Winter 2024/25

ISSUE No.105

Insite

Insite is the official magazine of PEIMF+

PEIMF+
The future of fuel and energy services

In this issue :

- Decommissioning
- Commercial fuel management
- Bespoke products

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You were only supposed to blow the.....blooming doors off!

The iconic Mini Cooper became synonymous with the classic Michael Caine film 'The Italian Job'.

So I think a little self-indulgence is fine on page 4; as we introduce this year's PEIMF+ event and AGM 'Working Together.'

This time we centre the event around a tour of the iconic Mini assembly plant in Oxford, followed by our FREE members' dinner, AGM and technical presentations – topped off with a buffet lunch.

The event promises to be right up there with the last few years, and we urge all members to try and come along. Hope you can join us.

With the amount of 'varied' press at the moment, regarding the take-up of Electric vehicles, we feel it's vitally important to maintain coverage of the traditional petroleum industry AND help inform on new fuelling technologies in 'The Green Pages'.

So in this issue, we feature our members specialising in Site Decommissioning, Commercial Fuel Management and Bespoke Products. Plenty for you to get stuck into!

As always, you can review the full list of all our members on pages 44-47 and very much hope that customers are looking for the PEIMF+ logo when choosing their contractors.

Finally, on behalf of everyone at PEIMF+, may I wish all our readers a happy, peaceful and prosperous new year.

David Honeyman, Editor

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Treasurer:	Tom Burns
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Front cover illustration
Brian Sage

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The Green Pages
New Fuels Guide

8 pages packed with specialist information on new fuel technologies

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

PEIMF+ Working Together

Annual Members' Meeting

26th ~ 27th Feb 2025

It's that time of year.

The Christmas decs are back in the loft. The last notes of Auld Lang Syne have (finally) faded and we look forward to this new year with (hopefully) renewed hope and vigour.

So what better time to encourage all our valued PEIMF+ members to join us in a few weeks' time, at our annual event – Working Together.

Come and join us, as we take a sneak peak behind the scenes at the production of a British icon.

Following on from our really successful events over the past few years, 2025 sees us visiting the iconic BMW/Mini plant for a 'behind-the-scenes' 90-minute factory tour.

Visit to the Mini/BMW plant in Oxford

Visit one of the most modern car plants in Britain. The legendary Minis have been rolling off the production line here for more than 20 years.

Experience the most exciting elements of car production in around 90 min: from the so-called 'Body-in-white', the bodyshell, to the finished, personalised Mini. You will visit the state of the art plant and see how thousands of parts come together to produce up to 1,000 Minis every day.

And we take a look into the future: what will the mobility of tomorrow look like? Experience the plant up close: we look forward to seeing you!

Pure innovation: the Oxford plant is a laboratory for future production technology.

Our FREE members' dinner

will be held at the Mercure, Hawkwell House Hotel in Oxford.

The following day's AGM, technical presentations and lunch will all be held here.

After these excellent sessions, we wind down with a buffet lunch at 1.00pm, before disappearing off to all corners of the country.

Don't miss out!

To register your interest, contact David Honeyman on:
01474 321999 • david@peimf.com

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PEIMF+ WORKING TOGETHER 2025 SPONSORS

Technical Manager's report

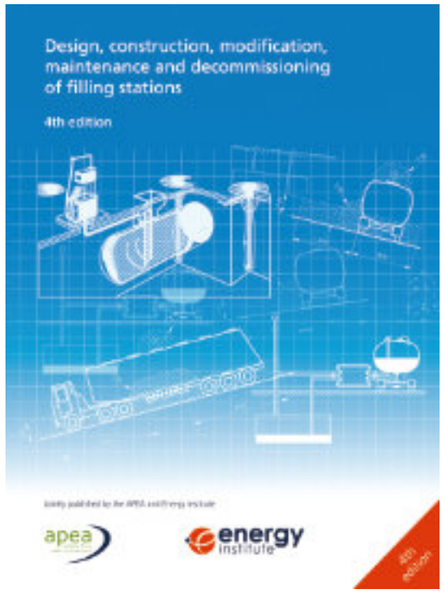
Phil Monger rounds-up some of the latest developments in guidance and regulation

PEIMF+
The future of fuel and energy services

Blue Book publication

The fifth edition of the Blue Book has now been published, minus the section on Small (Movable) Refuelling Units. In the final draft consultation, it was found impossible to reach agreement on the technical requirements for these units. They are mostly used for fleet businesses, golf courses, marinas etc as well as some small manufacturing businesses, of which the owners are legally liable under DSEAR. The main sticking point was the listed maximum capacity of the units, which previously listed an arbitrary figure of 2,500 litres, falling below the minimum tanker compartment of 3,000 litres.

It has now been agreed to publish a separate guidance document and the first draft of this has been sent to sub-group members for comments. A number of PEIMF+ members are involved in this work.



Fuel delivery concerns - overfills

The HSE Approved Code of Practice L133, for the unloading of road tankers, requires the ullage check to be carried out by two persons in any petrol delivery. In an unassisted delivery, the site operator is required to fill in the form, with ullages written in for the tanker driver to check on arrival. Now retailers are being told they are not required, as tanker drivers use the in-cab technology to check ullages. Unfortunately, various examples have been shown where major discrepancies in the recording of ullages have led to overfills.

An exercise to investigate this, and site staff competence, is being carried out following evidence of poor maintenance and lack of staff training. This is not surprising, since retailers are being told they are not needed in the process.

Regardless of the practices being carried out by some suppliers, retailers have duties under DSEAR and the best way to ensure compliance is to follow L133. Examples have been provided of a lack of maintenance in forecourt delivery areas and insufficient provision of assistance where required by tanker drivers.

One example is the use of high-level alarms with sound emission in the shop, which is of no benefit to the driver when the site is closed.

When carrying out work on petrol forecourts, contractors are advised to offer the retailer a check over the fuel delivery area and equipment in place.

This investigation is ongoing.

Stage 1b PVR testing

Periodic calls from members indicate a measure of confusion which still exists amongst forecourt contractors and servicing companies as to the frequency of Stage 1b testing. Those offering annual maintenance contracts will usually include this as standard and this may have led to it being assumed as the legal requirement.

Secretary of State's statutory guidance PG1/14 specifies the examination be carried out as a minimum every three years. Less frequently known or carried out is the testing of vent lines for integrity every five years. Extract from PG1/14 printed below:

Petrol delivery and vapour return lines should be tested prior to operation and vapour return lines every 5 years, for vapour containment integrity

Pressure vacuum relief valves or other similar devices on fixed tank vents should be checked for correct functioning, including checking for extraneous matter, correct seating and the presence of corrosion at least once every three years.

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Permanent decommissioning using foam injection

Ancorra Environmental were tasked with uplifting an amount of gas oil for disposal, and then the permanent decommissioning of the old underground fuel storage tanks.

In order to do this, Ancorra carried out a site survey to determine the most cost-effective solution; to benefit both our customer and the environment, due to the sensitivity of the location in central London. However, no location is too difficult for Ancorra.

The tank in question was a split compartment tank. With this particular project Ancorra faced, foam was the obvious answer; as the alternative concrete method would have been damaging to the partition wall inside the tank.

Waste uplifted

Our Ancorra team were mobilised and on site first thing, in order to lessen the impact on our customer's business. We uplifted waste from the tank using our ULEZ Fors compliant ADR Multipot Jet Vac Tanker. This was then taken for further disposal at a licensed disposal site.

Foam injection

Once our tanker works were complete, we then continued with our multipurpose foaming vehicle; in order to access the below ground car park, where the spilt compartment tank was located. We then disconnected and capped off the relevant pipework and continued with our foam injection process.

Once completed we left the site – leaving a very happy customer;

"Tony and the Ancorra team were great. I couldn't have asked for better from them. Efficient, friendly and nothing was too much. Great work guys!'

Central London, 2023.

Ancorra always strives to keep our customers happy with a smile on their face, and with minimal impact on their business. It's no wonder our customers trust us to complete works to the highest standard.

Tank removal: Survey, clean, degas, uplift, remove

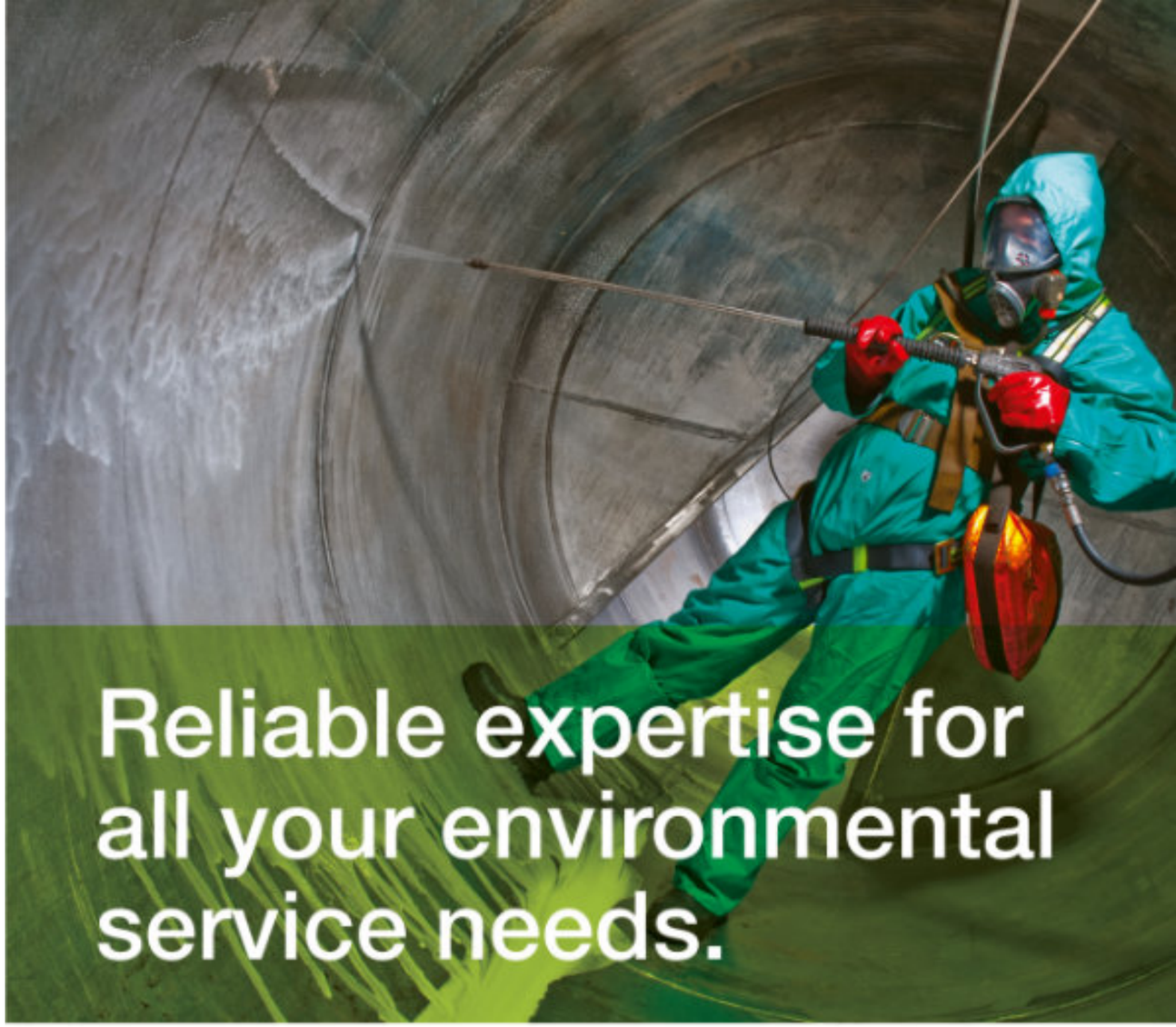
Ancorra were tasked with the removal of a fuel tank, due to our customer experiencing a high level of fuel theft. We were given the duty to decommission the existing fuel installation.

To carry out this process, we sent an engineer to site to complete a full, comprehensive survey. This enabled us to produce a scope of works for the customer's approval, with minimal impact to their site.

Our responsibility was to clean and degas a 60,000 litre above ground tank, and transport it into storage at the customer's request.

