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ISSUE No.100

Insite

Insite is the official magazine of PEIMF+

PEIMF+
The future of fuel and energy services

In this issue :

- Health & safety
- Vehicle cleaning
- UK retail market breakdown

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100 up!!

You might have noticed on the front cover that this is issue number 100 of INSITE. Quite some achievement for a not-for-profit organisation and something which everyone concerned over the years can share a little pride. Big 'hats off' to my dear old friend and predecessor, the late, great Frank Hare. I'm sure we'll do something suitably reflective soon.

So in this, our 100th edition, Health & Safety is front and centre; embracing workplace practices and external environmental issues. We highlight the importance of your organisation's health & safety policy statement and the importance of risk assessment with the help of our top quality, vastly experienced PEIMF+ committee members.

Our popular guide to new fuels in this edition 'The Green Pages' includes such a wide range of topics: HVO, synthetic fuels, EV charging, biofuels, battery cell manufacture plus the Zemo guide to new fuels, and more.

And with winter approaching, this is a prime time to get a handle on developments within vehicle washing; so please take a look at our suppliers from page 26.

APEALive: November 16th

We'll be exhibiting at the show in Milton Keynes, and we're really looking forward to meeting up with as many of our members there as possible. We shouldn't be too hard to find – Just look for the busy stand!

David Honeyman, Editor

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Front cover illustration
Brian Sage

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The Green Pages New Fuels Guide

7 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.

Health, Safety and Environm ent – what's in your policy?

Misunderstandings of, and misrepresentation within, HSE policies are a regular discussion subject at PEIMF+ committee meetings. Terry Moody is former Vice President Global HSE for Gilbarco Veeder Root and is a very well-established (nowadays seconded) member of the PEIMF+ committee. Here, he attempts to throw some light on the subject.

This article first appeared in INSITE a couple of years ago and we make no apology in reiterating such important messages.

Many businesses underestimate the importance of their Health Safety and Environment Policy, possibly because these days it is so easy to go onto the web and download a sample policy, add your company name and then offer it to interested parties as your own.

Whilst on the face of it, this may get you your 'ticket to the game', or the ability to bid in a tender or to be able to demonstrate some level of compliance, this can be an approach fraught with problems. Hopefully I can show here, that by taking a little more time and care on this important document, you will better benefit you and your operation.

What is it?

What is the HSE Policy? It is your statement to all stakeholders what your philosophy is regarding the management of Health, Safety and Environment is in the workplace. Those stakeholders are both internal and external. Internal would include your employees. It is recognised widely that these things matter hugely to the Millennium Generation, more so than previously. I regularly get asked by new employees about our views on this subject, and environmental issues in particular.

External stakeholders are of course important too. We are all familiar with the need to submit policies with job tenders, so that potential customers can have the confidence that we take these things seriously and that they form a key part of our business ethics. Less obvious maybe are your insurance company, shareholders and local residents located adjacent to your business. A worst case scenario could be enforcement agencies following an incident. This is when the cut and paste approach can trip you up badly.

Policies taken from the web, that have not been adapted to reflect the activity of your business, your control measures and your mission statement become very obvious very quickly. For example; adopting a statement from the web that states that you will monitor your staff with regular audits, when this is not the reality, will create all sorts of difficulties. Over the years I have often seen examples of small businesses adopting corporate policies that are unworkable and unrepresentative, and no thought has gone into the actual content. Remember, your written policy is a legal document and a legal requirement for all businesses with more than five employees. For businesses with fewer than five employees, technically there is no requirement to write the policy, but it is of course good practice.

It could be argued that, it is worse to fraudulently claim that you undertake lots of risk mitigation activities in a plagiarised policy, than to have no policy at all.

What should the content be?

Your policy should comprise three main parts.

1. The mission statement

This will typically talk about not harming people, not polluting the environment and ensuring compliance with local legal requirements as a minimum. It may mention a continuous improvement philosophy or abiding by accepted industry practices, which is very relevant to many PEIMF members. The mission statement is your high level goals and is the part that interested parties will typically read. It does not have to be pages and pages long. Two or three paragraphs will normally suffice.

2. The roles and responsibilities

This will talk about who within the company will do which tasks to ensure the mission statement above is met. This may involve tasks such as audits or communications, it will normally include provision of resource, training, and it may also include consultation with workers or unions etc. The roles and responsibilities will normally cover all levels of management, and possibly a reference to workers also. A good tip here is to cite job titles, rather than people's names; that way the policy stays valid when one of the management team leaves the business.

3. Health and safety arrangements

In our industry that may involve aspects such as confined space working, working at height, permit systems etc. It is vital that this part reflects your own business activities and the methods or systems that you will use to manage the risks down to an acceptable level. This part can often run to many pages. When examining policies from prospective sub-contractors, I regularly see policies that run to 50 or more pages, listing risk control methods for activities that you know the company in question does not undertake. In the likely event that the policy is reviewed following a significant incident, a misleading policy will create major difficulties at a time when you least need them.

As you can see, especially in parts two and three, creating a policy that aligns with your own business, people and activity is vital.

The HSE website has examples of basic policies which should help you get the ball rolling, www.hse.gov.uk

Furthermore, be careful when employing consultants to produce a policy for you. Unless you make it very clear, and they know your business intimately, there is a possibility that you will be offered yet another one size fits all solution.

Who?

Signatures and dates on HSE Policies are often the source of questions. Who should sign, should it be dated, how often should it be reviewed etc?

In the first instance, the most senior person in the business must sign the policy to indicate that top leadership has bought in. These days that primary signature is often supplemented by other business leaders, finance, HR, operations, sales - not forgetting the safety function. I like this approach. It signals to stakeholders that the whole management team believe in the contents of the policy. Of course it should be dated, and the date should reflect when the signatures were added - not when the policy was created. Cadence of review is also important. The Policy should be reviewed at least annually, or if anything significant changes. Those changes may include, but are not limited to:-

1. Changes in legislation
2. Changes in activity that the company undertakes
3. Changes in customer requirements
4. Changes resulting from a significant incident
5. Changes in the organisation structure of the company

If no changes are made, then as a minimum the date should be made current. Reading a company HSE policy with a date from 4 or 5 years ago, simply tells me that this is not a priority in the business.

The bottom line is this;
Your HSE Policy must say what you really do, and then you must do what it says! Follow that mantra and you will not go too far wrong.

Health and safety

Working smart from the very start

Safety is no accident! Workplace health and safety starts with clear direction from a strong leadership team and encompasses management, employees, suppliers, contractors and customers.

Health and safety should always be a top priority, as the safety of employees is important and crucial to the operational success of a business. The UK government requires employers to adhere to specified regulations and safety standards, however, taking responsibility for employee safety isn't just the law, it is a moral duty.

It is important to have at least one fully qualified individual to control and manage policies, procedures and ongoing training & competence within the workforce. This elementary step will eradicate confusion and ambiguity surrounding the safety rules and regulations, and provide senior management with the assurance that the business has the necessary expertise to ensure risks are eliminated or appropriately managed.

Where to start

Providing a safe and secure work environment is a complex and multi-dimensional subject; there is no straightforward one-size-fits-all solution. Every business must take a strategic and practical approach to health and safety, taking into account the individual requirements of each department, including any employees who work in the field or at home. Employers must consider all factors that affect the physical, mental and occupational health of their staff, in order to mitigate the risk of falling foul of the government guidelines.

All businesses should have a strong general health and safety policy in place, as it forms a platform on which to build explicit safety guidelines relevant to their industry sector. This policy also acts as a benchmark from which to create robust working practices that can help to improve productivity and encourage employee engagement.

Spreading the word

Health and safety is not a box-ticking exercise, it is a crucial element in daily operations designed to help keep employees, suppliers, contractors and customers safe and well.

The only questionable benefit of a tick-box culture, is that the company is able to prove that safety policies and strategies are fully complicit with ; however, this method is simply not effective.

Every business should distribute a safety policy document to all of its employees, typically at the time of the induction process. Many companies will request a signature from staff to confirm they have read and understood the policy's contents. Such documentary evidence of compliance with health and safety regulations could prove vital in the event of litigation, or as corroboration during a visit to the premises from an enforcement officer.

Despite the fact that all employees may have been made aware of the policy, it is essential to continue reinforcing the message with regular bulletins and training sessions.

Policy specifics

The health and safety policy should clearly set out the company's objectives to meet legislation and safety best practices, determine the person(s) responsible for its enforcement and how the safety procedures will work.

Naturally, every policy will contain elements that are specific to the company and the sector within which it operates. But as a general rule, the policy might include fire safety, manual handling, slips and trips, driving safety, risk assessments, working at height, equipment safety, near-miss reporting and control of hazardous substances, etc.

Continued on p8

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Continued from p6

Personal protective equipment (PPE)

There are many varieties of PPE in the workplace, such as hard hats, goggles, gloves, high visibility clothing and protective footwear, the choice is very much subject to the type of work being carried out. For instance; different goggles/glasses are needed depending on whether the work involves welding, cutting metals or drilling plastics and concrete materials. Employers providing a standard set of PPE may be caught out if the equipment is not designed to protect against the type of danger the operative is exposed to.

High-visibility (HV) clothing is a relatively easy and inexpensive precaution to implement, but it plays a major role in maintaining safety and preventing accidents, especially in busy environments with moving traffic.

A thorough risk assessment should be completed before every job, to ensure the correct PPE is handed out to everyone concerned before the work begins.

Failure to comply

There are severe consequences for employers who choose to ignore health and safety regulations, especially if the case involves serious injury or loss of life. Failure to comply is punishable in criminal court and often results in significant fines or worse – imprisonment. Moreover, the reputation of the business can incur untold damage during and following an investigation.

Aligning the culture

Health and safety is so much more than a set of rules; it should be an integral part of the culture of the organisation. In order to have a truly safe workplace, it is necessary to consider health, safety and mental wellbeing to be of the highest priority in all activities both on and off the premises.

Employee engagement is key to the success of any initiative and safety is no different. Staff should be encouraged to look for and report potential risks, propose new ideas and most importantly, take great care of themselves and their colleagues.

www.tsg-solutions.com

Health and safety at TSG UK

TSG has over 30 years of experience in health and safety for the forecourt sector, with skilled professionals leading the team to safeguard all of its employees against the potential dangers associated with the industry.

A forecourt is an inherently risky place to work, with a potentially dangerous mix of explosive vapours, liquids and airborne contaminants. It is therefore of paramount importance that TSG field technicians regularly undergo lengthy and intensive hazardous zone training to maintain a safe working environment for themselves, site staff and visiting motorists/shoppers.

Annual safety days are held at TSG UK and TSG Group level to emphasise the company's commitment to health and safety throughout Europe, Africa and the UK. These popular events are well supported across the board and provide necessary insight into new legislation and recommended best practices.

For more information on TSG, its products and services visit: https://www.tsg-solutions.com/uk/

TSG

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Wayne Helix 6000 CNG

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Ancorra Environmental

setting the highest standards in health, safety, environmental and quality services

Ancorra Environmental Services Ltd, operating nationwide within the UK and Ireland from its bases in Liverpool and Dublin, is a forward-thinking market leader in the provision of waste management and specialist industrial cleaning services.

From our inception, we have been totally committed to ensuring that we provide the very highest standards of service to our customers. That we operate in a manner which protects the environment; together with the health, safety and wellbeing of the public, our customers, employees and contractors.

To help us achieve these goals, we operate a management system in accordance with the following international standards: ISO 9001, ISO 14001 and ISO 45001.

Our leadership team is fully committed to the provision of all resources necessary to ensure that we:

- Meet (and where possible exceed) the needs and expectations of all interested parties
- Fulfil our compliance obligations (including all applicable legal and other requirements)
- Provide safe and healthy working conditions for the prevention of work related injury and ill health
- Eliminate hazards and reduce occupational health and safety related risks
- Consult with, and allow, the participation of workers and their representatives in all matters related to occupational health and safety
- Prevent pollution
- Set challenging annual objectives aimed at continually improving our quality, environmental and health and safety performance

As a company which firmly believes in the principles of sustainable development, we also recognise the importance of assisting others to achieve similar business goals and therefore actively encourage our supply chain to adopt similar management practices.

