Summer 2026

ISSUE No.111

Insite

Insite is the official magazine of PEIMF+

PEIMF+
The future of fuel and energy services

In this issue:

- Environmental services
- Installation & maintenance
- Fuel management
- Insurance

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And now the time has come...

To quote the great Frank Sinatra on one of his many final curtains.

So this is my last issue of INSITE as Editor, although Niki has done all the heavy lifting on this one; hopefully benefitting from a little guidance here and there. Thanks everyone who has contributed and helped make Niki's introduction as smooth as possible.

I'll be keeping involved for a while, managing advertising sales, but passing over the major responsibilities for INSITE and PEIMF+.

Under the guise of 'In the frame' I have been allowed to wax lyrical on my time here (see pages12-14) so not too much 'me, me, me' in this intro. I have, however, been allowed an extra little indulgence with the front cover.

As our readers will know, INSITE is instantly recognisable amongst the pretty bland trade publications around. Our unique cartoon-style front cover is enjoyed by many folk around the industry.

But during Covid (remember all that time ago) I asked permission of our committee to use a sketch that my granddaughter Amber (five at the time) had drawn, as we all celebrated our NHS workers. So what better finale from me, than to enjoy that once more – and maybe make readers think back and acknowledge that time. Oh and Teddy the dog signs off as well (observant readers will have spotted him on most covers as well).

So what's in this issue?

Niki's done a great job in rounding up excellent articles on insurance, environmental services, installation & maintenance, fuel management and Adblue; alongside our usual mix of varied industry information. There's our usual technical update, comprehensive list of members and some promo on our new service in INSITE: 'eyecatchers'

So please keep reading and enjoying INSITE. Support PEIMF+ and keep this industry, and yourself, safe and healthy.

Best wishes

David Honeyman, Editor

Committee

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Deputy:	Siobhan Keogh
Treasurer:	Tom Burns
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Front cover illustration
Brian Sage & Amber

In this issue

AIR-Serv CEO change	4
PEIMF+ Technical Manager	6
Istobal - Car washing	8
What's on in '26	10
David In the frame (finally!)	12 - 14
OAMPS - Insurance	16 - 17
Nupi – AdBlue	18
Berrys celebrating 60 years	20
Ancorra - Environmental services	24
Fuel management	26
KPS	
Hytek	
Installation and maintenance	32 - 36
TSG	
Hendersons	
REDS	
PEIMF+ Members	38 - 41

The Green Pages
New Fuels Guide

10 pages packed with specialist information on new fuel technologies

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

AIR-serv CEO for UK and Europe steps back as part of succession strategy

Clive Steel is to step down as AIR-serv CEO for UK & Europe after fifteen years in the business, moving to a Non-Executive Director role from July.

Clive is passing the leadership baton to a new Chief Executive Officer as the business enters its next phase of development. During his tenure, Clive has helped build a market-leading operation with an impressive footprint.

AIR-serv boasts the largest network of managed forecourt service equipment of any provider, with over 10,000 air, jet wash and vacuum machines installed across the UK, and over 24,500 across Europe and growing.

Now's the right time

Having also been an integral part of the transaction in 2023 which saw Caledonia Investments acquire the business, Clive feels the time is right for him to take a step back.

Clive says:

"After fifteen years with AIR-serv, I am incredibly proud of what we've achieved together. Our growth, resilience and success have always been powered by the people behind this organisation. It has been a privilege to serve as CEO and to work alongside such talented and committed colleagues."

Succession planning

Simon Bolton has been announced as Clive Steel's successor, having previously served as Group CEO at Envipco NV. Simon's appointment reflects the continued strengthening of AIR-serv's leadership team and positions the business for its next chapter of growth.

Clive adds:

"I am delighted to offer my full endorsement to Simon as I hand over the baton. Having got to know Simon in recent months as we have made our succession plans, his strong track record in growth and transformation strategy assures me the future of AIR-serv and its partners in the forecourt sector are in safe hands. On behalf of myself and the company, I'd like to wish Simon a warm welcome into the AIR-serv family."

Simon joins the business on 18 May. He and Clive will work in close partnership through May and June to ensure a seamless transition before he assumes full responsibility on 1 July.

A potted history

Prior to joining Air-Serv, Simon was Group CEO of Envipco NV, a Euronext listed recycling business based on reverse-vending machines. During his tenure Envipco expanded significantly from its US base and captured a leading position in Europe. The company experienced significant customer traction and strategic development under his leadership.

Simon's earlier career included roles with Waterlogic, a UK company with a global reach as CEO International, and senior management positions at General Electric, Invensys and other industrial/technology companies both in the UK and Internationally.

Simon says:

"I'm delighted to be joining AIR-serv at such an exciting point in its journey. Clive has done a tremendous job, built a solid foundation alongside clear routes for supporting our clients and scaling with them. I'm looking forward to working with the team, continuing to delight AIR-serv's customers, and accelerating growth for the benefit of drivers and customers across Europe."

Clive will continue to deliver his experience, insight and passion to AIR-serv in his new role as a Non-Executive Director of the board.

Ian Reynolds

Mark McCleary, Group Managing Director, Berrys Fuelling Technologies Ltd and colleagues share a tribute.

It is with great sadness that we share the passing of Ian Reynolds, Director of Berrys Fuelling Technologies.

Ian had bravely battled cancer for the last 12 months and peacefully passed away on 23rd March, surrounded by his beloved family.

Ian had been with Berrys for close to 40 years, he was highly respected and liked by all that knew him. Colleagues, suppliers and customers alike.

His commitment, integrity, and warmth left a lasting impact on everyone who had the privilege of working with him.

His funeral was held on 15th April and the crematorium was packed. Not a single seat, or even yard of floor space to spare. A true testament to just how well thought of Ian was, and how his absence will be felt by all that knew him.

Those in attendance had the privilege of hearing some great tales of Ian's life, told by his friends and family. I'm sure they'll be relayed for a long time in the future.

Ian was a devoted family man and all of our thoughts and wishes go to his beloved wife Marian, children Harry and Abbie, and granddaughter Evelyn.

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Technical Manager's update

Terry Moody on the increase of ethanol

As highlighted in a previous report, the Department for Transport has an E10 Plus working group as a subcommittee of the Low Carbon Fuels Quarterly Stakeholder Workshop. The sub-group continues to explore the possibility of increasing the ethanol in petrol beyond the current 10%.

A recent progress meeting outlined the two key objectives of this working group.

1. The technical feasibility of increasing the percentage of ethanol blend.

- Firstly, is it actually feasible to supply an E10+ fuel.
- To what extent can the current vehicle population use an E10+ fuel.

2. Making a recommendation as to whether this strategy should be progressed.

- The ambition was to make a recommendation in June '26.

However, the meeting preceded the US - Iran conflict, so it is possible that date may slip. Watch this space.

If this were to progress, the implications and potential opportunities for many PEIMF+ members would be significant. Grade changes tank balancing, signage and livery, not to mention compatibility of seals and gaskets with any new fuel.

As always, we will keep our members posted.

A little reminiscing from our intrepid reporter Jeff Young

These three old fellows date from the 1930s through to the late 1950s and 1960s. They are still in situ south of Shrewsbury, although they are no longer functioning.

The first pump in the line-up, the red-and-white one on the left, is known as a belly pump because of its distinctive shape. Most were manufactured by Gilbarco and were often rebranded in the colours of the supplying oil company. They were hand-cranked and dispensed one gallon with each stroke!

The middle pump is a Gilbarco 2002 PRA from the late 1950's.

P = preset; meaning the volume dispensed could be preset.

RA = radial arm, meaning the arm and sight glass could be swung around to serve either side (note the sight glass mounted on top of the radial arm). The four-drum computer head displayed the volume in gallons, with the top display showing the cash value and the lower display showing the volume dispensed.

The third pump, on the right hand side, is a Beckmeter M2. It dates back the 1940's. It's a good old solid pump made in Bracknell, Berkshire. The display is in gallons with a clock face volume display.

They are still in their place of service, but now fully in retirement.

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Transforming a passive car wash business into a real profit centre

Historically, the carwash industry in the UK operated under a "passive utility" mindset. The strategy was simple: install the equipment, keep the forecourt open, and wait for a break in the British weather to drive traffic. The business ran largely on habit, luck, and the hope that the local competition stayed quiet.

Today's market is defined by fierce competition and rising overheads, from utility increases to higher chemical costs. At the same time, customers expect a consistently premium finish and a higher standard of service.

Successful operators have realised a fundamental truth: intentional business practices equal intentional revenue. Turnover is no longer something that happens to an operator by accident; it is something that is designed across every inch of the forecourt.

The digitalisation revolution

In a modern landscape, genuine intent is data driven. The greatest divide in the UK industry today is the "presence vs. performance" gap. Many operators believe they are being "hands-on" simply by being physically on-site. However, walking the forecourt is often a reactive responce to "out of order" signs after they have already dented the day's takings.

A connected facility with Smartwash by ISTOBAL provides real-time visibility into machine status. This allows for an optimised "uptime," and planned maintenance, scheduled during low-volume windows. Digitalisation ensures that when a customer pulls up, the service is ready, protecting the operator's reputation and their most profitable hours.

Elevating the customer experience

A profitable car wash business depends on the transition from a mechanical process to a premium retail service. Today's UK motorists expect fast, intuitive, and high-quality interactions. Strategic "menu engineering" is a vital part of this shift; in a modern business, "hope" is not a strategy for upselling. The menu, signage, and payment screens must work in harmony to help the driver understand why the top tier package is worth the extra investment.

By translating technical jargon into tangible benefits the value proposition becomes clear. When drivers understand the benefits, they naturally trade up from the cheapest to premium washes that offer better vehicle protection and higher margins.

Removing friction from the forecourt

Friction is the silent killer of growth. It occurs whenever a driver has to "figure things out" on the site.

Intentional operators streamline the process so that the journey, from queue to exit, feels natural, intuitive and effortless.

Using digital displays, progress indicators inside the bay turns a mechanical wash into a guided, premium experience. This communication reassures the customer and reinforces the value of the service. ISTOBAL supports this with a 360° solutions approach, offering marketing and site layout strategies that reduce "driver anxiety" and keep throughput high during vital peak periods.

Site aesthetics and strategic partnership

The physical appearance of the facility is often overlooked, but the site forms an opinion in the customer's mind before the brushes even move. The lighting should be treated as a core business decision rather than a facility expense. It is essential for those long, dark British winter afternoons to communicate safety, openness, and professionalism. A well-lit, clean site with fresh decals and clear signage tells the customer that the operator cares about the quality of the service.

ISTOBAL UK has strengthened its position by focusing on these pillars of innovation and maintenance. It is key to ensure that equipment isn't just "running," but is actively contributing to long-term growth. Ultimately, revenue is the result of thousands of small, intentional decisions. By leveraging connectivity, efficiency and prioritising the customer experience, operators can stop being at the mercy of the weather and start designing their own success.

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What's on in 2026

June

4 — **Hydrogen Conference**
City of London
www.woodmac.com

17 - 18 — **Rail Live**
Porterbrook's Long Marston
Rail Innovation Centre
www.raillive.org.uk

July

8 - 9 — **Vehicle Electrification Expo**
NEC, Birmingham
www.ve-expo.com

8 - 9 — **The World Biogas Expo 2026**
NEC, Birmingham
www.biogastradeshow.com

September

16 - 17 — **Energy, Fuels & Decarbonisation Expo**
NEC, Birmingham
www.ess-expo.co.uk

17 — **PRA Roadshow**
Larkhall
www.ukpra.co.uk

17 — **Tank Storage Conference & Exhibition**
Coventry Building Society Arena, Coventry
www.tankstorage.org.uk

22 - 24 — **EVCharge Live UK 2026**
NEC, Birmingham
www.terrapinn.com/exhibition/ev-charge-live/

October

22 — **PRA Roadshow**
Bristol
www.ukpra.co.uk

November

3 - 5 — **Euro Bus Expo**
Birmingham
www.eurobusxpo.com

12 — **APEALive**
Milton Keynes
www.apea.org.uk

26 — **PRA Roadshow**
Huddersfield
www.ukpra.co.uk

In the frame

Here it is, the one you have been waiting for, for 13 years!

