard mono chambers**
  Precision-designed to accommodate unique tank dimensions and challenging access configurations.
- **Solenoid valve assemblies**
  Compact, secure units housed within robust, lightweight steel lockable covers for enhanced safety and ease of maintenance.
- **PLX pipework system**
  A complete configuration of fill, suction, and Stage 2 vapour recovery lines, designed for long-term durability and sealed system integrity.

- **Pump transfer station**
  Custom-fabricated to control fuel transfer from tankers to above ground tanks via cargo pumps. Designed to handle a variety of delivery scenarios, the system enables interchangeable pumps and lines with built-in drain-off manifold systems — ensuring 100% delivery success.
- **Custom pump stools**
  Designed for Progress 5000 dispensers, these stools include integrated anti-syphon and isolation valves. A retractable lower section allows safe, full access to both sides of the dispenser, even in tight installation zones.

Each component was chosen and adapted not just for technical performance, but also for ease of installation and long-term serviceability, two non-negotiables in the modular fuelling space.

More than components: a partnership approach

For Berrys, this project wasn't just a delivery, it was a demonstration of what's possible when engineering meets collaboration.

Working hand-in-hand with the Ledbury team, Berrys ensured that every detail was tuned to the operational, spatial, and safety demands of the site.

The Berrys Technologies team said:

"We're proud to have contributed to a solution that reflects engineering excellence, operational efficiency, and a strong modular design approach."

Engineering the future of forecourts

This successful collaboration is a clear example of how tailored engineering solutions can turn complex site requirements into real-world operational success. For forecourt operators navigating increasingly complex infrastructure demands, Berrys Technologies offers not just components, but confidence.

Ready to discover how we can support your next fuel infrastructure project?

Explore more at www.berrys.com and turn your next site into a success story.

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Ancorra – keeping tanks safe and sites running

Ancorra thrive on keeping their customers happy, going to great lengths to maintain the services of storage tanks and ancillary equipment on site.

Whether it's a retail or commercial site, Ancorra always have their customers' best interests at heart. This is why they go above and beyond to ensure sites are kept fully operational for their clients.

To sustain a storage tank that operates effectively, Ancorra Environmental offer several specialist services to ensure tanks function correctly. These include tank testing, tank cleaning (remotely and via man entry) and tank painting.

Tank testing

As storage tanks are commonly used to store hazardous or flammable materials, it is essential that they undergo regular tank testing as part of statutory compliance checks. This process helps identify potential issues, before they develop into serious safety risks or result in significant environmental contamination.

Ancorra have provided expert knowledge and specialist capability for many decades, delivering essential tank inspections that support the safe operation of storage tanks and help prevent operational, safety, and environmental issues.

Tank cleaning

To keep storage tanks operating efficiently, Ancorra Environmental Services are able to carry out remote cleaning of underground storage tanks (USTs). This process includes uplifting the product from the tank, conducting an internal camera inspection, remotely cleaning the tank, reinspecting the tank via camera to assess cleanliness, drying the tank as far as practically possible and returning the tank to service.

Ancorra Environmental Services are also able to provide a confined space crew to carry out a full man-entry tank clean when required. This service offers a viable alternative where remote cleaning is not feasible.

Tank painting

As well as being aesthetically pleasing, storage tanks also need painting in order to prevent the tanks from corroding, and this will help preserve their structural integrity.

Tank painting helps protect the tank as well as what the tank is storing.