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www.ancorraenvironmental.co.uk

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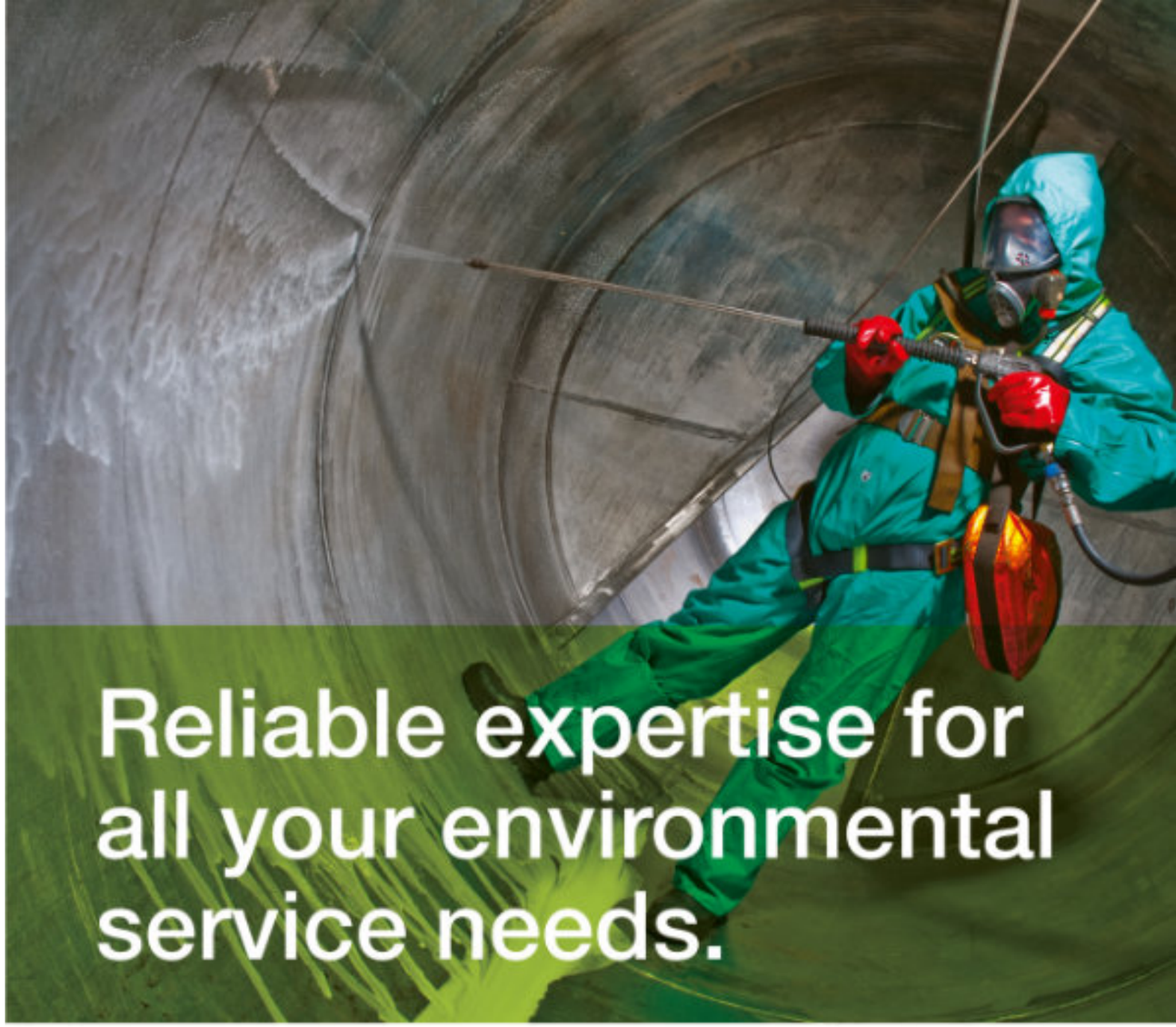

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For more information about Ancorra Environmental Services

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How good are your risk - assessments?

Brand new support pack available

(Discounted for PEIMF+ members)

PEIMF+ member Commercial Fuel Solutions have 20 years' risk management expertise, gained through extensive research, investigation and regulatory work. Here, Managing Director, Robin Futcher, outlines your obligations and offers a brand new, comprehensive method of evaluation.

Throughout the UK there are hundreds of thousands of diesel fuel storage tanks, which collectively each year dispense hundreds of millions of litres.

These storage and transfer systems vary greatly in type and size, ranging from small agricultural installations dispensing gas oil into tractors, all the way up to multiple storage facilities delivering to national fleets. As with any place of work, the Health and Safety at Work Act applies and, irrespective of the scale of any diesel fuel installation, it is necessary to ensure certain risk assessments are undertaken.

The risk assessments which apply are;

- Those relating to hazards arising from handling flammable liquids (DSEAR),
- The suitability of the handling equipment (EPSR)
- Their potential impact on the environment (Oil Storage/Control of Pollution).

For many diesel installations, especially where fuel is dispensed, employers also have specific obligations under both PUWER and the Health and Safety at Work Act.

A brief overview of these requirements and respective obligations is outlined right.

DSEAR (Dangerous Substances and Explosive Atmospheres Regulations)

The scope and application of DSEAR has been a heated debate for a couple of years now, but put simply; *it is necessary for all diesel tanks in the UK to have a DSEAR risk assessment undertaken.* Effectively, a DSEAR assessment evaluates those risks to employees which arise from handling diesel. A correct assessment will also confirm if the system is suitably designed to prevent hazardous areas of flammable vapour and mists from forming.

It should be duly noted, that this does not necessarily mean ATEX equipment is needed. Regulation 5 of DSEAR confirms if the EPSR (see below) applies. This confirms if requirements for certified equipment are to be used in addition to existing protection methods and control measures.

EPSR 2016 (The Equipment and Protective Systems Intended for use in Potentially Explosive Atmospheres Regulations) (previously EPS 1996)

In the UK, relevant apparatus in hazardous area applications must be selected on the basis of EPSR, unless the risk assessment under DSEAR regulation 5 finds otherwise. The EPSR advises the protection levels and type approvals needed.

Oil Storage/Control of Pollution Regulations

Regulation varies slightly between regions but there is a national requirement to ensure that commercial fuel storage facilities greater than 200 litres comply. This includes having adequate materials and training to deal with a spill and having spill response planning in place.

"Already proving very popular amongst councils, as they utilise this excellent service, M.O.D installations are now showing real interest in this comprehensive tool"

PUWER (Provision and Use of Work Equipment Regulations)

If you are an employer or self-employed person, and you provide equipment for use at work, or if you have control of the use of equipment, then PUWER will apply to you.

Your obligations are to ensure that the equipment is;

Suitable for use, and for the purpose and conditions in which it is to be used.

Maintained in a safe condition for use so that people's health and safety is not at risk.

Inspected; to ensure that it is, and continues to be, safe for use. Any inspection should be carried out by a competent person (this could be an employee if they have the necessary skills, knowledge and experience to perform the task) and a record kept until the next inspection.

In conclusion;

These requirements may seem excessive to some, however it is necessary that all the regulatory requirements are met.

Fortunately, Commercial Fuel Solutions Ltd have produced a user-friendly support pack consisting of various information including; documentation, guidance, labelling and forms. This pack enables site operators to quickly evaluate the risks associated with diesel storage and then assist them to prepare the required risk assessments.

20 years' experience

By investing in one of our support packs, you can take full advantage of the risk management expertise we've gained through our extensive research, investigation and regulatory work over the last 20 years. You will benefit from our experience and unique understanding of common causes of failure, good working practices and how you can apply our methodology in your own business to manage your diesel storage and handling risks.

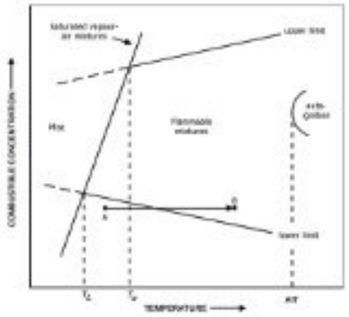
The support pack includes a wealth of information and provides easy to follow step by step guidance, with corresponding check lists to enable the correct use of the included templates.

In addition to the DSEAR risk assessment documentation, guidance on environmental spill response planning and spill kit calculations are included. This is supplemented with adhesive spill response notices and a selection of labels for the storage tank, which meet the new globally harmonised system (GHS).

To complement the risk assessment documentation, guidance on creating suitable procedures and training records is included, along with advice on maintenance and producing documented service records.

Contained within a tough, long-lasting polypropylene binder with additional pockets, the support pack forms a durable risk assessment folder which can endure industrial use and be kept on hand where it is needed - adjacent to the storage tank.

Future updates on guidance and changes in legislation are also provided through our bulletin service. All customers purchasing a pack are entitled to technical support from our team of consultants and engineers.



For more information on the specifics included within our diesel storage tank risk assessment support pack, please visit: www.commercialfuelsolutions.co.uk/risk

PEIMF+ members can purchase the Support Pack at a discounted rate of 50%.
To order at the discounted rate please contact our sales team on 02380 118670 with your membership details.
www.commercialfuelsolutions.co.uk

GRP covers: ideal for cruise terminals and airport runways

Once in a while, a product will come along whose performance will drive a change in standards across entire industries; like stainless steel - or concrete. Or a trench cover, which is over 80% lighter than the cast iron traditionally used, eliminating the need for costly specialised lifting equipment and the accompanying health and safety hazards.

And, unlike metal and concrete infill covers, it's engineered from a GRP composite material which is inert and impervious to corrosion from water and salt; as well as many other corrosive constituents.

Changing the standard for health & safety

Fibrelite's GRP composite trench and manhole covers are fast usurping metal and concrete covers, to become the standard for high-performance industries such as: airports, commercial ports, leisure cruise terminals, military and defence, power generation (both traditional and renewables) and data centres. Companies like Magnox, The National Grid, all branches of the UK armed forces and the world's largest technology brands specifying Fibrelite covers for new build and retrofit projects.

Recent installation: port cruise terminal upgrade, UK

As part of this cruise terminal upgrade project, within the port in southern England, Fibrelite was approached by the end-user, who was providing the Onshore Power Supply (OPS) systems. The port had previously considered installing cast iron trench covers to cover the 500 metres of trench housing the high-voltage power cables, but due to their weight (approximately 350 kg) and the additional associated overheads, they approached Fibrelite for a lighter alternative.

Bespoke solution

Fibrelite developed a bespoke covering solution, made up of dozens of custom-sized F900 (90-tonne) load-rated GRP composite trench covers in varying dimensions, to suit the specified trench rebate dimensions, which were 65 kg, 82% (285 kg) lighter than the cast iron alternative. The Fibrelite covers are light enough for safe removal with the site dolly, complying with the load rating requirement of the site.

Recent installation: major southern UK airport off-apron lighting pit upgrade

At one of the UK's busiest airports, Fibrelite designed and manufactured a retrofit replacement for manhole covers over off-apron runway lighting pits. Onsite staff have a window of approximately just two minutes to effect maintenance and/or repair works between take-offs and landings, including removing and replacing the F900 load rated access cover. The new lightweight GRP composite Fibrelite covers now allow safe, fast access to the lighting pits, maximising time for maintenance and minimising the risk of injury.

A bright future for Fibrelite

Jo Stott, Marketing Director, Fibrelite says:

I've been a part of the Fibrelite journey since 2011, and it's been exciting to play a part in driving the upgrade from traditional concrete and metal trench and manhole covers to GRP composites in myriad industries. This is especially those where manual handling is critical, and seeing how we've helped increase health and safety and performance in those industries. We expect to see more and more industries make the upgrade to Fibrelite composite covers, especially in mission-critical areas.

