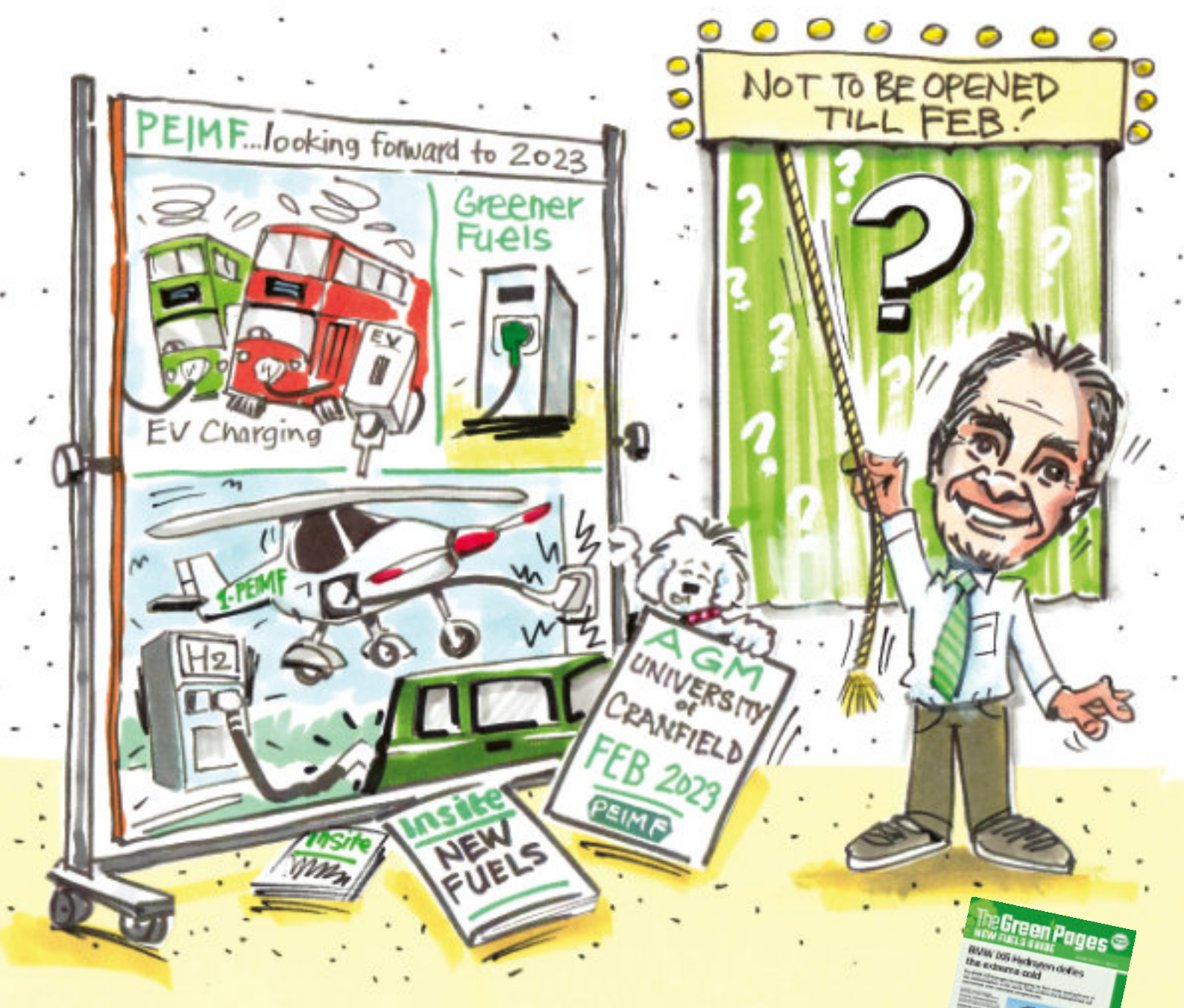
Winter 2022/23

ISSUE No.97

Insite

Insite is the official magazine of the Petroleum Equipment Installers and Maintenance Federation



In this issue :

- PEIMF annual meeting: 'Working Together'
- Bespoke products
- Award winning PEIMF members

PLUS:
The Green Pages
New Fuels Guide

Looking forward to 2023

So, here we are again. The beginning of another year. And they really do go faster and faster you know, the older you get.

One of our prime concerns at the PEIMF is to keep all our members up to speed with the new, developing technologies to affect our industry. In 'The Green Pages' inside every issue of INSITE, we're covering the many developments in electric vehicle charging, hydrogen development and adaptation, LPG, LNG and the new synthetic fuels – such as HVO and GTL. I took a look at the recent EV charging show in London (see inside). It was certainly an eye-opener.

Kirk and yours truly - the dream team!

Also, our annual PEIMF event 'Working Together' will be held in February at the amazing Cranfield University – a real hot bed of research & development (see pages 6-7) – and we're looking forward to welcoming as many members as possible. We hope to make an exciting announcement regarding the PEIMF at the event, which will be fully reported afterwards.

Members' success

We're delighted that PEIMF members dominated the recent APEA awards; sweeping up many of the accolades. We cover several of them in this issue. We exhibited at the trade show there, and the photo above is yours truly keeping in our Chairman's good books, as Kirk shares centre stage.

Finally, as we head into 2023, on the coattails of Covid, the Ukranian war, Just stop oil and a host of strikes across the country, can I wish you a very happy, healthy and prosperous new year, on behalf of all the PEIMF team, as we look forward to this year.

All the best

David Honeyman
Editor

New PEIMF members

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Front cover illustration
Brian Sage

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The Green Pages New Fuels Guide

12 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.

Fuelling a greener future

E10 petrol rolled out in Northern Ireland in November 22

Greener E10 petrol was rolled out across Northern Ireland from November, with a Government campaign to raise awareness.

The move will align Northern Ireland with Great Britain and will help cut carbon emissions across the UK.

95% of petrol cars are already compatible with E10, but the campaign promoted the tool to enable drivers to check online.

The rollout of E10, which is petrol blended with up to 10% renewable ethanol, will help Northern Ireland to decarbonise transport, as it is greener than existing petrol. Its use across the UK could contribute to cutting transport CO2 emissions in the UK by potentially 750,000 tonnes a year.

Decarbonisation Minister Trudy Harrison said:

"We're determined to cut emissions from all our roads and clean up our air, as we accelerate towards a zero-emission transport future.

"Although more and more motorists are driving electric vehicles, there are steps we can take to reduce emissions from the millions of vehicles already on our roads. The small switch to E10 petrol will not only help drivers across the country reduce their environmental impact, but also could create thousands of jobs across the UK."

The then Secretary of State for Northern Ireland, Shailesh Vara said:

"The Government is committed to supporting the growth of green energy across the UK. The introduction of E10 petrol will help reduce emissions of carbon dioxide on Northern Ireland roads."

A small number of older vehicles, including classic cars and some from the early 2000s, will continue to need E5 fuel, which is why supplies of E5 petrol will be maintained in the 'Super' petrol grade. Motorists are advised to use the E10 compatibility checker to see if their vehicle is compatible.

PEIMF Working Together

Our Annual Members' Meeting

8th - 9th Feb ruary 2023

It's that time of year again

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

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

And this year it's a corker!

Cranfield University

Our hosts are the wonderful folk at the inspirational Cranfield University, near Milton Keynes. If you don't already know the place, Cranfield is the largest post-graduate research complex in Europe, with a huge number of R&D projects on the go. Their expert staff will take us round to visit a number of relevant, really interesting projects.

The hotel
Just a short stroll takes us onto campus

The trip will centre around:

Second life batteries from electric buses

The HyPER project
The bulk production of low carbon hydrogen

Creation of sustainable fuels

Flying high!
And, for goodness sake, we'll even have a nose at the first hydrogen-powered passenger aircraft

Let's take a look

Wednesday 8th February

Meet from 12.30pm at Mitchell Hall (their hotel on site, where we'll be staying overnight).
The site visit should last a couple of hours, which will be partly outdoors (and it is February!) so please dress appropriately.
It's then back to the hotel with plenty of time to check-in, relax, catch up with those dreaded emails before meeting around 6.30pm.

Wednesday evening

Meet the members!

Your chance to present your business to your fellow members. 60 short sharp seconds to introduce you, your company and your business make new contacts, new partners and new opportunities. And you're welcome to bring along a banner or two to highlight your attendance.

7.30pm Dinner

A three course meal - FREE to members.

Dress is smart casual and you can choose who you sit with. We will also make the presentation of our annual 'Frank Hare' charity award – where one of our guests is selected to nominate a charity to receive £250.

Thursday 9th

9.30am PEIMF Annual General Meeting

We swiftly round up the business of the previous 12 months and look forward to exciting new developments in 2023.

11.00am Technical presentations:

Further speakers to be announced

Hydrogen's role in decarbonising transport

An insight into the future of commercial refuelling

Robin Futcher is Managing Director of Commercial Fuel Solutions Ltd. He is a refuelling technical expert, actively looking to evolve the safe integration of hydrogen within commercial transport. He presents an overview of low-carbon hydrogen production and distribution methods.

Robin represents PEIMF on key influential groups for Hydrogen fuelling, including:

- ISO Technical Committee
- BSI Technical committee for Gaseous Hydrogen and Liquid Fuel Firing
- PEIMF Technical lead on hydrogen working group

EV charging and a crystal ball

What does the future look like with the introduction of EV charging?

Michelle Machesney is EV Solutions Director at TSG charge. After 15 years in traditional fuels, notably at Fairbanks and Tokheim, she established the new EV division of TSG 4 years ago.

Many of you may not have known life beyond the filling station, but as our ex- PEIMF Chair, we know how keen Michelle is to make a difference to the experiences of our members as our industry rapidly develops. And she's an EV Driver – so can report honestly on all the highs and lows that come with it!

After all 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 reserve your place, contact David Honeyman on: 01474 321999, david@peimf.com

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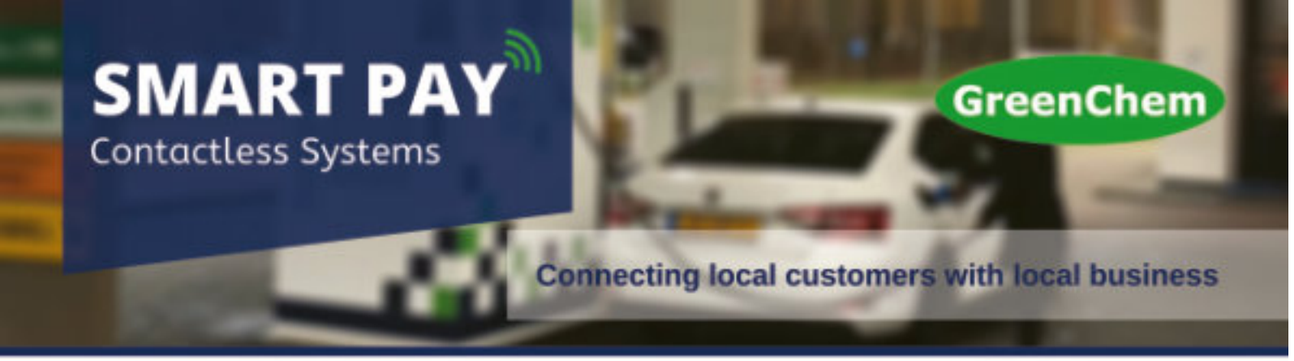

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AdBlue® is a colourless and pure aqueous solution composed of demineralised water (67.5%) and urea (32.5%). Soluble in water, it is a biodegradable product that is listed as non-polluting.
It is used by diesel vehicles equipped with SCR technology (Selective Catalytic Reduction) to reduce the amount of pollution (concentration of Nitrogen oxides NOx) created by a diesel engine.

What is SMART Pay?

SMART PAY is an AdBlue® storage and dispensing solution to serve passenger cars, vans, light and heavy trucks in your neighborhood. It offers a 24/7 contactless payment system with end-to-end secure transactions using debit/credit cards and mobile phone payments (loyalty and fuel card usage is under development). The small footprint design makes it possible to install the system in the smallest of places: directly on a service station island with limited space or any other location where AdBlue® can be offered.