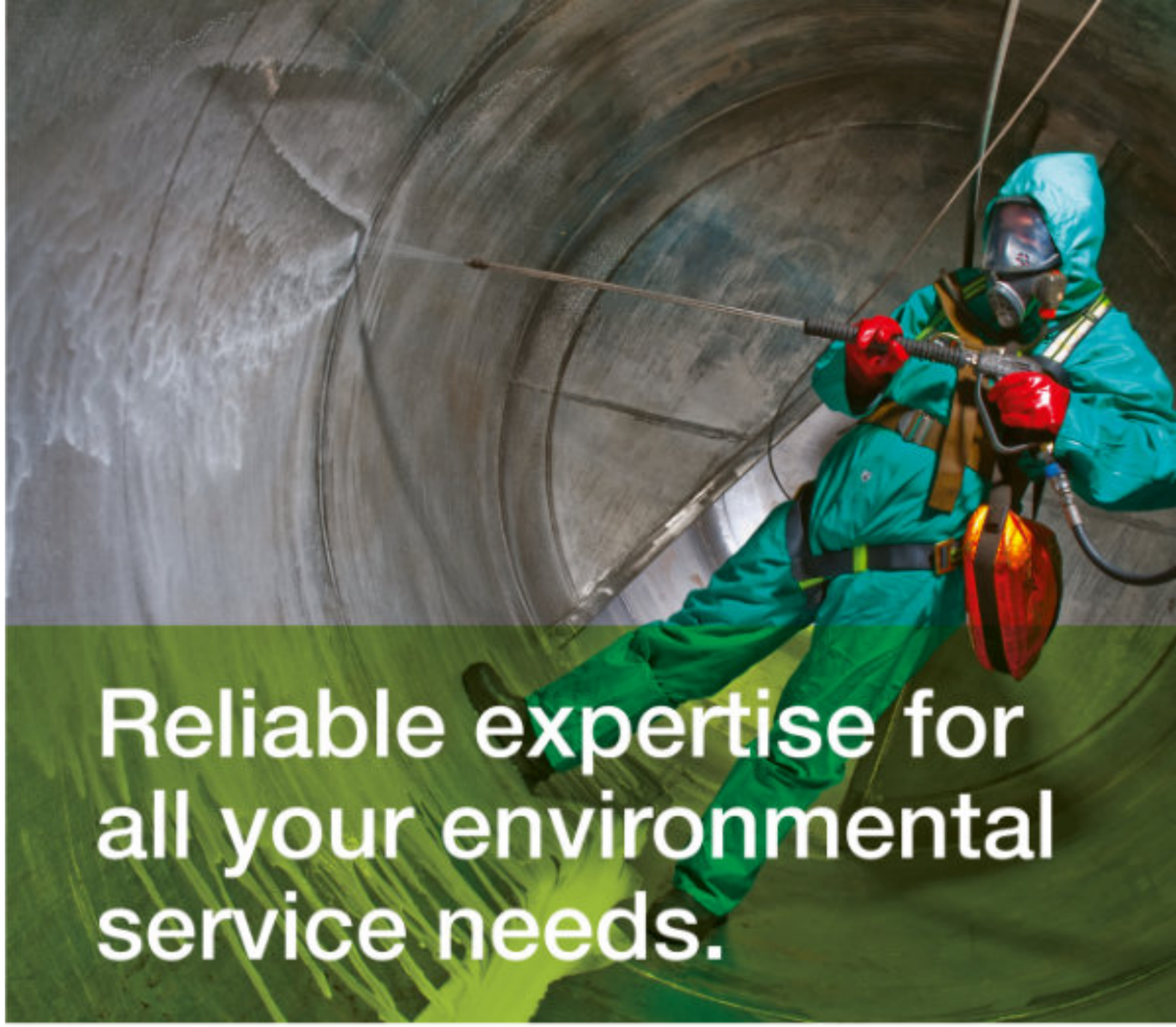
In order to carry out these works successfully, Ancorra makes certain that the tank is cleaned and prepared for painting. Experienced engineers then treat the tanks with a rust inhibitor to prevent rusting on the tank and then apply the primer which after careful preparation the tank can then be painted using either a roller method or spraying.