Bespoke Fibrelite GRP composite trench covering solution, 82% lighter than cast iron

About Fibrelite

Fibrelite is a global manufacturer of highly engineered Glass Reinforced Plastic (GRP) composite manhole and trench access covers, capable of taking up to 90-tonne loads while still light enough to be removed manually by one or two people using Fibrelite's ergonomically designed lifting handles. In 1980, Fibrelite designed the world's first composite manhole cover, eliminating manual handling and other health and safety issues associated with traditional metal covers. Today, Fibrelite continues pioneering composite technology, continually innovating to solve customers' challenges across the globe.

Removing & replacing concrete infill trench covers vs Fibrelite GRP composite covers

Initially developed over 40 years ago, Fibrelite remains the composite access cover of choice for projects worldwide, from data centres and high-tech manufacturing facilities to infrastructure, transport and stadia. Fibrelite covers are increasingly specified for both new build and retrofit projects across a variety of industries in more than 80 countries.

Since 2013, Fibrelite has been a part of OPW (a Dover company) allowing them to offer an unprecedented portfolio of complementary best-in-class products.

For more information, visit the Fibrelite website at: **www.fibrelite.com**

For more information/to discuss, please contact Jo Stott, Marketing Director, jo.stott@opwglobal.com +44 (0) 7807 765 140

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EV charging bays

Prevent abuse : generate revenue

An obvious major developement in the industry is the big push towards EV. There has been significant investment into charging bays and chargers, but not in the technology to manage the abuse of it. As VARS are already a fully accredited member of the British Parking Association we have developed a revenue generating solution to this problem.

EV parking has begun generating money for one of our clients already. They have EV charging on one site and that has now generated over a thousand pounds a month in parking charges already.

VARS already manages parking for a lot of forecourts in the traditional way, so the addition of EV parking was a natural progression. The EV solution fixes two major problems. The first is non-electric vehicles, parking in EV charging bays. The second is Electric/hybrid vehicles, parking in the bays when they are not actually charging. This not only annoys customers, but also loses revenue for the chargers.

The VARS EV solution detects if the vehicle is ICE or EV/Hybrid upon entering the bay and integrates with the chargers to check if the vehicle is charging or not. If the vehicle is not on charge because it is non-EV, if it is parked not charging or if it has finished charging and is now parked, VARS can issue a parking charge notice to the vehicle after it has been parked for a length of time chosen by the client E.g., 10 minutes. Due to having integration with the charger, we can also tell when an

EV vehicle has stopped charging and remains parked. This stops people leaving their EV car parked, pretending it is charging.

The VARS system takes a video clip from when a vehicle parks up until it leaves and compresses the video to a very quick clip as evidence to be used to prove that the vehicle was parked for the duration stated on the notice and we have had a great success with this already generating revenue.

Any revenue is shared with the client, so it offsets losses from the chargers not being able to be used. More to the point though, the VARS signage states that the bays are strictly for charging and not parking and that we can issue the charge notices for misuse of the bays. This reduces the problem in the first place and frees the bays up to be used as intended.

www.varstechnology.co.uk

The world's most advanced forecourt protection and parking solution.

VARS TECHNOLOGY

The VARS system can protect your forecourt in many ways

VARS Dashboard allows simple 2 click management of the site for operators

Each vehicle that arrives or leaves the site shows at the top left corner of the screen. The operator can add any vehicle to the Blacklist with 2 clicks on the touchscreen

State-of-the-art ANPR solution

Preventing and reclaiming millions of pounds of retail fuel loss for forecourts

Fully compliant accredited member of the British Parking Association

Simple and fast reporting No Means of Payments and Drive offs

Audible and visual alerts of Blacklisted vehicles

VARS Parking will allow you to manage your parking spaces in the following ways:

- **Charge for a select few bays for hourly or all day parking**
- **Charge for overstay if people spend too long in the car park**

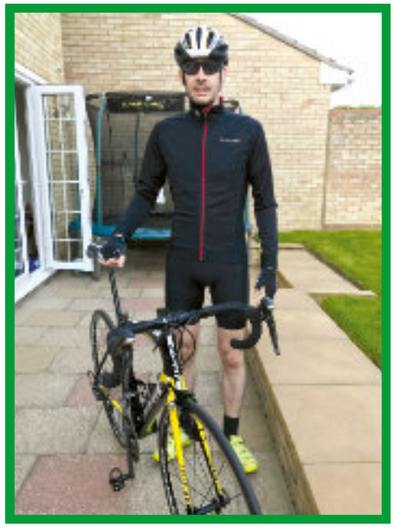
VARS TECHNOLOGY

varstechnology.co.uk

In the frame...

Cake loving road biker Andy Seal has his mum to thank for joining the industry.

Andy Seal is Commercial and Marketing Director for Hytek (UK). This brand-new role was created due to the company's growth, and he's been in the position for 7 months.



How come you're in the industry?

I joined Hytek in September 1988 as a production engineer. My mum found me the job in the local paper (how times change!) I left school with two O-levels and took a job as a fruit farm manager, where I had worked during Summer holidays. I studied for a BTEC in business studies and finance on day release before joining Ian Taylor, Kevin Arnold, Evelyn Hinson, Nobby Clarke and Clive Wellings at HYTEK. I was their 6th employee (the 4th full timer) and have never looked back.

Your career to date

After starting on the shop floor assembling Salzkotten SX109 commercial fuel pumps, I was apparently not up to speed. As fate would have it, I did 2 weeks holiday cover and told "just carry on as you are." 35 years later they are still stuck with me.

I was wisely moved away from production (Even now, if I pick up a screwdriver they ask me to put it down). In the afternoons I would work pack a few boxes (we now pack around 1,500 parcels a month). I particularly remember the grade swap from 4 star to unleaded petrol, and the months of posting out our Elaflex kit.

I moved into job sheets and work planning, then responsibility for stock control, originally in purchasing; deciphering colleagues' handwritten faxes to suppliers.

I progressed into customer services, customer support, product support, sales, and marketing. I also had responsibility for finding and taking on new products.

My first company car was a second-hand Astra 1.6i Cesaro, and I had a split office based/external sales role, including regular trips up to see Richard Henry in Cumbria.

I was unexpectedly made a director in 2000 and since 2005 I have tended to be focused on sales and marketing. We made an acquisition outside the industry in the boiler/burner market based in another location and I had a joint role for a while between 2010 – 2012, very different and enjoyable to see life outside HYTEK.

I'm currently back in marketing with a commercial side to my role. We acquired Pumptronics and the O.L.E. brand of electronic tank gauges over the past few years and my role is to ensure these brands grow within HYTEK.

Which position have you enjoyed most?

That's a hard question. I was very privileged to be under the wing of Ian Taylor and Kevin Arnold, who allowed me in the early days to have a go. I took on the HYTEK catalogue back in 2002 and got a buzz from seeing the catalogue evolve and sales increase as a result. We're working hard to get it back to being the industry bible.

What do you feel have been your biggest achievements?

Keeping my head down, sticking to the task when out of my depth, has helped me grow into what I do today. I'm still learning. HYTEK had a blip from Jan 2020 – April 2022 and I took a long hard look at myself. So really, I feel my biggest achievement is seeing the new staff as well as the more experience members grow, as we went from 30+ to 50+ employees in two years.

What have been the most significant changes during your time?

Stage 1a vapour recovery saw the industry boom, along with below ground tank overfill valves. The developments of independent forecourts,The PPG pollution guideline regulations were fantastic to help clean up the dirty commercial diesel side of the industry, plus the migration of some forecourt regulations.

More recently, AdBlue into the commercial sector, plant/agriculture sectors. HVO has developed and eventually the use of synthetic fuels. We now have EV for passenger cars and Hydrogen a solution for the longer haul trucks. It seems not one size fits all!

Where do you see yourself in say, 10 years?

I'm not a great one for planning. As long as I'm enjoying it, hopefully seeing the Pumptronics, O.L.E. and Hytek-engineered brands grow; taking these into new sectors that are not fuel related.

What do you think the future holds for the industry, and how are you preparing for it?

Fast moving times indeed. After 38 years, HYTEK (part of the Flowmax Group) take net zero seriously and we are looking for other opportunities and ensuring we support and help take our customers with us on this exciting new journey.

We all need to do our bit for the environment and for the future, we are keeping an open mind and thinking outside the norm.

And in your spare time?

I'm a road biker - in all weathers. It's a great stress relief. I've recently been introduced to gravel biking, however for anyone who knows me well, the dust and dirt kicks my OCD into overdrive.

If I'm not biking, then I can be found car cleaning or having coffee and cake with my wife and teenage daughter.

What about a philosophy of life?

It is what it is! Or I prefer my old boss Ian Taylor's *"Every day is a wonderful day."*

Experian Catalist market summary report

(Data Released August 2023)

This provides a summary of the data recently released from the Experian Catalist UK database. If you would like further information or an explanation, please contact Experian Catalist – contact details are provided at the end of this document.

All data in the following tables is based on 'open' sites (including sites under development and excluding non-retail sites).

MARKET SHARE BY BRAND

Brands are listed in order of market share for motor fuel volume sales (see definitions right).

Brand *	Number of open sites**	Average MF volume per site (kl p.a.) ***	% Market share MF volume	% Outlet share	Effectiveness ****
TESCO	512	11,373	15.5	6.1	2.53
SHELL	1160	4,640	14.3	13.9	1.03
BP	1157	4,434	13.7	13.8	0.99
ESSO	1235	3,875	12.7	14.8	0.86
SAINSBURYS	315	11,826	9.9	3.8	2.63
MORRISONS	340	10,524	9.5	4.1	2.34
ASDA	333	8,625	7.6	4.0	1.91
TEXACO	731	2,542	4.9	8.8	0.56
CERTAS ENERGY †	656	1,306	2.3	7.9	0.29
JET	309	2,598	2.1	3.7	0.58
APPLEGREEN ††	145	4,714	1.8	1.7	1.05
CO-OP †††	134	4,163	1.5	1.6	0.93
MINOR BRAND †††††	176	1,735	0.8	2.1	0.39
UNBRANDED	473	542	0.7	5.7	0.12
TOTAL ENERGIES ††††	98	2,336	0.6	1.2	0.52
MURCO	169	1,271	0.6	2.0	0.28
MAXOL	102	1,566	0.4	1.2	0.35
ESSAR	68	1,646	0.3	0.8	0.37
CIRCLE K	45	1,596	0.2	0.5	0.35
SOLO	63	823	0.1	0.8	0.18
GO	29	1,639	0.1	0.3	0.35
GLEANER	48	811	0.1	0.6	0.18
THAMES	24	735	0.0	0.3	0.16
STAR	18	892	0.0	0.2	0.20
RIX	14	556	0.0	0.2	0.12
TOTAL	8354	4,499			

Definitions

† Certas Energy – for list of sub-brands see table below

†† Applegreen – includes Welcome Break sites, previously included under Minor Brand.

††† Co-op Share Brand is Co-op sites from various societies operating under their own Co-op branded pole sign (other Co-op dealer sites operating under other fuel brands, e.g. Texaco, are shown under that Share brand).

†††† Total Energies – previously known as Harvest Energy

††††† Minor Brand now includes those sites previously included under Food Store

* Brands include sub-brands or subsidiaries as appropriate (identified as Share Brand in the database).

** Open sites column includes all currently operating petrol stations and those sites that are under development at time of publishing.

*** MF Volume refers to all grades of fuel bought on the forecourt by cars, vans and light commercial vehicles (petrol, diesel, LPG etc.) and is based on Experian Catalist estimates. This excludes fuel sold to the Heavy Goods Vehicle (HGV) commercial sector usually through separate facilities away from the normal forecourt.

**** Effectiveness is Volume Market Share divided by Outlet Market Share.

TOP FOUR UK DEALER GROUPS - SITES BY FUEL BRAND

	BP	CO-OP	ESSO	JET	SHELL	TEXACO	OTHER	Total
MOTOR FUEL LTD	187	0	357	63	177	83	4	871
EURO GARAGES	42	0	240	0	97	1	10	390
RONTEC	65	0	194	0	6	0	0	265
CO-OP GROUP	0	104	0	1	1	24	0	130
Total	294	104	791	64	281	108	14	1656

Note: the other sites listed for Euro Garages are branded Asda-On-The-Move

CERTAS ENERGY

Sub-Brands/Subsidiaries	Count
GULF	432
PACE	114
POWER	14
SCOTTISH FUELS	21
UK	23
Other Brands	52
TOTAL	656

MARKET SHARE BY OWNERSHIP

The table below shows how the UK market is divided according to ownership.