It's never easy to say goodbye - especially to someone who has been such a driving force behind the success of the PEIMF, and who has brought that extra "+" to everything done here.

David's 13 years in the role have seen significant changes in both our team and the wider industry. There's been plenty of flux along the way and as they say, 'the times they are a-changin'. But with the strong foundations he's put in place, we are well positioned for the future.

I'd like to take a moment to thank David. Not only for his for his vast knowledge, guidance, patience, and of course, his sense of humour! This has made a real difference during my own settling-in period.

We met way back in the late '90's at a Regional Forecourt Show, so I've benefitted from those qualities for some time now. But the last six months have been especially intense, and I'm incredibly grateful for all his support. A huge thank you from the committee and from me for everything.

Anyway, enough from me - Niki Rodhouse, incoming INSITE Editor and PEIMF+ Business Manager - over to David to share his epic journey. (Tissues at the ready!)

It was only a few years ago that I penned a couple of pages in INSITE, as we passed the Forecourt Roadshows over to the Petrol Retailers Association. Now here I am doing it all over again, as I stand down from the dual role as Business Manager of PEIMF+ and Editor of INSITE.

Our new Editor, Niki Rodhouse, asks the questions.

What was your career path?

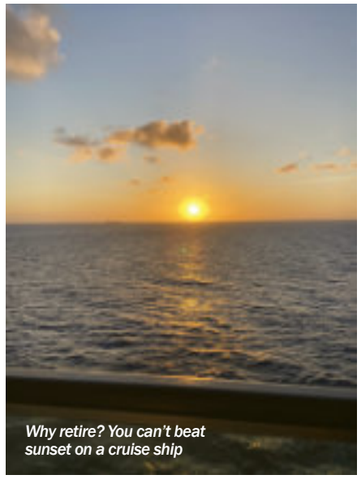
I first got into trade press way back in 1979 (just after the Boer War). This developed over time, through working in publishing houses, both large and small, before working freelance and joining the old forecourt publication, Service Station, around 1990.

After experiencing the buzz during the Forecourt Show at the NEC, I spotted the opportunity to launch a small regional show; effectively pinching an idea I'd seen in another marketplace. After a couple of years of running this on behalf of my then employers, I went solo; and the Forecourt Roadshows were born. The shows ran for over 30 years, with some degree of success.

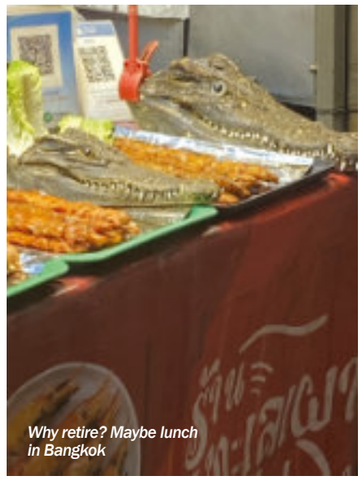
And joining PEIMF?

When Frank Hare announced he was leaving the PEIMF, around 2013, I was approached to apply to replace him, and run this alongside the exhibitions. It was an "interesting" interview. Six on the panel, of which five I knew personally and four of them were trying to get me the job! I got the job 😊.

The two roles dovetailed really nicely for over 10 years, I think to everyone's benefit.



Why retire? You can't beat sunset on a cruise ship



Why retire? Maybe lunch in Bangkok

What originally attracted you to the role?

We were a good fit. I'd always done other things alongside the Roadshows, such as freelance work and publishing projects, so this was ideal. I liked the setup, liked the concept, admired the magazine and was fully confident I could up it by several gears.

What advice would you have offered your younger self on taking the job?

Interesting idea. Bearing in mind my age when I joined, I would probably keep my trap shut; because 53-year old me would have told me where to go. He knew it all then – and still does 😊.

Did you imagine staying this long when you first started?

In a word "yes". Frank was 75 when he left and I knew it was a role I could prolong for as long as I wanted - 70, 80 90.
But I don't think it's a good look to stay on after your sell-by date (if I haven't already).

I think it's important to stay relevant and not keep saying;

"We've tried all that before, and back in my day.." or whatever.

What has changed most since you first started?

I'm no engineer, so probably not the best judge of developments on site.

Of course for the industry, the transition towards alternative fuels is massive, particularly EV cars. Like a lot of people in the industry, I'm hugely sceptical of its long-term viability, its real green credentials and the driver experience. I hear a lot more negative comments than positive.

I hate this game

Covid obviously acted as a catalyst for changes in many working practices – most notably video calling. This revolutionised how we operate at PEIMF+, as our quarterly gathering in the Midlands became monthly Teams meetings.

And just as technology is the driver in most industries, AI is coming on fast. It's here already, but is really just in its infancy. Give it 5-10 years and who knows where we'll be?

Has anything stayed surprisingly the same?

Late payers

What are you most excited about for the future?

I get asked of course "Why retire?" and "What are you going to do with yourself?" Well firstly, I'm getting old! It comes to us all. Time's moving on rapidly and everyone of my age group experiences the same regular conversations of death and destruction.

Every time I hear someone has passed away or is ill, it reasserts my feeling that now is the time.
To be able to get up in the morning and not have to think about emails too much, or committee meetings, or money chasing, or editing articles or... etc etc etc.

So a few reasons to be cheerful - to quote Ian Dury:

We moved 18 months ago more rurally, from a lovely family home to a bungalow (with the old folks) and completely renovated it; so that's a major step out of the way.

My wife never needs a second mention of a holiday 😊. We like to be outdoors: The coast, the countryside, walk, cycle, or just getting out in the garden is lovely.

I'd like to try and actually get my golf game to an average level. I plan to bash my drums and tinker with other instruments that I can't play.

We're blessed with six grandchildren, so I'm sure they will come into the equation more as well.

So I guess the answer is just getting on with enjoying more of life.

I also spend some time helping a local charity, launched in memory of our friends' son, who took his own life six years ago.

I've been able to use my experience in event organising to help raise some money over the past couple of years. Music nights and football quizzes – all for a great cause.

They've helped over 400 young people from our local community with counselling, a truly amazing and humbling organisation. Corporate funding always welcome.
www.ehmf.org

Elliott Holmes Memorial Fund
EHMF
Mental Health Support For Young People

If you made a film of your time here, what would the title be?

Lovely question - and you won't expect this answer. It's a little-known fact but, with a partner, I have actually written a movie; a kind of "Inbetweeners meets Last Of The Summer Wine."

My pal has some heavyweight industry contacts, who supported the project, and the script has been read by some household names. One producer was taking us along a quite positive road, but then enjoyed a titanic-like fall from grace. So the jury is still out on this one.

But your question was the title of the film of my life. A philosophy shared with me was "Make time for mirth!" so I'm sure it would have to be called; "Carry on.... something". And I would be played by a young Al Pacino of course.

CARRY ON...

What have you achieved that you're most proud of?

Pride's a funny thing. It's a bit "me me me" (Carolyn would say that fits the bill 😊). Don't all politicians seem proud of what they do!

I guess in general terms I've been the catalyst for the development of the organisation. I've been knocked out by how the AGM has now developed into a successful two-day event. I'm delighted with the strength and quality of our team, who I've had to cajole occasionally over the years.

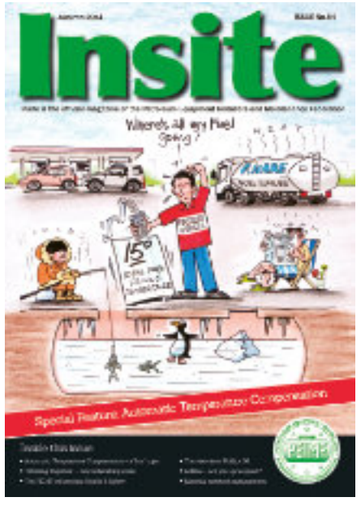
One of our founder members, Jeff Young, stood up at the last AGM and said how the organisation is unrecognisable from its formation, and has developed beyond belief. That's nice.

Who's had the biggest impact in your life?

Carolyn Honeyman (and George Best).

What are some highlights in your time here?

The first front cover of INSITE (still framed), having a healthy bank balance for PEIMF+ to show off, naturally our two-day events (probably highlighted with the tour of the Mini factory), the karting bash-ups and, of course, it's always nice when colleagues say nice things about you.



And the most memorable times?

I shan't forget Barry Onions bringing out his guitar at one of my early AGM's, and 40-odd petrol types joining in with Wonderwall.

The first karting event was a spectacular success, particularly considering the circuit phoned and cancelled as we were leaving home! Our journey up involved contacting everyone to inform them that we had re-booked a track elsewhere. Phew! All's well that ends well.

Continued on p14

Continued from p13

Recruiting my replacement was an interesting (even enjoyable) experience, and I'm delighted that Niki was such a popular choice amongst the panel.

We've had a few "bouncy" committee meetings, which always end amicably as we all treat each other with respect.

Having to reprimand a senior industry figure for using a racist slur at an AGM was certainly interesting.

And of course there are the losses. I've been to a number of funerals and sadly have become quite good at writing obituaries.

Brian's touching tribute to Frank

We've lost many fine people from the industry in my time, including massive figures within our organisation: Frank Hare, Tom Hocking, Dave Berry, and of course, the brilliant Brian Sage.

What have you enjoyed most?

I've always enjoyed the events. Stressy, frustrating and all-consuming as they inevitably are, I love to see an idea come to fruition, and everybody go home happy. I enjoy APEALive. No hassle, no build-up, plenty of people come over to talk to us and we have fun. Plenty of gain and very little pain.

What do you think you'll miss most?

Well I won't be too far away for a while, as I'll be in the background nagging everyone to advertise - on a very part-time basis.

I'm sure I'll miss the annual events, but it's important that I don't appear as an Alex Fergerson-type figure looking over Niki's shoulder - shaking my head and tutting.

I'll miss the committee – not so much for all the rigmarole of committee paperwork, but the guys themselves: the banter, the friendships. Nice people - putting themselves out for the good of the organisation and the industry.

So finally, what is the legacy you hope you're leaving behind?

"Legacy" feels quite a grand word, but I'll have a go.

After originally steadying the ship, I've been front and centre in re-naming & re-imaging PEIMF+, helping to update our constitution. The committee's full and in great shape, with top notch, committed people. Both my replacement and our new Technical Manager are excellent.

We're very lucky to be able to include Terry in this key role, following on from the legendary Phil Monger (who's been a great friend of mine for over 30 years). Our Chair is in very capable hands for the next four years, we have money in the bank and plans to move forward.

That I have been instrumental in helping prepare us for the future is legacy enough.

Sum up in a few words your time with PEIMF+

Picked it up.
Ran with it.
Passed it before
I dropped it.

Watched it go with a smile on my face and a (small) tear in the eye.

Soppy I know – but it's ***my*** sign-off.

A few faces only a mother could love

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Balancing correct coverage with rising cost considerations

Ensuring your cover is fit for purpose remains the most important factor in choosing a policy. However, cost is becoming an increasingly significant consideration in the decision-making process.

How do you reduce your insurance costs?

Regardless of the type of insurance you're buying, being able to differentiate yourselves positively from your peers will lead to more underwriters being interested in providing you with cover. This generally leads to better terms through increased competition.

For your contracting risks, being able to evidence reliable site risk management practices (plus site security provisions, plant tracking etc) and an exemplary claims record will make underwriters more inclined to offer their best terms.

Know the risks

Public Liability and Employers Liability costs will be linked to how well you can evidence that you know what the risks are that your people will encounter. Are they well managed with a claims record to back up that assertion? Are your risk assessment method statements (RAMS) specific to the jobs, or generic ones you've downloaded? Do your training records log the qualitative aspect of the training or does it just note that some sort of training has been provided? Can you evidence that adherence to method statements is enforced? Is on-site health & safety regularly covered in toolbox talks that actually relate to the site/jobs at hand? Do you carry out random drugs and alcohol tests on site-based employees?

Company vehicle drivers

Motor fleet insurance premiums are linked directly to claims costs, so are you careful on who you let loose in your company vehicles? Do you assess their driving before they go on the road, and do you check licences, accident history and references before taking on new drivers? Do you have some sort of scheme (either carrot or stick) to encourage drivers to take good care of their company vehicles?