Other services

Ancorra are also able to provide numerous other services in order to maintain the well working of storage tanks such as:

- Fuel sampling
- Dipping tanks for water
- Pipework repairs (steel or plastic)
- Gasket replacements

If you require any further information or assistance, please contact:
amy@ancorraenvironmental.co.uk
or go to: www.ancorraenvironmental.co.uk



- Tank and vessel cleaning
- Interceptor cleaning
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- 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

apea PEIMF+

ancorraenvironmental.co.uk 0151 546 3012

Tuffa fuel storage solutions:

Engineered for compliance, flexibility and modern installations

Fuel storage requirements across the petroleum sector continue to evolve, shaped by tighter regulation, changing site conditions and pressure to future-proof infrastructure. Installers and operators need storage systems that are compliant, reliable and adaptable – and this is where Tuffa comes in.

With over 40 years' experience, Tuffa produces a comprehensive range of storage and dispensing solutions for diesel, petrol, AdBlue®, heating oil and more. Available in plastic and steel, Tuffa tanks support a wide range of commercial, industrial and specialist installations. All diesel and oil tanks are HVO-compatible, allowing operators to transition to alternative fuels without changes to storage infrastructure.

Diesel storage for demanding applications

Diesel remains critical across transport, construction, agriculture and emergency services, where secure and dependable storage is essential.

Tuffa's bunded diesel tanks are available in plastic and steel, with standard capacities from 1,350 to 50,000 litres. Double-skinned construction reduces environmental risk while supporting compliance and durability. Tanks can be supplied with integrated dispensing equipment, pumps, flow meters and fuel management systems, configured to suit site requirements.

The steel tank range has been updated to reflect evolving site requirements and installation practices. With a reduced footprint and structural improvements,

the design supports easier installation without compromising compliance or durability. A charcoal grey finish delivers a modern appearance alongside proven performance. Steel tanks can also be manufactured to bespoke dimensions, accommodating complex sites.

Plastic diesel tanks, while manufactured from standard moulds, can be bespoke in configuration, offering dual cabinets, tailored layouts and additional fittings. For example, K & S McKenzie commissioned a 15,000-litre bespoke plastic bunded diesel tank with dual cabinets for different vehicle types, complete with fuel management and live monitoring.

AdBlue® storage supporting emissions compliance

As emissions regulations tighten, AdBlue® has become essential for many diesel-powered fleets. Correct storage is vital to maintain product integrity and reliability.

Tuffa's purpose-built AdBlue® tanks are made from corrosion-resistant polyethylene and range from 1,350 to 15,000 litres. Systems can include pumps, nozzles, flow meters and optional monitoring and security features. Plastic tanks from 3,500 litres also feature double-door access for flexible installation.

A recent project in Birmingham involved a 2,500-litre AdBlue® holding tank, installed by Fleetfueller, providing a reliable and compliant storage solution.

Petrol storage with safety at the forefront

Petrol storage presents challenges due to flammability and regulatory requirements. Tuffa petrol tanks comply with Blue Book guidance and DSEAR.

Fully bunded construction, fire-protective jackets, spark arrestor vent stacks, secure dispensing equipment and lockable cabinets ensure safe operation. Above-ground petrol tanks suit sites where jerry cans or small dispensers are impractical.

Large heating oil storage for commercial applications

Tuffa also supplies large-capacity heating oil storage for commercial and institutional environments. At Yara's Suffolk site, for instance, an ageing steel heating oil tank was replaced with a 15,000 litre plastic tank, featuring a lockable, weatherproof cabinet. The new tank provides safe, compliant storage, reduces maintenance and improves the visual profile on site.

Tuffa heating oil tanks are available in 3,500 to 30,000-litre configurations, with 30,000 litres achieved via interlinked 15,000-litre tanks, providing flexibility for larger installations.

Practical design, built-in peace of mind

Tuffa designs tanks to adapt to specific site and dispensing needs, backed by an in-house support team that provides guidance long after installation. Whether installation advice or operational help, Tuffa ensures everything runs smoothly.

With a focus on safety, performance and reliability, Tuffa provides fuel storage solutions you can depend on today and into the future.

To find out more, visit: www.tuffa.co.uk or contact: 01889 567700

Raising the bar for safety and innovation in high-risk environments

When it comes to equipment and experience in the oil and gas sector, Merkland Tank continues to set the benchmark for specialist tank and industrial services across the UK.