Consumers find this type of AdBlue® filling solution cleaner and a better alternative compared to using plastic cans. This zero-waste solution could save thousands of plastic cans each year!

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- **Profit-sharing:** Share of profit monthly.
- **Future Loyalty programs** partnered with the site product & services.
- **Zero plastic waste:** Clean and tidy forecourt.

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M.D Steve Harrington enjoying some downtime

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UKPIA calls on Government to speed up publication of its hydrogen transport and storage business model or risk Net Zero targets

UKPIA is calling on Government to bring forward plans to develop its 'business model for low carbon hydrogen transport and storage' or risk delaying major projects needed for Net Zero.

In response to the Government's consultation, UKPIA has expressed concern about plans to publish the business model by mid-2023 because the delay could hold back vital investment decisions.

Some low carbon hydrogen projects will need transport and storage facilities to be in place before final investment decisions are made. And it can take up to four years for the infrastructure to be built.

Elizabeth de Jong, UKPIA's CEO, said:

"The message from our members is clear. The timescale for publishing the business model is too long and risks delaying investment decisions for vital hydrogen projects. Government should consider how it can bring forward the publication of the business model to help bring these projects to fruition as quickly as possible."

A coordinated approach is needed to align the development of transport and storage infrastructure with that of major production facilities. This will help ensure that hydrogen production has an associated demand that can be supplied.

UKPIA

United Kingdom Petroleum Industry Association

Otherwise, there is a risk that production plants could start without customers, or transport and storage infrastructure standing idle due to a lack of production infrastructure.

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TSG's driver-controlled delivery system

Forecourt fuel deliveries can pose a significant challenge to site staff during peak times, or if the consignment is scheduled to occur outside of normal business hours.

TSG's driver-controlled delivery system provides advanced, 24-hour fuel delivery control to unattended fuelling operations, simplifying fuel management for a wide variety of commercial applications.

Safety first

Supplying fuel to a retail site is a complex task involving risk assessment, compliance with regulations and ultimately the safe and controlled delivery of fuel.

Before the fuel delivery can commence, a number of safety procedures should be followed by the driver, including:

- Checking the proximity of potential hazards when leaving the vehicle
- Checking for obstructions or leaks
- Confirming the location of the Driver Controlled Delivery (DCD) box
- Checking for site-provided fire extinguisher

Whilst the forecourt owner has no control over the driver's behaviour or safety checks, it is important to understand his role and his concerns in order to make the delivery as seamless as possible.

Why TSG's DCD system?

TSG has a totally agnostic approach towards hardware and operating systems, providing the most appropriate solution for each customer; ensuring their specific operation and strategic objectives are prioritised.

Available with a pedestal or wall-mounting bracket, the installation of a TSG DCD system typically results in a reduction of the site's fuel delivery costs; as the supplier is able to schedule deliveries 24 hours a day, seven days a week.

How does it work?

The DCD system works by interacting with the tank gauge at the start of delivery, allowing the tanker driver to ascertain there is enough ullage (space in the tank) to allow the fuel to be delivered safely; without risking overfill. This information is displayed on the DCD's illuminated screen and can be printed out for added peace of mind. Additionally, a ticket confirming the amount of fuel deposited in each tank is available upon completion of the delivery.

In the rare event of an emergency during the delivery, the DCD incorporates an emergency stop switch and telephone, allowing the driver to safely halt the fuel transfer and contact a nominated member of the site team. Furthermore, during the hours of darkness, a floodlight circuit may be activated to illuminate the equipment and surrounding area, providing clear visibility to the tanker driver.

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

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Roadside eye tests: How good is your eyesight?

Ensuring eyesight is good enough for driving is not down to the individual alone. Under health and safety laws, the employer has a responsibility to ensure that employees are fit to drive and that your drivers have adequate vision.

As an employer, you have legal obligations to any employees who drive whilst at work. That's not news. However, there are areas that you should focus on to protect yourself from prosecution, and ensure that your own insurance is not prejudiced.

Eyesight tests have been a hot topic for some time. Accidents involving a driver with poor vision are estimated to cause almost 3,000 casualties and cost £33 million in the UK per year[1]. And with an estimated 9 million drivers on Britain's roads with vision that falls below legal standards[2], an average of 7,000 people a year lose their licence due to failing eyesight[3].

The ability to see clearly is crucial for driving safely. Given that our eyesight can deteriorate as we age, and with more people working into their sixties and beyond, it's likely to be a growing problem for businesses with company vehicles.

While all drivers are required to pass a simple eyesight check during their test, without any future assessments, however there are no plans to change the current regulation, despite a staggering 70% of UK adults (approximately 29 million drivers) admitting that their eyesight has worsened since they passed. The figure is naturally greatest amongst over 55s (84%) but is still worryingly high for younger drivers. Over half of 18-24 year-olds (55%) and 25-34s (59%) confess that their vision has deteriorated[4].

Don't risk your life or your licence

The police have the power to revoke the licence of any drivers who fail the roadside eye test, which could prove to be a major operational issue for employers who have staff operating company vehicles. Imagine having even 5% of your operational workforce unable to use your vehicles to provide your services, get to site or move goods.

Legal responsibilities for employers

Under GB guidelines, "Driving and riding safely for work", employers must make sure drivers are safe and healthy and have the required physical capabilities; including no sensory impairments and training to drive safely. The duty of care to employees while driving covers any policies and training focus on safe driving, vehicles and routes. Within this guidance is the requirement to ensure all drivers have regular sight checks[5].

So what can you do?

As an employer, ensuring that anyone who drives on company business has a regular eye test, and that this is recorded. Just providing access is probably not enough. Despite 72% of 500 businesses involved in a 2019 research project for Specsavers Corporate Eyecare and YouGov confirming they provide access to eye tests, nearly half (45%) were concerned that their employees who drive for work do not have the necessary eyesight for driving[6].

It would be reasonable to expect companies to have processes in place to ensure that their vehicles are being operated by employees with eyesight that meets the legal standard. It's entirely conceivable that company directors or managers maybe held legally liable for an accident caused by an employee's sub-standard vision where there were insufficient checks in place.

www.oamps.co.uk

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Winners of APEA Environmental Protection & Sustainability Award

PEIMF member Air-serv are proud of their success at the recent industry awards

Achieving ISO14001 and beyond

For over 5 years, AIR-serv have held the ISO 14001 accreditation as part of our Integrated Management System. With the ongoing climate crisis, this accreditation, and the steps that are taken alongside it, have become more important than ever before.

In 2022, AIR-serv have invested more time and resources into ensuring that we move forward in this world in an environmentally-friendly way, ensuring that our works have sustainability at its heart.

The mantra for AIR-serv's environmental management plan, is protecting the environment and reducing the impact that AIR-serv creates. Over the previous year in particular, AIR-serv has taken great strides in identifying where our activities impact the most.

AIR-serv use an 'Aspects and Impacts' register to highlight our environmental impacts and the controls that are put in place to manage these factors. Plus there are regular environmental meetings to discuss these factors; which are attended by the senior management team.

AIR-serv's environmental mission is to:

1. Reduce carbon footprint
2. Reduce/eradicate landfill waste
3. Reduce unnecessary use of energy, water and other natural resources
4. Use sustainable products and packaging
5. Have a successful programme of refurbishment

UK & Europe Chief Exec, Clive Steel, with all the team on the stand at APEALive, Dessie, Richard, Simon, George and Tom

Reduce emissions caused by vehicle movements.

- Purchase of hybrid vans, due for delivery in late 2022
- Stock uniformity, plus closer stock control, to avoid unnecessary weight
- EV chargers fitted at head office for use by all staff
- Route planning for non-reactive field staff

Effective waste management

- Partnership with Browns Recycling
- Use of "Bybox" to return waste from all field staff back to Wigan and fed in to correct waste stream. No waste disposed of elsewhere
- Stainless steel and other metals recycled
- All plastic waste recycled or reused by manufacturer. Our plastic has been recycled into safe playground flooring

Our landfill waste for the last 12 months is currenly 0.29% of what we produce.

AIR-serv are very close to being 100% recyclable. To get to that point is a huge achievement, of which all at AIR-serv are immensely proud.

Sustainable packaging

Used for field replenishment. Can be returned and reused.

AIR-serv used the 2021 United Nations Climate Change Conference (COP26) as a staging platform to bring in our year of environmental action.

To receive such positive recognition from our industry peers is an achievement that all at AIR-serv can be proud of.

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Success is no accident

It has been an award-winning season for us, as Adler and Allan have been crowned the best spill responder in the UK and also awarded the title of Best New Forecourt at two recent industry awards.

Double win

The UK and Ireland Spill Awards were held at a Gala Dinner at The Belfry Hotel, Nottingham in November, where we picked up our double win. The awards highlight the exceptional work and projects by companies working in the spill industry.

Adler and Allan were awarded the accolade of best Inland Responder for our successful response to, and management of, the mitigation of the spill following the Llangennech derailment.

This project required multiple units within our different divisions to respond and assist with the initial clean-up and also with the long-term repair and monitoring. The teamwork displayed throughout was amazing.

Winning in Inland Responder category at UK & Ireland Spill Association Awards 2022

Another award of best Marine/ International Responder followed on the night for the expert reaction and containment to a fire onboard a yacht housed in a marina and the subsequent clean-up.

Best New forecourt

Following these great wins, Adler and Allan were shortlisted in two categories at the annual APEA awards.

The APEA Awards Dinner is, hands down, the industry's biggest night of the year; providing a magnificent climax to another year of challenges, hard work and great achievements.

Winners at APEA award. The team celebrate, as Phil Bloor looks like he's had a good night.

Adler and Allan were shortlisted in the category for Best New Forecourt and decided to submit a entry based on the project we had coordinated on the Isle of Tiree. This unique installation was built on a remote island off the coast of Scotland. Teams from our civils unit, fuel infrastructure services, drainage, and environmental consultancy all came together to help deliver a self-service fuel station that transformed the current site and helped to prepare the island for the future.

As the evening progressed and the many awards given out, Adler and Allan were successful in winning the 2022 award for Best New Forecourt. Independent experts judged all the entries and selected us as winners based on excellence in various criteria including design, innovation, environmental safety and customer offering.

Positive impact

The APEA judges felt that our installation on the Isle of Tiree was a deserved winner for this award.

"Our judges understood how difficult it must be to carry out an installation in such a remote location, and the prohibitive costs and administration challenges involved for a contractor taking on this work. They also praised the installation for the positive impact it has had on the local population on the island: giving 24/7 access to fuel and EV charging for individuals and businesses, and ensuring continued and easy access to fuel into the future"

Said Alex Boudry, APEA , Chairman of the Events Committee.

Everyone has really pulled together in delivering these projects and these prestigious industry award wins celebrate the excellent work by all the teams involved.

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UK Spill award winners

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nupi

Ancorra expands expertise

With acquisition of civils & maintenance specialists

Ancorra Environmental are delighted to announce their recent acquisition of well-known civil & maintenance specialists – Virosafe, who will now be trading under the Ancorra company structure.

Recently, Ancorra have been receiving high demand for a lot of civils works, but have not had the in-house capability to meet customers' ongoing requirements in this aspect of work. Consequently, the acquiring of Virosafe seems the perfect collaboration to undertake such additional works.

Specialised work

Virsosafe have, for quite some years, specialised in works such as tank removal, decommissioning petrol forecourts, tank & line testing, vapour recovery inspections etc. With the additional financial backing that Ancorra can provide, they will be able to continue to expand their business to meet the ongoing, increasing business requests from their customers.

The decision to proceed with this venture is as a result of the two companies having a close working relationship for many years. This gives Ancorra the chance to add additional knowledge and experience, to develop their own civils & maintenance division by incorporating the Virosafe knowledge, expertise & experience.

Steve Davies (L) welcomes John Keogh (R)

Excellent team

All the existing staff from Virosafe will be warmly welcomed into the Ancorra Organisation; not least due to their reputation & capability within the industry. They already have 35 employees at the UK business and a further 10 employees in their Irish company, both of which offer their services over various different sectors.

The official launch of the business is in January 2023.

For all civils and maintenance enquiries please contact: john@ancorraenvironmental.co.uk

www.ancorraenvironmental.co.uk

'Tis the Season for giving

Ancorra take on the Christmas food bank challenge!