Ownership	Number of open sites	Average volume per site (kl p.a.)	% Market share MF volume	% Outlet share	Effectiveness
COMPANY	1519	4,874	19.7	18.2	1.08
DEALER	5327	2,640	37.4	63.8	0.59
HYPERMARKET	1508	10,691	42.9	18.1	2.38
TOTAL	8354	4,499			

Definitions

Company: Owned by the supplying Oil Company whose name appears on the brand sign.

Dealer: An independently owned site usually supplied under an agreement with an Oil Company whose name usually appears on the brand sign. Also includes unbranded sites with no Oil Company identification.

Hypermarket: Owned and operated by the multiple retailers (Hypermarket groups). Also includes sites that may be away from the main Hypermarket store but are owned and branded by the Hypermarket; and includes Co-op Stores with Co-op fuel branded forecourts.

Continued on p22

Continued from p21

MARKET DEVELOPMENT BY BRAND

Brand	No. open sites V2 2022	No. open sites V2 2023	Difference
APPLEGREEN	133	145	12
ASDA	324	333	9
BP	1,196	1,157	-39
CERTAS ENERGY	672	656	-16
CIRCLE K	49	45	-4
CO-OP	111	134	23
ESSAR	68	68	0
ESSO	1,247	1,235	-12
FOOD STORE †	17	0	-17
GLEANER	49	48	-1
GO	30	29	-1
JET	295	309	14
MAXOL	100	102	2
MINOR BRAND	187	176	-11
MORRISONS	339	340	1
MURCO	169	169	0
RIX	17	14	-3
SAINSBURYS	316	315	-1
SHELL	1,147	1,160	13
SOLO	64	63	-1
STAR	26	18	-8
TESCO	512	512	0
TEXACO	724	731	7
THAMES	24	24	0
TOTAL ENERGIES	88	98	10
UNBRANDED	475	473	-2
TOTAL	8,379	8,354	-25

This table compares the number of open and under development sites by brand, for the current release of data and the same period last year. It also shows the change in site numbers for each brand during the last 12 months to give a clearer picture of which brands are expanding and which brands are reducing their site numbers.

† Now included under Minor Brand.

NUMBER OF SITES WITH A SHOP OR WASH BY BRAND

Brand	Number of Open Sites	% Sites with Shop	% Sites with Car Wash
APPLEGREEN	145	100	39
ASDA	333	19	35
BP	1,157	100	50
CERTAS ENERGY	656	66	26
CIRCLE K	45	100	33
CO-OP	134	99	63
ESSAR	68	93	22
ESSO	1,235	100	47
GLEANER	48	65	46
GO	29	59	7
JET	309	99	61
MAXOL	102	89	51
MINOR BRAND	176	52	16
MORRISONS	340	99	90
MURCO	169	86	27
RIX	14	50	0
SAINSBURYS	315	95	66
SHELL	1,160	100	49
SOLO	63	86	32
STAR	18	100	33
TESCO	512	96	51
TEXACO	731	99	51
THAMES	24	67	50
TOTAL ENERGIES	98	92	35
UNBRANDED	473	53	15
TOTAL	8,354		

The table left shows the percentage of sites with a shop and car wash by brand.

FURTHER INFORMATION

For an explanation of these figures or if you require any further information, please contact:

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The Green Pages
NEW FUELS GUIDE
PEIMF+
AUTUMN 2023 • ISSUE 15

Massive investment in battery cells

Tata Sons to build a battery cell gigafactory in Somerset, capable of producing 40GW of cells annually.

This investment, of over £4 billion, will deliver electric mobility and renewable energy storage solutions for customers in UK and Europe. JLR and Tata Motors will be serving customers, with supplies commencing from 2026.

This investment is an integral part of the Tata group's commitment to electric mobility and renewable energy storage solutions, and establishes a competitive green tech ecosystem in the UK at scale.

N Chandrasekaran, Chairman, Tata Sons, said:

"The Tata group is deeply committed to a sustainable future across all of our business. I am delighted to announce the Tata group will be setting up one of Europe's largest battery cell manufacturing facilities in the UK. Our multi-billion pound investment will bring state-of-the-art technology to the country, helping to power the automotive sector's transition to electric mobility, anchored by our own business, Jaguar Land Rover.

Commenting about the announcement of the UK gigafactory, UK Prime Minister, Rishi Sunak said:

"Tata group's decision to build their new gigafactory here in the UK , their first outside of India, is a huge vote of confidence in Britain. This will be one of the largest ever investments in the UK automotive sector. It will not only create thousands of skilled jobs for Britons around the country, but it will also strengthen our lead in the global transition to electric vehicles, helping to grow our economy in clean industries of the future."

The battery gigafactory will produce high-quality, high-performance, sustainable battery cells and packs for a variety of applications within the mobility and energy sectors. The company's strategic growth plans for its flexible manufacturing capacity will begin with a rapid ramp-up phase and the start of production in 2026.The gigafactory intends to maximise its renewable energy mix, with an ambition for 100% clean power. The plant will employ innovative technologies and resource efficient processes like battery recycling.

The UK Government is also providing subsidies, reported to be worth hundreds of millions of pounds, in the plant which is being described as the most important investment in the UK automotive sector since Nissan arrived in the 1980s.

The Society of Motor Manufacturers and Traders said that the investment had come at a critical time for the UK.

Its Chief Executive, **Mike Hawes**, said:

"This is a shot in the arm for the UK automotive industry, our economy and British manufacturing jobs, demonstrating the country is open for business and electric vehicle production.

"It comes at a critical moment, with the global industry transitioning at pace to electrification, producing batteries in the UK is essential if we are to anchor wider vehicle production here for the long term. We must now build on this announcement by promoting the UK's strengths overseas, ensuring we stay competitive amid fierce global pressures and do more to scale up our EV supply chain."

Ian Constance, Chief Executive of the Advanced Propulsion Centre said:

"This announcement is a major step in putting the UK at the forefront of the global energy transition, unlocking huge private sector investment that will develop the technology and skills required for Britain to play its part in the next industrial revolution."

Suzanna Hinson, battery workstreams lead at the Green Finance Institute (quoted by Fleet News) said that while the investment is an important foundation for building a thriving battery industry in the UK, *"further finance must be crowded in to enable the many innovative businesses that will support this ecosystem to scale"*.

Charging infrastructure must keep up

A new report from the EV arm of the Renewable Energy Association (REA) - RECHARGE UK, has published a report which sets out key recommendations to ensure that chargepoint deployment keeps up with the growth in UK EV sales. The report reaffirms several of the findings of the final progress report of the EV Energy Taskforce which was recently published.

The report is entitled 'Charging forward to 2030':

'Critical success factors for the deployment and operation of UK-wide inclusive EV charging infrastructure.'

It sets out insights, into which parts of the UK are likely to experience high levels of public charging demand and associated energy demand.

It sets out how to accelerate the roll-out of EV charging, by breaking down the policy and regulatory barriers to chargepoint deployment. Thus meeting the energy demand on the grid by 2030 from public charging.

JOINED-UP THINKING NEEDED

The report calls for more joined-up thinking between stakeholders involved in accelerating the transition to clean energy and transport. It highlights a need to further promote green skills, to fill the skills gaps that will emerge by 2030.

RECHARGE UK (previously known as the REA EV Forum) published the report with the support of ChargeSafe, Field Dynamics, GreenFlux, Syzygy, Trojan Energy and Zap Map.

RECHARGE UK is chaired by Mark Constable, Head of Public Affairs at Zemo member company, Trojan Energy.

Mark Constable said:

"Most of the net zero transition over the next decade won't be delivered by people who are currently working in the clean transport and energy sectors. Instead, it will be largely delivered by people who are currently in other jobs or are still in education – people who are just setting out on their career path.

"So there needs to be a holistic approach to the influx of skills needed across all age ranges and across all backgrounds, to help them get into the industry and ultimately help get the UK over the finishing line."

The RECHARGE UK report reaffirms many of the proposals put forward in the Zemo-convened **EV Energy Taskforce Progress Report** which has recently been published.

The EV Energy Taskforce report says that we're still in the earlier stages of this historic transition, and there are many challenges to come. It shows that progress has been made against the targets and objectives outlined by the Taskforce two years ago. But there is a long road ahead and no room for complacency that this job is anywhere near complete. It identifies what actions need to be taken – many of them to an accelerated timescale – to deliver the future road transport system we need.

More fleets introduce vehicles running on HVO

Royal Mail, Pepsico and Falkirk Council are amongst fleets to introduce vehicles running on hydrotreated vegetable oil (HVO). The fuel gives hard-to-electrify fleets the opportunity to significantly reduce their carbon emissions in the short term.

Royal Mail, Pepsico and Falkirk Council are amongst fleets to introduce vehicles running on hydrotreated vegetable oil (HVO). The fuel gives hard-to-electrify fleets the opportunity to significantly reduce their carbon emissions in the short term.

Royal Mail is replacing some of its diesel HGV fleet in favour of HVO to initially operate out of its Sheffield mail centre, Midlands 'super hub' and Manchester vehicle operating centre.

Royal Mail says that using HVO at these sites will save a combined consumption of 2.1 million litres of diesel this year.

DECARBONISATION PROGRESS

Rob Fowler, fleet director at Royal Mail, explained:

"We've made great progress in decarbonising our operation, by introducing 5,000 electric vehicles into our final mile fleet, but we also need to focus on our HGVs. At present, the electric and hydrogen alternatives are still in development for HGVs. Vehicle ranges are low, purchase prices are high, and infrastructure is in its infancy. That's why we have introduced the use of HVO to decarbonise the HGV fleet within our operation via the most viable low-carbon option."

The transition to HVO is part of Royal Mail's Steps to Zero plan – a drive to reduce the business' carbon emissions to net zero by 2040.

Royal Mail says it plans to continue to increase its HVO deployment across its local and national distribution fleet network over the coming years, aiming to reduce its direct emissions by up to 200,000 tonnes of CO2e.

PepsiCo is also introducing HVO fuel to its distribution fleet in a move it says will save 2,650 tonnes in greenhouse gas (GHG) emissions annually.

The vehicles will be used to transport 240,000 tonnes of potatoes each year from PepsiCo's British farmers to its Leicester site. PepsiCo says it is continuing to increase the use of sustainable HVO fuel across the business, with plans to expand its use to the company's transport operations in Scotland later this year.

HVO FOR FALKIRK COUNCIL

Meanwhile, Falkirk Council has introduced HVO as the fuel source for all 24 of its bin lorries. Earlier this year, the Council embarked on a three-year, £5-million initiative to create a more sustainable fleet. As part of its efforts, the local authority has introduced 43 electric vehicles so far this year, bringing the total number of electric-powered cars and vans it operates to 129.

However, due to the current limited mileage range and high cost of electric-powered heavy goods vehicles like bin lorries, the council decided HVO was a positive step towards reducing carbon emissions, while awaiting advancements in technology.

The council says that crews and drivers have been extremely positive about the move. They say the switch has had no impact on the driving experience and there have been no reported breakdowns or mechanical issues associated with HVO.

AUTUMN 2023 • ISSUE 15 • THE GREEN PAGES - NEW FUELS GUIDE

Huge demand for Biomethane

Gasrec sales of biomethane soar

Gasrec is reporting the highest demand for biomethane in the company's history, with volumes reaching an all-time high in June 2023. This is set to continue rising, thanks to pending orders from fleets for new gas-powered trucks.

June's gas sales represented a 250 per cent increase versus March 2020, when demand had been soaring prior to the pandemic.

James Westcott, Chief Operating Officer at Gasrec, says:

"Fleets are under pressure from customers to decarbonise, and bio-LNG (liquified natural gas) is the most viable, readily-available solution; plus it's suitable for longer-haul missions, with quick refuelling times.

"This year we've already opened three new refuelling facilities in Lutterworth, Fradley Park and South Elmsall, increasing our network to 16 sites, and with three more due to be installed before the end of the year."