With more than 100 years of heritage and nationwide coverage, the company delivers a comprehensive range of services, including tank and pipeline cleaning, bespoke industrial cleaning, waste disposal, fuel tank maintenance and fuel tank decommissioning.

Specialising in challenging COMAH environments including terminals, oil refineries, fuel depots, energy from waste facilities, manufacturing, and other safety-critical environments - Merkland delivers site-specific solutions. These include confined space entry, non-man entry, manual cleaning, and cutting-edge automated cleaning services.

Providing turnkey solutions

With a modern, high-performance tanker fleet and an all-encompassing range of equipment, their highly skilled team are ready to take on all types of tank and bespoke cleaning projects; to deliver a full 360 turnkey solution from start to finish.

In 2026, Merkland Tank will continue investing in its modern, high-performance fleet, further strengthening its operational capability across the UK. New additions will complement the existing high-suction CycloVac vacuum tankers. They will also build on the advanced Müller Recycler, a state-of-the-art water recycling and jetting vehicle designed to improve efficiency while minimising environmental impact.

Technology investment

Investment in fully automated and semi-automated technologies has enabled the safe delivery of a range of projects including closed waterblasting, surface preparation and heat exchanger tube bundle cleaning.

Kirsty McIntyre, Managing Director at Merkland Tank said:

"Merkland Tank are committed to providing tank solutions that not only meet regulatory expectations but actively support our clients in achieving safer, smarter operations. This year, we will further enhance our service offering and deliver greater efficiency for our clients, thanks to continued investment in the latest high-performing equipment, backed by the knowledge and skills of our experienced team."

Alongside technical innovation, Merkland Tank maintains a strong commitment to safety, environmental responsibility and regulatory compliance. This is reflected in its expanding portfolio of industry certifications, accreditations and professional memberships.

To learn more about Merkland Tank's services, visit www.merklandtank.co.uk

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Storage tanks deserve the same discipline as any critical asset

Often treated as static pieces of infrastructure – installed, buried, connected and largely forgotten. That assumption is where problems begin.

Across the UK's petrol filling stations and fuel storage estates, underground tanks operate continuously in aggressive conditions. Ground movement, corrosion, water ingress, ageing linings, monitoring failures. None of it is dramatic at first. Degradation is gradual. Risk accumulates quietly.

By the time an alarm activates or product loss is suspected, the issue has usually been developing for years.

The industry still tends to view tanks as background hardware. They are not. They are containment systems sitting at the centre of environmental protection, operational continuity and regulatory scrutiny. If their condition is uncertain, the site is exposed.

What separates well-managed estates from vulnerable ones is not luck. It's visibility.

A structured programme of condition assessment, inspection and testing changes the conversation. Instead of reacting to system alerts or external findings, operators understand wall thickness trends, lining condition, monitoring performance and historical maintenance patterns. Decisions about refurbishment, relining or decommissioning become planned interventions rather than pressured responses.

Controlled strategy

LCM Environmental supports UK-wide tank lifecycle work, from condition assessment and integrity testing through refurbishment, monitoring verification

and decommissioning; with the records to match. Treating these elements as part of one controlled strategy, rather than isolated tasks, strengthens oversight and reduces ambiguity around responsibility. It also makes budgeting more predictable, because remedial work is identified early and prioritised logically, instead of landing as an urgent, high-impact project.

That shift matters most in live forecourt environments. Restricted shutdown windows, hazardous areas and commercial pressure leave little room for improvisation. Works must be scoped properly, sequenced carefully and supported by clear documentation. Inspection reports, test evidence and defined handover packs are not administrative extras. They form part of the control framework.

Where integrity can be restored through refurbishment, that route should be explored properly. Cleaning, surface preparation, lining application, tightness testing and recommissioning demand technical discipline, but they can extend asset life significantly when executed to the right standard. Where assets have reached end of life, controlled decommissioning protects both the environment and future development options.