At Ancorra Environmental, we have successfully completed our annual 'Christmas food bank challenge,' which enables all of our employees to take part and get involved in the festive and giving spirit. Our Christmas food bank challenge allows us to support a local charity, 'The Big Help' in generating food and feeding families across the UK.

The challenge consisted of our 'Revert Advent Calendar,' where our employees bring in an item of food required on that day. So rather than receive a gift from the advent calendar, we donated an item of food right through the whole of December. As we know, the holidays are all about giving; not just for our families, but for those in need too.

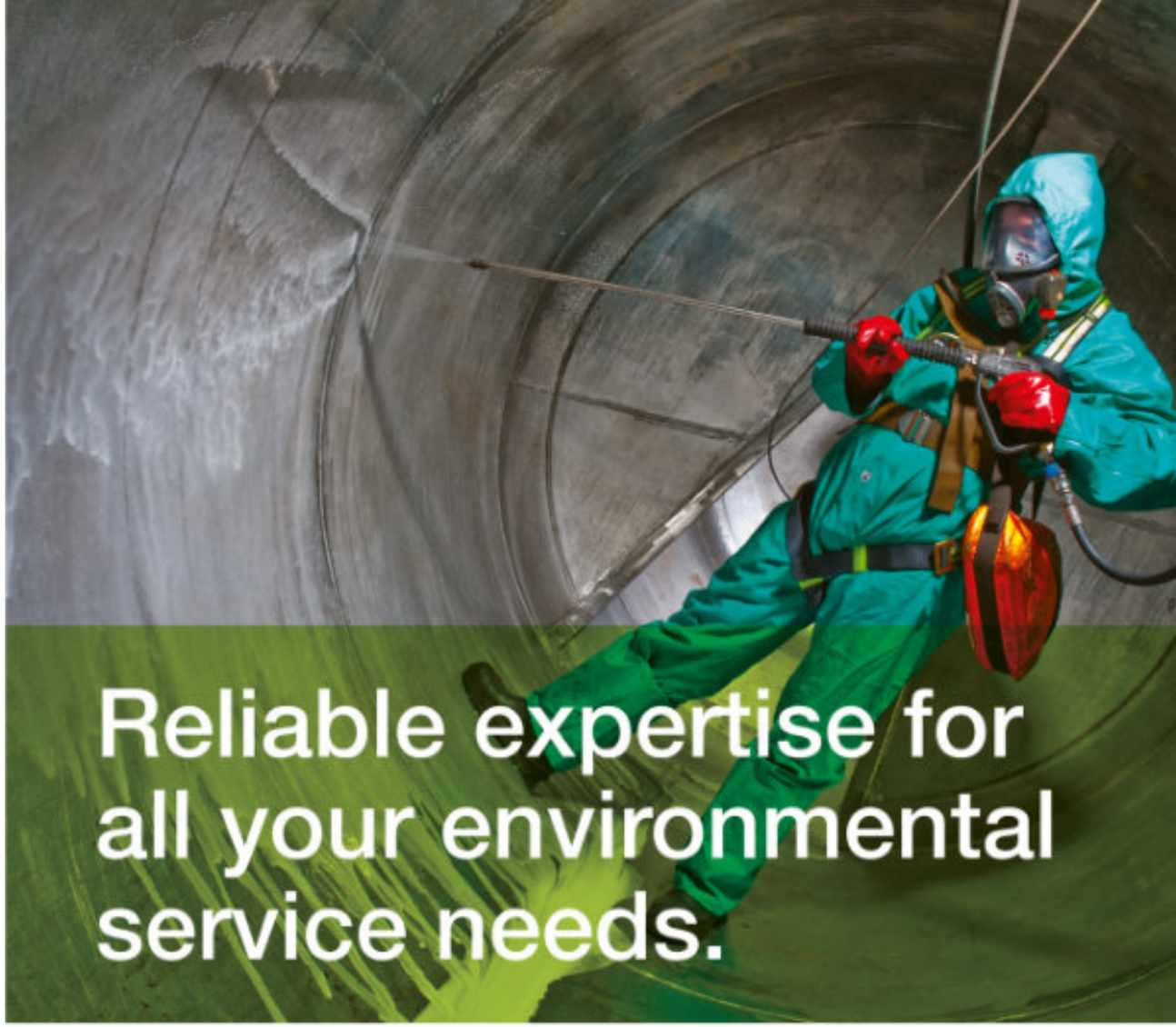
Operations and marketing coordinator Amy Davies, who came up with the idea alongside 'The Big Help' project, stated:

"Throughout the year we look to engage and positively contribute to the local community and various charities. With reports of the increasing need for people and families to rely on food banks, we thought 'The Big Help' food bank would be a worthwhile charity to support, especially over the festive period."

Ancorra will continue to help raise money for our local charities throughout the year.

After all - New Year, New Donation!

Happy New Year Everyone



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

For more information about Ancorra Environmental Services

ancorra
environmental services

ancorraenvironmental.co.uk 0151 546 3012

VARS Technology win innovation award

Brand new PEIMF member, VARS Technology were absolutely delighted to be announced the winners of the prestigious APEA Award for Innovation, at November's swanky, prestigious event.

Andrew, John and team triumphant

Providing the world's most advanced forecourt protection and parking service, VARS Technology use a state-of-the-art ANPR solution; developed over several years. The result is the most effective drive-off reduction tool in the industry.

With approximately 25,000 vehicles known for offences country wide, forecourts can get instant protection - from the minute the system is switched on. With the ability to mark a vehicle for aggressive behaviour, fly tipping, retail theft as well as fuel theft, this gives staff and retailers extra added protection.

No-means payments

The system includes a reporting tool for 'no means of payments and drive-offs, which enables a cashier or manager to submit the details required in two minutes or less. This means they are not tied up for too long, and embarrassed customers don't have a lengthy ordeal.

With additional features such as: hot and cold storage temperature records, age refusal records and contractor signing in and out, these free value-added features make this a well-rounded forecourt tool.

As a fully accredited member of the British Parking Association, VARS Technology can also manage any car park (large or small) to free up spaces for customers to come and spend money in your outlets. Profits from parking are shared too.

www.varstechnology.co.uk

The Green Pages
NEW FUELS GUIDE

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BMW iX5 Hydrogen defies the extreme cold

The BMW iX5 Hydrogen is undergoing its final winter testing in one of the coldest regions in the world. Tests confirm: the hydrogen fuel cell drive defies even the lowest temperatures.

The BMW Group impressively demonstrates with the BMW iX5, how enormously reliable and suitable for everyday use alternative CO2-free drive systems are; offering unlimited driving pleasure even in extreme weather conditions. This trend-setting insight is provided by current winter testing of the BMW iX5 Hydrogen, with its innovative hydrogen fuel cell technology.

The sustainable model proves itself in one of the coldest regions in the world, right on the Arctic Circle, undergoing numerous driving tests on public roads as well as at the BMW Group's test centre in Arjeplog in northern Sweden.

The data obtained so far from the demanding test programme represents a significant milestone for the BMW Group, in developing CO2-free driving pleasure. Despite harsh, below-zero, temperatures and the most challenging conditions such as ice and snow, all drive components of the BMW iX5 Hydrogen – from the fuel cell system to the hydrogen tanks and the power buffer battery to the central vehicle control unit – impressively underlined their reliability and suitability for everyday use.

SMALL SERIES TO BE PRODUCED BEFORE THE END OF 2022

Testing under extreme weather conditions is a prerequisite in the vehicle development process. Once the vehicle's reliability has been put through its paces in a wide variety of situations, series production can begin. The BMW iX5 Hydrogen has been successfully undergoing extensive long-distance and weather tests for some months, as part of the BMW Group development process.

The aim is to produce a small series of the model by the end of 2022. At the same time, the company is committed to rapidly expanding the hydrogen filling station network:

"The winter testing under extreme conditions clearly shows that the BMW iX5 Hydrogen can also deliver full performance in temperatures of -20 °C and therefore represents a viable alternative to a vehicle powered by a battery-electric drive system,"

says Frank Weber, Member of the Board of Management of BMW AG, Development.

"For us to be able to offer our customers a fuel cell drive system as an attractive sustainable mobility solution, a sufficiently extensive hydrogen infrastructure also needs to be in place."

One particularly fascinating feature of the hydrogen fuel cell drive; even at extremely low temperatures, it is in no way inferior to a conventional combustion engine in terms of everyday usability. Drivers have the full system power at their disposal shortly after starting – even in the freezing cold. The range is also unrestricted. What's more, it only takes three to four minutes to fill up the hydrogen tanks, even in frosty conditions.

FUEL STOPS

One of the most important prerequisites for individual mobility with fuel cell vehicles is not only having hydrogen produced from regeneratively generated energy, but also a nationwide supply infrastructure. This is why the BMW Group supports the EU Commission's efforts to implement the Alternative Fuels Infrastructure Regulation (AFIR) for developing hydrogen filling stations, plus an electric charging infrastructure in parallel.

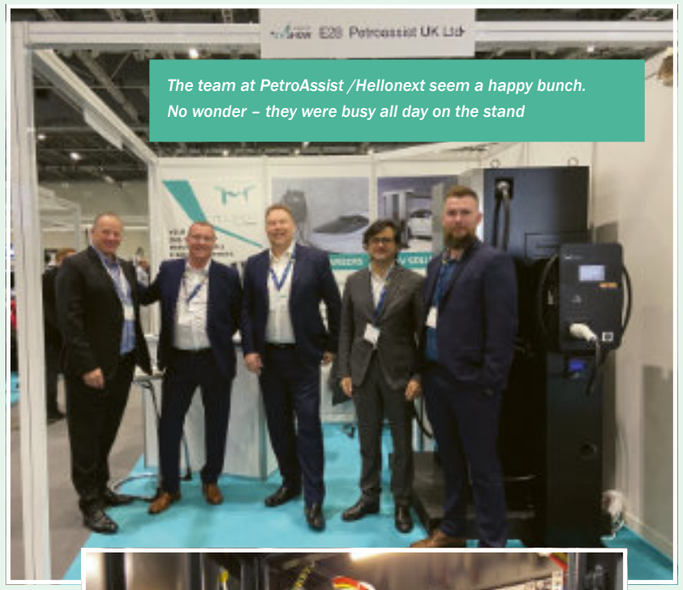
The BMW Group's wide-ranging commitment to hydrogen fuel cell technology underlines its clear claim; to be the most successful and sustainable premium manufacturer for individual and clean mobility, offering a wide range of CO2-neutral drive systems.

A whole new world?

LONDON EV SHOW

The London EV show came to town again just before Christmas; and this time it's grown into the busy Excel Centre. We popped in to see what was going on and were blown away with all the technology. The range of projects and services were remarkable, but we still have to ask the question "where's all the power going to come from?"

DELIGHTED TO SEE THESE PEIMF MEMBERS AT THE SHOW



The team at PetroAssist /Hellonext seem a happy bunch. No wonder – they were busy all day on the stand

She looks intelligent!

Inside the impressive Hellonext box of tricks

Tom waxing lyrical on the merits of their Everse charger

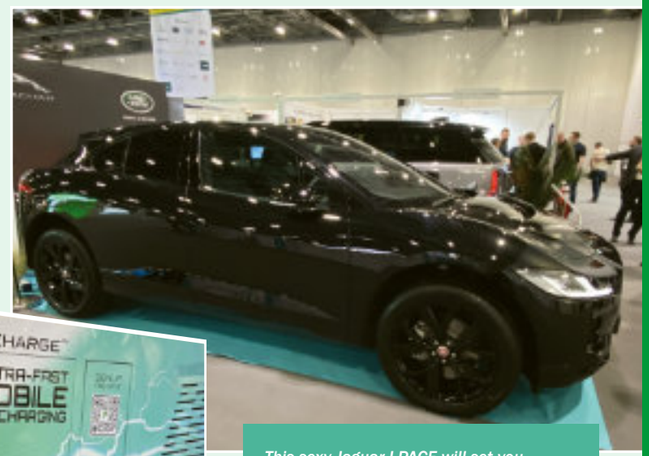
Gilbarco: always at the forefront of technology

Sacre Bleu! Even the 2 CV is getting in on the act.