Commenting on the road transport industry's appetite for biomethane, he adds:

"Our fuels are once again significantly cheaper than diesel, meaning customers can save money whilst improving sustainability. For fleets looking at gas trucks today, our number one message is to talk to your fuel provider as soon as possible, to ensure they can have the refuelling infrastructure in place where needed and understand gas pricing. The demand right now is exceptional."

OPERATORS OF ALL SIZES

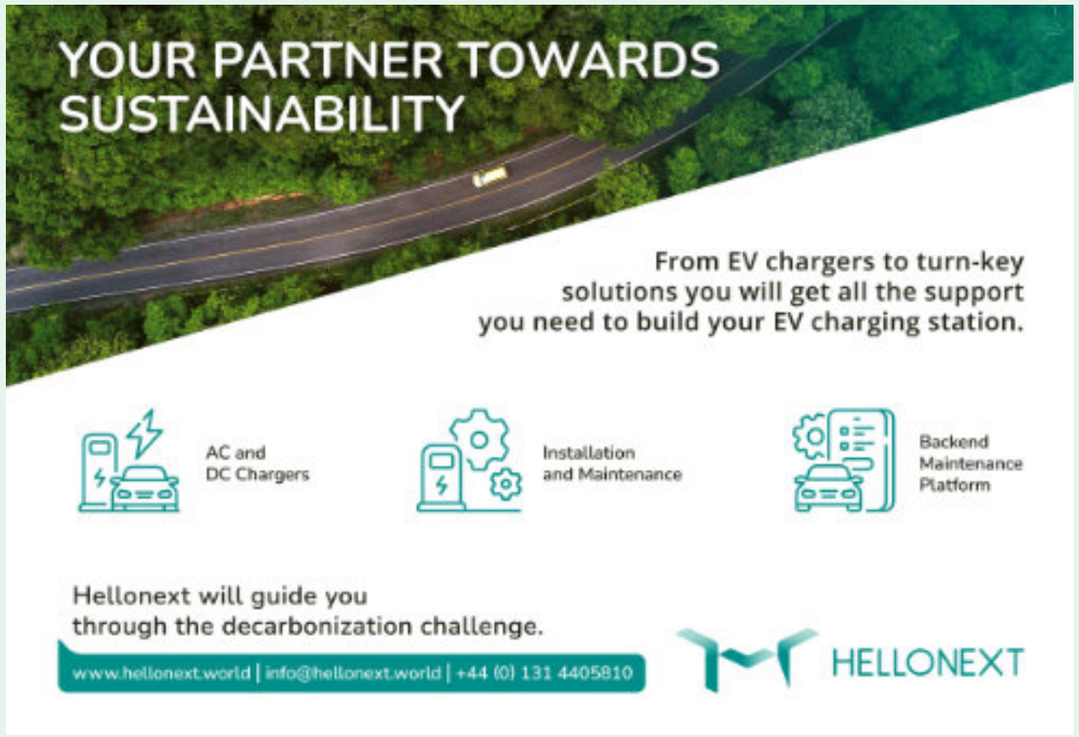
Operators of all sizes are turning to biomethane, from some of the country's largest logistics and own-account operators, to family-owned haulage businesses and SMEs.

The supply of biomethane is an important part of the energy transition for the HGV sector, providing a commercially viable option for fleets to reduce their carbon footprint by up to 85 per cent in comparison to diesel.

ABOUT GASREC

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

www.gasrec.co.uk



A guide to renewables

Zemo's new Renewable Fuels Guide shows operators the way to cut carbon emissions from HDVs – today

While the drive to electrify road transport may take most of the headlines, there are other clear options for operators of large, harder (and more expensive to electrify) heavy duty vehicles to cut their greenhouse gas (GHG) emissions.

While new, non-zero emission HGVs will be barred from sale from 2040 (and 2035 for sub-26 tonne HGVs) the full market transition of all heavy duty vehicles (HGVs as well as buses & coaches) will take a lot longer than 15 years.

Today, low carbon renewable fuels are contributing a third of all carbon savings from road transport. Over the next, critical, decade, using lower carbon fuels in the heavy duty vehicle fleet is the biggest opportunity to make a step change reduction in GHG emissions.

Zemo Partnership research shows that GHG emissions from the UK's HGVs could be cut by an extra 46 million tonnes over the next seven years (equivalent to 4% of all road transport GHG emissions) if an average of 30% renewable fuel (such as high blend biodiesel, renewable diesel or biomethane) were adopted across the existing HGV fleet.

Considerable emissions savings can be achieved up to 2040, if the residual diesel HGV fleet were to introduce renewable fuels on a wide scale.

MANDATORY DISCLOSURE

With disclosure of GHG emissions becoming a mandatory requirement for businesses in the UK and internationally, and many organisations incorporating sustainability performance standards into their tendering processes, adopting renewable fuels can provide a highly practical solution. This is particularly for operators of vehicles with long duty cycles and those with heavy payloads, which are difficult (and, currently, very costly) to electrify.

Report author and Zemo's fuels lead and Head of Sustainability, Gloria Esposito, said:

"We're delighted to publish this new Guide to help heavy duty vehicle operators who are facing many other challenges, find a way through the maze of guidance and regulations around cutting carbon emissions.

"The Guide has been compiled with the support of Zemo members: manufacturers, fuel suppliers and fleet operators, who have shared their invaluable knowledge and experience."

SCANIA TRUCKS

Tanya Neech, Head of Sustainability for Scania UK said:

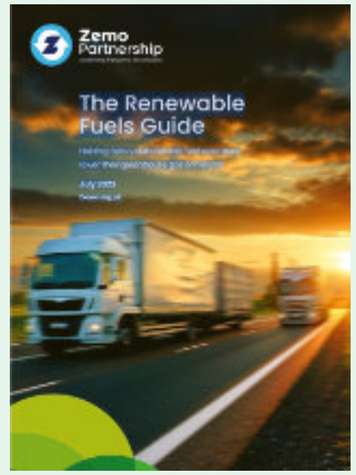
"There's no 'silver bullet' solution to reducing the GHG emissions from our sector, which is why we must explore and investigate all technologies. Efforts will need focus on three pillars: energy efficiency, renewable fuels and electrification. All three are important, and only by combining them, can we provide sustainable solutions, and be able to reduce GHG emissions on par with the Paris Accord.

"Electrification on its own won't be enough to reach the GHG reduction targets. To keep the necessary pace of halving the real well-to-wheel carbon footprint from heavy duty transport every decade, sustainable biofuels will be vital."

Niki Holt, Head of Commercial for Certas Energy said:

"As a member of Zemo Partnership, we're committed to working with partners across the energy industry to support businesses.

"Renewable fuels, such as HVO, have the potential to play a significant role in plugging the gap to net zero. This guide provides businesses with persuasive evidence and practical guidance to take their next step with their energy transition strategy. By switching our own fleet to HVO, we've successfully exceeded our own 2025 carbon reduction target three years ahead of schedule and we look forward to supporting more HGV operators in doing the same."



James Westcott, Chief Commercial Officer, Gasrec said:

"Decarbonisation is the biggest challenge fleet operators will be facing over the next decade. Having information like this will help the industry make the right decisions and accelerate the transition to low emission fuels."

WATSON FUELS

Claire Bishop, Vice President, UK Land, Watson Fuels said:

"As proud members of Zemo Partnership, we fully support the goal of helping HGV operators better understand ways to reduce carbon emissions. We're committed to supporting our customers in planning their respective energy transitions, and the RenewableFuels Guide is an important resource to aid this mission."

Daniel Mitchell, Chief Executive Officer, addvantage Global said:

"We're proud to sponsor this guide and help highlight how heavy duty truck fleets can reduce their carbon footprint – including retrofitting advantage which delivers an instant 23% reduction."

Zemo's new Renewable Fuels Guide is intended to help HGV operators on their journey to net zero, and to explain the low carbon fuel options available today. Fuels covered include biodiesel, renewable diesel, biomethane and bio-propane.

Each section provides an overview of the UK's renewable fuels market, the current deployment of renewable fuels in the HGV fleet (with case studies), plus the fuels' GHG emission performance and primary sustainable feedstocks. It also includes operational information, including public and depot-based refuelling infrastructure, as well as financial information.

The Guide also lists heavy duty manufacturers engine models that are approved to run on high blend biodiesel (e.g. B20, B30) and renewable diesel (e.g. HVO).

www.zemo.org

ULEMCo to lead £8 million Hydrogen fuel cell project

In a strong boost for zero emission vehicles, ULEMCo and its partners have been awarded £3.9 million by government, matched by industry to a total £7.9 million, for a major project with Oxfordshire County Council (OCC) to develop solutions for hydrogen powered vehicles.

The 'HYER Power' project will develop a hydrogen fuel cell range extender module, that will integrate into electric vehicles used for specialist applications such as ambulances, fire engines and street sweepers.

The funding has been awarded through the Advanced Propulsion Centre Collaborative Research and Development programme, in support of ambitions to build an end-to-end supply chain for zero-emission vehicles in the UK.

OCC will provide the customer input, trialling and dissemination, and the work will lead to a manufacturing-ready, zero-emission hydrogen fuel cell-based range extension system for electric drivetrains. Other partners in the project with ULEMCo include: Technical Services (UK) Ltd for cooling capability, Altair Ltd for vehicle energy system modelling, along with Emergency One for the fire engine solutions.

WIDE RANGE OF SETTINGS

The zero-emission range extender used for HYER Power will apply existing, proven fuel cell technology from the Toyota Mirai, and will demonstrate how zero emission vehicles can be used in a wide range of specialised and challenging settings. Key outcomes of the project will include a production-ready zero-emission ambulance, as a result from the work already completed by ULEMCo under the ZERRO project, alongside a fully working prototype fire pumping appliance and an HGV road sweeper.

Amanda Lyne, Managing Director, ULEMCo Ltd.

"We are delighted to see this recognition and commitment to developing hydrogen mobility as part of the solution to net zero. Hydrogen is essential for viable zero-emission solutions in applications such as emergency response vehicles, due to the rapid refuelling that enables the vehicle to be 'fit-to-go', and to provide the full flexibility and range required for the job.

"The packaging constraints and the overall energy demand needed for these vehicle drivetrains as well as the onboard equipment, mean that hydrogen solutions are the most cost-productive route to transition to zero-emission fleets. Our strong relationship with OCC will enable us to make rapid progress moving to production-ready hydrogen fuel cell designs."

Councillor Pete Sudbury, Oxfordshire County Council:

"Hydrogen could play an important role in our efforts to decarbonise, especially where battery powered electrification is challenging in heavy duty vehicles, like fire engines. I'm delighted that we are partnering with ULEMCo on this important step in exploring and advancing zero carbon solutions."

Rob MacDougall, Chief Fire Officer for Oxfordshire County Council's Fire and Rescue Service

"We are absolutely committed to act towards our net zero target, and building on the work we have already done, to move part of our fleet away from internal combustion engines.

Heavy fire engines pose a particular challenge and we feel that hydrogen powered fuel cells can play a promising role in delivering on the county's climate action ambitions."

PLA's 'Thames Green Scheme'

Svitzer achieves gold status

Global towage operator, Svitzer, has achieved gold status in the Port of London Authority (PLA)'s 'Thames Green Scheme', in recognition of its environmental commitments and decarbonisation strategy.

Svitzer introduced carbon neutral biofuel across its Thames-based fleet in 2022, offering customers a new, cleaner towage service called Ecotow. The Ecotow product exclusively uses sustainable second-generation biofuels, produced using waste material such as used cooking oil as feedstocks, and are certified by ISSC or RSB.

Relative to marine diesel, these biofuels reduce carbon emissions by 100% on a tank-to-wake basis and about 90% on a well-to-wake basis. Use of the fuel was successfully trialled on the Thames, home to the UK's largest port, in 2021.

ENCOURAGING NEW ADOPTERS

Thames Green Scheme, launched in 2020, recognises early adopters of new technologies and fuels to create a cleaner and healthier environment for people and wildlife. Svitzer progressed from silver status in the scheme to gold, following the adoption of marine biofuel and use of shore power for six vessels based at the PLA's operations site Denton in Gravesend.