Achieving higher expectations

Fuel movement adds another layer of risk. Temporary transfers, uplifts or deliveries carried out during maintenance or change works introduce exposure if not tightly managed. Planned tanker operations, defined controls and clear responsibilities reduce reliance on improvised solutions and protect audit readiness during periods of change.

Standards across the sector are improving, but inconsistency remains. Asset registers are incomplete. Historic data is fragmented. Responsibilities blur between operators and contractors. When containment underpins public safety and environmental protection, that margin for ambiguity is too wide.

Higher expectations are reasonable. Better planning is achievable. Fewer reactive interventions are possible.

When storage tanks are managed as strategic infrastructure rather than background equipment, sites run with greater confidence. Incidents reduce. Decisions are evidence-based. Operational disruption becomes the exception rather than the pattern. That governed, evidence-led approach is the standard LCM Environmental works to across fuel storage estates.

www.lcmenvironmental.com

Planned tank maintenance as risk prevention, not reaction

Fuel storage tanks underpin many safety-critical and operationally sensitive environments. While failures are often described as sudden, experienced operators know that most tank-related issues develop incrementally, driven by predictable environmental and operational factors.

Planned preventative maintenance (PPM) is therefore less about fixing faults and more about controlling known risks. When applied consistently, it protects fuel quality, supports compliance, and reduces the likelihood of disruptive intervention.

As one OTS Group service engineer recently noted:

"Most of the issues we're called to respond to could have been identified months earlier through routine inspection and sampling."

How degradation typically develops

Fuel storage tanks operate in variable conditions, often over long periods and with irregular drawdown. Common degradation mechanisms include:

- Water ingress - via breathers, seals, access points, or condensation
- Microbial contamination - developing at the fuel-water interface
- Sediment accumulation - from oxidation by-products and particulates
- Internal corrosion - particularly in legacy steel tanks or poorly protected areas

These processes are slow and largely invisible externally. As a result, they may only surface when fuel quality begins to impact downstream equipment, or when inspection identifies advanced deterioration.

What is labelled a "sudden failure" is far often more accurately a late-stage discovery.

What effective PPM looks like in practice

For fuel storage, PPM is a structured programme rather than a single activity. In practice, it typically includes:

- Scheduled internal and external inspections
- Fuel sampling and analysis to identify water, microbial activity, and particulate load
- Tank cleaning or fuel polishing, where contamination is present but manageable
- Review of ancillary systems, including pipework, bunds, and overfill protection
- Clear documentation to support traceability and audit requirements

Critically, these activities are planned around operational needs, allowing proportionate intervention. This avoids the time pressure, cost escalation, and disruption associated with reactive callouts.

Fuel quality and system reliability

Fuel related equipment issues are frequently traced back to storage conditions rather than supply. Poor tank hygiene can lead to blocked filters, injector damage, and reduced generator reliability, particularly in systems that see limited use.

Standby and emergency systems present a specific challenge. Fuel may remain static for extended periods but is expected to perform immediately and reliably when called upon.

Planned maintenance ensures that:

- Fuel remains within specification
- Contamination is identified early
- Tanks are fit for long-term storage rather than short-term turnover

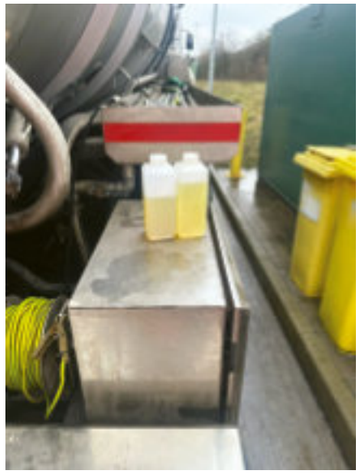
This provides confidence that systems will operate as intended, without introducing risk at critical moments.

Case example: fuel polishing as a preventative intervention

At a large UK healthcare site, routine fuel sampling identified early-stage microbial contamination in a bulk diesel storage tank supporting standby generators. There were no reported outages, performance issues, or compliance breaches.