We've come a long way since the Hillman Imp! Not the sort of Tesla you see every day of the week

Not sure if the kids will find this in their Christmas stocking!

Fancy taking this little baby for a spin? Piece of cake!



This sexy Jaguar I-PACE will set you back a cool £79K and should give you just under 300 miles. Apparently winner of the World Car Of The Year.

'Power to the people' Ultra-fast mobile EV charging

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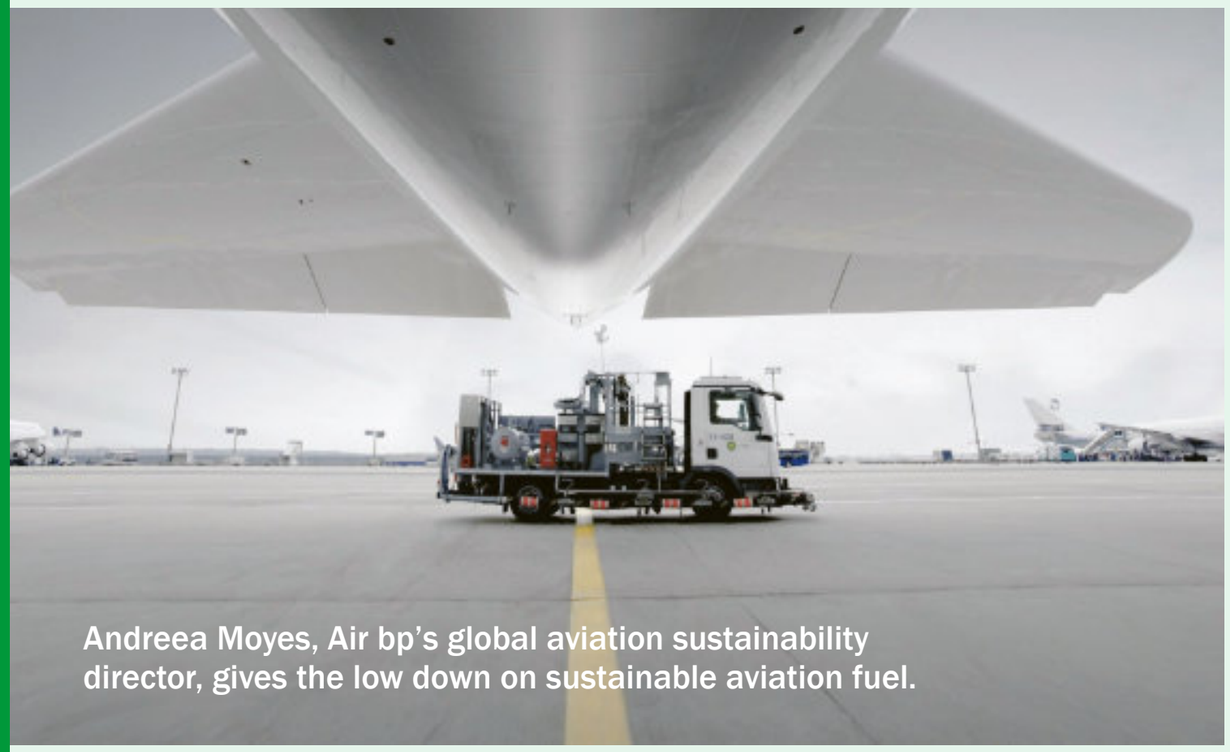
Sustainable aviation fuel. What is it and why is it important?

Waste to wingtip



Andreea Moyes, Air bp's global aviation sustainability director, gives the low down on sustainable aviation fuel.

THE USE OF SUSTAINABLE AVIATION FUEL (SAF) IS ON THE RISE, BUT WHAT IS IT EXACTLY?

SAF stands for sustainable aviation fuel. It's produced from sustainable feedstocks and is very similar in its chemistry to traditional fossil jet fuel. Using SAF results in a reduction in carbon emissions, compared to the traditional jet fuel it replaces, over the lifecycle of the fuel. Some typical feedstocks used are cooking oil and other non-palm waste oils from animals or plants; solid waste from homes and businesses, such as packaging, paper, textiles and food scraps that would otherwise go to landfill or incineration.

Other potential sources include forestry waste, such as waste wood, and energy crops, including fast growing plants and algae. Air bp's SAF is currently made from used cooking oil and animal waste fat.

WHY IS SAF IMPORTANT?

Jet fuel packs a lot of energy for its weight, and it is this energy density that has really enabled commercial flight. Today, there aren't any other viable options for transporting groups of people quickly over very long distances, so we're dependent on this type of fuel in aviation. A return flight between London and San Francisco has a carbon footprint per economy ticket of nearly 1 tonne of CO2.

With the aviation industry expected to double to over 8 billion passengers by 2050, it is essential that we act to reduce aviation's carbon emissions and SAF is one way in which Air bp is doing that.

HOW MUCH CARBON DOES IT SAVE?

SAF gives an impressive reduction of up to 80% in carbon emissions over the lifecycle of the fuel, compared to traditional jet fuel it replaces, depending on the sustainable feedstock used, production method and the supply chain to the airport.

WHAT ARE AIR BP'S SOURCES OF SAF?

When it comes to sourcing SAF, Air bp has a portfolio approach. We agree off-take agreements with third-party producers; and this security of demand can help these third parties secure investment.

Secondly, we invest in third-party production facilities. Air bp's collaboration with California-based Fulcrum is one example. Air bp entered into a strategic partnership with Fulcrum BioEnergy in 2016 and Fulcrum is building its first plant in Reno, Nevada, which will produce sustainable transport fuel made from household waste. Fulcrum intends to construct additional facilities and will supply Air bp with SAF from several different plants.

Thirdly, bp is investing in its own refineries and facilities. One such example is the sale of ISCC plus SAF Air bp announced in July at bp's Castellon refinery in Spain; and in October 2021 the refinery became the first globally to achieve the ISCC CORSIA certification.

IS IT SAFE TO USE?

SAF can be blended at up to 50% with traditional jet fuel and all quality tests are completed as per a traditional jet fuel. The blend is then re-certified as Jet A or Jet A-1. It can be handled in the same way as a traditional jet fuel, so no changes are required in the fuelling infrastructure or for an aircraft wanting to use SAF. In 2016, we were the first operator to commence commercial supply of SAF through an existing hydrant fuelling system, at Norway's Oslo Airport.

IS SAF SUITABLE FOR ALL AIRCRAFT?

Any aircraft certified for using the current specification of jet fuel can use SAF.

WHO HAS AIR BP SUPPLIED?

To date, Air bp has supplied SAF at over 20 locations across three continents. Air bp's SAF has been used to fuel many different types of aircraft from small private jets to large passenger aircraft. We have a supply chain established in Sweden, from which we are supplying locations across the region. It was this supply chain that enabled us to fuel Braathens Regional Airlines for its 'Perfect Flight' back in May 2019, which combined the latest in aircraft efficiency and the use of SAF to cut lifecycle emissions compared to regular flights on the same route.

HOW DOES THE COST OF SAF COMPARE TO TRADITIONAL JET FUEL?

SAF is currently more costly than traditional fossil jet fuel. This is down to a combination of the current availability of sustainable feedstocks, plus the continuing development of new production technologies. As the technology matures it will become more efficient, and so the expectation is that it will become less costly for customers. We are seeing increased uptake of SAF as our customers and their passengers increasingly recognize and value the benefits of the emission reductions.

IS SAF REALLY THE KEY TO MAKING AVIATION GREENER?

SAF can drop straight into existing infrastructure and aircraft. It has the potential to provide a lifecycle carbon reduction of up to 80% compared to the traditional jet fuel it replaces. SAF will play a really important role in meeting the aviation industry's carbon reduction targets, however, we need to use all the options to reduce carbon that we have available.

There are several broad opportunities for carbon reduction across the industry such as more efficient aircraft design, smarter operations and the development of future technologies like electrification. In that regard, in 2016 Air bp became the first aviation fuel supplier to be independently certified carbon neutral for into-plane fuelling operations at all its global operated locations.

SO WHY AREN'T MORE AIRLINES USING SAF?

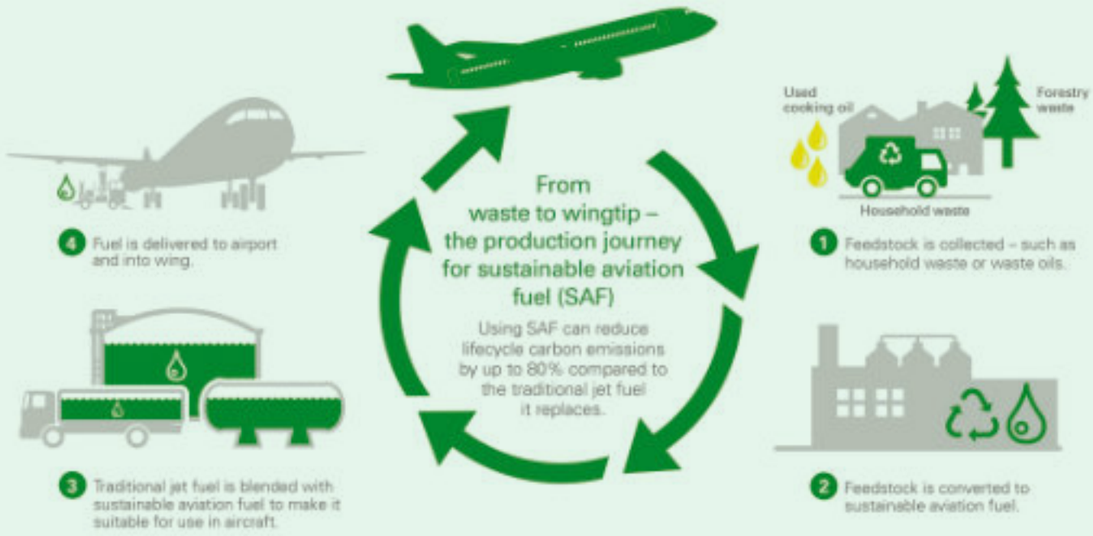
At the moment production of SAF is limited, as the higher cost is preventing wider uptake. Air bp is working on helping create more demand in the short-term which will lead to more production, and hopefully lower costs in future.

HOW CAN WE ACCELERATE THE GROWTH OF SAF?

There is real commitment from the industry to reduce carbon emissions, but governments also need to create the right policies to accelerate the growth of SAF. Increasing production requires long-term policy certainty to reduce investment risks, as well as a focus on the research, development and commercialization of improved production technologies and innovative sustainable feedstocks.

On an individual level, some airlines are now providing passengers and corporate customers with the option to fund the use of SAF in order to reduce emissions associated with your ticket, and we think these are really positive initiatives.

The key to greater acceptance and deployment of SAF is reduction in costs. Over the long term, that will require investment in advanced technologies to process feedstocks more efficiently at greater scale and investment in the development of sustainable and scalable feedstock options. However, in the short-term, interim support from governments and other stakeholders through policy incentives is needed. This support needs to be part of a long-term framework to give investors the confidence to make the big investments required to grow supply.



Fuelling the future with LNG

If you need to manage your fuelling costs AND protect the environment, then Liquid Natural Gas (LNG) fuel can be the way to go.

MAKEEN ENERGY

According to figures from Statista.com, 396,000 diesel-driven trucks occupy the roads of the UK, emitting significant amounts of CO2 every day. Only 504 are Ultra Low Emission vehicles. LNG is an alternative fuel that significantly lowers carbon emissions without sacrificing the running range of the vehicle.

WELL KNOWN SUPPLIER

K C ProSupply is well known in the marketplace for our work in installing and servicing LPG Autogas filling stations. As part of our group re-branding we have now changed our name to Makeen Gas Equipment UK. Our sister company Makeen Energy LNG are experts in the field of installing and maintaining LNG refuelling systems. To diversify our product range, Makeen Gas Equipment UK are now working in collaboration with Liqal and GasRec to install and maintain LNG fuelling stations throughout the UK for both automotive and marine applications. These vary from road freight HGV's to large ferries.