Alistair Gale, PLA's director of corporate affairs and strategy, said:

"It is great to see a global organisation like Svitzer leading the way in adopting new technologies, improving air quality and reducing carbon emissions.

This is good news for the tidal Thames, home to the UK's leading port, where we are driving together towards a Net Zero future."

Thames Vision 2050, launched last year, sets out the goal for the Port of London to remain the UK's leading port, central to the nation's economy, with Net Zero emissions. The PLA is targeting Net Zero in its own operations by 2040, or earlier.

FIRST HARBOUR TUG

Also committed to becoming fully carbon neutral by 2040, Svitzer has been making impressive progress in the last two years, announcing the design of the world's first fuel cell tug for harbour operations, running on green methanol. This is in cooperation with Maersk, and the build of the next generation multipurpose tug, TRAnsverse Tug, which will be lighter in design, consume less fuel and be ground-breaking in its use of future carbon neutral fuels.

Cliff Chow, port manager for Svitzer in London, said:

"It is a great honour for Svitzer to be awarded the Thames Green Scheme Gold accreditation. Environmental responsibility is deeply integrated in our strategy, and we invest significantly in finding the right paths to meeting our ambitious decarbonisation targets. This gold status is a nice testament to the strides we are making."

The PLA's Thames Green scheme is a voluntary, free-of-charge scheme for all inland commercial and services vessel operators to join and demonstrate their environmental performance.

Svitzer Designing World's First Methanol Hybrid Fuel Cell Tug

Why getting fuel management right really matters

At Hytek, we have been providing fuel management advice and solutions for many years. It's a key part of what we offer and something we believe is crucial for our customers. Over the last 18 months we have seen an enormous increase in both enquiries and orders for fuel management systems. So, we thought it made sense to provide our thoughts on why fuel management is so important and how your customers can make the most of the available solutions.

Given what we've all been going through of late, it comes as no surprise that the industry has become increasingly focused on maximising their approach to fuel management. With fuel costs having risen dramatically, ensuring customers get the most from their fuel is naturally a high priority.

It often helps to make the point using a pounds and pence example. As we're sure you're aware, fuel management systems are connected to the fuel pump/dispenser via a pulser, and the pulser is connected to the pump/dispenser meter. This means that the fuel management system is only as accurate as the meter it takes its reading from. And of course, the more fuel your customers use, the more important the accuracy.

Accuracy avoids uncertainty

Here comes the maths. An entry level pump normally has a nutating disc meter that is accurate to +/-2%. But a cabinet hosted commercial pump that tends to use a 4-piston meter provides an accuracy of +/-0.5%. That means it is four times more accurate than your run of the mill pump.

So, if for example all their refuelling needs adds up to 10,000 litres per month, then they actually need between 9,800 and 10,200 litres for the standard pump.

NEW FMS system with integral O.L.E. T5020 tank gauge

FMS Fuelling Transaction Report

That gives them an uncertainty of a whopping 400 litres every month. At 112 pence per litre, this means an uncertainty of £448 per month. Fairly significant, to say the least.

Whilst it would be disingenuous to say that commercial fuel pumps and meters are cheap, it doesn't take many months of inaccuracy for your customers to easily recoup the costs on the better kit. And that's just the cost. Better systems allow customers to do so much more.

Our systems can help

Our own comprehensive systems, the FC10 and the FC20 can probably make the tea for you if you ask nicely. Allow us to tell you why your customers would need them.

The housing is stainless steel for use in the toughest environments, matching our market-leading Pumptronics cabinet pump range, providing extra levels of security. They offer incredibly flexible reports writing, as well as accepting off-site fuelling data from most fuel card companies.

Data can be exported into other file types, allowing users to easily identify uneconomical drivers and vehicles. The reporting includes CO2 readings, a must for the bus and coach sector when they look to claim a rebate. Other options include automatic Odometer capture, eliminating mileage input capture mistakes, with links via the vehicles on board telematics.

They have an automatic vehicle recognition system (AVR), which is especially useful on mobile bowser applications/field refuelling, meaning no need for a vehicle/driver tag.

There's a sudden loss alarm, useful to detect unauthorised fuelling, and you users can choose several levels of security: tag entry only, tag and pin code or tag, pin and odometer.

We also offer an MID/MIR approved version that enables your customer to resell their fuel. These systems can connect to multiple sites all over the country with our advanced, cloud-based software.

Our new fuel management system will be released shortly, the FC20 IT. It offers the FC20 wall mount system with a built-in high accuracy O.L.E. Tank Gauge with an accuracy of +/-0.25%. In addition, it will connect to two fuel pumps as standard.

Finally, convenience customers can monitor all the reports our system generates from their PC, a phone, or tablet. Messages can be sent for drivers and vehicles and displayed on the unit. You can set limits, like maximum Odo distance, and pre-set an amount in litres per vehicle - both can be used to keep a tighter track on the driver or vehicle. And tags can be locked out remotely for extra security.

In order to help you understand more, we have produced a free guide to fuel management that can be downloaded. We are even happy to produce a version that can carry your own branding if you wish to share it with your customers. See our ad on page 15 to find out more.

With us, fuel transfer solutions, technical support and product expertise for the trade comes as standard.

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ISTOBAL M´WASH, the new generation of rollovers that covers all car wash needs

The new ISTOBAL M'WASH range covers all needs in the vehicle wash sector, increasing profitability and offering a better and more intuitive user experience.

ISTOBAL, Spanish leader in design, manufacturing and marketing of vehicle wash and car care integrated solutions, has completed its new generation of M'WASH rollovers with state-of-the-art equipment that provides an increase in the profitability of vehicle cleaning businesses, while offering a better user experience. The company has expended its portfolio with the launch of the M´WASH2, M´WASH3 and M´WASH3 PRO rollovers, that join the top of range M´WASH4, introduced 2 years ago.

The connectivity of this innovative range of wash equipment allows for intelligent management and increased efficiency. Providing real-time installation data, facilitated by the Smartwash by ISTOBAL connectivity technology, to remotely maintain and monitor any rollover to increase productivity and uptime on the machinery.

Additionally, all new machines offer maximum level of customisation, thanks to the flexible programming system that comes as standard with ISTOBAL M'WASH rollovers, allowing each wash programme to be adapted according to the specific needs of each customer.

ISTOBAL M'WASH2, maximum flexibility and versatility

The group has evolved its M'START model to present the M'WASH2, a more flexible and a more versatile rollover than its predecessor; with newer options that offer greater control over the machine cleaning quality.

This innovative equipment has a configuration of up to 15 customisable programmes, to improve the commercial offering and value for money. This model also introduces variable frequency drives for greater wash control, superior nozzles for better foam application to all areas of the vehicle, brush tilt, a wide range of high pressure pre-wash and wheel wash options.

With a more compact design, the new M'WASH2 features new fairings, lights and vinyls for a better user experience. In addition, the MWASH'2 optimises the drying flow with reduced sound pressure.

ISTOBAL M'WASH3, greater wash precision and effectiveness

Composed of two vertical brushes and one horizontal brush, the M'WASH3 rollover is the evolution of the M'NEX22 and FLEX5 equipment to optimise vehicle cleaning in a more flexible, intuitive and cost-effective way.

The equipment offers greater cleaning precision and effectiveness due to its wide range of high-pressure options. Moreover, an improved chemical application that reaches the entire vehicle profile, two side brush tilt positions and 10° vertical brush tilt, plus multiple options.

This provides greater control in washing, with frequency variators and a reduction in the wash and dry service time, by perfecting the speed at which the machine moves. Likewise, its horizontal and vertical drying system maximises performance, minimising electrical consumption and the acoustic emission of the equipment.

This equipment also stands out for its reliability and increased performance, with various combinations of sizes and brushes to meet the differing cleaning needs of today's car fleets.

M´WASH3 PRO, the latest technology and most innovative design

This new high-end rollover that unifies its previous M'NEX32 and FLEX5 models (in its 5-brush version), incorporating vertical brush inclination in two directions (lateral and rear) to ensure the best quality wash in any type of car.

It also has frequency inverters, double chemical injector, high-capacity centralised control for agile and precise control of the equipment and a 7-inch UNIFIED touch screen with connectivity Smartwash ready.

Among its many options, the new equipment offers a high-flow horizontal and lateral drying system, different options for high-pressure pre-washes, high-pressure wheel washes and brushes up to 21” in addition to the integrated infinite mousse foam arch.

The M'WASH3 PRO stands out for its user-focused design. Its renewed aesthetic can be customised in a wide range of

colours and styling details, with fairing vinyl and matching brushes, turning this car wash into unique a spectacle.

Through more productive, intuitive, reliable and safe technologies, as well as improved aesthetic lines, all equipment in the ISTOBAL M´WASH new rage of rollovers evolves from previous ISTOBAL equipment, to upgrade the effectiveness of a portfolio that covers all needs in the vehicle wash and care business.

With its latest launches, the multinational with its UK office based in Worcestershire, has brought up over 70 years' of experience, harnessing innovation and the latest technology; to provide innovative equipment, that generates high returns for the car wash business, and an added value in various sectors, as well as an excellent user experience.

https://uk.istobal.com/uk/

Tank decommissioning from OTS

Efficient and safe decommissioning of old fuel farms and leachate tanks: The OTS Group approach

Discover OTS Group's professional and eco-friendly approach to decommissioning old fuel farms and leachate tanks; ensuring safety, environmental responsibility, and customer satisfaction.

As the demand for sustainable and environmentally responsible solutions in the fuel industry grows, decommissioning old fuel farms and leachate tanks has become an increasingly important aspect of industrial operations.

With 50 years' experience in the industry, OTS Group is a leading provider of bespoke fuelling solutions. Backed by a team of 23 engineers covering the UK to provide an unrivalled installation and maintenance service, our commitment to customer satisfaction, on-time project completion, and staying within budget has made us the go-to choose for tank decommissioning and removal services.

Reasons for decommissioning fuel farms

Environmental protection: Mitigating the environmental risks posed by

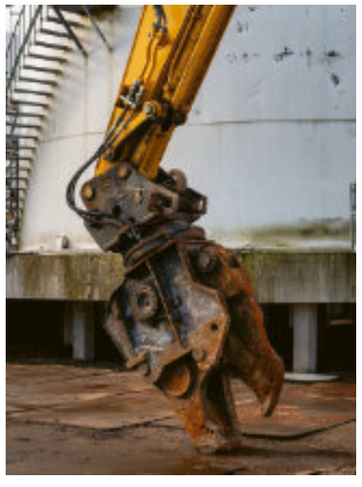
Ageing infrastructure: Old tanks can corrode or develop leaks.

Safety concerns: Structural deterioration and corrosion can lead to tank failure.

Regulatory compliance: Strict regulations govern the storage and handling of fuels and chemicals.

Operational efficiency: Modern fuel farms incorporate advanced technologies and materials, providing better safety and environmental protection.

Site redevelopment: Repurposing the land for other uses, such as new facilities or infrastructure projects.



Reasons for decommissioning leachate tanks

Leachate tanks, which store the liquid by-product resulting from water percolating through waste materials in landfills, play a crucial role in waste management. However, there are several reasons why companies might consider decommissioning leachate tanks:

End of useful life: leachate tanks can deteriorate over time, becoming susceptible to corrosion, leaks, and structural failure.

Environmental protection: Leachate contains various contaminants, including heavy metals, organic compounds, and pathogens.

Safety concerns: Structural deterioration or leaks can lead to accidents or exposure to hazardous materials.

Regulatory compliance: Companies must ensure that their leachate storage and handling practices comply with environmental regulations to avoid penalties, fines, or legal action.

Upgrading storage facilities: As technology advances, companies may opt to replace old leachate tanks with newer, more efficient storage systems.

Changes in waste management strategy: such as adopting alternative waste treatment technologies or closing a landfill site.

The Process

Initial site assessment

Cleaning to 'Gas Free' regulations: Before removal, the tanks are cleaned according to 'Gas Free' regulations to ensure safety and compliance with environmental standards.