Rather than escalating to fuel removal or tank downtime, a planned fuel polishing programme was implemented alongside targeted tank inspection. The process removed water, microbial growth, and particulates while maintaining fuel availability throughout.

Follow-up sampling confirmed fuel quality within specification, and the site avoided both disruption and unnecessary disposal. The key factor was early identification through routine monitoring, rather than reactive response.



Compliance, records, and professional accountability

While regulatory frameworks vary, operators are increasingly expected to demonstrate active stewardship of fuel storage assets. Planned maintenance supports this by generating:

- Inspection reports
- Fuel quality records
- Maintenance logs and service histories

These provide evidence of due diligence and support audit readiness. In contrast, irregular or undocumented maintenance often creates compliance gaps, even where no immediate fault is present.

A preventative approach offers clarity, consistency, and accountability.

Prevention as the operational standard

Well-maintained tanks rarely attract attention because they do not fail. This can make preventative maintenance easy to undervalue, particularly where systems appear to be functioning normally.

However, the absence of incidents is the outcome of deliberate planning. Routine inspection, sampling, and early intervention prevent manageable issues from becoming operational or environmental risks.

Across the sector, there is growing recognition that prevention is not simply a cost control measure, but a fundamental component of safe, professional fuel storage management.

Conclusion

Fuel storage tanks are long-term assets operating in demanding conditions. Planned preventative maintenance provides a practical framework for managing degradation, protecting fuel quality, and meeting compliance expectations without disruption.

By adopting a preventative mindset rather than a reactive one, operators can ensure fuel systems remain reliable, auditable, and fit for purpose throughout their working life. In fuel storage, the safest outcome is achieved long before a problem becomes visible.

www.otsgroup.co.uk

Fuelvac® technology revives ageing tanks

Renovate ageing glass reinforced plastic storage tanks into continuously monitored, double-skinned containment systems

Glass-reinforced plastic (GRP) storage tanks have long been favoured for their corrosion resistance, light weight and chemical and fuel compatibility. They are widely used for fuels, acids, wastewater, effluent and specialist chemical storage, particularly where steel would require heavy protective coatings or frequent maintenance.

However, while GRP tanks do not corrode, they do age and have been problematic on fuel stations if not secured properly due to emerging through forecourts. However, the main issues over time are exposure to chemical attack, temperature cycling and mechanical stress caused by gradual degradation of the resin and fibre reinforcement. This ageing process can lead to cracking, delamination and loss of structural integrity, often without visible external signs. When GRP tanks fail, failure is frequently sudden and difficult to detect in advance.

Traditional refurbishment approaches, such as patch repairs and internal relining, may restore containment, but they do not address the fundamental risk of undetected failure. Once a single-wall GRP tank is returned to service, operators remain reliant on periodic inspection rather than continuous integrity monitoring.

This is where double-skin, vacuum-monitored lining systems such as Fuelvac® are providing a fundamentally different approach.

From single-wall to double containment

Fuelvac® was originally developed to extend the service life of steel storage tanks, by creating a second internal skin and a continuously monitored interstitial space. The same principle of tank protection can be applied to GRP tanks, even with dissimilar failure mechanisms.

Rather than replacing the GRP vessel, Fuelvac® converts it into the structural shell of a double-skinned system.

The containment function is transferred to a high-performance solvent-free internal lining system that is permanently monitored for leaks.

In effect, the system becomes a tank within a tank.

The original GRP shell provides mechanical strength, while the Fuelvac® liner provides chemical and fuel resistance, containment and leak detection.

How the Fuelvac® system is installed in a GRP tank

Installing the Fuelvac® system in a GRP vessel follows the same core steps as for steel tanks, but the surface preparation and bonding strategy are adapted to suit the composite materials.

The tank is first cleaned, degassed and inspected. Particular attention is paid to checking for cracking, delamination, joint movement and previous repairs. Any structural defects of the existing tank floor and walls are addressed before lining work begins, this consists of strengthening and repairing with fibreglass materials.