Positioning the LNG storage vessel

The air to air vapouriser

Working with Liqal, Makeen Gas Equipment UK can offer a complete filling system and service package for your transportation network. Makeen Energy (Denmark) have also installed LNG bunkering systems to fuel ferries, to reduce the reliance on heavy oils and to comply with the clean maritime plan to reduce harmful emissions.

Here in the UK, we were approached to design and install a bespoke filling station for Reed Boardall. The aim was to supply their fleet of LNG powered tractor units through their central distribution port in Roecliffe, as part of their environmental strategy with the added advantage of cost reductions. Designs were agreed and construction commenced in November 2020.

Positioning of the compressor module

STEP BY STEP INSTALLATION

The proposed refuelling site was cleared and a concrete base laid. The vertical LNG tank was Installed, along with compressors and control panels. The filling station was then installed and the project was tested, certified and a training programme agreed, all within a time period of 3 months!

Left: The finished installation

Below: Just like a normal filling station

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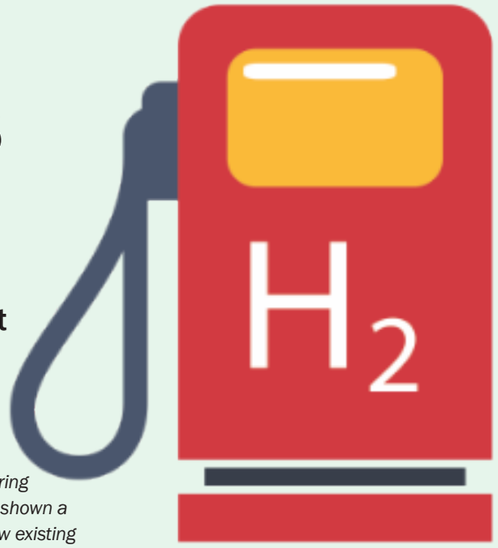
Hydrogen on service stations



Forecourt Trader of the Year winner, and Top 50 Indie, Exelby Services is to partner with hydrogen refuelling specialist Element 2, to develop two hydrogen refuelling stations in the North of England.

The Coneygarth A1(M), Yorkshire and Golden Fleece (M6), Cumbria sites are making a claim to becoming the first public service stations in the UK to provide hydrogen refuelling services for hydrogen-powered HGVs.

Exelby Services Managing Director Rob Exelby, said:

"Following the ever-increasing global focus on tackling climate change, now is the time to be proactive and embrace low- and zero-carbon alternatives to diesel.

"We're proud to be partnering with Element 2, who have shown a great understanding in how existing fuelling networks operate. With their expertise, we can implement hydrogen refuelling on our existing service areas to offer a one-stop-shop for all road users; as we transition to net-zero."

Tim Harper, chief executive officer, Element 2, added:

"This partnership is a pivotal moment in bringing hydrogen refuelling to the UK's roads. Together with Exelby Services, we will provide a turnkey solution for refuelling hydrogen HGVs on key haulage routes in the North of England.

We're building the UK's network of hydrogen refuelling stations in response to growing demand from fleet owners and operators, as they accelerate the transition of their HGV fleets to zero emissions, which will be critical in helping the UK meet its zero carbon targets."

INFRASTRUCTURE AND SUPPORT

Element 2 will install hydrogen refuelling infrastructure at the two service stations, including provision for hydrogen tanker supply, storage, compression and dispensing. This is in addition to providing Exelby with technical and logistical support during planning.

While the two permanent hydrogen refuelling stations are being developed, Element 2 will deploy its mobile hydrogen refueller to meet current client demand for low-carbon fuel at Exelby's Carlisle site.

Exelby Services plans to integrate hydrogen into its forecourt operations around the country.

Earlier this year at the Forecourt Trader Summit 2022, Rob Exelby said he was looking at future fuels and new systems with hydrogen refuelling, especially trucks, explaining that there was some very promising data from initial trials with hydrogen and combustion fuel cells. He also spoke about the huge investments on sites like the hydrogen plant at Teeside. "A *stone's throw from us up the road. So potentially there will be key infrastructure and we want to play a part in that."*

Exelby Services was crowned Forecourt Trader of the Year in 2021 for its A19 Services North site. The company owns and operates five Shell service areas and truckstops in the North of England, covering the A1(M), A19, M6 and M62 major transport routes.

Certas Energy to roll out nationwide HVO

First to offer HVO at HGV refuelling sites

Certas Energy customers nationwide can now power their operations with Hydrotreated Vegetable Oil (HVO); and instantly cut up to 90% of their business' greenhouse gas emissions.

Certas Energy launched its new 'Leading With Energy' strategy in May 2022. As well as fuelling its own fleet with the low carbon diesel alternative, the UK's leading fuel distributor has launched HVO delivery to businesses across the UK. The drop-in renewable fuel is also available at selected Certas Energy refuelling sites, including its Thurrock HGV refuelling site – making Certas Energy the first in the UK to offer HVO fuel to HGV fuel card users at the pump. The company has plans to roll out supply across more of its nationwide network of HGV refuelling sites over the coming months.

WHAT IS HVO?

HVO is a drop-in diesel alternative that offers a cleaner way to fuel commercial on and off-road fleets than traditional red or white diesel, with no engine modifications required. The roll-out of HVO across Certas Energy's extensive network underpins the company's commitment to supporting UK businesses on their transition journey to net zero.

Niki Holt, Head of Commercial at Certas Energy, said:

"Our nationwide HVO offering marks a major milestone for our company and, more importantly, our customers. The renewable diesel alternative provides an immediate and simple carbon reduction benefit for businesses working towards cleaner operations – it's simply drop in and go.

"This seamless fuel change means diesel-dependent industries can make a smooth, frictionless transition and realise significant sustainability benefits, without delay or disruption. We are proud to be leading with energy by offering a viable route for businesses looking to lower their carbon footprint, today."

PRACTISING WHAT THEY PREACH

Certas Energy is not just delivering on its promise to bring HVO to customers. The company is also adopting the fuel across its own delivery fleet. Following a successful trial at two depots, which saw almost 1,000 tonnes of CO2 emissions cut from operations in just one year, Certas Energy is already well on the way to rolling out HVO across its 900-strong fleet.

With industry forecasts predicting significant demand for renewable diesel over the coming years, Certas Energy has already committed significant investment to expand its offer. The transition to HVO is one of several decarbonisation initiatives implemented by Certas Energy as part of its commitment to both support the UK's journey to net zero as well as to dramatically reduce its own operational CO2 emissions (50% reduction by 2030).

www.certasenergy.co.uk

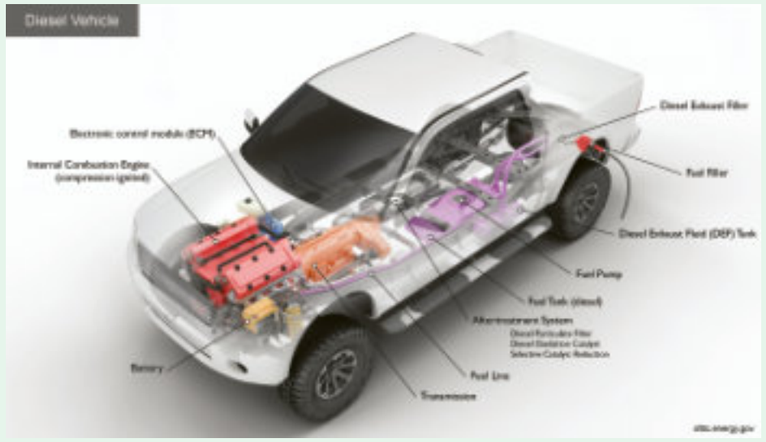
Top Gear – Green Pages style!

The sharp-eyed amongst you will have clocked that this feature first appeared a while ago. Well it's back – by popular demand – for those that missed it first time round.

In The Green Pages, we're committed to providing information and education on the whole range of new fuelling technologies availability to the industry.

With the acceleration to the Government's 'Road to Zero', it's important to not just understand what these new fuels are, but how the vehicles actually work. So for those of you with a 'Clarkson-like' interest in how these vehicles are actually propelled, the next 3 pages will be a help to you. The shaper-eyed amongst you will notice that these are left hand drive U.S. models!

Biodiesel in diesel vehicles



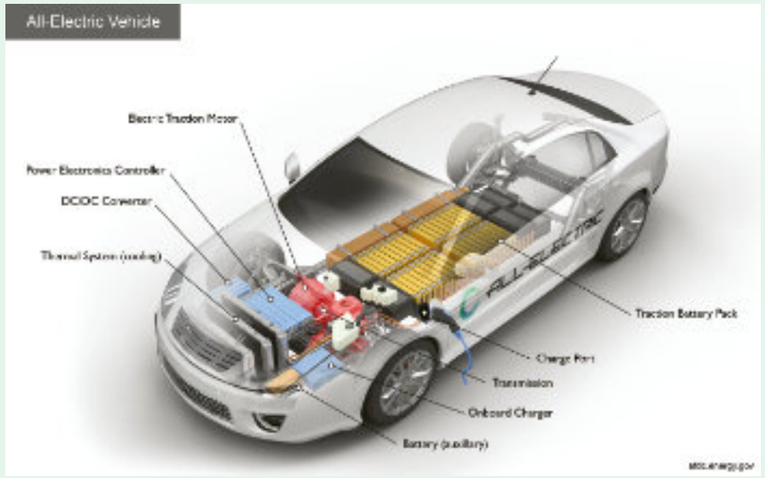
Biodiesel and conventional diesel vehicles are essentially one and the same. Although light-, medium-, and heavy-duty diesel vehicles are not technically alternative fuel vehicles, almost all are capable of running on biodiesel blends (always check before use).

Biodiesel raises the cetane number of the fuel and improves lubricity. A higher cetane number means the engine is easier to start and reduces ignition delay. Diesel engines depend on the lubricity of the fuel to prevent moving parts from wearing prematurely.

Electric vehicles (EV)

All-electric vehicles use a battery pack to store the electrical energy which powers the motor. EV batteries are charged by plugging the vehicle in to an electric power source.

Today's EVs generally have a shorter range (per charge) than comparable conventional vehicles, but this will undoubtedly change over time. Efficiency and range of EVs varies substantially based on driving conditions, e.g extreme outside temperatures tend to reduce range, because more energy must be used to heat or cool the cabin.

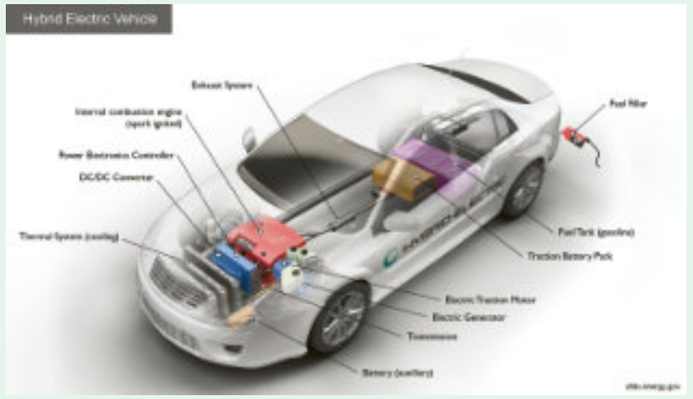


EVs are more efficient under city driving than on the motorway. City driving has more frequent stops, maximising the benefits of regenerative braking, while motorway travel typically requires more energy to overcome increased drag at higher speeds.

Hybrid electric vehicles (HEV)

Hybrids are powered by an internal combustion engine (ICE) in combination with one or more electric motors, using energy stored in batteries. HEVs combine the benefits of high fuel economy and low tailpipe emissions, with the power and range of conventional vehicles.

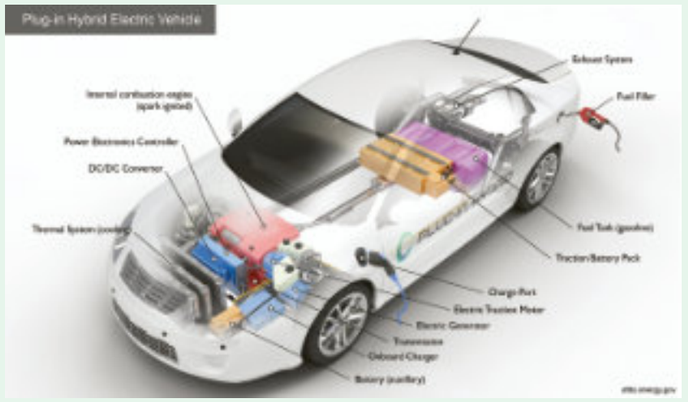
In an HEV, the extra power provided by the electric motor may allow for a smaller combustion engine. The battery can also power auxiliary loads and reduce engine idling when the vehicle is stopped. Together, these features result in better fuel economy without sacrificing performance.