Our Artic Mulitpotter uplifted good fuel and transferred it to another site owned by the customer, to minimise fuel loss. We then continued to carry out our tank removal procedure.

www.ancorraenvironmental.co.uk



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

For more information about Ancorra Environmental Services

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ancorraenvironmental.co.uk 0151 546 3012

Fuel site decommissioning owners / site operators

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

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

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

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

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

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

So the discovery of pollution probably means contacting your Public Liability insurers to start the claims process.

However, from an insurance perspective, insurer's definition of 'pollution' might not match your own.

Contractors

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

Examples of typical causes are:

- Handling and storage of fuels, solvents and other harmful substances at work sites
- Impact on controlled waters by surface water run-off into watercourses and soaking of pollutants into groundwater
- Creation of migration pathways for existing contamination by piling or excavating through impermeable ground
- Mobilisation of existing contamination by dewatering
- Disturbance of asbestos or lead paint through demolition/ renovation activities
- Creation of noxious odour or dust by site works migrating offsite and impacting adjacent properties

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

- Third party claims for bodily injury, property damage, loss of use of assets/ business interruption, common law nuisance etc. (tort liability)

- Regulatory actions to clean up the pollution/contamination and/or abate the resulting statutory/public nuisance (statutory liability)
- Obligations to prevent and remediate serious environmental damage and to restore the environment (especially biodiversity/ natural resources) to its pre-damaged state (environmental damage liability).

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

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

Purchasers

Knowing and permitting pollution that you didn't cause

Classification as a "knowing permitter" – the party that assumes legal liability even though they or their organisation didn't cause the pollution – requires knowledge of the contamination, the power and opportunity to do something about it and the failure to act.

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

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

And it's not just the environmental issues they need to consider; organisations could suffer irreparable damage to their reputation through adverse publicity too.

When is pollution not pollution?

Following the enactment of The Environmental Protection Act in 1990, the Association of British Insurers puts a standard exclusion in place for pollution liabilities in public liability policies, but cover is often written back as long as the pollution causes damage to third party property or injury to third parties and is:

• Sudden • Accidental • Unforeseeable/Unexpected

The pollution event also needs to take place at a defined place and time.

Pollution and General Public Liability Policy Coverage

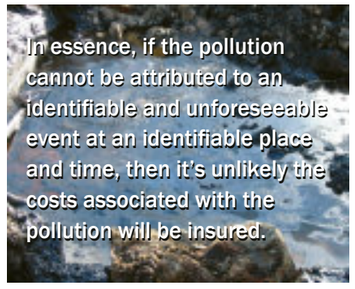
	Gradual or historic pollution	Environmental damage - biodiversity & natural resources restoration	Statutory pollution liabilities	Own site remediation costs
Covered	No	No	Limited	No

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

Leaking Pipe

10 drips a minute = 600l in 6 months!!

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



What can you do?

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

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

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

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

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

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

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

Disclaimer

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[1] https://www.legislation.gov.uk/ukpga/1990/43/contents • [2] https://www.legislation.gov.uk/ukpga/1990/43/contents

Bulk fuel tank removal and site remediation

An LCM case study

Project overview

The project involves the decommissioning and removal of existing bulk fuel tanks along with associated infrastructure. The scope of work includes:

Scope of works

The scope of the project encompassed the following key stages:

1. Tank preparation and isolation:

- Uplifting and disposal of residual bund water.
- Erection of scaffolding and edge protection for safe working conditions.
- Removal of tank plugs to equalize internal and external pressure.
- Delivery and placement of waste skips for debris and hazardous materials.
- Unbolting of tank lids and pipework flanges, leaving a single bolt in place for stability.

2. Asbestos removal:

- Engagement of a specialist asbestos removal firm to safely remove and dispose of tank lids, pipework gaskets, and other asbestos-containing materials.

3. Electrical and fuel line disconnection:

- Identification, isolation, and removal of all electrical supplies connected to the bulk tank system.
- Draining of fuel lines and associated equipment, ensuring complete removal of hazardous substances.
- Flushing of fuel lines with water to remove any remaining residue.

4. Tank cleaning and inspection:

- Non-man entry tank cleaning of all tanks to remove sludge, sediment, and other contaminants.
- Stripping back and removal of accessible pipework to facilitate dismantling.
- Flushing and clearing of drainage systems.

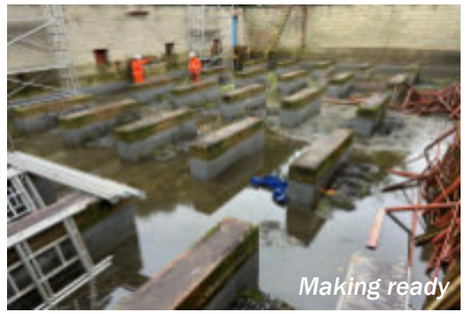
5. Tank and infrastructure removal:

- Unbolting and cutting of top-level gantries to prepare for lifting operations.
- Contract lift removal of tank gantry, fuel tanks, and steel access steps using specialized heavy lifting equipment.
- Dismantling and removal of scaffolding.

6. Site remediation:

- Formation of an opening in the bund wall and installation of a lintel to ensure structural integrity.
- Removal of tank plinths and levelling of the ground to restore the site to its original condition.
- Removal of timber doors and frames from the tank area.
- Removal of waste skips and disposal of debris in accordance with environmental regulations.

Easy does it


Making ready

Nearly there

Back in situ

Perfect finish

Project outcomes

LCM successfully completed the decommissioning and removal of the 9 x bulk fuel tank system within the specified timeframe and budget. Key outcomes of the project include:

Safe and efficient execution: The project was carried out without any incidents or injuries, prioritising safety throughout all stages of the work.

Minimal environmental impact: Strict adherence to environmental regulations and best practices ensured minimal impact on the surrounding area.

Compliance with regulations: The project complied with all relevant safety, environmental, and regulatory requirements.

Site restoration: The site was restored to a safe and compliant condition, ready for bund removal and further refurbishment.

LCM Acquires CorroGuard

Strengthening its position as a leading coatings and linings service provider

LCM, a leading provider of energy and critical infrastructure services, have acquired CorroGuard Ltd, a renowned coatings and linings service provider. This strategic move reinforces LCM's commitment to delivering exceptional solutions to its customers; solidifying its position as a dominant force in the industry.

By combining LCM's extensive expertise with CorroGuard's specialised capabilities, the acquisition will create a powerful partnership that drives innovation and delivers superior value to customers. Together, LCM and CorroGuard offer a comprehensive range of coatings and linings services including: media blasting, glass flake and resins coatings and linings, GRP laminate systems – alongside single and double wall lining, and a variety of wrapping and coating systems.

Richard Wallace, CEO of LCM said;

"We are delighted to welcome CorroGuard to the LCM family. CorroGuard's strong reputation and talented team align perfectly with our vision of providing exceptional solutions to our customers. This acquisition will enable us to improve our service offerings, enhance our geographic reach, and further strengthen our position as a leading provider in the industry."

Richard Turbutt, Director at CorroGuard, expressed enthusiasm about the acquisition:

"We are excited to join forces with LCM. This partnership will allow us to combine our strengths to deliver even greater value to our customers and partners. We look forward to working together to achieve new heights and drive sustainable growth."

About LCM

Since 1987, LCM Environmental have been supporting organisations maintain key infrastructure and keeping businesses compliant. They install, maintain, and future-proof their partners' systems with unmatched reliability.

About CorroGuard Ltd

CorroGuard Ltd, founded in 2009, is a specialist coatings and linings business with a rich history in the industry. With over 35 years of experience, their founder, Richard Turbutt, brings a wealth of knowledge and expertise to every project. CorroGuard are dedicated to providing top-quality solutions tailored to the specific needs of their clients across various sectors.

www.lcmenvironmental.com

Petrol thieves won't be prosecuted because they 'may not be having great day'

Lincolnshire Police have sparked controversy by refusing to prosecute petrol thieves, suggesting they might simply not be "having a great day".

Superintendent Fran Harrod urged petrol station owners to pursue civil action instead of criminal charges for fuel theft. The senior officer stated the force had “finite resources” to investigate cases and had to prove there was intent to steal.

Kavita Pilani said her garage had suffered 50 thefts in six months and called on the force to “stop saying that this is not a crime” because it was “encouraging” people to do it. People were filling their tanks with “nothing less than £80 or £90” of fuel before driving off without paying.

She said she had CCTV of suspected offenders and had reported every incident, but the police don’t do anything about it. Ms Harrod said:

“There is an offence of making off without payment. The issue that comes with that particular crime type is whether that is an honest mistake – somebody has filled up, they’re not having a great day and they’ve driven off – or whether it’s not.

“In those high-volume incidences when one individual has left a garage without paying, there are numerous options that assist with the finite resources policing have and, perhaps more importantly for the businesses, to get them their money back.”

“Businesses should report fuel theft so officers can “understand the picture” and “provide preventative support”. Fuel theft is going up across Lincolnshire, which was why the force is concentrating on “designing out” a preventable crime.

“We’ve got to be as efficient and effective as we possibly can to drive that crime down across the board,” she added.

A compact fuel management system with big features

Fuel management has become an essential focus for industries like transportation, agriculture, and construction, where efficient fuel use directly impacts costs and operations. At Hytek, we offer a comprehensive range of fuel management systems designed to monitor, control, and optimise fuel use across various operations. These systems combine robust hardware, such as fuel pumps and tank monitoring equipment, with advanced software to provide real-time data on fuel levels, usage patterns, and operational efficiency.

By automating key processes and offering detailed insights, fuel management systems help businesses reduce fuel waste, prevent theft, and maintain regulatory compliance. They are the backbone of any operation where fuel is a critical resource, offering transparency and control to businesses seeking to enhance efficiency.

Why Choose Tecalemit Fuel Management Systems?

One of the leading fuel management systems in our portfolio is the Tecalemit FMS, which exemplifies German engineering excellence. Hytek, as a UK-approved service and technical centre for Tecalemit, provides not only the system itself but also comprehensive ongoing support to ensure long-term success.

The Tecalemit FMS stands out for its plug-and-play capability, making installation simple and straightforward. Each unit is fully configured before delivery, ensuring a hassle-free setup for operators. This streamlined design is matched with robust build quality, delivering reliability in demanding environments.

Powerful cloud-based features

The Tecalemit FMS combines cutting-edge technology with ease of use, offering a wide array of features through its flexible cloud-based software. Beyond standard reporting, it provides full-service modules, allowing users to drill down into key data and manage their operations with precision.

The core features of the system include robust scalability; supporting up to 4,000 users and storing 10,000 transactions, making it suitable for businesses of various sizes. It offers flexible data entry options, allowing secure access through either tags or PIN codes. The system also provides customisable reports that can be tailored to your business needs and exported in PDF or CSV formats.

Alerts and notifications are built-in, enabling users to set high and low-level warnings with email alerts for inventory levels or offline status (available with the GSM option). Additionally, the system facilitates remote management, allowing you to set up, edit, or deactivate units, tags, and users seamlessly, ensuring smooth and efficient operations.

Advanced reporting capabilities

The system includes a dynamic dashboard that provides a clear snapshot of key data at a glance, ensuring users can quickly access vital information. It allows for effortless monitoring and management of multiple sites, making it suitable for businesses with complex operations. Users can view MPG calculations alongside graphical summaries of performance metrics, providing valuable insights into efficiency.

Additionally, the system offers detailed stock monitoring capabilities, including book stock and tank levels, for comprehensive inventory oversight. To enhance control and security, transactions can be assigned to cost centres, and access can be restricted by specific drivers, vehicles, sites, or fuel types, tailoring the system to the unique needs of the business.

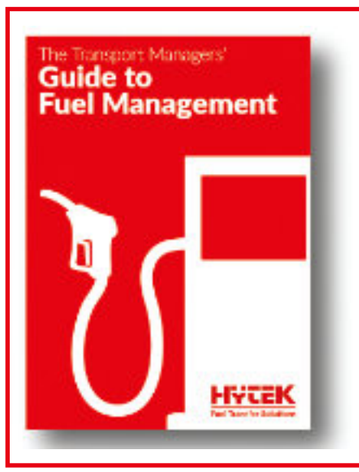
With the flexibility to customise polling frequency, ranging from hourly to daily, and integration options for odometer readings, the TECALEMIT FMS ensures businesses have the tools they need for complete control over their fuel resources.