Unlike steel, GRP cannot be abrasive blasted to a heavy profile without risking damage to the fibres. Instead, the internal surface is moderately abraded, cleaned and conditioned to create a suitable bonding surface.

A solvent-free epoxy base coat is applied over the prepared surface, sealing the GRP composite and forming the first containment layer. This forms a primary fuel protection barrier and a solid foundation for the double-skin installation.

Non-hazardous lining materials are then installed to create a non-compressible interstitial space between the GRP wall and the liner. This space is connected to a vacuum monitoring system that continuously measures pressure. If either the liner or the original GRP wall is breached, the vacuum changes and an alarm is triggered immediately.

A final fuel and chemically resistant solvent-free topcoat is applied and the system is tested to ensure vacuum hold before the tank is returned to service.

Why GRP tanks benefit from vacuum monitored systems

The failure modes of GRP tanks are fundamentally different from those of steel. Steel fails by corrosion, thinning and pitting. GRP fails through resin degradation, fibre fatigue and cracking. These processes can occur internally and are difficult to detect until a leak occurs.

By isolating the stored product from the GRP wall and introducing a continuously monitored interstitial space, Fuelvac® changes the risk profile completely. Even if the GRP shell cracks or a joint moves, the liner remains intact. If either skin is compromised, the vacuum system detects it before product escapes to the environment.

This transforms GRP tanks from passive vessels into actively monitored assets.

In essence, Fuelvac® provides GRP storage tanks with 3 layers of ongoing protection:

1. Structural protection

Even if the GRP external wall fractures, the Fuelvac® liner remains intact, and the vacuum system raises an alarm.

2. Chemical and fuel protection

Aggressive fuels and chemicals never touch the GRP surface again. The liner becomes the fuel and chemical barrier.

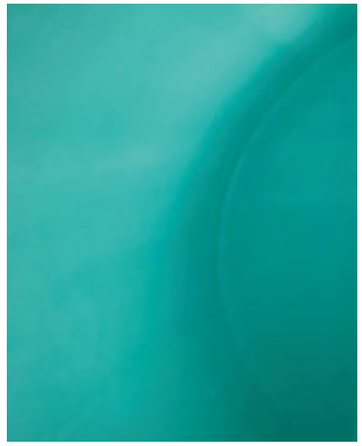
3. Permanent leak detection

Fuelvac® doesn't just contain, it actively monitors. If anything fails, you know immediately.

Operational and regulatory advantages

For operators, the most significant advantage of a double-skin vacuum monitored system is certainty. Rather than relying on periodic inspections, integrity is monitored continuously. This supports environmental compliance, simplifies risk management and reduces the likelihood of unplanned outages or clean-up costs.

In regulated environments, including fuel storage, chemical handling and COMAH sites, this level of containment and monitoring provides a strong basis for demonstrating best practice in asset management and environmental protection. Fuelvac® double-skin materials comply with the COMAH Regulations.



A sustainable alternative to replacement

Replacing a GRP tank is costly, disruptive and often unnecessary. Civil works, decommissioning, lifting and reinstatement can exceed the value of the tank itself by many times over.

Fuelvac® typically costs a fraction of full tank replacement, and provides benefits such as:

- Extending asset life by decades
- Reducing inspection and compliance costs
- Eliminating spill risk
- Avoiding civil works, excavation or downtime

Fuelvac® offers a way to greatly extend the life of existing assets, while delivering a higher level of containment and monitoring than the original design ever provided by renovating an ageing GRP storage tank into a continuously monitored, double-skinned containment system, without tank replacement.

It converts a single-wall GRP tank into a leak-detected, environmentally protected asset.

As storage infrastructure across many industries continues to age, technologies that convert existing tanks into double-skinned, leak detection systems are likely to play an increasingly important role in both safety and sustainability.

Fuelvac® leads the way on solvent-free protective coating and non-hazardous fully monitored double-skin protection materials, helping to future-proof client's assets, protect operators and the public from VOC fumes during installation.

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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.

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Continued overleaf

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