The vehicle uses regenerative braking and the internal combustion engine to charge. It captures energy normally lost during braking, by using the electric motor as a generator and storing the captured energy in the battery.

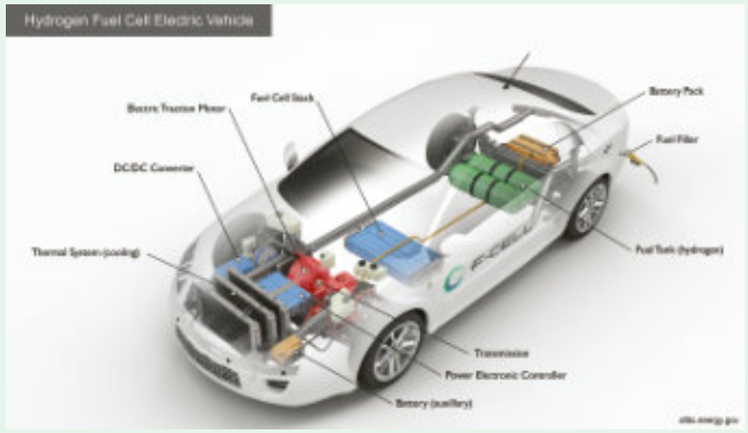
Plug-in hybrids (PHEV)

Plug-in hybrid electric vehicles use batteries to power an electric motor, as well as another fuel, such as petrol or diesel, to power an ICE. PHEVs can charge their batteries through charging equipment and/or regenerative braking. Using electricity from the grid can reduce operating costs and fuel use, relative to conventional vehicles. PHEVs may also produce lower levels of emissions, depending on the electricity source and how often the vehicle is operated in all-electric mode.



During town driving, most of a PHEV's power can come from stored electricity. PHEVs generally have larger battery packs than hybrid electric vehicles. This makes it possible to drive moderate distances using just electricity (about 15 to 60-plus miles in current models) commonly referred to as the "electric range" of the vehicle. The ICE powers the vehicle when the battery is mostly depleted, for example during rapid acceleration.

Hydrogen



Energy is stored as hydrogen in a tank on the vehicle and then converted to electricity by the fuel cell. Unlike conventional internal combustion engine vehicles, these vehicles produce no harmful tailpipe emissions, only emitting water vapour and air. They can be refuelled quickly and have a potential driving range over 300 miles.

The battery recaptures braking energy, providing extra power during short acceleration, and smooths out the power delivered from the fuel cell, with the option to idle or turn off the fuel cell during low power needs.

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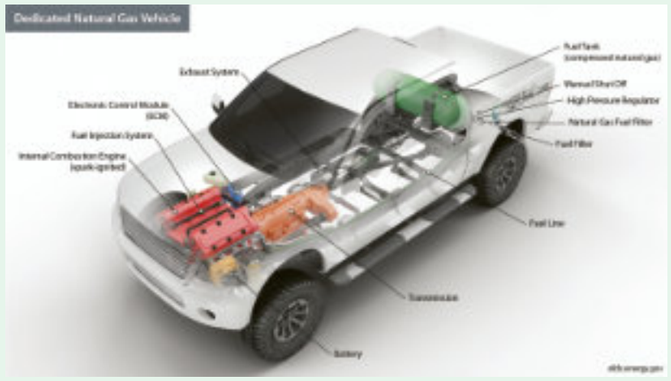
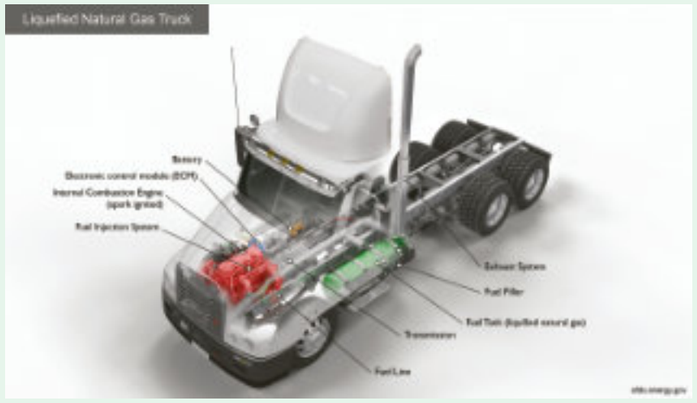
Compressed natural gas (CNG)

Natural gas powers over 20 million vehicles worldwide. It can be ideal for high-mileage, centrally-fuelled fleets, because they can provide similar fuel range support for applications not involved in long-haul routes, where fuel stations may be sparse. Plus the benefit from reduced greenhouse gas.



CNG vehicles operate much like petrol engines, with spark-ignited internal combustion engines. Natural gas is stored in a fuel tank, or cylinder, typically at the back of the vehicle. The CNG fuel system transfers high-pressure gas from the fuel tank through the fuel lines, where a pressure regulator reduces the pressure to a level compatible with the engine fuel injection system. Finally, the fuel is introduced into the intake manifold or combustion chamber, where it is mixed with air and then compressed and ignited by a spark plug.

Liquefied natural gas (LNG)

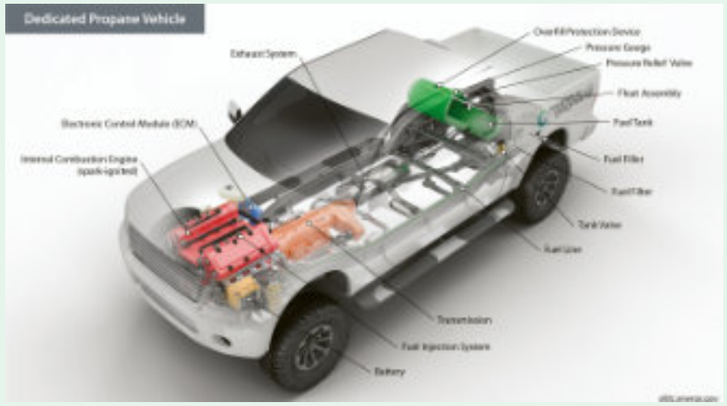


Heavy-duty LNG vehicles work much like petroleum-powered vehicles with a spark-ignited internal combustion engine. The natural gas is super-cooled and cryogenically stored in liquid form, usually in a tank on the side of the truck. LNG is typically a more expensive option than CNG and is most often used in heavy-duty vehicles to meet longer range requirements. Because it is a liquid, the energy density of LNG is greater than CNG, so more fuel can be stored on board the vehicle. This makes LNG well suited for Class 7 and 8 trucks traveling greater distances.

Liquefied petroleum gas (LPG)

LPG / propane (or Autogas) vehicles are available from original equipment manufacturers (OEMs) or via conversion.

Propane vehicles operate much like petrol vehicles, with spark-ignited internal combustion engines. There are two types of propane fuel-injection systems available: vapour and liquid injection.



In both types, propane is stored as a liquid in a relatively low-pressure tank, usually at the rear of the vehicle. In vapour-injected systems, liquid propane travels along a fuel line into the engine compartment where it is converted to a vapour by a regulator. Liquid propane injection engines do not vaporise the propane until it has reached the fuel injector, allowing for more precise control of the fuel delivery and improved engine performance and efficiency.

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ProFleet LOGmaster: Depot management made easy

Managing a commercial fleet efficiently can prove to be a considerable challenge, with fuel expenditure being a principal concern for fleet operation managers; especially in light of the soaring energy prices. Furthermore, there are many hidden factors that contribute to business fuel costs, such as theft, bad driving habits, short deliveries, shifting fuel rates and fluctuating transport regulations; to name but a few.

Fuel management is nothing new. Fleet managers have been recording fuel flow for years, with varying degrees of success; from the good old pen and paper to modern-day high-tech systems. Some of the earliest methods often produced anomalies in the data; giving a lack of clarity and resulting in wasted time spent formulating reconciliation reports.

In today's fast-paced commercial fleet world there is no margin for error, as data accuracy is the key to successful fuel management and operational profitability.

FuelLOG

FuelLOG centralises real-time data received from the storage tank, dispenser and automatic tank gauge (ATM) to enable fleet managers to track and control fuel and AdBlue usage. Operators are able to gain an understanding of their fuelling costs, by viewing a detailed breakdown of fuel stock consumption by driver, vehicle and site.

The system is also able to highlight potential areas of concern, such as a sudden drop in fuel level and suspicious transactions. Being able to monitor fuel movement in this way can help managers to achieve a higher level of efficiency and subsequently save costs.

New fuels - The bigger picture

Of course, fuel management is only a single component of a fleet operator's remit. The role encompasses the control of all of the equipment on site and, as such, a more comprehensive solution would be a definite advantage and provide a competitive edge.

As the world moves towards a more sustainable future, many fleets have already started to shift to greener, cleaner energy sources and need a management system that is able to make this important transition with them.

GasLOG controls the dispensation of compressed natural gas (CNG), liquefied natural gas (LNG) or hydrogen in a fail-safe way, even when fuelling takes place overnight. Advanced settings, such as quantities and low flow rate deactivation, facilitate reliable and safe operations. For fully electric fleets, ChargeLOG can connect to a multitude of EV charger brands, authenticate consumption and monitor energy usage.

Finally, companies with a car/truck or bus wash installation for their fleet would benefit from WashLOG, to manage throughput, wash programmes, internal/external user settings and generate automated reports.

LOGmaster

Derived from the highly successful DiaLOG fuel management system, the LOGmaster family is the next generation of ProFleet terminals delivering complete depot control.

One simple application, with a single dashboard, to monitor and control all forecourt equipment with ease. Users only require a unique identification tag to secure access to any of the equipment on site, from the energy dispensers and electric vehicle (EV) charge points, right through to vehicle wash facilities.

LOGmaster connects to any make or model of equipment on site (regardless of brand), catering to traditional fossil fuels and new energies, including gas, hydrogen and electricity, paving the way for future development and growth.

Site operators can choose to store data on their own network or in the cloud (without storage fees) and change the connection at any time. If there is a network outage, LOGmaster's replication process ensures operations will continue across the remaining sites until the connection is restored, without incurring data loss.

LOGmaster's sleek terminal, with its advanced touchscreen display, allows for seamless and swift customer interaction. The contemporary design is very easy on the eye, and its compact nature means it will suit any scale of operation. Both the standalone model and the wall box are manufactured with an anti-corrosion coating on every panel to ensure its durability, even in the harshest conditions.

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

TSG

ProFleet **LOGmaster**
Smarter depot control

One simple application, with a single dashboard, to easily monitor and control all forecourt equipment, regardless of make or model.

LOGmaster's high-end terminal boasts protective coated panels to withstand the harshest conditions. Drivers and/or vehicles are easily identified using secured wireless tags or automatic vehicle identification.

LOGmaster's interface offers time-efficient monitoring of all of the equipment on site, through an intuitive, user-friendly dashboard. Status notifications indicate any potential issues and provide the exact location of the device.

FuelLOG
Manage all fuel transactions, with a multitude of restriction parameters

GasLOG
Control the dispensation of compressed natural gas (CNG), liquefied natural gas (LNG) or hydrogen safely

ChargeLOG
Monitor a site's electric vehicle charging operations, regardless of the number or make.

WashLOG
Swift operation of the car/truck/bus wash, through a simple wash programme selection

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Extended Mono Chambers: Tesco Cardigan

RETRO

Berrys Technologies' Mono Chamber is a reliable tank access system installed throughout 70% of renovated forecourts in the UK; a sign of progression within the industry, as contractors seek environmental protection and overall longevity within their equipment. The chamber is engineered to provide a structurally sound, leak resistant tank top, famous for its ease of installation.

The Mono comes in two different models:

Original

The original application is designed to completely eliminate fuel/water leakage, by directly welding the chamber onto the storage tank. This nullifies any opportunity for fluid to escape; from either the tank itself or the access point.