Comprehensive support from Hytek

Choosing the right fuel management system is just the beginning. At Hytek, we pride ourselves on offering full support at every stage, from initial enquiry to installation and after-sales assistance.

The support provided includes comprehensive demonstrations through online Teams sessions, showcasing the software's functionality and reporting features to ensure you and your customers are fully informed. Customisation is also a key component, with a setup questionnaire designed to configure the system to meet specific operational needs effectively.

Additionally, ongoing support is available, with the first year of remote and hosting support included, alongside the option to continue hosting services annually. This ensures that the cloud software stays up to date while providing continuous access to Hytek's dedicated remote support team.



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For the Hytek version

A range of solutions

While the TECALEMIT FMS is one of our flagship products, Hytek offers a broad range of fuel management systems designed to meet various industry requirements. Whether you're looking for a simple solution or a highly advanced system, our portfolio ensures there's an option to match your business needs.

Fuel management resources

To further support businesses, Hytek has developed The Transport Managers' Guide to Fuel Management. This comprehensive resource explains the importance of fuel management while offering practical advice on accuracy, security, data insights, and key considerations when purchasing a new system.

For a branded version of the guide, simply email us at sales@hytekgb.com, and our team will be happy to assist.

For any enquiries please contact:
sales@hytekgb.com or
+44 (0) 1279 815600

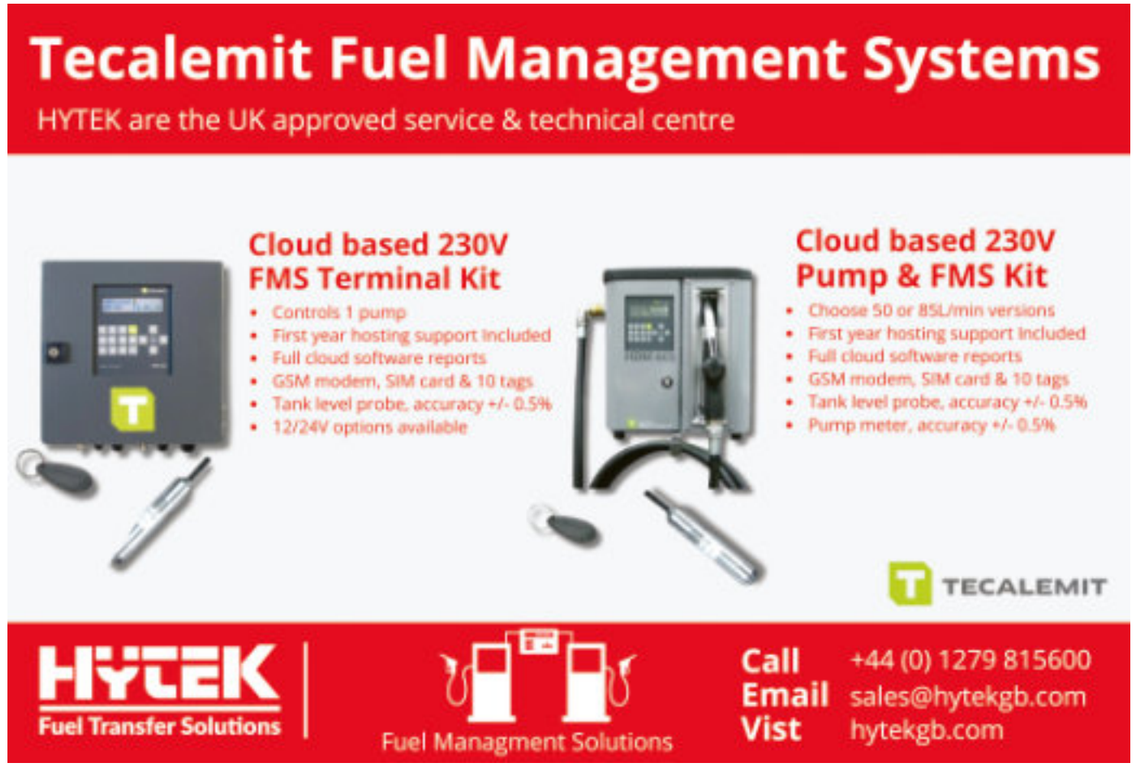
HYTEK

Transforming farm's fuel management

Hytek recently supported a trade customer with their end user - Clock House Farm - who completely transformed their approach to fuel management. Clock House Farm is a leading grower and supplier of fresh fruit to major UK supermarkets. They manage a substantial fleet of vehicles to support their operations.

With a need for efficient fuel management, they aimed to take control of their fuel usage. As well as enhance their understanding of fuel consumption across their fleet.

Hytek's key account manager Jack Tickner is pictured with Vali Neagu who is Head of Harvest and Innovation at Clockhouse Farm.



Emerging trends driving fleet fuel management

Effective fleet fuel management is a critical component across multiple industries, playing a pivotal role in ensuring efficient operations and logistics. In today's fast-changing tech landscape, emerging advancements are transforming the way UK fleets operate.

Managing fuel effectively poses a major challenge that affects operational costs, sustainability, and overall fleet efficiency. Fuel expenditure is a principal concern for fleet operation managers, especially in light of the soaring energy prices. Additionally, various hidden factors contribute to fuel costs for businesses, including theft, poor driving habits, short deliveries, fluctuating fuel prices and changing transport regulations, among others.

It's not new

Fuel management isn't a new concept; fleet managers have been tracking fuel usage for years, employing a range of methods from traditional pen and paper to cutting-edge technology. However, some of the earliest techniques often led to data inconsistencies, resulting in confusion and wasting time on reconciliation reports.

In the rapidly evolving world of commercial fleets, there is no room for mistakes, as precise data is essential for effective fuel management and operational profitability.

In 2024, the industry is set to see a rise in the adoption of advanced tools aimed at improving fuel management efficiency. These tools encompass systems that monitor and control fuel usage across the fleet. Operators can gain an understanding of their fuelling costs, by viewing a detailed breakdown of fuel stock consumption by driver, vehicle and site.

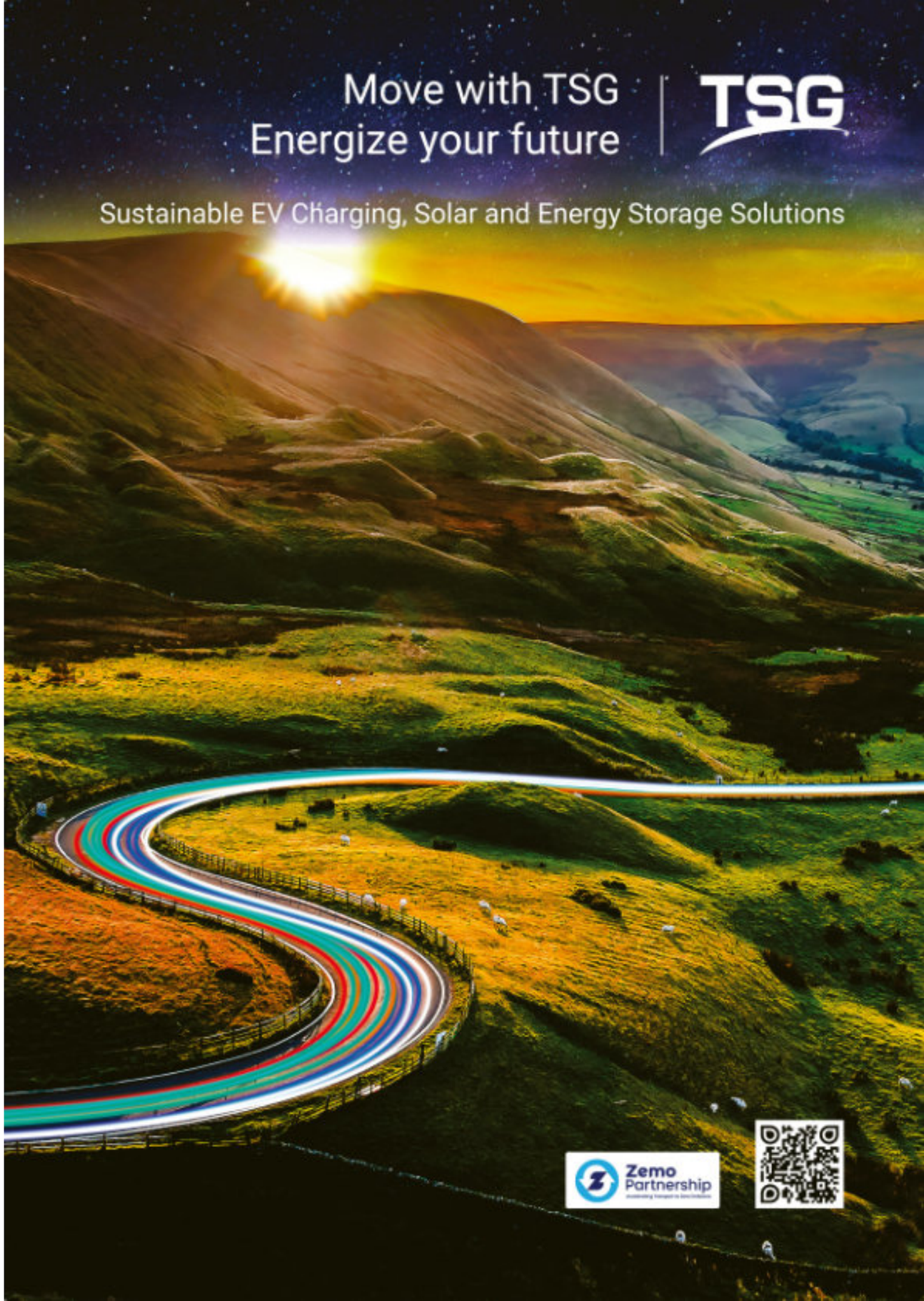
These solutions enhance fleet visibility and pinpoint inefficiencies, such as fuel expenditure and utilisation. By acting on these valuable insights, operators can potentially save up to 25% on fuel costs.

A broader perspective

Fuel management is just one aspect of a fleet operator's responsibilities; the role also involves overseeing all equipment on site. Therefore, having a more integrated solution would certainly be beneficial and offer a competitive advantage.

As the world progresses toward a more sustainable future, many fleets are beginning to transition to greener, cleaner energy sources and require a management system that can support this crucial shift.

Continued on p22



Continued from p20

LOGmaster from TSG UK

Evolving from the well-known DiaLOG fuel management system, the ProFleet LOGmaster suite (including FuelLOG, ChargeLOG, WashLOG and LubLOG) represents the next generation of fully integrated depot management.

A single, user-friendly application with a unified dashboard allows for easy monitoring and control of all forecourt equipment. Users need only a unique identification tag to access any on-site equipment, including energy dispensers, electric vehicle (EV) charging stations and vehicle wash facilities.

LOGmaster is compatible with any brand or model of equipment on-site, accommodating both traditional fossil fuels and emerging energy sources like gas, hydrogen and electricity, thus facilitating future growth and innovation. This versatility allows fleets to transition to greener options without needing a complete system overhaul.

Site operators have the flexibility to store data either on their own network or in the cloud, without incurring storage fees, and can switch between options at any time. In the event of a network outage, LOGmaster's replication process ensures that operations continue seamlessly across all remaining sites until connectivity is restored, preventing any data loss.

LOGmaster features a stylish terminal equipped with an advanced touchscreen display, enabling smooth and quick customer interactions. Its modern design is visually appealing, and its compact size makes it suitable for operations of any scale. Both the standalone model and the wall-mounted version are constructed with an anti-corrosion coating on every panel, ensuring durability even in the toughest environments.

FuelLOG

FuelLOG consolidates real-time data from storage tanks, dispensers and automatic tank gauges (ATMs), allowing fleet managers to monitor and manage fuel and AdBlue consumption effectively.

Operators can analyse their fuelling expenses through a comprehensive breakdown of fuel usage by driver, vehicle and location. The system also identifies potential issues, such as unexpected drops in fuel levels and questionable transactions. This capability to track fuel movement enhances managerial efficiency and can lead to significant cost savings.