What about eye tests beyond the statutory requirements issued by the DVLA, or those random D&A tests? What about technology – do you have cameras fitted? If you have telematics, do you use the data to help manage driver behaviour?

Accidents will happen

Despite your best efforts, motor accidents will happen; but you can influence costs by making sure claims get reported promptly. And by promptly, we mean the same day at the latest, and preferably, from the scene if possible. Credit hire and credit repair claims have increased enormously in recent years, and with daily rates of £999 being charged by one provider[1] it's easy to see how these claims can inflate costs. Once these companies are involved, your insurers aren't able to offer their own repair services and replacement vehicles.

Bolstering cyber resilience

Cyber risks are taking on an increasingly higher profile, with businesses relying ever more heavily on their IT systems. They understand the impact that the loss of such systems can have on their ability to provide the products and services that generate revenue. This could also affect operational tasks such as route planning, invoicing and stock & credit control.

There are many things you can do to bolster the resilience of your IT system security, achieving Cyber Essentials certification using multi factor authentication. For example, implementing a robust password management system that includes lockout protocols, disabling the user access after a set number of invalid password attempts. This protects against automated brute force attacks.

Cyber insurance underwriters will look for risk management factors like these; and some insurers will now only consider quoting for businesses that take a proactive approach to managing their cyber risks.

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 this publication, nor will we be responsible for any loss which may be suffered as a result of any person relying on the information contained herein.

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HAZARDOUS INDUSTRIES

Nupi's AdBlue pipe has a design life of 50 years!

Smartflex AdBlue pipe has a special protective layer which gives the pipe a designed life of 50 years.

With a design life of 50 years, and the extra reassurance of the welding report on every single weld done automatically by our award winning multi-functioning welding unit, Smartflex AdBlue pipework is an ideal solution.

The compact design of Smartflex double wall fittings makes installation a lot easier in a tight space.

Plus the ability of connecting a leak detection system (by a simple push-in connection) on our terminating fittings; to monitor the interstitial space in our pipework was a great way of making sure things run smoothly. And any potential problem is spotted immediately.

Specialist AdBlue pipe from Nupi

AdBlue or DEF (Diesel exhaust fluid) is produced from a chemical called urea, a synthetic product created from natural gas and dissolved in pure water.

It is used as an advanced pollution control technology installed in the exhaust system called selective catalytic reduction or SCR.

Smartflex AdBlue pipe has a special protective layer which gives the pipe a designed life of 50 years.

In combination with a full range of specially designed, high grade stainless steel/ HDPE transition fittings, flanges and special gaskets, the Smartflex AdBlue piping system makes the perfect, long lasting solution for AdBlue Installations.

Smartflex AdBlue pipework is available both in single and double wall versions from 32mm (1") to 110mm (4")

The system is easily installed using our welding unit with bar code technology;

offering full traceability of every single weld and pressure test of the installation.

For more information, contact our UK Director: maja.nedic@nupinet.com or visit www.nupiindustrieitaliane.com

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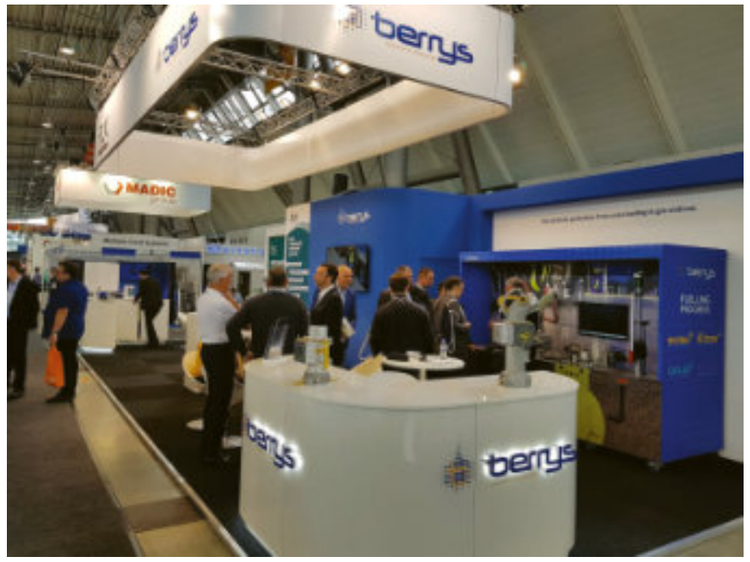
Celebrating 60 years

The year is 1966. David A Berry, buoyed by the England football team's world cup success, formed D.Berry & Co (Pipe Fittings Supplies) Ltd.

Dave was an extremely experienced and successful sales manager at J.Saville Gordon, steel pipe and fittings stockists in the Midlands.

Dave made the decision to bring Ron Best with him from J. Saville Gordon. He was doing far more than hiring a colleague, he was laying the foundations for a transformation. Ron's expertise as a fabricator meant that Berrys could expand beyond supplying pipe and fittings alone. They moved into the manufacture and supply of bespoke fabricated products. It was a pivotal moment that defined the company's entrepreneurial spirit and willingness to evolve in response to customer needs.



Establishing principles

From those early days, Berrys established principles that would remain central to its success: exceptional service, unwavering reliability, and a determination to deliver. Achieving 100% order fulfilment became more than an operational target, it was a reflection of the company's commitment to customers. Combined with an in-house fleet of delivery vehicles, this ensured speed, flexibility, and service levels that distinguished the business from competitors.

Forward-thinking mindset driving growth

By 1987, Berrys was actively diversifying, expanding into petrol station infrastructure. Also introducing specialist products such as the Ameron fibreglass pipe system form the USA. Strategic acquisitions, including Tustin & Smith (fabricators) and Avon Engraving (signs & labels), further strengthened capabilities, broadened expertise, and positioned the company to serve a wider range of market needs.

Innovation - the heart of the company's journey

In 1997, a practical challenge presented a significant opportunity. The decision to reduce the number of joints on tank lids while creating a simplified, standardised tank kit assembly, transformed the interface between tank and pipework. What began as a customer focused engineering solution, ultimately became the foundation for one of the company's most significant innovations.

That innovation came to life in 2000 with the launch of the ATLAS System, the world's first factory-assembled range of plug-and-play products. This pioneering development demonstrated the company's ability not only to respond to industry challenges, but to redefine industry standards entirely. The ATLAS brand grew quickly, with Fill & Vent Master brought to market. Easy Riser wasn't too far behind, the world's first end of line vent valve that allowed maintenance and repairs to be completed at ground level. This was a huge improvement to eliminate all the risks associated with working at height.

Future ready

The next major chapter came in June 2011, marked by a bold rebrand and relocation that reflected a modern, ambitious business ready for the future.

Strong supplier partnerships with leading names such as Wefco reinforced the company's position as a trusted solutions provider. World-class product collaborations with Fibrelite, Durapipe, and Klargester further strengthened its reputation in the industry.

Continued investment in innovation has remained a hallmark of the business. This included the development of anti-fuel cross-contamination technology, MIDAS, demonstrating the company's forward-thinking approach. It reflected an organisational committed not only to commercial success, but also to improving safety, efficiency, and operational performance for its customers.

Global success

Our products are now sent to all four corners of the globe! Yet while products, technologies, and markets have evolved dramatically over 60 years, one constant has remained: our people.

A business does not achieve six decades of success without the loyalty, dedication, and expertise of its workforce. The retention of long-serving team members has been instrumental in building the trusted reputation the company enjoys today. Many employees brought decades of experience and invaluable technical knowledge, strengthening the business's expertise and customer confidence.

Commitment to the cause

We have seven current employees that have completed over 20 years' service. Three have reached over 30 years, one over 40 years and one has reached an incredible 52 years of service!

From a fabrication led decision in 1966 to world innovation and market leadership, this is a story of resilience, service, and continuous reinvention.

Sixty years on, the values that shaped the company when it was founded remain unchanged: commitment to customers, engineering excellence, and a willingness to innovate.

That legacy is worth celebrating and the future looks just as exciting. Thank you for being part of our journey.

www.berrys.com

The Green Pages
NEW FUELS GUIDE
SUMMER 2026 • ISSUE 26

Bio-LNG - cheaper than diesel and can reduce carbon emissions by more than 80 per cent

Hams Hall open day highlights the benefits of Bio-LNG to the road transport sector

James Westcott speaks to the audience. Seated (l to r) are Richard Wilson (Arla Foods), Gary Whitelaw (Centrica Energy), and Amy Stokes (Volvo Trucks UK & Ireland)

Operators switching their fleets to Bio-LNG can benefit from an immediately available alternative fuel with a resilient supply chain. It's cheaper than diesel and can reduce carbon emissions by more than 80 per cent. That was the message over 100 delegates heard at an event to celebrate Gasrec's latest open-access refuelling facility at Hams Hall, a major industrial and logistics hub in North Warwickshire.

Attendees were invited to 'Fuel & Feast' at nearby Shustoke Barn, where they heard from an impressive line-up of guest speakers and enjoyed a tour of the Hams Hall site, including a demonstration of the simple refuelling process.

Rob Wood, Chief Executive at Gasrec said:

"It's been fantastic to show existing customers, prospective new ones and industry colleagues our latest large-scale, open-access facility.

"We're very proud of the refuelling station at Hams Hall and it is already seeing a strong throughput of gas trucks every day, which will only continue to grow as more local operators make the transition from diesel."

THE JOURNEY OF SWITCHING

Strategically located near the M6 and M42, Hams Hall officially opened its doors at the end of 2025 and will fuel up to 1,000 trucks daily at full capacity. Richard Wilson, Inbound Logistics Director at Arla Foods, guided attendees through the journey of switching to Bio-LNG. He highlighted the success of moving increasing numbers of his fleet to Volvo gas-powered trucks, which is helping the UK's biggest dairy cooperative to hit its 2030 sustainability targets.

Gary Whitelaw, Head of Global Spreads at Centrica Energy, spoke about the resilience of the UK's Bio-LNG supply lines in the face of global headwinds.

PERFORMANCE AND PRODUCTIVITY

Amy Stokes, Decarbonisation Director at Volvo Trucks UK & Ireland, discussed the faith the manufacturer has in its gas technology drivelines. Also, how biomethane forms a key part of its three-pronged alternative fuel strategy, and how Volvo's gas trucks offer performance and productivity similar to a diesel-powered truck.

Lastly, Gasrec Chief Commercial Officer James Westcott told delegates about the company's strategy to build a national backbone of biomethane refuelling infrastructure. Hams Hall is the latest of 18 stations currently operated by the UK's largest supplier of biomethane to the road transport sector. Similar facilities set to open in Warrington later this year and Avonmouth early in 2027. These new facilities complement Gasrec's flagship site at Daventry International Rail Freight Terminal (DIRFT).

James Westcott said:

"We have big ambitions over the next few years and are on course to fuel 150,000 gas-powered trucks every day by 2030. That would save the country in the region of 650,000 tonnes of CO2 every year."

www.gasrec.co.uk

Plans unveiled for phase one of the UK's hydrogen network

National Gas has set out plans for a 300-mile hydrogen pipeline along England's east coast, the first phase of a national hydrogen network in the UK.

The initial phase of the underground hydrogen transmission pipeline, known as Project Union East Coast, will see a pipeline installed from Teesside through Yorkshire and the Humber and south into the East Midlands.

The pipeline will form the backbone of a clean energy corridor designed to boost regional economies, protect and create jobs, and enhance energy security, National Gas said in a statement.

Ian Radley, Chief Commercial Officer at National Gas, described the announcement as:

"A hugely significant moment in Britain's energy transition. The East Coast is the natural place to start. It's one of the most important industrial heartlands with enormous hydrogen potential."

REPURPOSING EXISTING INFRASTRUCTURE

The plans build on findings from National Gas's FutureGrid test facility, where it has been demonstrated that blends of up to 100% hydrogen can be safely transported using existing infrastructure.

By repurposing existing natural gas pipelines and building new ones where needed, up to 1,500 miles of hydrogen network will be created in the UK under Project Union. Early analysis suggests it could support around 3,100 jobs at peak construction and generate £300mn annually in direct economic value.

FIRST HYDROGEN CLUSTER

The announcement follows a recent partnership between National Gas, Centrica, Equinor and SSE Thermal to secure government funding for Britain's first hydrogen cluster – Humber Hydrogen.