On-site shearing: When site conditions permit, we can perform on-site shearing using hydraulic shears, a purpose-built machine designed for efficient steel cutting.

Contract crane lift: OTS Group provides crane lifts for tank removal, ranging from standard lifts to six-point lifts for dangerous tanks.

Removal and disposal: The tanks are transported from the site to a certified waste site for environmentally friendly disposal.

Risk management and environmental considerations

OTS Group's experienced tank removal team is highly trained in the high-risk activities involved in decommissioning and removal. We work closely with our clients to develop a tailored solution for each contract, utilising specialised hot and cold cutting techniques. Our comprehensive approach includes site-specific method statements, risk assessments, and adherence to Construction Design and Management (CDM) regulations where applicable.

Our unwavering commitment to safety and environmental standards allows us to conduct high-risk tasks securely and with minimal ecological impact. Our extensive portfolio of successful decommissioning projects showcases our ability to handle a diverse range of tank sizes, from small industrial tanks to expansive multi-million litre storage tanks.

Benefits of professional tank removal services

Engaging a professional service provider like OTS Group for tank decommissioning and removal offers numerous benefits:

- Expertise and experience
- Risk management:
- Cost-effectiveness:
- Regulatory compliance:

If you are looking for assistance with decommissioning a fuel farm or leachate site, please don't hesitate to get in touch with our team.

www.otsgroup.co.uk

NEW
M'WASH
RANGE

M'WASH2

M'WASH3

ISTOBAL completes its new M'WASH generation with **the new M'WASH2 and M'WASH3 rollovers,** the most efficient and connected wash technology that offers a better user experience. A comprehensive offer with more cost-effective, reliable and safe equipment that adapts to all car wash needs.

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Fuel retailers can clean up!

To remain competitive and keep pace with rising consumer demand, smart independent dealers are taking their sites to the next level by investing in vehicle wash equipment.

Historically, service stations were regarded as a place for motorists to refuel, check tyre pressure and maybe buy the odd snack. But this basic stereotype is now a thing of the past, as retailers battle to keep abreast of new consumer trends and rising expectations.

In recent years, many large forecourt networks and independent dealers have revised the traditional business model to become multifaceted operations that include sizeable grocery stores, cafés, post office services and electric vehicle charge points, in an effort to maintain that competitive edge.

This transformation has undoubtedly had a positive impact on sites' turnover and bottom-line profitability, but is there anything else that would help retailers to attract new customers?

There is one important component missing from the upgrades listed above that has the potential to drive additional traffic, encourage customer loyalty and generate a welcome new revenue stream for the business – the fully-automated car wash.

Things to consider

Installing a car wash is a significant investment and should always be considered carefully, taking into account the location of the site, space availability, potential ancillary sales and the standard of existing competition in the local community. For instance, forecourts situated in a densely populated, built-up area or on a busy commuter route will benefit from a high volume of passing traffic, whilst sites in more rural areas rely heavily on residents in surrounding villages and day-trippers/holidaymakers.

Once a due diligence check has been completed and the decision to install a car wash has been made, it is critical to engage the services of an established, reputable supplier to project manage the entire operation, including aftersales care, service and maintenance.

The opportunity

Vehicles travelling through busy cities and towns accumulate road grime, bird droppings and brake dust at an alarming rate, prompting conscientious owners/drivers to keep a lookout for a convenient car wash. The hectic pace of modern-day life means that free time is of a premium for most motorists, who are naturally reluctant to spend valuable hours washing their vehicles; when a quick visit to a car wash can probably do a better job.

Customers who are attracted to the site by the car wash facility often take the opportunity to refuel and stock up on essentials in the convenience store during the visit, resulting in incremental sales for the retailer.

Sustainability is key

The global focus on sustainability has inspired vehicle wash manufacturers to use technological advances to radically improve the water quality used during the wash process, and a method for recycling it afterwards. In the majority of cases,

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Continued from p33

car wash systems use a closed-loop reclaim system that can save up to 98% of the fresh water used in every wash, significantly reducing operating costs and minimising the impact on the environment.

The alternative

Of course, not all independent retailers are in a position to invest in a fully automated car wash, either due to budget restrictions or limited space. For these sites, a compact self-service jet wash system is the perfect solution.

When coupled with a self-service vacuum cleaner, retailers can offer a complete valeting solution for all of their customers.

TSG Wash is here to help

TSG has over 30 years' expertise in the fuel sector, and has worked with many independent retailers during that time to find the right car wash solution for their business.

As an exclusive partner with Kärcher, TSG Wash specialises in the supply and installation of professional fully automated car/van wash solutions, jet washes and vacuum cleaners, backed up by a comprehensive service and maintenance package.

Furthermore, TSG can supply a variety of high-performance detergents to deliver superior wash results. These cleaning agents are formulated to provide the best possible protection for the operator, equipment, vehicles and the environment.

Kärcher Commercial Wash Solutions

The Kärcher CWB3 KLEAN!STAR and CB line gantry washing systems are suitable for medium to large retail sites and can handle a considerable number of vehicles on a daily basis, comprising basic equipment through to premium systems. Each solution can be tailored exactly to the retailer's requirements and comes with a wide range of additional options and equipment components.

CWB3 KLEAN!STAR / KLEAN!STAR iQ

The new series of CB wash solutions from Kärcher, designed for fast wash programmes, offers middle and premium-class automatic car washing.

Jet Wash

For smaller sites, TSG can supply and install the Kärcher SB OB jet wash system. This compact system can be configured to suit any size of operation. The design, washing temperature, pump capacity, wash tools and additional equipment options (such as integrated frost protection) are all determined by the site manager.

The Kärcher self-service vacuum cleaner SB VC

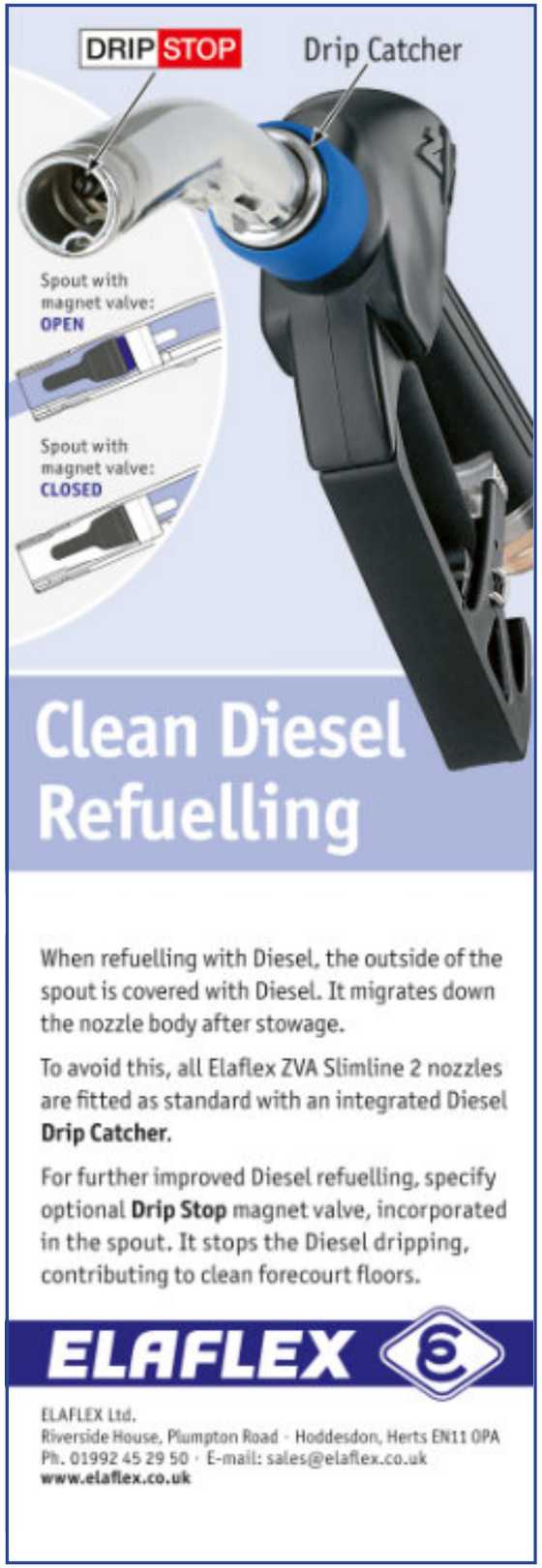
Equipped as standard with an automatic system for filter cleaning, the highly efficient SB VC guarantees maximum suction whilst vacuuming a vehicle's carpets or upholstery. It features a wide range of options, allowing for individual configuration and accepts both coins or tokens dependent on preference.

Service and maintenance

A comprehensive service and maintenance programme is a must for all vehicle wash facilities to identify potential problems and protect the smooth performance of the equipment.

TSG provides tailored scheduled maintenance packages for all types of vehicle wash systems to safeguard operational efficiency and prevent unnecessary downtime.

www.tsg-solutions.com/uk/tsg-wash/



Gilbarco has been at the forefront of the connected forecourt for many years and today, Alex Blanes, Head of Marketing Communications Europe brings us up to speed with the new and improved webshop experience for Gilbarco Veeder-Root spare parts.

Elevate your retail operations with Gilbarco's enhanced webshop

Why has Gilbarco decided to update its webshop?

We had both an evolutionary and a practical motivation. We received word in January 2023 that our previous eCommerce partner was sunsetting the software used to run the old webshop, so we needed to explore alternative options. At the same time, we were putting significant investment into a global eCommerce function.

The two came together with a focus on our aftermarket operations, starting with Europe.

Our aim was to modernize the user experience, whilst retaining the familiar functionality our partners and customers are used to.

How does this new webshop enhance the ordering experience for Gilbarco's partners and customers?

In the simplest terms, the new webshop is a modern eCommerce platform with everything you'd expect to come with that: an enhanced user interface, improved search functionality, better account management, order history and easy reordering capabilities (including a "wishlist" feature – great for spares you need often), and much more.

One of the most important features is the broader catalog of authentic Gilbarco Veeder-Root spare parts, which will be expanded further in the coming months. I think this is going to be a welcome improvement from a lot of our customers.

How have you ensured that the transition to this new platform will be smooth for your existing customers?

We have successfully migrated all accounts from the past webshop, so if you were a previous webshop user, you can simply use the same email address you used previously to request a password reset. If you never had an account, that's fine too – our Customer Service team is on hand to support new customer account requests.

Tell us more – what are the future plans for the webshop? Are there any exciting updates or features that customers can anticipate?

As mentioned, this is the beginning of an evolutionary shift toward a truly modern ordering experience for our partners and customers.

Our immediate next steps are simple: onboard our remaining channel partners, incorporate their feedback on must-have functionality, and add more product lines – starting with Veeder.

It's important to note that this is actually "Phase 1" of a major shift toward a more modern eCommerce experience for our partners and customers.

Phase 1 focuses on core requirements and continuity of service; Phase 2 will involve working closely with our partners to design a truly evolutionary experience for sourcing and ordering authentic Gilbarco spare parts.

Source, order, relax: get the right Gilbarco parts, right now

Next, we'll be adding one of the most requested features of all time: the ability to type in a dispenser's serial number to show either the full Bill of Materials (BoM) or a "visual BoM" in the form of a 3D rendering of that dispenser. You can then click into each part to find its part number, description and more, and quickly create an accurate parts list. We can't wait to release this feature to our partner and customer community.

Want to know more or have another question?

Head to sk-spareparts.gilbarco.com

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GILBARCO VEEDER-ROOT

Devastating weather?

A warm weather event has been pumping up the heat in the Pacific Ocean, heating the planet on a global scale amid the ongoing struggle against climate change. Unlike Elton finishing his farewell tour, there is no sign of El Niño retiring. Deemed the most intense fluctuation in our climate system, she is set to cook up a storm in 2024.

According to BBC News, US scientists have confirmed that El Niño has begun, and 2024 will likely be the world's hottest year in its aftermath. There is concern that in her latest reign, the world will surpass the 1.5C warming milestone already reached. El Niño and her bipolar weather moods will likely result in dry conditions in some areas of the world and more rain in others.