GasLOG

GasLOG ensures the safe dispensing of compressed natural gas (CNG), liquefied natural gas (LNG) or hydrogen, even during overnight fuelling. Operators can set specific parameters for each gas type, such as maximum flow rates and dispensing quantities, tailored to the characteristics of the energy being used. The system continuously tracks gas levels, flow rates and dispensing activities in real time. This guarantees that operators have up-to-date information on availability and usage. Its advanced features, such as quantity controls and low flow rate deactivation, promote reliable and secure operations.

ChargeLOG

For fully electric fleets, ChargeLOG connects with various EV charger brands, authenticates usage and monitors energy consumption. Furthermore, ChargeLOG allows operators to set permissions for different users, enabling them to control who can access specific chargers based on their roles or requirements. Once a user attempts to connect to a charger, ChargeLOG verifies their credentials in real time. This validates that only authorised personnel can access the charging facilities.

WashLOG

Companies with car, truck or bus wash facilities can benefit from WashLOG, which manages the flow of vehicles through the wash, ensuring efficient processing and minimising wait times. The system allows users to customise and control various wash programs, tailoring them to specific vehicle types or cleaning requirements. Additionally, WashLOG generates automated reports that provide insights into wash usage, performance metrics and operational efficiency, helping fleet managers make informed decisions.

LubLOG

A robust system designed to monitor and manage a variety of vehicle fluids, extending beyond conventional fuel or gas management. It offers a centralised platform for overseeing liquids such as brake fluid, coolant/antifreeze, windshield washer fluid and hydraulic lubricants.

For more information on LOGmaster, visit: https://www.tsg-solutions.com/uk/profleet-logmaster/

EVerse™

Smart cloud software suite for EV charging management

EV Charger Management Portal | EV Driver App | Built for the Petroleum Retailer

Mobilise and monetise your EV charging network with the only end-to-end e-Mobility Platform designed for the unique business needs of fuel retailers.

Unique off-the-shelf e-Mobility platform

Available with EV charging hardware or as software only

Designed for you, by the forecourt specialists

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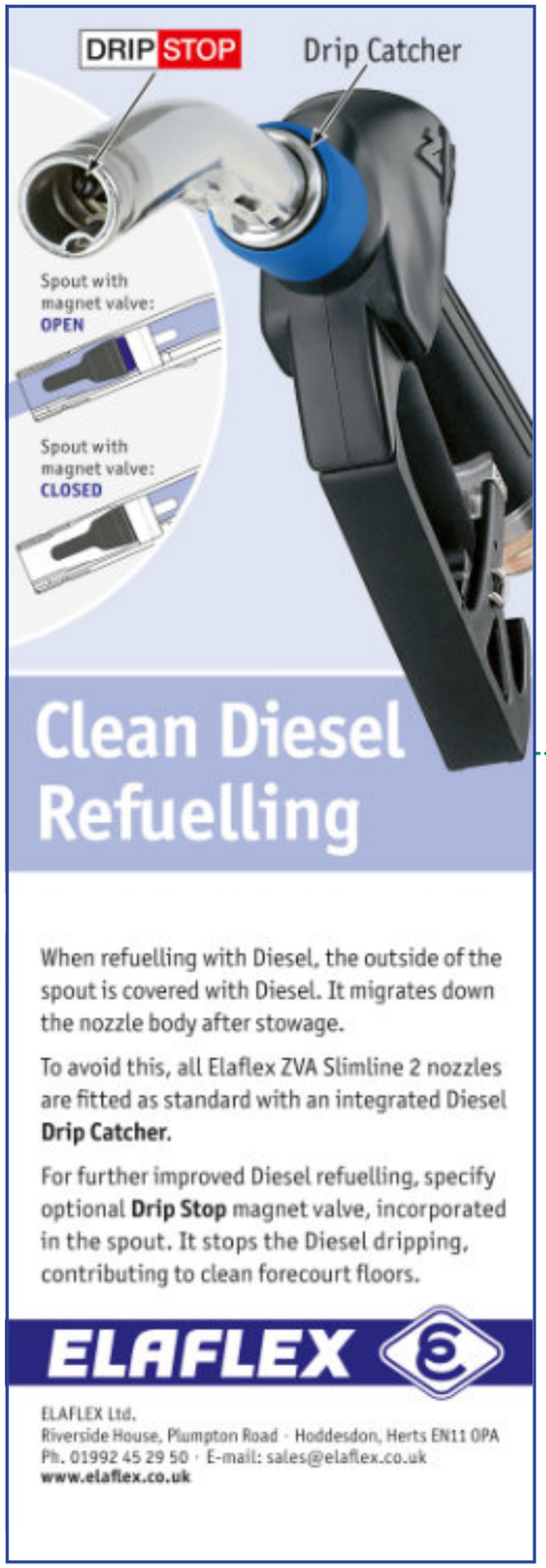

Clean Diesel Refuelling

When refuelling with Diesel, the outside of the spout is covered with Diesel. It migrates down the nozzle body after stowage.

To avoid this, all Elaflex ZVA Slimline 2 nozzles are fitted as standard with an integrated Diesel **Drip Catcher.**

For further improved Diesel refuelling, specify optional **Drip Stop** magnet valve, incorporated in the spout. It stops the Diesel dripping, contributing to clean forecourt floors.

ELAFLEX

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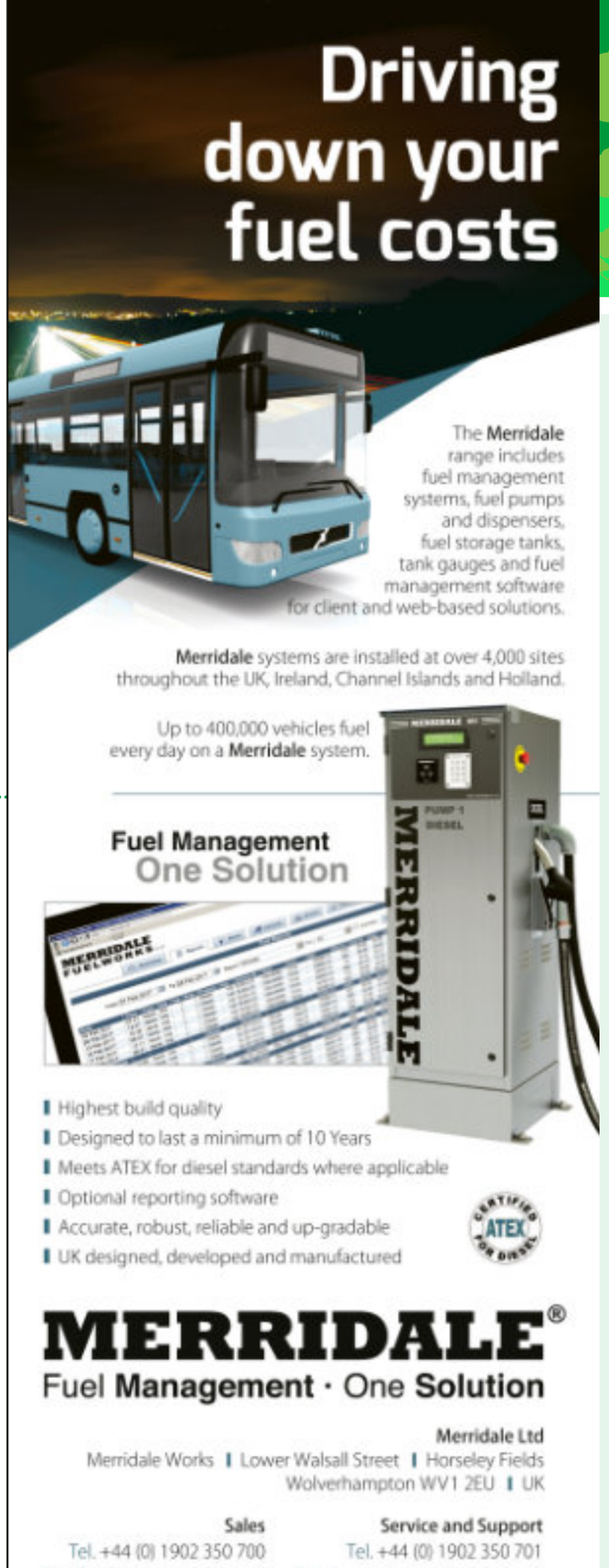

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The Green Pages
NEW FUELS GUIDE

PEIMF+

WINTER 2024/25 • ISSUE 20

Are classic cars exempt from ULEZ?

Since 2019, The Ultra Low Emission Zone has been expanded to include all London boroughs. Other cities have followed suit, such as: Birmingham, Bristol, Aberdeen, Dundee, Glasgow and Edinburgh.

But what exactly is ULEZ and how does it work? And most importantly, does it mean the end for classic cars?

WHAT IS ULEZ?

It means that cars that do not meet specific emissions standards have to pay a daily fee if they enter the zone. Vehicles must meet emissions standard Euro 4 or above if it runs on petrol, or Euro 6 if it is a diesel, meaning petrol cars must be registered after January 2006, or September 2015 for diesels.

HOW DOES ULEZ WORK?

Cars not meeting the European air pollution standards outlined above will incur a charge when you drive into a ULEZ. This applies 24 hours a day, 7 days a week and its fees must be paid on top of any Congestion Charges.

Currently, the ULEZ fee is £12.50 a day for cars, small vans, motorcycles and other light vehicles.

WHAT CARS ARE EXEMPT FROM ULEZ?

We learned recently that classic cars exempt from ULEZ. In fact, all vehicles built before 1 January 1973 actually qualify as ULEZ exemptions.

However, when it comes to other classic and historic cars, ULEZ charges will only be removed if they have a 'historic' tax class status registered with the DVLA.

To successfully change a car's tax class to 'historic' and get it qualified as an ULEZ-exempt car, it has to be at least 40 years old. This means that many modern classics, which were made in the 1980s or 1990s, will not count as Ultra-Low Emission Zone classic cars.

Plus a friend

The DVLA will not process any applications asking for a transfer into the historic class until 1 April, so applications could be waiting around for a while.

If you're unsure whether you can get a ULEZ classic car exemption, you can enter your vehicle's details into the government's Clean Air Zone Service portal.

You should note that if you are disabled, your car will not be granted an ULEZ exemption. However, you can apply for a ULEZ grace period that extends to 2027. If you do not apply, you will still be eligible for a ULEZ fee.

To make sure you aren't charged when you drive your classic car, you need to have it registered as a vehicle of historical interest – by updating your log book.

Loving the red telephone box

These lovely photos of a classic Triumph Stag are courtesy of Steve Harrington, sharing his pride and joy with us.

Following-up our brilliant site visit in 2022, here's an update on our welcoming host

Tyseley Refuelling Hub

The UK's first multi-fuel, open access, low and zero carbon fuel refuelling station is now open and ready to receive commercial fleet, public transport fleet and private vehicles.

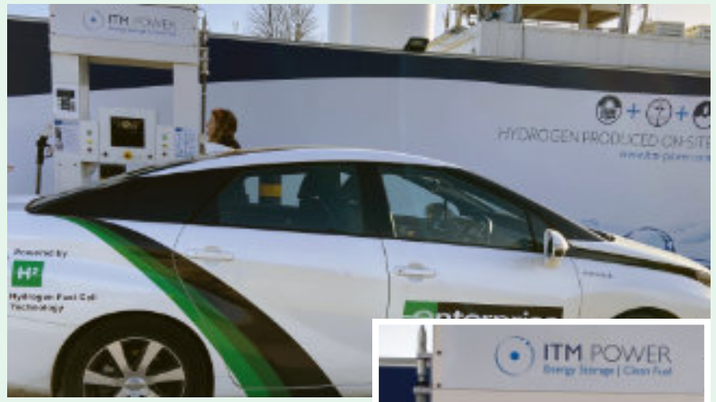
Offering Hydrogen, Compressed Natural Gas, Biodiesel and Electrical Vehicle charging options, the unmanned facility is available 24/7 for refuelling with integrated pay at pump options that accept credit, debit and fuel card payments.

The station has benefited from £10 million investment from a combination of public and private funding, including £1.5 million from Greater Birmingham and Solihull Local Enterprise Partnership.

The facility is supporting the city in its commitment to reduce the levels of air pollution across the Birmingham by refuelling the hydrogen double decker buses purchased by Birmingham City Council. The TEP refuelling station is part of the Birmingham Transport Plan, supporting the introduction and supply of cleaner fuels to improve air quality across the city.