The Project Union East Coast underground pipeline will link into the Humber Hydrogen cluster, connecting major production, storage and industrial demand centres across the region.

The consortium is preparing a bid under the government's hydrogen transport and storage business model. A funding decision, expected to be worth around £500mn, would unlock infrastructure critical to large-scale hydrogen deployment.

Several major projects are already planned in the Humber, including hydrogen production facilities at Easington and Saltend, which together could deliver up to 3 GW of capacity.

www.energyinst.org

Aviation history made with first all-electric flight

Loganair and BETA showcase the ALIA CTOL electric aircraft on the Glasgow to Dundee route, launching a series of real-world electric flight demonstrations across Scotland.

Royal Mail, Loganair—the UK's largest regional airline, and BETA Technologies, a U.S.-based electric aerospace company, have launched the UK's first real-world electric flight demonstrations. BETA Technologies is a leader in the development and commercialisation of electric aircraft. These demonstrations are taking place across Royal Mail's essential Scottish mail flight routes.

The milestone flight signals a significant step towards decarbonising short-haul aviation. Loganair is helping position Scotland at the forefront of next-generation aircraft technology..

The demonstration series will be used to inform how Royal Mail could use electric aircraft as part of their essential daily mail flights to deliver to remote Scottish communities. Covering routes across Glasgow, Dundee, Aberdeen, Inverness, Wick and Orkney.

The flights will carry representative letters and parcels, replicating the daily mail flights Loganair operates, so Royal Mail can deliver to Orkney and the wider Scottish Highlands and Islands.

HIGH-FREQUENCY SCOTTISH ROUTES

BETA's ALIA CTOL is an all-electric conventional takeoff and landing aircraft designed for regional cargo and passenger operations.

It requires no new airport infrastructure, operates from existing runways, and recharges in approximately 20-40 minutes using BETA's fast-charging system.

With a max demonstrated range of 336 nautical miles and a payload capacity of up to 560 kg. This makes it well suited to the high-frequency regional routes that define Loganair's Scottish network.

UNIVERSAL SERVICE OBLIGATION

Royal Mail is the only delivery company to deliver to all 32 million addresses in the UK every day, including the country's most remote communities.

Fulfilling the Universal Service Obligation on routes across the Scottish Highlands and Islands depends on a complex network of road, sea and air. Loganair's six decades of experience connecting communities, depends entirely on reliable air connections.

The demonstration series is designed to show how electric aircraft could integrate into this existing network without disruption, using the same airports.

Royal Mail announced it was halving its use of domestic flights in 2024 as part of its Net-Zero by 2040 strategy, keeping only essential routes.

Electrifying some of the remaining mail flights would further reduce Royal Mail's emissions. This builds on wider work, including the use of 8,000 electric vans for deliveries and the use of drones to connect island communities.

Luke Farajallah, CEO at Loganair, said:

"This is a landmark day for European aviation, and in-particular for Scotland's airline Loganair. We are not talking about concepts, prototypes, or distant ambition, this is a real tangible programme of flying across our network which will provide invaluable data on how an electric aircraft could perform in a real commercial environment."

Chris Paxton, Strategic Insight and Innovation Manager at Royal Mail, said:

"This is an important step towards making electric mail flights a reality for some of the UK's most remote communities. By working with Loganair and BETA Technologies, we're proud to be the first UK delivery company to test an electric aircraft, supporting our journey to Net-Zero by 2040 while continuing to serve all 32 million addresses across the UK."

Simon Newitt, Head of Sales and Support at BETA Technologies, said:

"Scotland's geography makes it one of the most compelling environments for electric aviation anywhere in the world — short routes, existing infrastructure, and communities that have depended on reliable air connections for generations. Flying real postal routes alongside an operator with Loganair's experience is exactly how you validate this technology.

"We're proud to be working with partners like Loganair and Royal Mail, who recognise that keeping these communities connected and doing it sustainably are not competing priorities."

www.loganair.co.uk

SUMMER 2026 • ISSUE 26 • THE GREEN PAGES - NEW FUELS GUIDE

Rolls-Royce powering data centres through the energy transition

We hear from Rolls-Royce as the world becomes increasingly AI-driven

Studies predict that data centre energy requirements will double by 2030. Data centre operators are therefore looking for off-grid alternatives to supply their own energy, in a way that is both sustainable and reliable.

Rolls-Royce has the most comprehensive portfolio for powering data centres – from diesel generators to small modular reactors (SMR). Having served the hyperscale data centre market for nearly two decades, we have the expertise and the products to help data centre operators produce the power they need.

GAS ENGINES

Our proven mtu Series 4000 gas gensets can be used to supply power to data centres at full load within just 120 seconds. The short supply gap is closed by an uninterrupted power supply (UPS) such as batteries or kinetic mass storage. For the 60Hz market, we'll be offering gas gensets from 2026 that will reach full power even faster – in 45 seconds – with a higher power output than our current gas gensets.

DIESEL GENERATORS

Diesel generators are still the most popular solution for mission-critical facilities such as data centres. This is due to their ability to respond quickly to changing loads or speed, taking on full load extremely quickly. Within ten seconds, they can run at full speed and manage the entire power supply for a facility. In an emergency, diesel generators can take over the power supply for several days.

MTU KINETIC POWERPACKS

During normal operation, our mtu Kinetic PowerPacks provide conditioning that can compensate for power and voltage fluctuations. If the primary power source fails completely, the stored kinetic energy can bridge the gap. It does so until a diesel engine reaches full speed and takes over the load.

We're developing a new generation of the Series 4000 diesel engine that will offer over 20% more power with higher efficiency, a similar footprint and compatibility with sustainable fuels.

THE POWER OF SELF-GENERATION

For those looking to produce their own self-sufficient power, a combination of renewables and generator systems can help. Natural gas engine power plants can provide reliable, continuous electricity.

They can also be used to feed energy into the grid supporting other local infrastructure.

SUPPORTING CRITICAL SYSTEMS IN THE ERA OF AI

Our mtu emergency power solutions based on diesel and gas gensets and dynamic UPS Kinetic PowerPacks, are already being used worldwide to protect safety-critical infrastructure.

We have more than 10 GW of installed capacity in mtu emergency power gensets. This makes us one of the top three suppliers for the rapidly growing global data centre market.

We are also the only major provider offering diesel and gas gensets alongside high-power dynamic UPS systems for data centres.

ENABLING PROGRESS

Our mtu diesel engines are designed to support our customers through the energy transition. Many are approved for sustainable fuels like hydrogenated vegetable oil (HVO). This allows significant emissions reduction without losing performance.

Our exhaust gas aftertreatment systems keep local emissions like nitrogen oxide and particulates to an absolute minimum. Additionally, operators can also extend test runs from monthly to once every three months. This not only helps them to reduce emissions but also lowers operating costs.

We are also the first engine manufacturer to develop certified environmental product declarations for emergency power generators.

This allows us to verify the environmental footprint of our mtu systems, set new standards for environmental transparency, and support customers in reducing their carbon footprint.

FUTURE READY: POWER SOLUTIONS FOR THE DATA CENTRES OF TOMORROW

Over the next decade, data centre operators will continue to prioritise efficiency, reliability and lower-impact energy solutions. This will be alongside their growing interest in self-generation to boost resilience.

Natural gas will remain an important, cost-effective bridge fuel in helping close the gap between grid supply and rising demand. Longer term, SMRs are expected to emerge as a stable, low carbon baseload option, complemented by robust backup systems like diesel and gas generators.

It's clear that no single technology will enable this transition alone. To support this evolving landscape, we're continuing to expand and modernise our power generation portfolio and progressing our SMR programme at pace. Deployments are planned in the UK and Czech Republic and regulatory processes underway in the UK and US.

Rolls-Royce delivers first eco-certified emergency generators for data centres

Rolls-Royce has delivered maximum transition unit (mtu) emergency power generators with verified environmental product declarations (EPDs) to a European data centre operator for the first time.

Rolls-Royce is one of the first engine manufacturers to verify and publish the environmental footprint of emergency power generators.

In collaboration with sustainability expert Sphera, Rolls-Royce is one of the first engine manufacturers to develop externally verified EPDs for emergency power generators and publish them in the international EPD system (Environdec). The reports document the entire environmental life cycle of the mtu 16V 4000 DS2500 and 10V 1600 systems – from raw material extraction to production and use, to end-of-life recycling.

Tobias Ostermaier, President Stationary Power Solutions at Rolls-Royce's Power Systems division said:

"With these environmental product declarations, we set a new industry standard for environmental transparency in the field of energy systems.

"This is our response to growing demand from our customers, and we are actively supporting them in reducing their carbon footprint."

OPERATED WITH 90% FEWER EMISSIONS

Mtu emergency power generators are already approved for operation with sustainable fuels such as hydrotreated vegetable oil (HVO) and e-fuels.

HVO can be used as a full replacement for fossil diesel without any technical modifications.

In addition, Rolls-Royce's certified service offering enables longer maintenance intervals: instead of monthly checks, operators only need to test their emergency power systems every quarter – significantly reducing both costs and emissions.

Modern mtu exhaust gas after treatment also reduces pollutants such as nitrogen oxides and particulate matter to a minimum. In combination with sustainable fuels, CO2, NOx, and particulate emissions can be reduced by over 90%.

EPD – ENVIRONMENTAL TRANSPARENCY ACCORDING TO GLOBAL STANDARDS

The EPD International System is an independent, globally recognised organisation based on the ISO 14025 and EN 50693 standards. The declarations registered there provide detailed data on resource consumption, emissions, waste generation and recyclability.

They describe all phases of the product life cycle – from the supply chain to transport, assembly and operation, to maintenance and decommissioning. They are based on real production and operating data from Rolls-Royce manufacturing facilities and suppliers, supplemented by life cycle assessment data from Sphera. Ostermaier said:

"Our EPDs create transparency for customers, authorities, and partners – and prove that sustainability is measurable and verifiable."

www.rolls-royce.com

SUMMER 2026 • ISSUE 26 • THE GREEN PAGES - NEW FUELS GUIDE

UK fusion: hotter than the sun

Lord Vallance, Minister for Science, Innovation, Research and Nuclear, visited Tokamak Energy to launch the UK's new fusion strategy.

The UK Government is backing fusion research and commercialisation with more than £2.5 billion over the next five years, recognising fusion as a key technology for energy security and long-term economic growth.

During the visit, Lord Vallance toured Tokamak Energy's ST40 spherical tokamak, world-leading high-temperature superconducting (HTS) magnet technology, and Demo4 fusion magnet system.

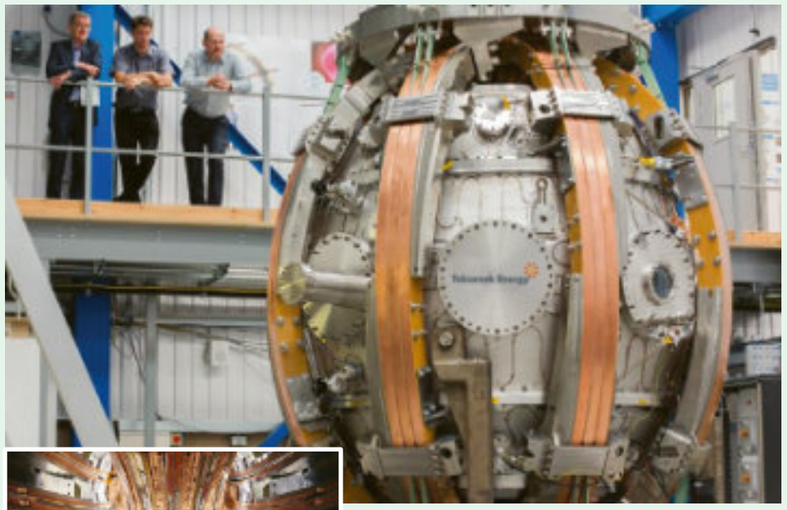
HOTTER THAN THE SUN!

In 2022, ST40 achieved a record plasma ion temperature of 100 million degrees Celsius; the threshold for fusion energy. It also achieved the highest triple product of any private fusion company, a key measure of plasma performance combining temperature, density, and energy confinement. The achievement was documented in a peer-reviewed scientific paper published by the Institute of Physics.

HTS is a transformative technology for getting clean, limitless fusion energy on the grid faster.