Retro

In addition, the Retro Mono, as the name suggests, offers a retrospective fit onto tanks already installed beneath the forecourt. The Retro system is also sealed through a stainless weld and coated with Endoprene, however the chamber is sealed to the tank on-site. So, customers are still able to use their existing tank. The choice is there if it's just the chamber that needs replacing.

Unique project

Earlier in the year, Tesco turned to Berrys with a unique project opportunity; due to the landscape of a site located in Cardigan, Wales, where the below ground tanks are located on a steep hill. The incline made it considerably harder for the rear chambers to sit flush at ground level.

A vital part of any forecourt setup is ensuring access covers lay flat and do not obstruct vehicles. Another testing aspect of the project was keeping all connecting pipework at a functional height, limiting any risk of restricted flow rates during delivery.

Berrys are no stranger to fabricating bespoke orders, such as producing four Retro chambers to be installed onto the obscure Swansea filling station. Communication between the Berrys team and Premier Forecourts (installer for the project) was vital. Understanding the various ground depths from behind the canopy, in order to have two sets of chambers that could be accessed with ease. During the manufacturing process, taller chamber panels were laser cut with an increased height of 400mm, then, the retro access frame was welded to the base, to create an extended tank chamber.

Chambers welded on site

Once the chambers had arrived on site, both sets were welded onto the tank. A process which initially seemed quite complex, was made fairly productive. With both tall and short chamber variations, as each tank top could be fitted with the same amount of ground removed. With the help of Premier forecourts, all the pipework could then be connected at the same level using the well-known 'plug and play' system. This is a feature Berrys first introduced in 2006, linking every part of the fuel transfer set up using easy to install entry points and one weld pipework.

www.berrys.com

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Montpellier Port replace corroding metal pipes with KPS corrosion-resistant HDPE piping: to prevent fuel permeation

Case study

The managing authority of Séte Port in the South of France chose KPS HDPE conductive pipe to replace previously installed steel pipe system for their fuelling network. A replacement was needed to prevent the steel pipes from corroding and fuel permeation into the environment, which would damage wildlife and be costly to clean up.

Problem

Séte Port began work on their fuelling network to replace their previously installed steel piping system. Over time, the proximity of the pipes to the salty sea environment had caused them to become rusty and corrode, which posed a risk of fuel permeation and leaks into the environment. This is especially important to avoid in ports and marinas due to the volume of fuel being used and the proximity to the sea/ocean.

Solution

Key features of KPS piping for this project:

- Completely un-reactive to saltwater, eliminating the risk of deterioration/corrosion from constant exposure.
- Conductive KPS piping is electrostatically safe, preventing potential static build-up and ensuring safe grounding in the event of sparks.
- Engineered for quick and easy installation, KPS double wall electrofusion fittings are compact and weld both pipe walls simultaneously.
- KPS 4" piping allows a flow rate of 933 litre/minute enabling fast fuel delivery.
- On-site training is available to familiarise installers with KPS easy install piping and electrofusion welding system.

KPS piping is engineered for quick and easy installation. KPS double wall electrofusion fittings weld both pipe walls simultaneously. All of this, along with the professional training program with which KPS certifies each installer, makes KPS an ideal choice for port, marina, and harbour projects.

Results

Séte Port now has a reliable zero permeation piping system which will continue to perform years to come.

For more technical case studies, visit: www.kpspiping.com/ports

A long-term replacement for corroded steel pipes at Séte Port, Montpellier was required

KPS 4" double wall pipe (125/110mm) provides a 933 litre/min flow rate

KPS double wall piping adds an extra layer of security

KPS piping provided Séte Port a zero-permeation solution

KPS 4" double wall 90o pipe elbows are a compact solution for projects where space is tight

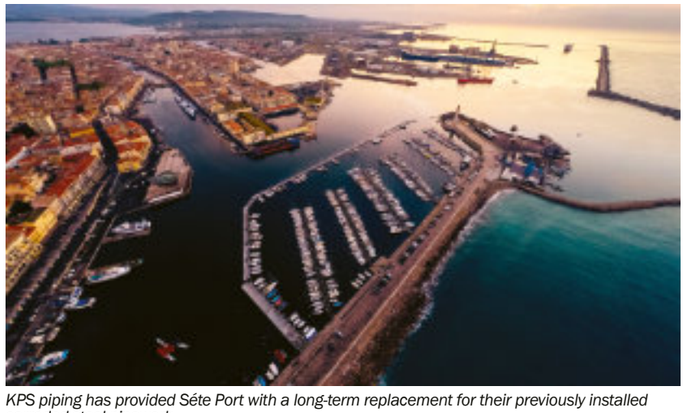
KPS double wall pipework includes an interstitial space between the inner and outer pipes, providing an extra layer of security

KPS piping includes an EVOH permeation barrier and a conductive layer of carbon black

KPS 4" piping allows a flow rate of 933 litres/minute enabling fast fuel delivery

KPS piping is designed for fast, simple installation

Conductive KPS piping is electrostatically safe, preventing potential static build-up



KPS piping has provided Séte Port with a long-term replacement for their previously installed corroded steel pipework

Everything you need to know about ESOS phase 3

The government's Energy Savings Opportunity Scheme (ESOS) aims to boost the energy efficiency of UK businesses. It's a mandatory programme that applies to larger UK companies with a specified turnover and headcount.

As part of ESOS, qualifying businesses must track and report energy usage across their buildings, processes, and transport. They're also encouraged to find cost-effective ways to cut consumption.

The scheme runs in four-year phases. We're currently in phase 3, and the countdown to compliance has begun.

Dan Ellis, Head of Sustainability, Adler and Allan, discusses how to ready your operations for the December 5th 2023 ESOS phase 3 deadline – and why it's wise not to wait.

Does my business qualify for ESOS phase 3?

You need to carry out an ESOS assessment if you have:

- More than 250 employees in the UK; or
- A turnover exceeding £44.1m AND a balance sheet exceeding £37.9m

Whole corporate groups also qualify if at least one UK group company meets these measures.If you took part in the two previous ESOS phases, it's likely you'll need to participate in phase 3.

My company qualifies for ESOS. What do I need to do?

ESOS assessment is a six-stage journey – from measuring energy use to Environment Agency reporting and recordkeeping.

Working with a trusted partner can streamline the process, helping you navigate audit requirements and ensure your submission fully complies with ESOS guidance.

1. Calculate your business's total energy consumption

You're required to measure all energy use across your premises, industrial processes, and fleet.

Under ESOS, energy is defined as combustible fuels, heat, renewable energy, electricity, and transport fuel.

Your assessment should cover a representative sample of your operations and sites, and results should be presented in a common unit, such as pounds sterling or kilowatt-hours.

2. Identify and audit areas of significant energy consumption

Pinpoint which assets and activities account for at least 90% of your overall energy usage. Up to 10% of your energy consumption can be classed as 'de minimis' and omitted from your calculations.

Once you've identified your highest consumption areas, you need to audit them against minimum government requirements.

Any energy audits conducted between December 2019 and December 2023 count towards ESOS compliance.

3. Create an ESOS compliance plan

Use your audit results to map out energy-saving opportunities. Your plans should outline practical ways to minimise waste and improve energy efficiency – and detail their estimated cost benefits.

An experienced sustainability consultant can produce a comprehensive ESOS compliance plan, including innovative and achievable solutions – from installing EV charge points to embracing renewable energy and alternative fuels.

4. Appoint a lead assessor to review your report

A lead assessor oversees your energy audits and signs off your final ESOS assessment.

They can be a professionally registered employee but working with an external specialist can guarantee compliance and place decades of industry experience on your side.

5. Notify the Environment Agency

When your ESOS assessment is complete, you need to submit your notification of compliance to the Environment Agency.

6. Keep accurate compliance records

You're expected to maintain records of how you've complied with ESOS in an evidence pack – and you're free to choose the format.

Are there penalties for not complying with ESOS?

Yes, and they're getting steeper. Failure to notify the Environment Agency, for example, can lead to an initial penalty of up to £5,000 and a daily fine of up to £500 for each working day of non-compliance. Making a false or misleading statement could lead to fees of up to £50,000.

When should my business begin its ESOS assessment?

As soon as possible. The deadline for ESOS submissions is 5th December 2023, but it pays to get ahead of the curve.

In previous phases, organisations that delayed their audit faced a shortage of lead assessors and a race to secure the right expertise.

Early action means early benefits, including measurable cost savings, energy efficiencies and the confidence of total compliance.

What has changed in phase 3?

The 'de minimis' threshold for ESOS Phase 3 has reduced from 10% to 5%? This means you now need to ensure that 95% of your total energy consumption is covered by an appropriate ESOS energy audit.

The Environment Agency have indicated that businesses will not be allowed to simply replicate the same historical ESOS energy audits for ESOS Phase 3. They expect to see different and progressive energy audits rather than 'tick-box' compliance activity.

Proposed changes to Phase 4 of ESOS will require you to link energy and carbon and have a decarbonisation plan alongside your energy audit. We offer this as standard, so get ahead of the curve with ESOS Phase 3 and ensure your business is on the road to decarbonisation. **www.adlerandallan.co.uk**

KC ProSupply UK changes name to MAKEEN Gas Equipment UK

In line with the rebranding of our parent company, as of June 2022 KC ProSupply UK has been known as MAKEEN Gas Equipment Ltd. We still are the UK's premier supplier of equipment and services to the UK's LPG, Cryogenics and LNG industry and will continue to be here to support you with even better service.

Those of you old enough to remember, KC ProSupply UK has been subject to several name changes. Originally formed as a merger of 3 companies: RMS, Tank Gas Equipment, and Combined Gas Systems, the combined companies have supplied the UK gas market with services and equipment for decades; and have literally, over a hundred years of expertise and knowledge within our team.

For the younger generation, MAKEEN Gas Equipment UK Ltd. is the British branch of MAKEEN Energy's gas equipment division. The company specialises in sales of gas-related hardware from renowned expert manufacturers, and even produces some tools and machines itself. Aside from this, the company offers a wide array of services to the British LPG and LNG industries; from repairs and refurbishment to installation and commissioning. MAKEEN Gas Equipment UK is based in Swansea but has other offices and warehouses around the UK.

Streamlining brands

In 2021, MAKEEN Energy started the process of streamlining the many different brands of its subsidiaries into a single, coherent MAKEEN Energy brand. The result is that KC ProSupply UK Ltd. will now be known as MAKEEN Gas Equipment UK Ltd. The only things you will notice is the change in Company name and logo – every thing and everyone is staying put.

As part of Makeen Energy, this gives us a major boost to the way we run our UK business. The backup we have gives us preferential bargaining powers, enabling us to give the best prices and service to our customers.

Terry Davies, General Manager, MAKEEN Gas Equipment UK, says;

"Being part of MAKEEN Energy has always given us an advantage in terms of access to global resources, contacts, and networks. This has allowed us to offer a wider array of solutions and equipment to our customers in the UK, with faster response times.

Therefore, it is a natural progression to take the MAKEEN name, and become part of a brand that is synonymous with quality, safety, and responsible business practices. But don't worry! We are still as local as ever, retaining our decades of knowledge about the UK gas market."

www.makeenenergy.com

Big news from LCM Environmental

Mental health and wellbeing

Operating in hazardous environments, physical safety of staff has always been a priority for LCM Environmental, but the company also recognises the importance of mental health and general wellbeing.

The senior management team had recently read reports that workers in similar sectors to ours have a higher predisposition to anxiety and psychological disorders than the general public. This led LCM to launch a range of initiatives to help tackle the stigma surrounding both mental and physical health in the fuel industry.

Richard Wallace commented:

"We pride ourselves on being a company that nurtures a motivated, engaged and committed team. The overall wellbeing of our team is very important to us and creating a supportive environment is high on our priority list."

Mental Health Awareness Month

May was Mental Health Awareness Month and LCM Environmental directed their focus into providing a safe and supportive working environment for their staff's wellbeing, by unveiling a new mental health and welfare initiative. Six months ago, they joined forces with an organisation that offers mental health services and employee assistance programmes, giving a structured approach to mental health care predominately in corporate settings.