MOTIVE HYDROGEN REFUELLING STATION

Commissioned in 2021, the refuelling station is the largest green hydrogen refuelling station in the UK. It takes power from a dedicated offshore wind turbine and generates zero carbon, fuel cell grade hydrogen. The site comprises of a car refueller operating at both 700 bar and 350 bar. Two bus refuellers operating at 350 bar and a tube trailer refueller operating at up to 450 bar. The site can generate over a tonne of hydrogen per day. Enough to fuel up to 40 buses a day.



Hydrogen is produced on site using a 3MW Motive Power Proton Exchange Membrane (PEM) electrolyser, which splits water into hydrogen and oxygen. The hydrogen generated is very high purity, meeting all requirements for Fuel Cell Electric Vehicles (FCEVs). The hydrogen is dispensed at 700bar and 350bar ensuring a very quick and efficient refuel that can provide a 300-350 mile range.

When hydrogen is used in a fuel cell, it returns back to water vapour, meaning hydrogen as a fuel is a very clean fuel option.

GD+ AN ADVANCED HVO FUEL

The UK's leading provider of HVO, GBF offer a simple, clean alternative to diesel. Gd+ is a 100% drop-in replacement for diesel and gasoil, creating an opportunity to turn highly polluting engines and generators into clean ones.

ELECTRIC CHARGING

Improved vehicle design and battery performance and falling prices is enabling widespread electric vehicle market penetration. This combined with policy support and restrictions on other vehicles to improve air quality, such as Birmingham's Clean Air Zone will increase this momentum even further.

Tyseley Energy Park will offer a range of electric charging facilities including 150kW electric vehicle rapid chargers. Vehicle and fleet owners will be offered a lower cost electric charging unit price if they commit to a defined dwell time at the charging points.

For further information on electric charging available please contact enquiries@tyseleyenergy.co.uk

Cranfield University

The good people at Cranfield University hosted our PEIMF+ annual event a couple of years ago. Let's make sure we keep them on our radar.

They are at the forefront of imagining and delivering a sustainable green planet, leading research from water to aerospace, agrifood to transport, design to energy, manufacturing to the environment, all underpinned by management excellence.

TRANSPORT

Reducing the environmental impact of our transport systems is a global challenge and requires expertise across all modes of transportation from air, road, rail and marine vehicles alongside the infrastructure, businesses and logistics that integrate and manage them.

With over 50 years' experience, Cranfield's award-winning research and teaching is helping to define the future of global transport. Our teaching and research is making a significant difference now, as we all work together to meet the needs of the population and industry of tomorrow.

HYDROGEN & SYNTHETIC FUELS

Cranfield is a leading research and development centre for hydrogen.

We are creating a hydrogen ecosystem at our UK campus, linking projects and facilities in production, storage, materials, propulsion, usage, aircraft design and airport operations.

Our hydrogen-related work extends into many sectors including aerospace, energy, marine and automotive sectors. We are working with industry leaders in these spaces.

Cranfield University at the forefront of new £14.1m global initiative to transform Net Zero hydrogen production

ENERGY AND SUSTAINABILITY

Our expertise and experience within energy and power places us at the very forefront of helping to deliver a more sustainable world for everyone. Our vision for achieving this is grounded in decades of world-renowned teaching and research, and equipping our graduates with the skills, knowledge and passion to become the next generation of leading scientists, engineers and managers.

MANUFACTURING

Today's manufacturing industry, in line with the arrival of the fourth industrial revolution, is challenging the traditional notions of manufacturing with a focus on digital data, connectivity, and artificial intelligence, as well as sustainability.

With an emphasis on developing a smart, lean, and green approach to manufacturing, our vision is embedded in our research into the potential for the 'eco-factory'. This is based on the principle of the circular economy, using waste materials for manufacturing new products, as well as mapping pathways for the sustainable 'factory of the future', re-looking at established manufacturing processes to find energy-saving opportunities for the sector.

AEROSPACE

At the forefront of aerospace technology, addressing the challenges to deliver a sustainable future for aviation, rethinking the airports, airlines, airspace management and aircraft of the future.

The relationship between aviation and the environment is one of the key challenges facing developed societies. Cranfield University is working to meet environmental targets and provide a sustainable future for aviation.

As one of the few universities in the world with our own airport, we are at the forefront of aerospace technology, working to address the challenges to deliver a sustainable future for aviation by rethinking the airports, airlines, airspace management and aircraft of the future.

www.cranfield.ac.uk

Millbrook Proving Ground

We greatly enjoyed our visit to Millbrook last year. As part of the UTAC organisation, they are the leading vehicle test centre in the UK. Here is there update on just a few of the relevant services they can provide.

Since 1924, UTAC has been at the forefront of the mobility industry, advancing it towards a safer and cleaner future. We provide a large range of services to bring your vehicle to the market. With a global presence and a team of trusted experts, UTAC continues to shape the future of mobility. We strive to provide agile services that help us to fulfill our mission: leading the mobility industry to new frontiers.

Batteries tested here

BATTERY TESTING

UTAC conducts hybrid and electric vehicle (EV) battery testing to assess the life of battery cells, modules and packs, determine battery safety in a wide range of situations including crash events, and validate the performance of automotive batteries under a range of environmental conditions.

UTAC operates a state-of-the-art battery life and performance test facility in the UK. It tests all major Lithium-ion chemistries and a range of other chemistries by simulating normal and extreme operating conditions.

These tests include :

- Pack life and performance testing
- Cell and module life and performance testing
- Shock Testing
- Battery Safety and Abuse, including Battery Drop and Nail Penetration Testing

Our facilities also offer a range of electric machine and inverter tests and provides full vehicle test facilities including the ability to crash EVs and FCVs.

DEVELOPING AND MARKETING SAFE AND RELIABLE PRODUCTS WITH UTAC

As development and approval testing experts in the mobility sector, we understand the regulatory, economic, and competitive challenges that you face. In addition to advising you with everything from understanding new legislation to testing your systems, our international experts are able to support with development scenarios, evaluation and approval of your vehicles.

POWERTRAIN

NEW CHALLENGES FOR POWERTRAIN TESTING

New traction systems, increasing electrification of vehicles, and innovative energy sources. Mobility is changing very rapidly, raising many challenges for the entire sector.

These technological innovations and advances are spurring vehicle and equipment manufacturers to develop new products that are cleaner and more eco-friendly to meet the mobility challenges of tomorrow. In view of this transformation, comprehensive, efficient solutions to test all the systems and subsystems of conventional, electrified, and electric powertrains are necessary throughout the vehicle development phase and in the context of approvals.

Our goal is to accompany you through the development, integration, performance, and durability testing processes. In anticipation of the final homologation phases, we accompany you on pollution/consumption tests on chassis dynamometers and in RDE (Real Driving Emission).

40 miles of hills, curves, bumps and potholes!

Fastest EV charger in the UK

Watch out!

We give our full commitment to providing you with technical and regulatory support for the development of your product. Our test facilities combined with our simulation methods enable us to offer a wide range of tests so that together, we can anticipate the mobility of the future.

SAFETY AND AUTONOMOUS DRIVING

SAFETY, A PRIORITY FOR MOBILITY

In the last few decades, technological innovations have considerably improved road safety. Vehicles now offer better protection for occupants and other vulnerable road users. Advanced Driver-Assistance System (ADAS) equipped vehicles continue to drive further improvement in safety in parallel with increasingly stringent legislative and consumer group requirements.

Since July 2022, new vehicle types placed on the European market must be fitted with several advanced driver-assistance systems. These include an emergency lane keeping system (ELKS), autonomous emergency braking (AEB), and intelligent speed assistance (ISA).

www.utac.com

Decarbonising the UK's buses

The UK has been leading the way on zero emission buses, but we must keep up the momentum. The transition to zero-emission buses (ZEBs) in the UK, has been a big success story.

1,000 ZEBs IN 2023

The UK has been leading in this transition. In 2023 alone, around 60% of all new buses registered across the UK had drivetrains that were fully zero-emission at the tailpipe; either battery electric or hydrogen fuel cell electric. Indeed, 2023 was the first year in which over 1,000 ZEBs had been registered in a single year. This followed two consecutive years where ZEB registrations accounted for 50% of total market registrations, in 2021 and 2022 respectively.

To date, 2024 is following a similar trend to 2023, with ZEBs registrations sitting at the 60% mark, with an expectation that it'll be another record breaker at year end.

So what has driven this progress? The main driver has been government grant funding, and lots of it. Since 2010, the UK Government and devolved administrations have invested around £1bn in zero emissions buses through a variety of mechanisms. This funding has supported rapid technological development to temper fears held by operators that these vehicles wouldn't be up to the challenge.

SLOWER TAKE-UP OUTSIDE LONDON

Transport for London was an early pioneer in trialling new technologies ahead of the rest of the sector, taking the leap beyond the stepping stone of diesel hybrid buses, helping to kick-start the development of zero emission bus technology. TfL accounts for nearly half of the 4,000 zero emission buses in service across the UK today.

Outside London, the transition has been somewhat slower, owing to a lack of operator confidence in the vehicle technology, particularly the longevity of batteries, and associated warranties, as well as the range of vehicles. These worries were, perhaps, exacerbated by the challenges operators faced with earlier diesel hybrid buses, and issues with poor battery performance, plus extensive maintenance requirements. A lack of confidence in the technology was coupled with the challenge of overcoming the additional capital cost requirement to purchase zero emission buses and accompanying infrastructure, compared to diesel.

This is where government funding schemes have played a vital role in breaking down these barriers.

GRANT FUNDING

Competitive grant funding schemes in England and Scotland (Wales and Northern Ireland have different mechanisms for allocating funding) began over a decade ago, with a focus on supporting so called 'low carbon' buses - most notably efficient diesel, diesel hybrid and biomethane buses - while zero emission tailpipe buses were still in the trial phase.

As technology developed, more operators took the plunge and invested in zero-emission buses at larger scale, supported by government funding. As more zero emission buses were rolled out, the technology continued to develop, and a 'virtuous cycle' kicked. Funding schemes soon ruled out combustion-based technologies, solely funding fully zero emission buses. The latest iterations of these schemes, the Zero Emission Bus Regional Areas (ZEBRA) scheme in England and the cotZEB Challenge Fund in Scotland, have cumulatively supported the introduction over 2,500 ZEBs and accompanying infrastructure with funding worth over £500m. These schemes have driven registrations across the UK, in tandem with the ongoing decarbonisation of TfL's bus fleet.

Continued on GP6

Continued from GP5

GOOD LEADERSHIP

According to Zemo Partnership analysis, with funding already allocated to operators, the zero emission bus fleet is expected to reach 20% of the total UK fleet by 027/28, doubling the 10% milestone reached this year. While government funding has been crucial to driving the transition, operators and local transport authority bodies have shown the leadership required by setting tough targets for zero emission fleets.

Transport for London was the first to show such leadership, committing to no longer purchasing new diesel vehicles in 2021, with a target for a fully zero emission bus fleet by 2034, or earlier. Large operators like First Bus are taking the initiative too, committing to a zero-emission bus fleet by 2035, a target shared with Go-Ahead Group.

Manufacturers have continued to play their part, catering for the needs of operators through rapid technological development. This has focused on improving efficiency and honing battery performance to meet the varying range requirements of the UK's bus services. The batteries have been a particular point of focus for operators, not knowing when and if they will have to be replaced.

In early generation vehicles, warranties for battery packs were typically no longer than seven years, around the half-life of the vehicle, providing a headache to operators about what to do when that period ends. Fast forward to today, some manufacturers are now offering warranties of 10 years or more as standard. Alexander Dennis for example, recently unveiled a new generation vehicle for the London market with a 14-year or one million kilometre warranty on the battery pack.

SUPPORTED BY ZEMO PARTNERSHIP

Throughout this time, Zemo Partnership has been supporting industry and government to navigate the challenges and find solutions to accelerate the UK bus sector's decarbonisation transition. Formed in 2002 as an initiative of the Powering Future Vehicles Strategy,the (then) Low Carbon Vehicle Partnership (LowCVP) was established to bridge the divide between government and industry to cut emissions from road transport through collaboration and policy development.