Warrick Matthews, Tokamak Energy CEO, said:

"We welcome the government's commitment to establishing the UK as a global leader in fusion – the 21st century's most important technology. Tokamak Energy brings extensive expertise to the race, including power-plant-relevant results on our groundbreaking spherical tokamak and our world-first high-temperature superconducting (HTS) fusion magnet system.



"Through our TE Magnetics division, we are a market leader in the breakthrough HTS technology the STEP fusion programme will rely on to control the plasma. Our focus is realising its full potential for fusion and other sectors including science, defence, transport and grid technologies – tomorrow's technology creating growth, jobs, exports and value today."

CLOSE INDUSTRY PARTNERSHIPS

The new strategy confirms the UK will work in close partnership with industry to capture near-term economic benefits from rapidly developing fusion technologies. These benefits include accelerated innovation, high-value skills, secure well-paid jobs, and commercially valuable spin-out technologies.

Adjacent applications for these are being developed in sectors such as advanced manufacturing, aerospace, automotive, defence, energy systems, medical technology, space and telecoms.

WHY FUSION?

Fusion will transform global energy markets as a virtually li mitless, clean, safe, secure, and on-demand source of power.

Fusion plants can be built almost anywhere and integrated into energy systems, supplying electricity to grids and heat for industrial processes. With rising energy demand and an urgent need to move away from fossil fuels, fusion represents a market opportunity estimated at $10 trillion by 2050.

BENEFITS OF FUSION

CLEAN ENERGY: fusion produces no greenhouse gas emissions or long-lived radioactive waste.

HIGH ENERGY DENSITY: one kg of fusion fuel is equivalent to 10 million kg of coal.

ON-DEMAND ENERGY: fusion power plants can provide secure, dispatchable energy in all climates and weather conditions.

INHERENT SAFETY: if the fusion reaction is interrupted, it simply stops.

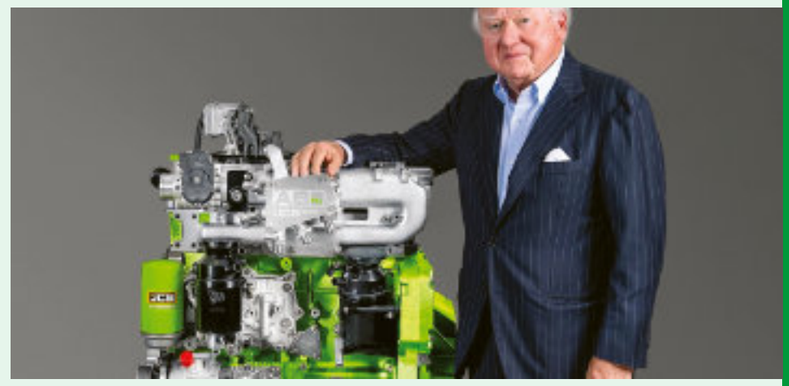
ENERGY SECURITY: fusion energy will not be reliant on fuels or raw materials limited by availability or geographic location.

Fusion energy can directly replace fossil fuel sources to supply the thermal energy needed for industrial processes like metals, chemicals and hydrogen production.

www.tokamakenergy.com

JCB sustainable solutions: hydrogen

The transition to a zero-carbon future is one of the defining engineering challenges of our time.



While electrification has made rapid progress in passenger vehicles and light-duty applications, it falls short for heavy machinery that must deliver high power and operate continuously for long shifts. It is also less suitable for equipment working in remote or infrastructure-poor locations.

For construction and industrial equipment, the question is not whether to decarbonise — but how to do so without compromising performance, productivity, or reliability.

HIGH AND PROLONGED POWER DEMANDS

How do you replace fossil fuels with a zero-carbon alternative that still allows heavy machines to do heavy work for up to 12 hours a day, every day?

Batteries are not practical for equipment with high power demands, and for machines that work in remote locations, such as backhoe loaders and large excavators. Batteries would weigh too much, cost too much and there would not be enough time to charge them, even if on-site charging infrastructure was in place.

THERE IS AN ALTERNATIVE - IT'S HYDROGEN!

Engineers at JCB Power Systems, the engine factory in Derbyshire, have developed the first hydrogen motor in our industry. Using and adapting established engine technology with readily available components.

Hydrogen is combusted and power is delivered in exactly the same way as a diesel engine. The prototype backhoe loader, fitted with a new hydrogen motor, can now do everything its diesel-powered equivalent can do.

What's more, the technology is far less complicated than hydrogen fuel-cell technology. Nothing but steam is emitted from the tailpipe. Zero CO2 at point of use.

PAVING THE WAY FOR THE NET-ZERO WORKSITE OF THE FUTURE

Since building their first agricultural tipping trailers back in 1945, JCB has always been looking for a better way. This commitment to innovation has fuelled their journey on the road to zero. And now, they have taken another huge step forward with the hydrogen generator.

The G60RS H is powered by the pioneering JCB hydrogen combustion engine. Working in conjunction with the JCB Powerpack, it's a hydrogen powered generator designed to reduce carbon footprint without sacrificing performance.

THE ROAD TO ZERO HAS BECOME A LOT CLEARER

Now hydrogen begins to make a lot of sense. It's the most abundant element in the universe for a start.

On a practical level, a hydrogen motor uses similar technology to existing propulsion systems. It's also robust, cost-effective and it could be integrated into all forms of powertrain.

Most importantly, a familiar technology and lack of complexity make hydrogen an ideal zero-carbon solution for our customers. Demand is being met by our existing, high quality manufacturing supply chain.

ALWAYS LOOKING FOR A BETTER WAY

Lord Bamford, JCB Chairman says;

"I have never been content with the status quo. Just because things have been done in a certain way for years is no reason not to do things differently. Successful businesses need to be reinventing themselves all of the time; keeping ahead of events, keeping ahead of competitors, but most importantly, keeping customers happy.

"That's why everyone at JCB is challenged to be always looking for a better way. It's our operating model – it ensures JCB does the right thing all of the time for the benefit of our customers and of course it's what makes us stand out in our industry."

www.jcb.com

SUMMER 2026 • ISSUE 26 • THE GREEN PAGES - NEW FUELS GUIDE

GEL achieves double first for UK with production of geothermal electricity and zero-carbon lithium on a commercial scale

In the first quarter of this year, GEL started delivering the UK's first ever geothermal electricity 24/7 from its United Downs plant in Cornwall, marking a huge breakthrough for the nation's renewable energy mix and for UK geothermal power.

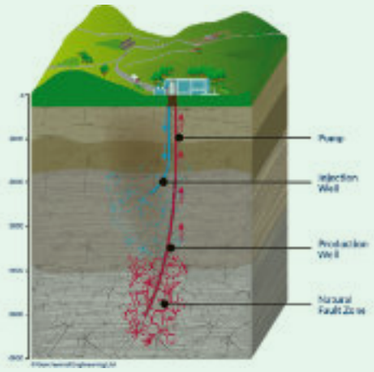
Octopus Energy has signed a long-term deal to purchase at least 3 MW of constant, weather-independent power from United Downs – enough to supply 10,000 homes.

GEL has two other deep geothermal sites currently under development in Cornwall which will deliver a further 10 MW of base-load geothermal power in the UK by 2030. The British Geological Survey has calculated that more than 200 GW of thermal heat, hot enough to generate power, could be produced from onshore geothermal sources. That is the equivalent of over 100 nuclear power stations.

ANOTHER UK FIRST

GEL has started commercial scale production of zero-carbon lithium carbonate, the key raw material used in the production of rechargeable batteries, including those that power electric vehicles and energy storage systems. From its February 2026 starting point, GEL the plant has the capacity to produce 100 tonnes per annum.

The geothermal fluid at United Downs that is used for the power plant comes from the deepest well ever drilled on UK soil at over 5km deep well.



The water brought to the surface contains over 340 parts per million (ppm) of battery-grade lithium carbonate equivalent (LCE) making it one of the highest concentrations of lithium in the world.

GEL aims to scale its production to over 18,000 tpa over the next decade, enough for circa 250,000 EV batteries a year – 65% of the UK's 2024 Battery Electric Vehicle (BEV) registrations.

Chancellor of the Exchequer, Rachel Reeves, said:

"We have the right economic plan to build a stronger and more secure economy – cutting the national debt, creating the conditions for investment and growth in every part of the country, and cutting the cost of living. That's why I took £150 of costs off household energy bills at the budget and ramped up investment in new, clean energy projects and infrastructure.

"This pioneering project is a huge opportunity for Cornwall to unlock investment, drive economic growth, support jobs, and establish the region as a vital player in Britain's energy security."

THE NEW POWER PLANT IS A TRIPLE WIN FOR THE UK:

New source of home-grown, baseload renewable power - delivering onshore access to 24/7 baseload power from previously untapped renewable resources, reducing our reliance on imported balancing power to support wind and solar.

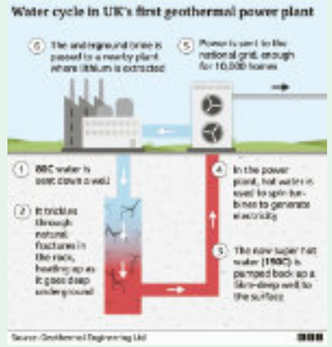
Critical mineral security - domestic lithium supply supports the UK automotive sector and meets 2027 rules of origin requirements, dramatically reducing the carbon footprint of battery storage.

Energy pricing security - delivering clean power benefits and increased price stabilisation directly to British households.

Dr Ryan Law, CEO of GEL, said:

"We are proud to be at the forefront of this landmark step for the UK, generating electricity and lithium by harnessing the resources beneath our feet. This is a huge advancement for geothermal power in the UK and the beginning of our expansion plans.

"Geothermal energy and critical minerals extraction are naturally complementary as they share the same subsurface resource. The hot, mineral-rich fluids that generate clean electricity can also be processed to recover strategic materials like lithium carbonate. Therefore, collocating power and mineral extraction plants maximises investment in the wells, minimises subsurface disruption and accelerates the transition to secure domestic supply in both critical sectors.



"The United Downs plants prove we can do this in a way that benefits the climate, communities, and the economy."

Dr Alan Whitehead, Minister of State in the Department for Energy Security and Net Zero said:

"The UK's first ever geothermal power is a groundbreaking moment for UK energy innovation, powering thousands of homes with clean, homegrown power. With zero-carbon lithium now being produced here in the UK, British businesses are leading the way in securing the materials needed to power the next generation of electric cars."

Greg Jackson, Founder of Octopus Energy, added:

"Bills are still too high, and the answer is more homegrown, renewable energy. For the first time, we're bringing deep geothermal power to British homes – a clean, constant energy source right beneath our feet. Projects like United Downs show how the UK can cut bills and carbon by tapping every ounce of our renewable potential."

HOT WATER!

At United Downs, GEL has drilled to over 5 km deep to tap into naturally heated water exceeding 190°C – the hottest recorded in the UK. The heat generates electricity 24/7, regardless of weather. After power generation, the fluid is processed to extract battery-grade lithium carbonate before being reinjected underground in a closed loop.

The United Downs plant was developed in partnership with Exergy International, the Italian technology provider behind over 500 MW of geothermal capacity in operation worldwide. It supplies advanced power plant technology to deliver the UK's first commercial-scale geothermal electricity. GEL is backed by Kerogen-CX and Thrive Renewables plc, with support for lithium development from the UK Government's Automotive Transformation Fund.

Jason Cheng, CEO of Kerogen-CX, said:

"United Downs is a major milestone for UK geothermal and a strong validation of our investment strategy. We believe the sector is at an inflection point and are committed to scaling it across the UK and Europe.

"Geothermal represents a compelling opportunity to drive economic growth while advancing systemic decarbonisation and advancing the energy transition. With rapid expansion underway across Europe and multi gigawatt onshore potential in Great Britain, the UK has a clear opportunity to scale a secure, always-on source of domestic renewable heat and power."

Luca Pozzoni, Deputy CEO of Exergy International, commented:

"We are honoured to have been selected for this pioneering project, which contributes to decarbonisation while bringing added value to the region. Looking ahead, we hope to become a long-term and stable part of the local industrial landscape, building strong partnerships and supporting the growth of geothermal energy in the UK"

www.gel.energy

UK's used car market flat during the first quarter of 2026

According to figures published by the Society of Motor Manufacturers and Traders (SMMT) the UK used car market was down just -0.2%, with 2,016,232 vehicles changing hands.