This could have a devastating impact on the planet as a collective, as droughts may rise in Australia, leading to forest fires and a decline in wildlife habitat. Not to mention affecting the rain in South America and India's monsoon.

What is El Niño?

El Niño is a climate pattern characterised by warmer-than-normal ocean temperatures in the equatorial Pacific. It occurs irregularly every few years and can significantly impact global weather patterns. El Niño events contribute to increased global temperatures due to the release of stored heat from the ocean into the atmosphere.

El Niño and her bipolar weather moods will likely result in dry temperatures in some areas and an increase in rain in others.

The weather event will likely continue until spring next year, after which the effects will cease but leave devastation in its wake.

The UK Met Office has been tracking El Niño for some time and predicted that the event would start in the Pacific Ocean. Adam Scaife, head of long-range predictions at the UK Met Office, explains;

"It's ramping up now, there have been signs in our predictions for several months, but it's really looking like it will peak at the end of this year in terms of its intensity".

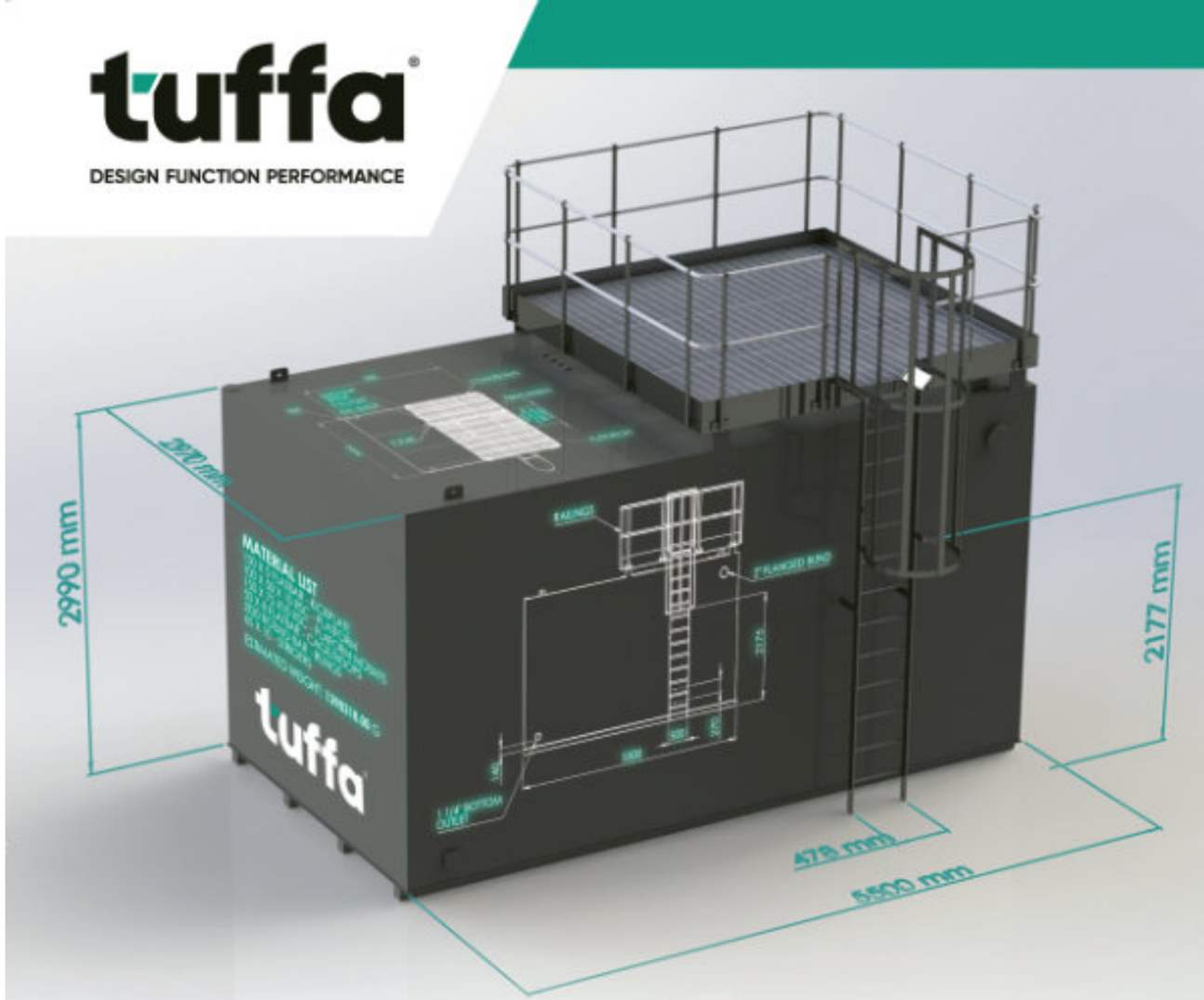
The warm weather event is properly named El Niño Southern Oscillation, or ENSO, and has three different temperature phases in its cycle; hot, cold or neutral. The hot phase occurs only once every two to seven years when warm waters surface in South America, which then spreads across the ocean, increasing the heat in the atmosphere.

2016, the world's hottest year on record, was due to the aftermath of an El Niño event the previous year. The global impact of a hot phase on this scale has resulted in precautions being in place to track the early stages of its cycle. However, all parts of the world have different ways to monitor these changes.

BBC News states that scientists in the US define an average monthly increase of 0.5C in ocean temperature with the atmosphere responding to the rise and evidence that the temperature is ongoing as a clear indication that El Niño may be on the horizon.

Continued on p40

tuffa
DESIGN FUNCTION PERFORMANCE



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tuffa DESIGN FUNCTION PERFORMANCE

Continued from p38

Following these observations, conditions in May this year indicated the weather phase was returning.

Michelle L'Heureux, a scientist with the US National Ocean and Atmospheric Administration NOAA, stated;

"This is a very weak signal, but we believe that we're starting to see these conditions and that they will continue to intensify. Our weekly value is actually 0.8C this past week, which is even stronger."

A 'Super' El Niño?

Researchers believe that there's an 84% chance temperatures may exceed moderate strength by the end of this year, with a one in four chance of exceeding the current milestone of 2C. If predictions are correct, this could lead the way to a "super El Niño".

Talk about being a hothead. A super El Niño would be off the scale! Although the initial effects will be slightly delayed, they will still be felt globally.

Predictions are that these effects will include drier weather conditions with drought risks. If we are to learn from previous years' effects of the hot phase, there will be a significant human and economic cost to this upcoming hot phase. $5 trillion was the cost of an El Niño event back in 1197-1998, a catastrophe for the economy, and more importantly, the disastrous weather phase was responsible for 23,000 deaths from storms and floods that year.

Significant temperature change

The earth's temperature has changed significantly since climate change became a real problem (because it is real, folks!), with temperatures sitting around 1.1C higher than in the 20th century. The upcoming El Niño wave has the potential to add 0.2C to that figure, breaking all global temperature records and plunging the world into unknown territory.

Adam Scaife concludes;

"A new record for global temperature next year is definitely plausible. It depends how big the El Niño turns out to be - a big El Niño at the end of this year, gives a high chance that we will have a new record, global temperature in 2024."

Preparation is critical when dealing with a global crisis. Preventive measures should be implemented sooner rather than later to help ease the blow of the warm weather phenomenon. Record-breaking temperatures will put us at risk of exceedingly dry weather conditions. Droughts will be detrimental to farmers across the UK. Livestock will take priority for the water supply, and crops will fail, devastatingly affecting farmers' livelihoods and the economy.

Rainwater: A cost-effective natural resource

Rainwater is a cost-effective natural resource at our disposal to harvest and distribute as we require.

A staggering amount of rain fell this year as the UK had its wettest March since 1981. Imagine the quantity that could be captured in that month alone. If beer were falling from the sky, you would be out with a bucket! However, rainwater is much more beneficial for crop growth and eliminates the risk of drunken cows.

Tuffa strives to spread awareness of better water use, supply and preservation. Our rainwater harvesting tanks are available in capacities of 1,350 to 20,000 litres. Rainwater harvesting is essential in sustaining water preservation.

Think smarter. Think rainwater harvesting.

This article is accredited to Tuffa UK Ltd.

www.tuffa.co.uk

Petroleum sales declining: New fuels growth

Introducing VEHESTA the VEHicle Energy STAtion of the future

LWE believe that the VEHESTA can bridge that gap between the present and the future, in a way which maintains your customers' need to obtain fuel/energy to power their vehicle, whilst going about their daily life.

Ledbury Welding & Engineering Ltd (LWE) are the leading manufacturer of above ground petrol storage tanks in the UK. The SuperVault is their flagship product, with this vessel providing the storage element of their modular filling stations.

The format of a standard petrol filling station (PFS) has developed significantly over the years; however, in terms of liquid storage, the reliance of below ground tanks to hold the fuel has largely remained the same.

LWE have pioneered the alternative concept of Modular Filling Stations. However, with the road to 2030, LWE felt that this needed rebranding and developing. As a result, they are pleased to introduce the VEHESTA : VEHicle Energy STAtion.

Uncertainty

The reasons for, as well as the principle causes of, climate change can be debated at great length. However, the net effect of the need for action to halt its progress is going to have a dramatic effect on the petroleum industry as we know it.
The development of vehicles powered with alternative fuels is a direct result of the UK Government's policy to ban the sale of new petrol and diesel powered vehicles by 2030.

We believe the VEHESTA provides the flexibility to aid the creation of energy stations, which cover the needs of the alternative fuels sector; as well as the development of new methods of vehicle propulsion. It is essential for the long-term future of our industry firstly, that we survive these changes, and then continue on to prosper, as the motor industry follows government policy by delivering new production models for the mass market.

Above ground tanks for petrol filling stations

Ledbury Welding are receiving increased numbers of enquiries for above ground, modular storage tanks as a real viable option for petrol filling stations. Above ground tanks can be less complicated and expensive to buy and install than regular below ground alternatives, without lower associated costs and environmental concerns of decommissioning.

VEHESTA for the future

Looking at the future of the industry, are we able to confidently predict that the current blueprint for PFS design will meet the needs of customers in the medium to long term?

Continuing to follow the existing model may result in fixed, inflexible installations; where the cost of change or decommissioning may not be in 30+ years, but in the region of 15 years or even less. Should this be the case, then the solution is a design that not only meets the needs of today's marketplace, but also has the flexibility to change, adapt and incorporate the needs of vehicle propulsion and energy in the future.

Having considered this, the VEHicle Energy STAtion of the future may well change significantly, and there will be a need to provide flexible, adaptable and cost-effective solutions.

The VEHESTA is an above ground solution. Its location can be moved and it remains an asset to the owner and has the flexibility to incorporate whatever changes are needed for the energy station to remain viable. LWE are developing new designs and configuration; which will initially cater for large bulk fuel storage. But as volumes gradually decline, this capacity may be adapted to encapsulate alternatives.

The principle is a POD design, which can be adapted to cover the need to keep specific separation distances between hazardous zones. These designs also allow the inclusion of a kiosk/shop within the structure but, as always, maintaining the principle of covered multiple fuelling lanes; to ensure a pleasant customer experience.

LWE believe that the VEHESTA can bridge that gap between the present and the future, in a way which maintains your customers' need to obtain fuel/energy to power their vehicle, whilst going about their daily life. As human beings, we are creatures of habit, so a solution that delivers on both the technical and operational requirements, but also has the flexibility to be that "Go To" place to for your vehicle energy may well be the station of the future.

VEHESTA delivers on the following:

- Flexible for future vehicle energy needs, as driven by environmental change.
- Proven design that delivers the requirements for a modern fuelling station.
- The ability to integrate future alternative fuels and technology; cost effectively.
- The alternative solution that maintains asset value through whole life cycle.
- Allows the incorporation of a shop/ kiosk, within one of the pods.

For further information on the VEHESTA or for above ground fuel storage tanks, contact Ledbury Welding Ltd
Tel: 01531 632222
www.lweltd.co.uk

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Membership code of ethics

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

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

OUR AIMS AT ALL TIMES ARE:

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

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