Following a rebrand in 2021, Zemo Partnership has grown into a membership organisation with around 200 stakeholders from a diverse range of sectors. Zemo's Bus Working Group has been tackling the challenge of reducing emissions from buses for over 15 years, with a membership comprising vehicle manufacturers, bus operators, local transport authorities, technology suppliers, energy providers, trade bodies and finance houses. The diverse nature of stakeholders coupled with Zemo Partnership's technology-neutral, evidence-based approach, has enabled the development of policy and initiatives based on the consensus view of all key, participating stakeholders.

Zemo Partnership
Accelerating Transport to Zero Emissions

INDEPENDENT TESTING

A key area of work that Zemo Partnership has led, is the independent, physical testing and certification of vehicles to determine their eligibility for government funding schemes, a process which first started with the testing of low carbon buses to align with emerging funding schemes.

At the beginning of the transition away from standard diesel vehicles, it was deemed necessary to introduce a testing regime to ensure public money supports proven low and zero emission vehicle technologies that will perform in service. The certificates enable local authorities and bus operators to understand expected performance including drivetrain efficiency, regulated tailpipe emissions and well-to-wheel (WTW) greenhouse gas (GHG) emissions ahead of deployment.

The independent nature of testing using a regimented test procedure also provides a means for operators to compare different suppliers and technologies on a like-for-like basis. The cornerstone of the accreditation schemes has been the industry-informed definition that manufacturers must meet during testing to qualify for government funding. The iterative process has been fully supported by industry and government throughout, ensuring a balance is found between driving technology development and maintaining an accessible market.

The latest iteration is the Zero Emission Bus (ZEB) definition which was introduced to support zero emission bus-focused funding schemes like ZEBRA, as well as the BSOG 22p/km operational incentive for zero emission buses which was introduced in England in 2023. Under the definition, vehicles must have no combustion engines on board (including diesel heaters), produce no regulated emissions from the tailpipe(s) and achieve a 50% well-to-wheel greenhouse gas saving compared to a conventional Euro-6 diesel over the UK Bus Cycle (UKBC).

This definition, builds on previous editions (Low Emission Bus and Ultra-Low Emission Bus definitions), pushing manufacturers to improve vehicle efficiency and develop new systems like fully electric heating and cooling systems (early generations of zero-emission buses utilised diesel heaters, which are now banned if government funding eligibility is sought). Importantly, Zemo Partnership has always pushed the boundaries in terms of emissions analysis, moving beyond regulated tailpipe emissions to assess WTW GHG emissions in support of a truly net zero transport system.

NEW ACCREDITATION

In this regard, Zemo hopes to introduce a new element to the accreditation process, looking at life cycle carbon emissions including manufacturing and end of life emissions. Zemo will continue to work alongside industry and government to ensure any changes are introduced in a manner that works for all. Zemo Partnership's collaboration with government and industry has not just focused on testing vehicles. Indeed, the Partnership has worked with government to develop funding mechanisms and see that wider policies work for industry to ensure a sustainable sector.

Supporting that is the work Zemo has done in disseminating best practice and learnings from the transition in the form of guides and workshops to openly share information and data in the interest of collaboration and mutual benefit.

To this end, Zemo stands ready to support the UK Government as it looks to address growing uncertainty in the sector around ongoing funding for zero emission buses and the long awaited date for the end of sale of new non-zero emission buses (consulted on in 2022). With no indication (yet) of more grant funding coming forward for zero emission buses and limited detail on the role of franchising, both operators and manufacturers are looking for answers. More clarity around future policy is needed to maintain the significant progress made to date. Without clarity around bus decarbonisation policy, the sector is at risk of losing momentum, putting an already fragile industry at even greater risk.

Tim Griffen is programme manager at Zemo Partnership. He manages work focused on heavy duty vehicles, overseeing the Bus and Coach Working Group and associated projects.

Thanks to Zemo Partnership for producing this article.

www.zemo.org.uk

www.passengertransport.co.uk

WINTER 2024/25 • ISSUE 20 • THE GREEN PAGES - NEW FUELS GUIDE

Phillips 66 JET CHARGE launch delivers ‘what EV charging should be like’

JET has launched JET CHARGE: the fuel brand’s ultra-rapid pay-as-you-go EV charging offer.

Following a launch at three company-owned sites in North Yorkshire, County Durham and North Lincolnshire – JET CHARGE has received highly positive reviews with customers highlighting ‘speed’, ‘simplicity of use’ and ‘easy payment’ as key features.

One customer who used JET CHARGE at Beacon Garage commented:

“This is what charging should be like. Rock up. No waiting. Present card, plug in. Pause. Present card, unplug, and away you go.”

CUSTOMER FIRST

Featuring 150kWh ULTRA-RAPID charging, pay-as-you-go payment and no minimum charge, JET CHARGE has been developed with the customer’s needs first and foremost.

Oliver Mueller, retail business manager, Phillips 66 Ltd says;

“Speed, reliability and simplicity define JET CHARGE. Unlike a number of existing products that require convoluted app downloads and complex payment methods – we have chosen a very different road. No connection fees, no subscriptions – just fast reliable charging with no minimum charge.”

Reliability and consistency around charging times is a well-documented concern for EV drivers with advertised charge times often doubling or trebling at busy, high-usage periods.

SPEED IS THE HOLY GRAIL

Mr Moeller continues:

“Our research among EV drivers was unequivocal. Speed of charge is the holy grail. And that’s why JET charging sites all have infrastructure in place to enable stable and fast charges.

It’s definitely made the process of coming to market slower – but we were clear that we would launch once we had addressed the issues that our customers were telling us about.

“JET is a value-for-money brand dedicated to getting our customers back on the road quickly and safely. JET CHARGE is no different.”

Eye-catching and easy to use, the chargers all feature the two most common connectors – CHAdeMO and CCS – with the kilowatt per hour price displayed on roadside poles alongside fuel prices.

JET CHARGE will be listed on all popular and relevant destination directory services including: Zap-map, Google maps, Waze and in-car navigation systems.

HELLONEXT
CHARGING YOUR BUSINESS WITH THE BEST SOLUTIONS
FROM EV CHARGERS TO TURN-KEY SOLUTIONS
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TO BUILD YOUR EV CHARGING STATION.
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Petroassist
PETROASSIST UK LIMITED

Maximise forecourt potential with TSG's Care & Protect solution

The volatile fuel retail environment is driving forecourt operators to explore solutions that offer a crucial competitive advantage; standing out from the crowd is essential!

A strong first impression is pivotal for a forecourt's ongoing success in attracting passing drivers and fostering loyalty among existing customers. Since the site's exterior is the first thing drivers see; a dirty façade is certainly not ideal. Neglected premises can create a negative perception of the business among potential customers. This adverse view can extend to all aspects of the site, such as the signage, canopy, storefront, car wash facilities, lighting, electric vehicle (EV) charging stations, forecourt and fuel dispensers.

Be proactive, not reactive!

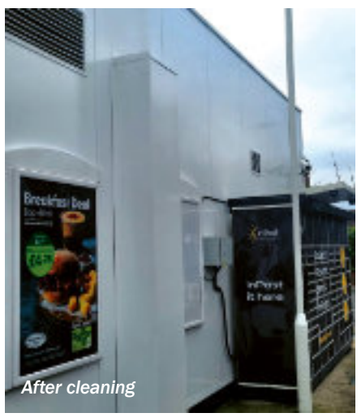
TSG's Care & Protect solution offers a comprehensive cleaning and maintenance programme for all equipment and site assets. It is specifically designed to address the needs of modern, multi-functional forecourts, revitalising older locations and restoring newer or refurbished sites to their original condition.

Most site owners understand the significance of scheduling regular cleaning sessions for the forecourt, surrounding areas and the store. As part of their daily routine, staff can pick up litter, empty bins, address minor spills and dust the shop shelves, while also conducting periodic checks of all public spaces, including the washrooms.

After cleaning

While this task may seem tedious, it is key for all retail environments to uphold business standards and ensure the safety of customers on-site. However, staff should not be expected to handle the more difficult areas of the forecourt that may require professional assistance from third-party services, such as TSG UK.

Before cleaning


After cleaning

Before cleaning

TSG's Care & Protect maintenance

Canopy roof

A well-maintained canopy can draw in visitors from a wide catchment area, enhance site and store traffic, and ultimately increase profits. It should be clean, well-lit and feature clear, prominent branding to attract passing motorists looking to refuel or pick up essentials from the convenience store.

However, due to their inaccessible nature, canopies and fascia panels are often overlooked by site managers, leading to an unsightly accumulation of grime and debris.

Additionally, cobwebs and dust can gather on the canopy lighting, creating a dim and uninviting atmosphere, particularly when paired with broken or malfunctioning lamps that require repair or replacement. These factors can negatively impact the site's traffic and inevitably lead to a decline in both fuel and store sales.

Such situations are best managed by a team of specialists from TSG, who possess the necessary expertise in the petrochemical industry and the appropriate tools for the task. At the convenience of the site owner, TSG can assist in restoring the canopy, lighting and fascia panels to their original glory.

Signage

Well-maintained, up-to-date signage reflects integrity, reliability and credibility, whilst unkempt signs in poor condition can adversely influence the customer's perception of the business.

There are four fundamental types of signage; branding, promotional, directional and safety. Each one plays an important role in ensuring operational success.

Branding establishes a unique identity for the business, highlighting its dedication to providing quality products or services and setting it apart from competitors. Promotional signs capture the attention of both regular and passing customers, informing them about current marketing campaigns, such as meal deals. Mandatory safety signs serve to alert visitors to potential hazards on and around the site through simple visual cues, while directional signs guide the public as they navigate the forecourt and store.

To ensure longevity and prevent long-term damage, all forecourt signage should be kept clean and free of rust. Any tears or vandalism should be addressed promptly, and if repairs aren't feasible, the sign should be replaced. Adopting a proactive strategy for sign maintenance through TSG's Care and Protect solution will help preserve the brand's authenticity and safeguard the site's reputation.

Forecourts and dispensing equipment

Every day, dispensing equipment is subject to scuff marks, fuel drips and fingerprints, and should be inspected for damage at the end of each day.

However, this daily cleaning routine alone is not enough to keep the equipment in top condition; it should be complemented by a thorough cleaning schedule, during which branding decals can be checked and replaced as needed.

The busier the site, the more likely the concrete surface of the forecourt will experience oil and fuel spills, particularly in immediate proximity to the dispensing equipment. Additionally, the area can become cluttered with gum and other difficult-to-remove waste, potentially leading to customer complaints or lost business. TSG's professional deep clean will revitalise the business and project a polished image to its clientele.

TSG is here to help

TSG recognises the critical role of effective cleaning and maintenance management for retail forecourts, commercial operations and vehicle wash stations. As the largest service and equipment provider in the industry, TSG boasts over 30 years of experience in installation, service and maintenance; supporting independent networks, multinational oil companies, fleet operations and supermarkets throughout the UK.

TSG's Care & Protect offers a straightforward and cost-effective proactive strategy for preventative maintenance, ensuring that forecourt equipment remains in optimal condition and operates efficiently. This approach not only extends the lifespan of the equipment but also presents a polished look to both staff and customers.

By choosing TSG for all inspections and remedial work, site owners can effectively manage maintenance costs and minimise the risk of unexpected callouts and unplanned downtime.

TSG's Care & Protect solution

Comprehensive coverage includes:

- Branding: Both external and internal
- Signage: External and internal
- Forecourt canopies: Structural repairs included
- Main identification displays/totems
- External site illumination
- Internal site illumination
- Area, line and floor graphics
- External décor: Including fuel dispensers
- Internal décor
- Car wash maintenance
- Fuel dispenser maintenance
- High-pressure cleaning: Surface, canopy and under sheeting
- Mould and algae treatment: For vertical surfaces
- Perimeter boundary and fencing repairs
- Weed treatments
- Forecourt cleaning Supplies: All necessary items
- Regulatory health and safety notices
- Electrical and hazard area testing

How it works

Before preparing a Care & Protect contract, each forecourt undergoes a thorough site survey to identify areas that would benefit from TSG's intensive cleaning and maintenance services.

The proposed service level will depend on the inspection results. Forecourt owners can customise their plan by adding or removing elements before finalising the course of action and preferred timeline, ensuring the perfect package for their site or network.