EV'S CHARGING UP USED CAR SALES

Battery electric vehicles (BEVs) grew by 32.0% to 86,943 units, as nearly one in 23 buyers (4.3%) made the switch, up from around one in 30 last year. This is the result of sustained investment by manufacturers into new models.

It enables a massive choice of new zero emission vehicles in every segment – supported by substantial discounts and government incentives.

Hybrid electric vehicle (HEV) sales rose by 27.6% to 128,039 units, increasing their market share to 6.4%. Plug-in hybrid (PHEV) transactions fell by -8.9% to 20,021 units, comprising 1.0% of the market. Combined, electrified vehicles accounted for 11.7% of used cars finding new owners in Q1.

STILL THE BEST SELLER

Petrol remained the best-selling fuel type, despite transactions falling -0.6% to 1,147,969 units. Diesel demand experienced a -6.7% decline to 629,987 units. Conventionally fuelled cars still accounted for 88.2% of total transactions in the first quarter.

Mike Hawes, SMMT Chief Executive says;

"The UK's used car market remained flat in the first quarter, held back by weakness in March in comparison with a very strong performance in 2025. Better news is the record demand for used electric vehicles, as growing choice from manufacturers feeds through into the second-hand market.

"High fuel prices, given the conflict in Iran, may increase demand even further, but to maintain this momentum, every fiscal and policy lever must be pulled to ensure a healthy new car market that delivers the zero emission vehicles in volume to flow through to the used market."

www.smmt.co.uk

SUMMER 2026 • ISSUE 26 • THE GREEN PAGES - NEW FUELS GUIDE

Zemo events focus on decarbonisation of Wales' commercial vehicle sector

Zemo's collaboration with Welsh Government to decarbonise the country's freight sector continued in Cardiff in March.

The event which followed a related and highly successful conference in Carmarthen was described by LCV expert, Paul Kirby, on LinkedIn as:

"A perfect example of how collaboration between government, operators, and industry experts can change the face of decarbonisation".

The Wales events are part of Zemo Partnership's collaboration with the Welsh Government which was announced by Cabinet Secretary Ken Skates last November. The Symud i Sero (Moving to Zero) initiative will focus on how to implement the recommendations from earlier work by Zemo on freight sector decarbonisation, which culminated in the presentation of a report to the Welsh Government in March 2025.

COMPLEX CHALLENGES

Cities like Cardiff, and many others across Wales, face mounting pressures around congestion, air quality and last-mile delivery. While significant progress has been made in passenger vehicles, commercial fleets, in particular vans and urban logistics operations, present a more complex challenge. Operators must balance cost, reliability and operational flexibility, often within constrained urban environments.

The event brought together fleet managers, local authorities, innovators, investors and policymakers to explore practical, scalable solutions for zero-emission urban logistics.

The programme examined:

- The operational realities of last-mile transition, including electric vans, cargo e-bikes, micro-hubs and consolidation models
- The role of city systems - planning, kerbside management, charging access and grid readiness - in enabling clean urban freight
- Financing models that work for fleets of all sizes, particularly SMEs
- Funding pathways to support innovation and deployment

In addition to expert-led panels, the event includes a practical funding workshop and an interactive session designed to shape consortium-ready project ideas and strengthen collaboration through the Moving to Zero Stakeholder Group.

Government announces increased grants for household & business chargepoints.

The Department for Transport (DfT) has announced an increase of over 40% in grants.

This will enable renters, flat owners, homeowners without driveways and businesses to save up to £500 when installing electric vehicle chargepoints.

In a separate development, the DfT has introduced a new Electric Vehicle Infrastructure (EVI) Support Service for organisations involved in delivering the EV charging network.

DfT says that the chargepoint grant uplift will cover almost half the cost of a typical charge point installation until March 2027. Helping more drivers access domestic electricity rates at home or in the workplace to charge their vehicles.

Aviation, Maritime and Decarbonisation Minister, Keir Mather said:

"We're taking action to make EV ownership the affordable choice for everyone – not just those with driveways. Bigger grants mean families, flat owners, renters and small businesses can now install a charger for almost half the usual cost, with home charging costing as little as 2p a mile."

STREAMLINING THE SYSTEM

The updates will also simplify the current EV chargepoint support schemes available. By reducing eight grant types down to five and streamlining the system, people can navigate and select schemes and discounts more easily. Schools will be eligible for grants of up to £2,000 per socket, building on 3,700 sockets installed to date.

Last year, a £25 million scheme was also launched making it easier for residents without driveways to install home chargers. Accessed through local authorities, the scheme supports the installation of discreet, embedded pavement channels and is additional to the expanded charge point grant. This means those with on street parking could get help with installing the charger and the cross-pavement channel.

SUPPORT AND POLICY DEVELOPMENT

It will also provide support for ongoing UK Government schemes such as the Local Electric Vehicle Infrastructure (LEVI) Fund and the Electric Vehicle Pavement Channels Grant. This is in addition to future policy development and the wider delivery of public chargepoints.

The initiative includes capability funding, allowing local authorities to recruit over 350 specialist EV infrastructure officers in England, with further recruitment underway.

www.zemo.org.uk

ELEVATE YOUR
FUEL MANAGEMENT SYSTEM

Welcome to the **TLS-450PLUS**, the comprehensive compliance and wetstock management solution for large networks or single sites.

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

Remote Connectivity
Gain remote access to your ATGs from any device, anywhere, as if you were standing in front of the gauge. See tank inventory, last delivery, alarms, and much more in real-time.

Enhanced Cyber Security
Better connectivity needs greater protection – the TLS-450PLUS provides the security needed for today's connected world, giving you full network separation, encrypted web and serial access and much more.

Lower Cost of Ownership
From reduced downtime through real-time access, to significant labour savings through remote configuration and automatic event notifications, the TLS-450PLUS saves you time and money.

Expanded Capabilities
The TLS-450PLUS provides the data needed to manage day-to-day inventory needs, regulatory, and environmental reports to maximize site operations and profit – AccuChart™, BIR, DPLLD included.

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

GILBARCO VEEDER-ROOT

Remote maintenance services from Ancorra Environmental

ATEX approved camera systems used for safer, faster internal inspection and cleaning

At Ancorra, we provide remote tank maintenance services across the UK, allowing fuel storage operators to inspect and clean tanks without full entry or unnecessary downtime. We deliver remote internal tank inspection and maintenance solutions, reducing confined space entry, while maintaining compliance and operational efficiency.

ATEX approved camera systems
All remote maintenance is carried out using certified ATEX approved camera technology, suitable for hazardous fuel storage environments.

Reduced confined space entry
Minimise the need for personnel to enter tanks, significantly improving safety and reducing risk exposure.

Shorter shutdown periods
Remote inspection and cleaning reduces downtime, allowing assets to return to service faster.

Visual reporting
High-quality 'before and after' imagery provides clear documentation and audit-ready evidence.

Smarter tank maintenance without full entry
Remote maintenance allows us to inspect and carry out internal tank cleaning, using specialist camera systems deployed directly into the tank. This method is particularly suited to fuel storage operators who prioritise safety and minimal operational disruption.

By reducing the requirement for full tank entry and extensive manual intervention, shutdown periods are shortened and risk exposure is lowered.

For many clients, remote maintenance is the preferred first-stage solution before considering full confined space operations. Where required, this service works alongside our fuel polishing solutions to restore and maintain fuel quality.

Internal camera inspection
Detailed internal visual inspection negates the need for full tank entry; helping to identify sediment, contamination, corrosion or structural concerns, safely and efficiently.

Targeted remote cleaning
Our experts can deploy cleaning equipment directly to affected areas, removing debris and sludge, while reducing the need for complete tank emptying.

Pre and post maintenance reporting
Comprehensive photographic documentation supports compliance, internal audits and maintenance planning.

Ancorra remote maintenance expertise
We combine specialist confined space knowledge, with advanced remote inspection technology, to deliver safe and efficient tank maintenance across the UK.

Our remote systems are ideal for high-risk fuel environments, where reducing personnel entry is a priority. We work with fuel distributors, energy providers and major storage operators who require strict safety standards and minimal disruption.

By integrating remote inspection with our wider tank services, including cleaning and fuel polishing, we provide a complete asset maintenance solution.

Feature points

Tailored solutions
Maintenance strategies designed around your operational schedule

Advanced technology
Certified ATEX approved systems suitable for hazardous environments

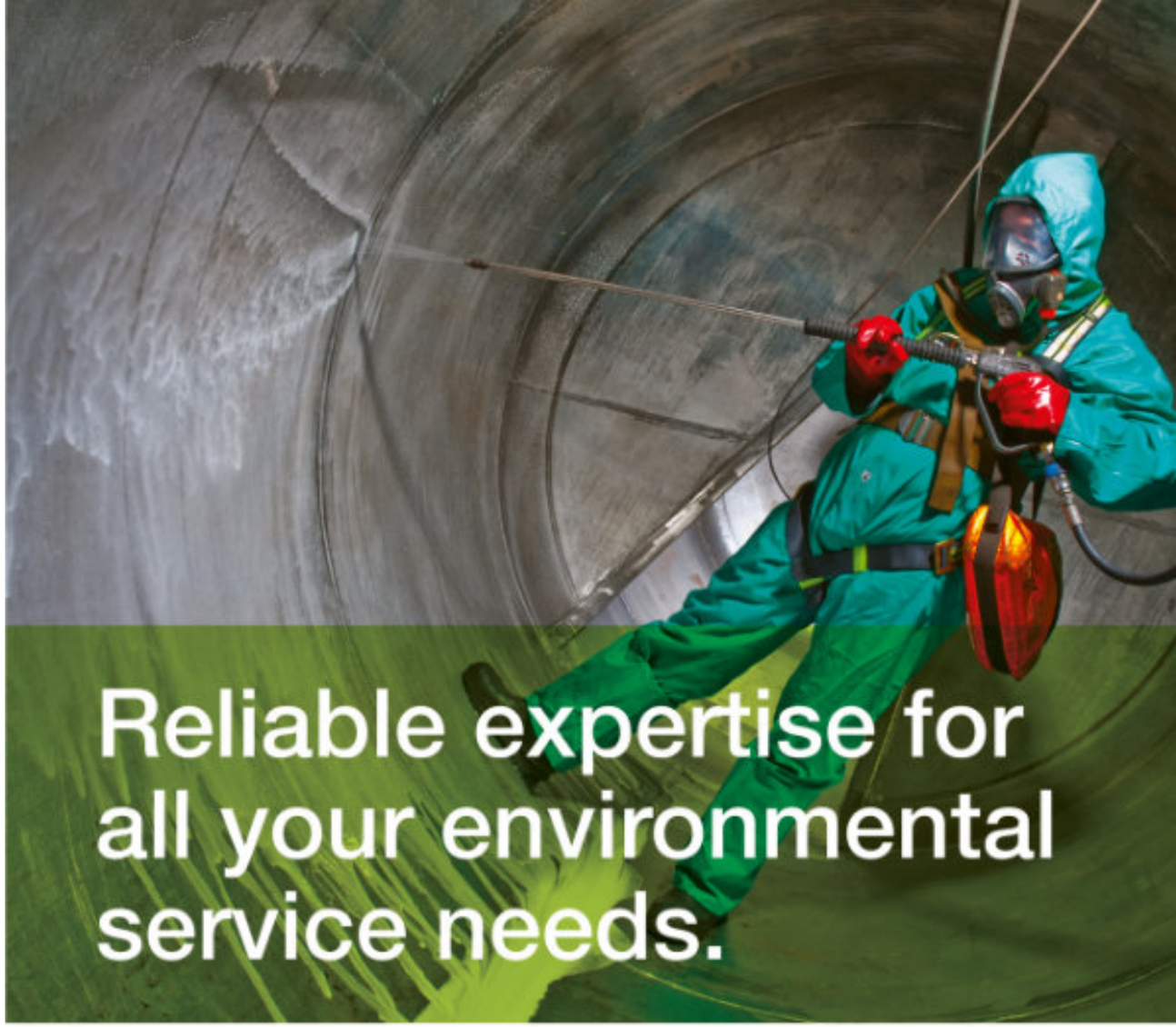
Full compliance (H3)
Operations aligned with UK environmental and safety regulations.