By choosing TSG's Care & Protect solution, retailers can effectively safeguard their business investment.

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

Revolutionising the fuel pipework industry:

SMARTFLEX™ 200mm by Nupi

In the ever-evolving world of industrial technology, innovation is the driving force behind progress. Nupi Industrie Italiane S.p.A., has once again pushed the boundaries of possibility by introducing the industry's largest High-Density Polyethylene (HDPE) fuel pipework. This breakthrough not only showcases Nupi's commitment to customer needs but also sets new standards for the fuel pipework sector.

The demand for large-diameter fuel pipework with a minimum internal diameter of 162.3mm became evident when a special oil gantry site required a staggering 2000 litres per minute. Traditional steel pipework seemed to be the only solution, albeit an expensive one, prone to corrosion and abrasion, and lacking longevity. It was in this scenario that a customer approached Nupi with a unique challenge.

Handling a unique challenge

The answer to this challenge was the birth of:

SMARTFLEX 200mm fuel pipework, along with a full range of fittings.

Since its establishment in 1972, Nupi has continually strived to grow alongside its customers' needs and lead the industry in product innovation, best practices, and standards.

Nupi's portfolio extends beyond fuel pipework, encompassing over 20 brands in various industries, including water, gas, heating, and air conditioning. SMARTFLEX, introduced in 1996, was specifically designed to cater to the needs of downstream industry pipework. It has since been installed in almost 150 countries worldwide, by certified installers working with both global and national oil companies.

The typical sizes of pipework at service stations ranged from 32mm (1") to 110mm (4") in single wall and 32/40mm - 110/125mm in double wall. In collaboration with project engineers, Nupi expanded its range over a decade ago, adding 160mm single wall pipework and double 160/225mm pipework.

Larger pipework needed

However, the need for even larger pipework; 200mm single wall (200/250mm double wall) emerged as applications for HDPE fuel pipe expanded into environments where significant fuel volumes were required.

Nupi's 6" (160/225mm) double wall pipework found a home in prestigious marinas, airports, and heliports, filling mega yachts and more. But when a customer demanded even larger pipework to deliver a speed of 2000 litres per minute for a bottom loading skid,

Nupi was ready to meet the challenge. Extensive underground tanks were installed to supply fuel to the skid, and a specialist engineering company calculated the necessary pipe diameter based on various factors.

The result was a fuel pipework with a 200mm outside diameter and an internal diameter of 168.2mm – a perfect solution. The longer 11.6m lengths reduced the number of fittings and installation time, further enhancing the appeal of SMARTFLEX. As with other SMARTFLEX sizes, a complete range of fittings was developed, all working on a barcode system to reduce installation time and human error, and boasting a 30-year warranty.

The impact of SMARTFLEX 200mm pipework on the project was profound, saving a substantial amount compared to traditional steel pipework. It also had a positive environmental impact, with a 30-year warranty and a 50-year design life, significantly outlasting steel alternatives. Moreover, it streamlined the installation process, saving both time and costs.

We adapt and innovate

Nupi's ability to adapt and innovate is a testament to its commitment to the industry and its customers. This remarkable journey was made possible through collaborative efforts with various departments, including: Quality, Technical, R&D, Testing, and Commercial, along with the invaluable partnership of installers Falcon Fuel, plus Taggart Design, project engineers.

As Nupi continues to push the boundaries of what is possible in the industry, it eagerly looks forward to collaborating on more special projects, and offering innovative solutions that will redefine the sector. SMARTFLEX 200mm is not just a breakthrough; it's a testament to Nupi's unwavering commitment to excellence and innovation. With a 30-year warranty, this is more than just pipework; it's the future of fuel delivery.

SMARTFLEX is available from multiple locations worldwide, including The UK warehouse in the Midlands, offering same day collections or next day deliveries in most cases.

To find out more contact:

Maja Nedic,
European Sales Manager,
Nupi Industrie Italiane S.p.A.,

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

Berrys: Pioneering forecourt solutions for your unique site requirements

Berrys, based in Birmingham, England, is a leading supplier of advanced forecourt equipment, renowned for its bespoke solutions designed for longevity and ease of assembly. Particularly in 2024, with development of various bespoke tank chambers and above-ground pump systems, engineered to provide adaptable and efficient fuel storage and distribution across a range of site layouts.

Berrys has continued to set the standard with innovative solutions; serving high-profile clients such as Tesco, Euro Garages, Sainsbury's to name a few. We also work closely with specifiers and other contractors on commercial projects; with above ground, below ground pipework and supplying systems to suit particular, sometimes challenging, scopes.

We explore how Berrys is making an impact in the forecourt industry.

Bespoke Tank Chambers: Durability Meets Ease of Assembly

Berrys specialises in designing tank chambers that are not only easy to assemble, but arrive on site ready for pipe install, regardless of the specification. There is no need to cut/seal chamber walls to force-fit pipework.

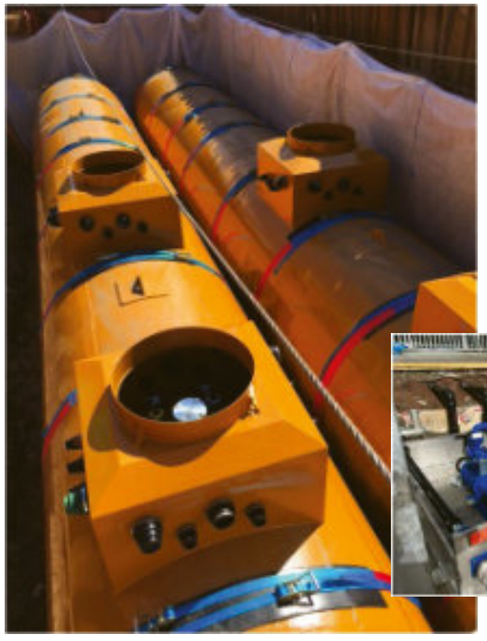
Their bespoke designs are built with longevity in mind, ensuring that fuel storage systems stand the test of time even under the harshest conditions. This focus on durability is particularly important for high-volume retailers and fuel suppliers, who require storage solutions that minimize downtime and reduce maintenance costs.

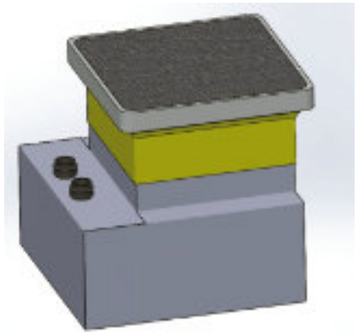
One of the key advantages of Berrys' tank chambers is their customisation. With many projects retaining/relining older tanks, Berrys carry out surveys and each system is designed to meet the specific needs of a particular site, taking into account factors such as pipe dimensions, entry direction and access space. The bespoke nature of these tank chambers allows for faster installation, reducing overall project time and providing clients with a smoother implementation process.

Two top entries

For example, in October last year, Berrys completed a unique access chamber alongside Westfield services, where the tank chambers were tailored to fit the unique site requirements, ensuring maximum efficiency and safety.

Westfield's requirement was to have two top entries, offset from the position of the access cover. By working closely with clients and understanding their operational demands, Berrys delivers solutions that exceed expectations and contribute to the longevity of the installation.





Above-ground pump systems: Flexible and site-specific solutions

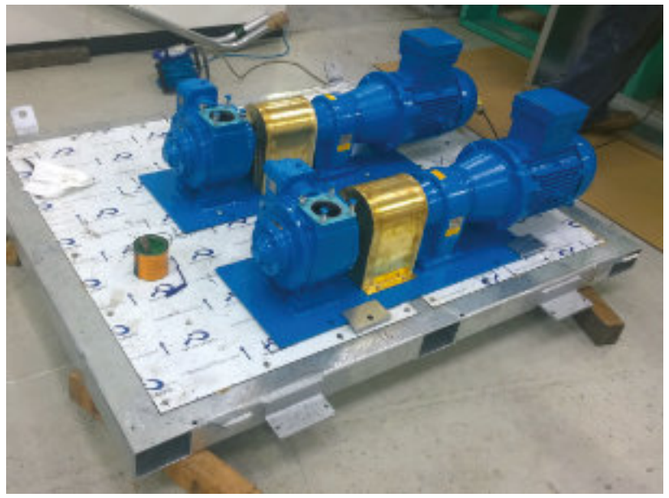
Berrys' above-ground pump systems are designed to transfer fuel to above-ground storage tanks, offering an alternative to traditional underground storage. Above-ground systems provide several advantages, including easier access for maintenance and lower installation costs.

Whether it's a busy urban location or a rural service station, Berrys can tailor the system to fit the specific needs of each site. This customisation ensures that each installation is optimised for performance, reliability, and safety, while also adhering to environmental regulations.

In March, Berrys worked with Tesco on a large-scale refueling station project, providing a modular above-ground pump system that integrated seamlessly into the retailer's existing infrastructure. In-house manufacture means development from initial drawings up to fabrication can be closely controlled at the Berrys premisses, leaving for little margin for error.

The process follows a strict pattern that enables Berrys to meet fast turnaround times, despite the complex range of components.

- Design base, side, front and back panels to budget material costs
- Quote customer based on the pump size
- Completed base drawing received in for fabrication
- ATEX approved pumps, all pipe work coated in a specialised FBE and flanges and non-return valves installed onto the base
- All four panels fixed to the base to meet delivery and safety standards
- Arrives complete onsite ready for pipework



Shaping the future of forecourt equipment

Berrys continues to innovate in the field of forecourt equipment, offering bespoke tank chambers and adaptable above-ground pump systems that prioritise longevity, ease of assembly, and site-specific flexibility. Through partnerships with major clients industry wide, supermarkets, international oil companies, or smaller dealer groups, Berrys has demonstrated its ability to deliver high-performance solutions that meet the unique challenges of the forecourt industry. With a focus on sustainability, efficiency, and safety, Berrys is poised to lead the way in shaping the future of fuel storage and distribution.

www.berrys.com

VARS Technology records one million blacklist events

Forecourt protection system, VARS Technology, has reached the milestone figure of one million incidents of vehicles previously blacklisted for fuel theft across the forecourts they protect. Preventing drive-offs before they happen, VARS has protected retailers from millions of pounds in potential fuel losses.

Figures from the RAC Foundation showed that there was a 77% increase in incidents of fuel theft in 2023 compared to the previous year. Over a five-year period, fuel theft incidents have increased fourfold.

Drivers that have previously failed to pay for fuel from a site protected by VARS, including those that had no means of payment but later failed to rectify the missing payment, are added to a national blacklist. When those vehicles are then recorded by ANPR as entering another protected forecourt, automatic notifications are provided to cashiers which allows them to prevent drive-offs before they happen.

Shared blacklist

With a blacklist of known offenders shared across all sites, VARS customers are protected by an ever-growing database of vehicles and drivers known to have previously committed fuel theft. Across over hundreds of sites protected by VARS, over 72,000 vehicles have been added to the blacklist.

New No Means of Payment or Drive-Offs can be reported and added to the blacklist in less than two minutes. VARS offers the highest recovery rates in the industry, typically in as little as two weeks.

John Garnett, Director of VARS Technology, said:

"Fuel theft is a growing problem for forecourt retailers, so we are very proud of the fact that our customers are increasingly bucking that trend and protecting themselves from Drive-Off incidents.

"As our database of vehicles that have previously committed a Drive-Off continues to grow, forecourts ranging from independent retailers to large chains have a growing additional layer of protection against fuel loss. With many Drive-Offs coming from repeat offenders that target sites where they experience little or no repercussions, they are quickly learning theft from sites protected by VARS results in rapid and effective debt recovery."

VARS also allows forecourts to manage their available parking, helping to free up spaces for paying customers, and is a fully accredited member of the British Parking Association.

Massive success for VARS Technology

Forecourt security specialist VARS Technology were awarded the Health and Safety Excellence Award at the recent 2024 APEA Awards dinner. This recognises the role their cutting-edge facial recognition technology is playing in reducing the risk to both staff and customers from individuals that have previously been reported for theft, violence or aggressive behaviour.

First introduced in early 2024, the technology has already proven effective, with users reporting a marked reduction in incidents between staff and offenders. One forecourt retailer reported that a problem individual was recorded visiting the premises over 40 times. The VARS system was installed and they stopped visiting entirely within three months of the system being in place.

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

Aviation fuel storage protection

An RAF underground fuel storage tank was designated to be internally renovated and have a new double-skin liner installed, following a previous failure. The 10,000 litre tank is carbon steel with a single wall construction, stores aviation fuel.

Tank condition and profiling

The storage tank was cleaned, de-gassed and made safe before any remedial work commenced. Welds within the tank had previously been ground back causing defects. Other deformations were also noted and had to be repaired before the tank could be fully blast-cleaned and coated. Welding repairs were performed to these areas and then blasted using Grade 4 copper slag to ensure a minimum of ≥ 75 microns for good coating adhesion.

The blast steel profile achieved on this storage tank was around 131 microns, allowing for excellent adhesion of the solvent-free coating.

Solvent-free coating and Fuelvac® installation

The entire tank's surface area was spray-coated with Enviroline 376F-60, a solvent-free coating designed to protect fuel storage and create a secure support for the double skin liner installation. This first coating was applied to 2000 microns nominal thickness, to provide total encapsulation of the tank steel as the first protective barrier.

The installation of the FUELVAC® double-skin lining system was then able to begin.

Non-hazardous materials were installed to create an interstitial space around the whole internal area of the tank. Once the double-skin materials are installed, a final solvent-free coating with a 2mm nominal thickness is applied as the final protection for fuel storage.

Vacuum monitored protection

The FUELVAC® double-skin liner provides a continuous interstitial space around the tank which is monitored with a Class 1 vacuum leak detection system unit, vacuum pressure set higher than -700mbars. The alarm sequence (audio and visual) will be initiated if the vacuum pressure goes below -350mbars, notifying the operator of a problem.

A transducer is installed within the tank chamber to monitor the vacuum pressure in the tank, linked to the monitoring unit. If a breach occurs, vacuum pressure will be lost, initiating the alarm.

Conclusion of the project

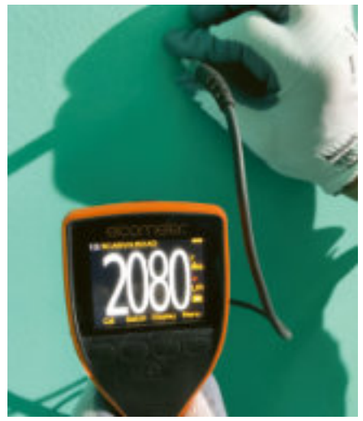
The 10,000-litre capacity tank at this RAF base has been double-skin lined, and is now successfully operating with a Class 1 vacuum pressure leak detection system.

The FUELVAC® system provides a continuously monitored interstitial space, providing protection and an early warning system for any issues within the storage tank, allowing for effective management.

Probably the most environmentally friendly double-skin tank lining system in the world

The award-winning Fuelvac® solvent-free double skin lining system provides 24/7 leak detection for above and below-ground storage tanks of any size, utilising Class 1 vacuum pressure monitoring. Fuelvac® uses solvent-free coatings throughout combined with non-hazardous materials, making for one of the most environmentally friendly double-skin tank lining systems in the world.

Fuelvac® double-skin lining system is the perfect solution to protect damaged and corroded tanks. Abfad's patented solvent-free lining process, is deployed to install a vacuum-monitored double-skin liner, bringing a new, innovative dimension to storage tank repairs and tank corrosion protection.



Fuelvac® versus traditional maintenance methods

Cost and time savings over traditional methods are significant and tank downtime is greatly reduced.

The remote vacuum monitoring checks the integrity of the installation 24/7, ensuring peace of mind and a totally professional approach to tank storage maintenance.

The system can be installed in above and below-ground tanks of any size and enables the safe and successful storage of hazardous liquids, from Ethanol and biofuels to Crude and Petroleum products, with the potential to store almost any liquid safely and securely.

Award winning

Fuelvac® is award winning and independently tested and certified, providing an extra level of safety for operators and allowing for pollution management control.

This system has been independently tested and certified by TUV NORD.

www.abfad.co.uk

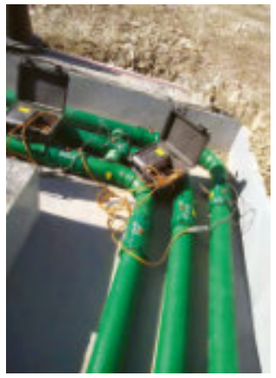
World-class technology company specifies KPS piping to fuel new data centre's backup generators

Case study

One of the most prestigious technology companies in the world specified KPS for their backup generator pipeline for their new data centre in China. When planning a data center, the backup power generation system is one of the most critical considerations as power outage can lead to economic losses and other serious consequences for the company and its clients.

KPS double wall piping

KPS' double wall piping includes an interstitial space, providing an extra layer of security



KPS electrofusion welding, ensures the piping system has zero permeation (liquid/watertight)

Key requirements

- A long-term liquid tight piping system to fuel backup generators, ensuring an uninterrupted power supply to the data centre
- A high-performance piping system which would allow a 933 litre/minute flow rate
- Easy, fast installation
- Anti-static/conductive piping

The KPS solution

- KPS' 4" (125/110) KPS double wall piping
- Electrostatically safe conductive piping, preventing potential static build-up
- KPS double wall piping includes an interstitial space, providing an extra layer of security
- Easy-install compact electrofusion fittings, ensure the piping system has zero permeation (liquid/watertight) and welds both walls simultaneously, reducing installation time

KPS

Explore the KPS technical case study library at: www.kpspiping.com

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Crewe Arriva powers up with 45,000L AdBlue® tank installation

Arriva TrainCare's depot at Crewe is a key location for rail vehicle maintenance and servicing. With the focus on reducing emissions and going green, the depot has made significant investments in its fuelling infrastructure. Diesel has traditionally been the fuel of choice for many trains, but with the move to greener alternatives, AdBlue® is now essential for reducing nitrogen oxide emissions from diesel engines.

To support this transition, and to service their trains seamlessly, Arriva TrainCare's Maintenance Depot at Crewe now has a 45,000 litre AdBlue® storage and dispensing facility. This installation shows the company's commitment to environmental sustainability and increases the efficiency and options for train servicing.

Tuffa solution

Airquick Ltd, rail depot plant and compressed air engineers based in Newark designed, installed and commissioned the AdBlue® facility using a Tuffa storage solution.

We spoke to Managing Director Richard Parsons:

Project overview and objectives

What were the primary objectives for installing the 45,000 litre AdBlue® storage tank?

Arriva TrainCare at Crewe provide overnight servicing for a wide range of Train Operators. New diesel-powered rolling stock invariably require AdBlue® filling alongside refuelling every night ready to return to service the following day. As an idea of the shear amount required, 45,000 litres of AdBlue® would provide around one month's worth of inventory for the train depot. As such, the primary objective was to obtain the optimum storage capacity of AdBlue® to allow regular, uninterrupted servicing of the trains each night.

What specific challenges or needs did Crewe Arriva Depot have that led to this installation?

Three Tuffa 15,000 litre self-bunded AdBlue® tanks were needed to achieve the necessary storage requirement which were located on a 10 x 5 metre concrete base constructed by Serfis Construction (Stourbridge).

The delivery, and subsequent installation of the tank, required close co-ordination between all stakeholders to enable this element of the project to be completed; particularly given some challenging site delivery and infrastructure limitations.

Project details

Why did you pick these tanks specifically?

Tuffa's 15,000 litre AdBlue® tanks were the largest tanks that could be physically delivered to this site, and three were required to meet the desired capacity. Three Tuffa 15,000 litres tanks were considered the more economically advantageous way to deliver the customer's required amount of total storage volume.

Were there any unique or innovative aspects of this installation?

Modern trains such as the CAF Class 197 and Hitachi Class 805 requires special couplings, not only for delivering the AdBlue®, but also to provide a signal to shut off the dispenser when the on-board tank is full.

Continued on p40

Continued from p38

The system is fully automatic allowing multiple dispensers to operate at the same time with each of the three tanks fitted with two submersible pumps configured to operate in a duty/assist mode.

Each of the tanks is normally isolated from the dispenser distribution network and is automatically selected on demand based on the fluid level of each tank using a self-closing actuated valve.

Benefits and outcomes

What immediate benefits has the depot experienced since the installation?

The benefits were immediately realised. Without the installation of the new facility which included the 3 Tuffa AdBlue® tanks, the only way of fulfilling the contract for the overnight servicing of trains would have been to utilise mobile AdBlue® bowsers.

This option can work well in some low-use, low-volume environments, but the sheer volume of AdBlue® to be dispensed at Crewe meant that it would not be a viable long-term solution, as a 100-litre bowser would need constant refilling and moving back and forth to the service apron.

In summary

The 45,000 litre AdBlue® tank at Arriva TrainCare's Crewe Arriva Depot is a key part of the journey to greener and more sustainable train and depot operations. With the ability to service new diesel rolling stock efficiently and consistently the depot is well placed to meet its environmental targets and business as usual service delivery requirements.

This project shows Arriva TrainCare's commitment to reducing emissions and Airquick's engineering solutions to overcome logistics challenges. By investing in this fantastic facility Arriva TrainCare at Crewe is helping to make the rail industry more sustainable.

www.tuffa.co.uk

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Fuel Grade Identification to EN 16942

① Additional Information: www.elaflex.de/en/FGI

A date for your diary: by Autumn 2018, EU Directive 2014/94/ requires each dispenser, nozzle and vehicle to be clearly marked and labelled (EN 16942), showing which fuel is suitable for the vehicle.

Don't get caught out – for a simple retrofit use our **Fuel Grade Identifier (FGI) for ZVA Nozzles.** The '**EK FGI**' fits onto Product Badges 'EK145'.

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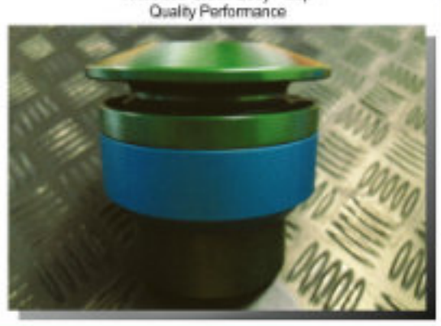
Anodised Green Body - Cap
Quality Performance



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Link Retaining Device for Cap

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STA Technical: A virtual NPD facility for the forecourt industry

For businesses in the forecourt industry without in-house engineering departments, STA Technical has emerged as the go-to virtual new product development (NPD) facility. With a deep understanding of the forecourt sector and a knack for innovative engineering, STA provides clients with tailor-made solutions, ensuring they remain competitive and future focused.

Whether it's developing groundbreaking outdoor payment terminals for EV forecourts, designing dosing cabinets for key industry players, or crafting bespoke prototypes, STA's expertise enables clients to achieve their goals efficiently and effectively.

STA Technical's success lies in its unique approach to problem-solving. Leveraging decades of experience in engineering and an expert knowledge of the forecourt environment, the company doesn't just respond to briefs but proactively identifies and addresses potential challenges.

By "engineering out" inherent issues in the design phase, STA delivers robust, reliable solutions that stand the test of time. This proactive approach minimises costly revisions and ensures seamless integration of products into operational forecourts.

Managing director, Warren Peters says:

"What sets STA Technical apart is its role as an extension of its clients' teams. Without an in-house engineering department, forecourt businesses can rely on STA for a comprehensive suite of services, from initial concept development to the final prototype. This collaborative model ensures that every product is not only technically sound but also aligned with the client's strategic objectives.

"In the rapidly evolving forecourt landscape we find ourselves in, STA has become more than a service provider—we are a strategic partner. Our innovative engineering solutions and sector-specific insights empower businesses to adapt, innovate, and thrive in this competitive marketplace."

For those without internal engineering capabilities, STA is the trusted ally driving product development and operational excellence.

www.statechnical.com

Don't miss details on this year's annual event on pages 4 - 5

PEIMF+ Working Together

Visit the iconic Mini/BMW factory, enjoy our FREE Members' Dinner, Technical Presentations plus our Annual General Meeting

For full details contact: david@peimf.com • 01474 321999

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Membership code of ethics

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

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

OUR AIMS AT ALL TIMES ARE:

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

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Continued overleaf

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