Operational efficiency (H3)
Reduced shutdown times and faster return to service.

Reduce risk. Minimise downtime. Improve visibility.

Speak to our team about remote tank maintenance using ATEX approved camera systems.

commercial@ancorraenvironmental.co.uk
www.ancorraenvironmental.co.uk/tank-industrial-cleaning/



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

For more information about Ancorra Environmental Services

ancorra environmental services

ancorraenvironmental.co.uk 0151 546 3012

Protecting paradise: how KPS delivers safe, resilient fueling across the Maldives

KPS's advanced conductive HDPE piping is helping the Maldives deploy 18 island fuel stations that safeguard marine life, support fishermen, and raise the standard for safe fuel infrastructure.

When the Maldives launched a nationwide programme to build 18 new public fuel sites for maritime vessels, one for every atoll, the mission went beyond improving access to affordable fuel for fishermen. With KPS selected as a key partner, supported locally by ECHOES Enterprises, the initiative took on broader significance. It became a commitment to delivering essential infrastructure while protecting one of the world's most fragile marine environments.

From the start, Fuel Supply Maldives (FSM) and the State Trading Organisation (STO) faced a challenge unique to island nations. How would they safely transport fuel in an environment where salt water, coral ecosystems, shallow lagoons, and diverse marine life leave no room for error? Their solution had to be corrosion-free, ecologically safe, reliable for decades, and fast to install. All while preventing leaks that could devastate local reefs and water layers.

The solution

The Maldives' unique geography posed a significant challenge for this project. Constant exposure to saltwater can lead to corrosion. Ruptures and leaks in traditional pipeline systems could inflict irreversible damage on the nation's fragile marine and coastal ecosystems.

KPS's conductive HDPE piping system mitigates those risks. Lightweight, corrosion-free, and engineered for zero permeation, the piping across all 18 FSM/STO sites is designed to transfer fuel safely, without contamination of sea water, beaches, lagoons, or groundwater.

Each site is equipped with:

- 2" (75/63 mm) double wall piping from tank to filling point;
- 2" (63 mm) single wall piping for dispensing lines; and
- 1" (32 mm) single wall piping for vent lines.

Unlike traditional HDPE, KPS's conductive variant mitigates static build-up, a requirement typically only achievable with metal. This innovation allowed STO to transition away from rust prone steel without compromising safety.

The result? A fuel system that:

- withstands harsh marine conditions;
- eliminates corrosion risks;
- minimises maintenance over decades; and
- protects both operators and the environment.

All installations meet EN 14125, EN 13163-1, ATEX 137 (directive 1999/92/EC) alongside multiple country -specific certifications, for long–term performance and safety. At a time when environmental scrutiny is at an all-time- high, the Maldives has embraced a fuel infrastructure solution designed to minimise risk and protect sensitive marine ecosystems.

Island-wide coordination

Delivering 18 fueling stations across a chain of dispersed islands required coordination that stretches far beyond product performance. KPS partnered closely with ECHOES Enterprises, the parent company of DIESELINE, whose certified installers carry out each project with precision. KPS's compact electrofusion fittings make installation faster and more predictable, a key factor in meeting the national rollout timeline.

To guarantee consistency across every atoll, KPS's own Oscar Garcia, EMEA Sales Manager, provided onsite support and installer training, further strengthening Maldives' local technical capability.

Mohamed Althaf, Managing Director, ECHOES Enterprises says:

"Our partnership with OPW/KPS has been very fruitful thus far, with them providing us with training, design knowledge of the products and licensing our staff for certified installations. Together with KPS's patented conductivity throughout its pipelines, their HDPE piping provides the safest and most reliable pipelines for the Maldive Islands. It will prevail over any metal substitutes, any day and we are excited for 2026 and beyond with OPW/KPS."

Setting a new standard

For the Maldives, this project represents more than infrastructure. It's a way of supporting fishermen, strengthening local economies, and preserving the natural environment that defines the nation's identity and tourism industry.

Despite logistical complexities, from transporting materials between atolls to adapting to site-specific marine conditions, the programme's first installation was completed ahead of schedule in time for the Presidential ceremony.

Maldives President Dr. Mohamed Muizzu inaugurated the first site on Dhuvaafaru Island, marking the successful opening of a programme that relies on a single, critical component: KPS's conductive HDPE piping systems.

Mohamed Shuaib Ahmed, Director of Energy at State Trade Organisation adds:

"KPS and their partnership with ECHOES Enterprises in the Maldives have proven to be highly successful and constructive. The introduction of conductive HDPE pipeline systems has been transformative for the fuel industry, and we are extremely satisfied with the level of professionalism, technical competence, and attention to detail demonstrated by both KPS and ECHOES teams."

For KPS, the project showcases what environmentally responsible engineering can achieve, even in the world's most challenging coastal environments. The Maldives is setting a new regional benchmark for maritime fuel safety and environmental protection.

www.kpspiping.com
Written and supplied by MobilityPlaza.

LCM Environmental strengthens growth

LCM Environmental has acquired Octane Holding Group Ltd and Octane Draincare Ltd

The acquisition brings together complementary strengths across fuel, drainage, and environmental services. It also supports LCM Environmental's broader strategy to expand service coverage, deepen in-house expertise, and strengthen national delivery.

Octane brings recognised capability across fuel infrastructure, drainage and environmental services, strengthening the wider LCM Environmental Group's self-delivery model and operational capacity.

As an established specialist provider, Octane also adds regional strength alongside LCM Environmental's existing base in Lancashire. This supports broader delivery capability across environmental and critical infrastructure services.

Richard Wallace, CEO of LCM Environmental, said:

"We're delighted to welcome Octane into LCM. The business has been built on strong foundations, with a great team and an excellent reputation. We look forward to building on that success together and supporting the next phase of growth."

Left to right: Richard Sykes, Richard Wallace, Jason Unsworth

Richard Sykes and Jason Unsworth, Managing Directors of Octane, said:

"We're incredibly proud of what we've built with Octane and the team behind it. LCM is the right partner to take the business forward, and we're confident it will continue to grow and succeed under its ownership."

The acquisition is part of LCM Environmental's broader growth strategy, further strengthening the LCM Environmental Group. It enhances the company's ability to support commercial, industrial, and public sector customers. The group continues to deliver specialist services across fuel, environmental, and infrastructure related operations throughout the UK and Ireland.

For more information contact Richard Campbell, Commercial Director: richard.campbell@lcmenvironmental.com or www.lcmenvironmental.com

Another great loss: David Wright

A super friendly guy, who spent many years in the petroleum industry.

Having just graduated as a fully qualified electronics engineer in the early 80's from the National Gas Turbine establishment, David started work at Wotton Computers. This gave him an ideal platform to gain computer and network experience.

The car fanatic

The lure of petrol fumes found him, and he started his career in retail petroleum and service station payment systems at Micrelec. Next came a step into Conoco Phillips/Jet and their card services processing.

After Jet, David had a complete change of career, spending the next eight years out of the industry as an estate manager, managing 20 acres of a private estate.

Back to the corporate world

David's old friend and boss Keith from his Conoco days who was now working at Suresite, helped him back into the industry.

David worked alongside another close colleague and friend, Mary Andreas. He remained there for 10 years before moving to HTEC as an account manager for his final three years in the petroleum industry.

Dream job

Out of nowhere at the age of 61, David was offered his dream role at specialist motorsport team, Mathwall Engineering. The legacy engine refurb, build and supply of the Ford 289 for the GT40, Cobra and Mustang race cars, was his first project.

His obsession with cars, meant regularly attend classic car shows and just about every other car event imaginable.

Sadly, he could fix most things he touched, but cancer was something he had no control over in the end. David will be sadly missed by so many in the industry and beyond.

Thank you to our good friend Arthur Plumpton, for his personal tribute.

HYTEK GB Ltd hosts their first critical power solutions workshop

Industry professionals were brought together for an informative and practical session. The focus was on resilient backup power systems and building confidence in backup power and fuel polishing.

The event highlighted a range of HYTEK solutions, including tank gauging, analogue and PLC control panels, fuel polishing, and fuel conditioners. These systems are designed to maintain fuel quality and support reliable performance.

Why fuel quality matters in critical power

The event provided an opportunity to showcase how HYTEK supports customers operating in critical backup environments, where continuity, reliability and system performance are essential. From data centres and hospitals to other essential infrastructure, backup power systems play a vital role in ensuring operations can continue safely and effectively when mains power is interrupted.

A key part of this reliability is fuel quality. Stored fuel must remain clean, stable and ready to perform whenever it is needed. Contaminated or degraded fuel can compromise generator performance, making proactive fuel management an essential part of any critical power strategy.

Best practice approaches to backup power

Throughout the day, attendees were given an insight into HYTEK's approach to critical power and the support they can offer their customers. Discussions covered fuel polishing, fuel conditioning, advanced filtration, and other best practices used to maintain and improve backup fuel systems.

These areas are becoming increasingly important as organisations look to mitigate risk, improve system readiness, and protect the long-term performance of their standby power assets.

Turning challenges into solutions

A key focus of the session was the importance of fuel quality in critical backup applications. Stored fuel must be ready to perform when it's needed, but can degrade over time due to water contamination, particulates, and microbial growth.

This not only affects fuel quality, but can also lead to equipment issues such as blocked filters and injectors. During the session, HYTEK provided real-world examples of these common challenges and demonstrated practical solutions to them. This helped customers better understand how to identify fuel-related risks and specify effective solutions when quoting for future projects.

Working alongside customers

By combining technical expertise alongside real-world examples, the workshop highlighted HYTEK's commitment to partnering with customers on backup system solutions.

At HYTEK, we pride ourselves in not offering a one size fits all approach to critical backup power. Instead, we work closely with our customers to understand their customers' needs and work together to provide tailored solutions that support continuity throughout.

From specifying the project to designing a suitable solution, we work closely with our customers at every stage. Our six-strong technical team provides ongoing support throughout the installation process and beyond. This collaborative approach helps ensure reliable long-term performance.

A highlight of the day was creating an environment where customers from a range of industries could ask questions, share experiences, and take part in insightful discussions. It also gave attendees the opportunity to explore where HYTEK's solutions could support their own projects and applications. These conversations helped strengthen customer relationships and encouraged valuable knowledge sharing across the group.

Thank you to our attendees

HYTEK would like to thank everyone who attended the workshop and contributed to the insightful discussions. We strongly believe that workshops provide an important platform for sharing knowledge, strengthening customer relationships, and demonstrating the role that fuel polishing and conditioning can play in supporting critical infrastructure.

More sessions coming soon

Following the success of the event, HYTEK is already planning further sessions in the future.

If you are interested in attending one of the upcoming workshops or would like more information, please contact: Clare@hytekgb.com

Service and maintenance – the quiet driver of forecourt success

As forecourts evolve to support multiple fuels, new technologies and higher customer expectations, the reliability of every asset matters.

Service and maintenance sit quietly behind the scenes, yet they play a defining role in performance, safety and operational confidence.

Modern forecourts are complex, high-pressure environments. They operate long hours, welcome thousands of customers each week and rely on multiple systems working seamlessly together. From fuel dispensers, wash equipment to EV charge points, and solar installations. Every element plays a role in performance, safety, site presentation and overall customer perception.

Yet service and maintenance are often overlooked, until something goes wrong. In reality, they are among the most powerful tools a forecourt owner can use to protect revenue, control costs and safeguard reputation.

With changing fuels, tighter regulation and higher customer expectations, maintenance now sits at the heart of forecourt performance. Those who take a proactive approach are better placed to protect uptime, reputation and long-term value.

Reliability starts with the basics

Every forecourt depends on equipment that must perform day in, day out. Fuel dispensers, gauges, lighting, payment systems and safety infrastructure all need to function flawlessly. This keeps traffic flowing and customers satisfied. A single fault can disrupt operations, slow queues and erode trust in a matter of minutes.

Planned maintenance provides structure and predictability. Routine inspections identify wear before it escalates into failure. Allowing parts to be serviced or replaced in a controlled way. Filters, seals, hoses and moving components naturally degrade over time. Addressing this early helps preserve performance, accuracy, and safety while extending asset life.

Seasonal servicing also plays a vital role. Cold weather brings its own risks, including brittle components, freezing, and condensation within equipment housings. Preparing sites in advance reduces the likelihood of winter breakdowns and avoids the inconvenience and cost of emergency repairs during the most challenging conditions.

Planned preventative maintenance: the smarter approach

Reactive maintenance may feel cost-effective in the short term, but it often proves expensive over time. Emergency repairs typically involve longer downtime, higher labour costs and delays while parts are sourced. Worse still, repeated run-to-failure scenarios can cause irreversible damage, shortening the lifespan of valuable assets.

Planned preventative maintenance offers a smarter alternative. By scheduling inspections and servicing while equipment remains operational, forecourt owners gain control. Minor issues are resolved early, failure rates fall and uptime improves. Maintenance costs become more predictable, budgeting is simplified and business continuity is protected.

For busy forecourts where availability is critical, uptime is a competitive advantage. Customers expect reliable service. An unavailable dispenser, wash or charger gives customers a reason not to return. Consistent maintenance helps ensure that does not happen.

EV charging: reliability builds trust

As EV adoption accelerates, reliability has become the defining factor for public charging infrastructure. Drivers have little tolerance for faulty or out-of-service charge points, and poor performance quickly damages confidence in a site.

Maintenance programmes for EV charge points must address both safety and performance. Inspections typically cover transformers, circuit breakers, cooling systems, connectors and cables, combined with load checks to confirm power is distributed evenly across the site. Irregular charging times can indicate voltage issues or underlying electrical faults, which, if left unaddressed, can lead to larger failures.

Presentation also matters. Clean, accessible charging bays with functional screens and payment terminals significantly improve the driver experience. Regular cleaning prevents debris build-up, protects sensitive components and reinforces the impression of a professional, well-run site.

Regulation has added another layer of importance. Under the Public Charge Point Regulations 2023, rapid chargers must meet strict reliability standards, with quarterly reporting required for compliant networks. A proactive maintenance strategy helps operators stay aligned with these obligations while avoiding penalties and reputational risk.

Wash equipment: protecting revenue and brand standards

Vehicle wash systems are demanding pieces of equipment. They operate in harsh conditions, handling constant water exposure, grit, dirt and heavy usage. Without regular care, mechanical components deteriorate quickly, leading to breakdowns, customer complaints and lost income.

Daily visual checks make a meaningful difference. Inspections of hoses, brushes, nozzles, blowers, drainage, lighting and detergent levels help staff identify early signs of wear. A simple test wash can confirm that brushes make proper contact, and soap is being applied evenly.

Cleanliness is just as important as mechanics. A dirty or neglected wash creates a poor impression and undermines trust, particularly on high-throughput sites. Even brief, regular jet washing can restore appearance, support brand standards and maintain customer confidence.

Scheduled mechanical servicing of motors, belts and bearings reduces the risk of sudden failure, while drainage maintenance prevents blockages that can halt operations entirely. Together, these activities protect both revenue and reputation.

Solar maintenance: protecting the investment

Many forecourts have invested in solar PV to offset energy costs and improve sustainability credentials. However, generation performance depends on ongoing care. Without maintenance, efficiency can gradually decline and go unnoticed, undermining return on investment.

Routine inspections focus on inverter performance, electrical testing and energy-production analysis to identify dips or irregular patterns. Panels are checked visually for damage, and spot cleaning removes dirt and debris that reduces output.

Advanced monitoring tools track performance across the system, making it easier to identify issues such as shading, loose connections or declining panel efficiency. Thermal imaging can reveal hotspots or wiring faults invisible to the naked eye. The earlier these issues are addressed, the better protected the system's long-term value.

For forecourts where energy resilience matters, reliable solar performance supports broader operational stability and sustainability goals.

Care and Protect: presentation with purpose

Customers form opinions quickly. A clean, well-maintained site signals professionalism, safety and reliability, encouraging repeat visits. TSG's Care and Protect takes a structured approach to forecourt presentation, combining aesthetic upkeep with essential maintenance.

Following a detailed site survey, plans are tailored to each location's priorities. This can include canopy cleaning, lighting maintenance, façade restoration, signage upkeep, decal refreshes, floor graphics, paintwork and safety-notice checks. High-pressure cleaning and treatments for algae and mould restore brightness to surfaces that are otherwise difficult to reach.

Regular presentation maintenance does more than enhance appearance. It supports health and safety compliance, identifies hazards early and protects structural integrity. For busy forecourts, this proactive approach reduces unplanned downtime and safeguards brand reputation.

One partner, total confidence

Managing multiple service providers across dispensers, charging, wash systems, solar assets and site presentation can quickly become complex and time-consuming. A single, experienced partner simplifies reporting, improves consistency and provides a clearer view of site performance.

TSG brings decades of experience across every aspect of forecourt service and maintenance. From planned preventative maintenance and compliance support to EV charging, solar care, wash servicing and Care and Protect, TSG delivers joined-up expertise that reflects how modern forecourts actually operate.

Service and maintenance may work quietly in the background, but their impact is unmistakable. They protect performance, safeguard investment and ensure forecourts remain safe, reliable and welcoming, today and in the future.

www.tsg-solutions.com

Building a connected, future-ready site

Installation and maintenance decisions are no longer just about hardware reliability

Creating a connected system that keeps the entire site running efficiently, compliantly and profitably is vital. At the centre of that system sits the EPOS platform, which increasingly acts as the operational brain of the forecourt.

A modern network like EDGEPoS is designed to seamlessly integrate with fuel pumps, removing the friction that can often exist between shop and forecourt operations. This integration allows retailers to manage fuel transactions, price updates and wet-stock monitoring alongside in-store sales through a single interface. The benefit is clear: fewer systems to maintain, less room for error and a more streamlined experience for both staff and customers.

Robust solutions

From an installation perspective, simplicity and scalability are key. Forecourts operate in complex environments where uptime is critical, so solutions must be robust, easy to deploy and capable of integrating with existing infrastructure.

EDGEPoS also supports operational efficiency through innovations such as Fuel Finder, which helps drive footfall by connecting fuel pricing with consumer-facing platforms. By ensuring accurate, real-time fuel pricing is communicated externally, retailers can remain competitive in a highly price-sensitive market while maintaining full control through their EPOS system. This not only boosts visibility but also reinforces trust with customers who increasingly rely on digital tools to plan their journeys.

Darren Nickels, Retail Technology Operations Director at Henderson Technology, said:

"A joined-up EPOS system reduces the need for multiple third-party connections, which in turn lowers maintenance requirements and ongoing support costs. Retailers are increasingly looking for plug-and-play solutions that can evolve with their site, whether that's adding new pumps, integrating EV charging, or expanding food-to-go and retail media capabilities."

Quick issue resolution

Maintenance is also being reshaped by smarter technology. Rather than reacting to issues after they occur, connected EPOS systems enable more proactive site management. Real-time monitoring and alerts allow operators to identify and resolve issues quickly, minimising downtime at the pumps or tills.

Nickels explains;

"This is particularly important in forecourts, where even short disruptions can have a direct impact on revenue and customer satisfaction."

Darren Nickels, Retail Technology Operations Director

Beyond fuel

Nickels says;

"Forecourt EPOS is evolving from a reporting tool into a real-time decision engine, helping retailers act faster and more effectively across their business. This includes everything from managing promotions and stock to supporting compliance and reducing loss through intelligent alerts.

"Crucially, this shift does not replace the need for skilled teams on site. Instead, it enables them to work more efficiently. By automating routine tasks and providing clearer visibility across operations, staff can focus on delivering better customer service, maintaining site standards and managing key areas such as fuel operations and safety."

Forecourt success

Looking ahead, the forecourts that will succeed are those that treat installation and maintenance as part of a broader digital strategy. Investing in a fully integrated EPOS system like EDGEPoS ensures that fuel, shop and emerging technologies all work together seamlessly. The result is a more resilient, efficient and future-ready forecourt – one that is equipped to meet the evolving demands of both the retailer and the modern consumer.

www.henderson.technology

Beyond the pump: protecting fuel quality, compliance and performance

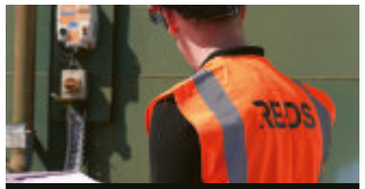
Fuel storage relies on more than visible infrastructure and customer service. Behind every transaction is a network of fuel assets that must be consistently maintained to ensure safety, compliance and product integrity. The role of ongoing maintenance has increasingly become more important to protecting both your business revenue and reputation.

Fuel quality sits at the heart of this conversation. Degraded or contaminated fuel can have immediate consequences, from customer complaints and vehicle damage to long-term brand harm. Water ingress, microbial growth and particulate contamination are common risks within storage systems, particularly where tanks and pipework are not regularly monitored. Maintaining your fuel to a high standard requires a structured thought-out strategy, combining routine inspections, sampling and fuel polishing. Giving you peace of mind that your fuel is within ISO standards.

Out of sight but never out of mind

Equally important is the condition of your storage infrastructure. Tanks, pipework and associated systems are often out of sight, but they should never be out of mind. Over time, wear and tear, corrosion and environmental factors can compromise their integrity. Without regular inspection and preventative maintenance, minor issues can escalate into significant failures. This could lead to costly downtime, environmental incidents and regulatory breaches.

This is where planned preventative maintenance (PPM) becomes essential. A structured maintenance schedule tailored to each site ensures that potential risks are identified early and addressed before they develop into larger problems. Importantly, PPM should not only apply to the physical assets but also to the fuel itself. By building product checks into regular maintenance routines, forecourt operators can manage their assets more effectively as a whole.



REDS provide Planned Preventative Maintenance (PPM) tasks for fuel tanks and associated assets

REDS Group have an in-house Environmental Consultancy team, backed by £5M PI insurance and over 25 years of contaminated land experience

Prevention strategies

Fuel compliance is another important factor. Environmental regulations surrounding fuel storage and handling are stringent. A single spill or leak can have prolonged consequences, both environmentally and financially. Having spill response plans in place, alongside appropriate spill kits and trained personnel, is important. However, prevention remains the most effective strategy. Regular maintenance, inspection and monitoring significantly reduce the likelihood of incidents occurring in the first place.

It is also important to recognise that no two forecourts are the same. Product quality and tank and site compliance are unique to each client and location. This requires a personalised and site-specific strategy. Factors such as asset age, environmental conditions and historical usage all influence maintenance requirements. A one-size-fits-all approach is rarely effective.

Tailored maintenance strategy

REDS provides specialist consulting and contractor services with a focus on ensuring compliance and reducing environmental risks associated with fuel assets. Our team have over 30 years' experience in fuel and power management. We offer a range of fuel maintenance services. This includes fuel sampling and reporting, high-grade fuel polishing, spill response solutions and tailored PPM schedules.

REDS Group has successfully completed a specialist fuels infrastructure project for British Airways PLC (BA) at their Fleet Support Unit (FSU) hangar, based at Heathrow Airport

In addition, tank maintenance, inspection, removal and installation are delivered in-house by our OFTEC-qualified engineers.

Ultimately, effective forecourt maintenance is about more than meeting minimum requirements. It is about safeguarding product quality, protecting infrastructure and maintaining trust with customers and regulators alike. By investing in a tailored maintenance strategy, operators can reduce risk, extend asset life and ensure their forecourt continues to perform reliably in an increasingly demanding environment.

REDS have collaborated with a diverse range of clients over the years, including British Airways, Certas Energy, Shell UK, Great Western Railway, WSP and National Grid Group.

View our website: www.redsgroup.co.uk
Call us: 0333 444 0004
Email us: contact@redsgroup.co.uk

Directory of PEIMF+ members

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www.aggroupltd.co.uk
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Berrys Technologies Ltd
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www.berrys.com
MIDAS, OP, USpump spares, pipework, tank lid assembly, forecourt equipment

Membership code of ethics

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

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

OUR AIMS AT ALL TIMES ARE:

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

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

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Elaflex Ltd
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Equipe Environmental
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Supply, install & test tanks, gauges, covers, pipeworks, pump spares

Eurotank Service Group
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A group of forecourt engineering service companies

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Continued overleaf

Continued from page 39

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