The wellbeing package contains access to face-to-face, telephone or video call counselling for a wide range of concerns, such as relationship advice, family issues, childcare support, domestic abuse, and more. In addition, access is provided for financial, legal, and medical emergencies as well as mental health awareness training and has been made available to all employees.

Their pride and joy

Henry (and Richard of course)

Supporting the team

Richard added:

"We are pleased to be able to provide our staff with a highly trained and professional support network. Furthermore, it's important we reduce stigma by talking openly, being a supportive employer and creating a safe space for our employees."

All members of the LCM team have access to a 'Simply Health Plan' subscription which is used to support the team's physical, as well as mental, health. The scheme has shown that it improves absence management through easy access to GP and physiotherapy assessments, practical advice, and counselling services.

The plan supports employees by providing a programme for all staff to claim back the costs of everyday healthcare appointments, like dental check-ups and treatment, eye examinations and prescription eyewear. There is also a 24/7 medical helpline available plus a BUPA health scheme.

LCM Environmental wants to ensure that all members of the team, be it engineers on site, or staff in any of the company's three offices, have access to facilities which promote a healthy and positive lifestyle.

It's a dog's life - Paws-itively

In addition to official health initiatives, the LCM Environmental head office in Lancashire has introduced an informal 'dog-friendly policy'. Studies show that, when appropriate, the presence of animals within an office can help reduce stress levels and promote a positive atmosphere. The LCM team have been really pleased to see the dog-friendly office space introduced and the policy has helped to alleviate the worry of daytime dog care, has increased general morale and encouraged regular walk breaks away from desks.

The dog-friendly office idea was introduced by Richard who launched the scheme by bringing in his new puppy, Henry – his well trained sprocker.

Feedback was fantastic and, after identifying that no employees had allergies or had objections, the rest of the team took turns bringing in their pets.

The office has welcomed visits from Bruce the dalmatian, Marshall and Watson, miniature wire-haired dachshunds, and Lola the pug. They are well-trained and friendly but do occasionally beg for food at lunch time!

PEIMF Chairman speaks out regarding mental health

"It's ok not to be ok, don't be ashamed of your story, it will inspire others.

You do not have to struggle in silence. A fuel pump cannot provide fuel if the tank is empty, Self-Care is the fuel that allows you to work and get through the day."

Kirk Main, LCM Environmental.

Overseas expansion: LCM Environmental acquires PIS (Ireland) and marks the beginning of the LCM Group in a seven-figure deal.

With their second acquisition in October, LCM Environmental expand to Irish soil with the purchase of PIS (Ireland). This acquisition provides the fuel quality and tank infrastructure business with an opportunity to further increase its focus on forecourt projects and serve other public and private organisations that have previously been outside of their scope. This acquisition marks the foundation of the LCM Environmental Group of businesses and provides a new gateway to a wider European marketplace.

LCM Environmental have exhibited unprecedented growth in the past two years – their turnover has doubled, the service offerings have significantly increased, and their staff numbers have grown accordingly.

Richard Wallace, CEO of LCM Environmental comments:

"It has been a long-term goal of LCM Environmental to acquire an Irish base and expand overseas. We are happy to announce that this is now a reality, and we look forward to integrating PIS (Ireland) capabilities within the company. The start of the LCM Group marks a new beginning for us, as a business – we are more determined than ever to keep growing within the industry and reach new heights in the coming months!"

Colin Doyle, General Manager of PIS Ireland, shares:

"We are thrilled to become a part of the LCM Group. With our combined in-house capabilities, extensive fleets and trained experts, LCM and PIS complement each other on all levels."

With over 60 years of combined experience, the two companies can now benefit from each other's established customer bases and cover a greater footprint across both the UK and Ireland to help drive further efficiencies. PIS (Ireland) will continue to trade under their own name, only now operating as part of the LCM Group all while guaranteeing their current clientele a seamless transition and a significant expansion in in-house services going forward.

LCM Environmental joins forces with South Midland Installation (SMI)

In October, LCM acquired South Midland Installation (SMI) Ltd, who have a rich history in the industry. They provide a broad range of design, installation, and commissioning services; joining LCM with in-house fluid handling consultants, engineers, electricians, and designers.

Richard Wallace, CEO, comments:

I am thrilled to welcome the SMI team into the LCM business. Our company is growing exponentially, and this is the first of many positive announcements to be made in the coming months.

This acquisition provides us with new equipment, a range of new services, further industry knowledge, and adds value to our already expertly trained team of specialists. Increasing our mechanical and electrical in-house capabilities has been a long-term goal.

Both businesses have over 30 years' experience in their respective industry areas, so I am confident that working together, we will enhance our offering to our constantly growing customer base."

John Burgess, Director of South Midland Installation Ltd, comments:

"We are excited to be joining the team at LCM Environmental, as it will allow us to drastically increase our capacity and ability to deliver mechanical and electrical solutions to a wider audience.

"The collaboration between the teams will run smoothly, as both companies are focused on ensuring our clients receive a first-class dedicated and professional service."

Changes to senior management team

In preparation for significant growth and expansion, the company has restructured its senior leadership team. Richard Wallace has been appointed as the new LCM Environmental CEO and will focus on the company's growth and expansion.

Overseeing the day-to-day operations and guiding LCM along its new path; Paul Rava has taken the position as Managing Director. As their former Commercial Director and Ops Director, Paul brings over 30 years' experience in the fuel industry. Since starting as a pipe fitter, Paul progressed to become a Divisional Manager then Director of a national fuel systems and environmental business, before joining LCM.

Paul's wealth of technical knowledge, skills in problem-solving and critical thinking will be invaluable to his position in driving LCM Environmental forward; ensuring projects are both effective and efficiently delivered.

Richard and Paul's new appointments are only the beginning of the exciting changes instore for LCM Environmental in the coming year.

Merridale pump labelled ‘best ever’ by leading distribution company

An award-winning distribution company from the heart of the Midlands has recently praised the performance of their new Merridale equipment, following their recent investment in a Merridale MX-I heavy duty diesel fuel pump with built-in fuel management system.

Paul Ponsonby Ltd has offered warehouse solutions and specialist distribution services, since its humble beginnings operating from a small warehouse in Birmingham with a single vehicle. Since joining the original family company, D.J. Ponsonby, and learning the trade through years of varied roles, Paul went on to launch Paul Ponsonby Limited in 1998. Their ethos was to recreate an operation that reflected their commitment to gold standard customer service.
The company now boasts a warehouse of over 100,000 sq ft and has a fleet of 14 vehicles, using their newly installed Merridale package.

Paul Ponsonby said:

“Initially we just had a free-vend pump that did the job for re-fuelling as such, but it was on the slow side and lacked security. The old system didn’t give us any real control over who could use it and when. Investing in the Merridale package solved this but also opened us up to live tracking and reporting.”

This, coupled with recommendations from others who had Merridale equipment, ensured that Paul knew he was investing in a trusted and reliable brand.

Intelligence and control

Built to be the complete solution in commercial fuelling, and designed to meet strict ATEX standards, the MX-I integrates the intelligence and control of Merridale’s MX-M fuel management system with the reliable performance of the MX-P pump; in a single cabinet. Having both systems in one robust unit makes it an ideal and cost-effective solution for fleet operators with limited space.

The MX-M fuel management system gives fleet operators the control of up to four pumps, with several options available to allow access to fuel. They also have the option to unlock the benefits of Merridale FuelWorks web-based software to measure fuel usage, vehicle performance, driver efficiency and environmental impact.

The complete MX range has backward and forward capability, meaning all components can be repaired or replaced without having to change the entire unit. The entire MX range have all been designed to interface seamlessly with each other and with older Merridale systems. This gives fleet operators the chance to avoid over-complicated ‘mix & match’ solutions from multiple manufacturers.

Built in-house

All Merridale’s products are designed, developed and manufactured in-house from their Wolverhampton factory, using only the best tried and tested UK-sourced components wherever possible, to ensure continuity of supply.

Paul continued:

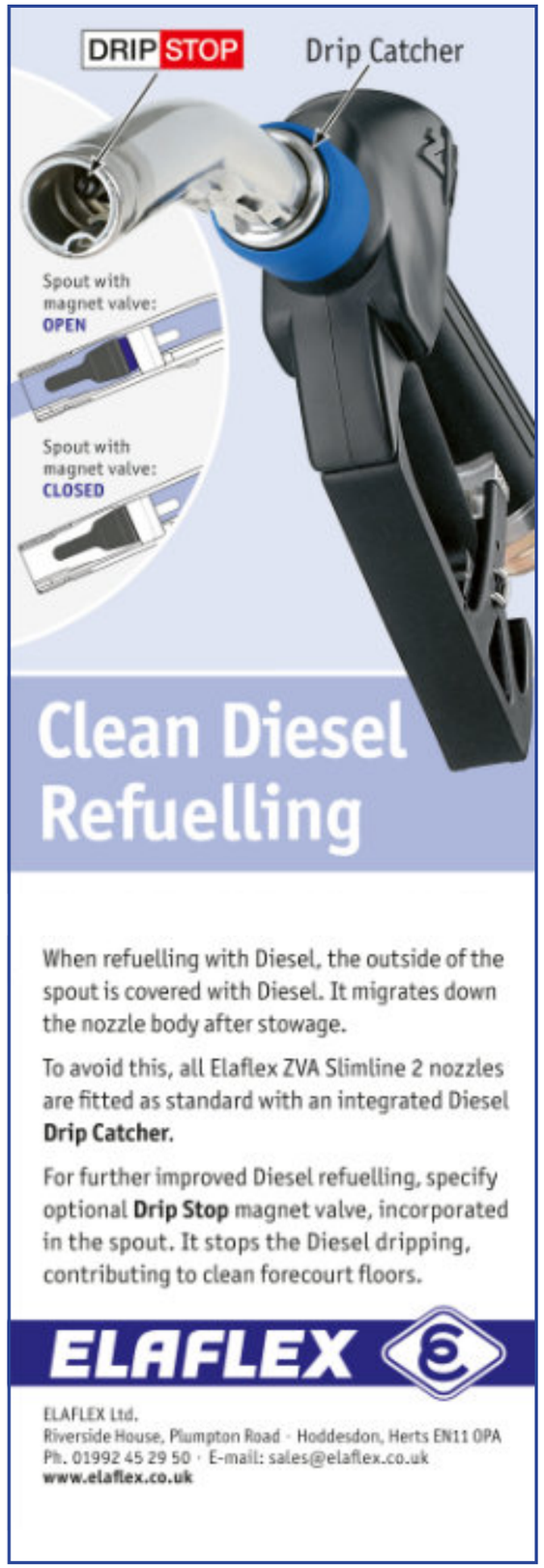
“It is the best diesel pump I’ve ever seen in my life. It’s fast, it’s reliable, the software is straightforward and Merridale has been helpful throughout!”

As part of the upgrade, Paul Ponsonby also invested in a Merridale MX-T tank management system. As standard, an MX-T features a highly accurate gauge with highly accurate contents probes and overfill sensors.

By transferring the data to the Merridale FuelWorks web-based service, via the fuel management integration, you can benefit from a range of features: fuel stock prediction, automatic delivery detection, low-level warnings, and order prompts, all accessible on any web-enabled device.

Merridale’s tank management systems can now also include stock depletion detection, to alert you immediately, via SMS, of an unexpected drop in fuel level. This means that you will be alerted to any severe leak or theft from the tank that occurs, irrespective of where you are at the time.

To find out how a Merridale fuel and tank management system could benefit your company, contact Merridale at 01902 350 7700 or visit www.merridale.co.uk.



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

ELAFLEX Ltd,
Riverside House, Plumpton Road · Hoddesdon, Herts EN11 0PA
Ph. 01992 45 29 50 · E-mail: sales@elaflex.co.uk
www.elaflex.co.uk

Driving down your fuel costs

The **Merridale** range includes fuel management systems, fuel pumps and dispensers, fuel storage tanks, tank gauges and fuel management software for client and web-based solutions.

Merridale systems are installed at over 4,000 sites throughout the UK, Ireland, Channel Islands and Holland.

Up to 400,000 vehicles fuel every day on a **Merridale** system.

Fuel Management One Solution

- Highest build quality
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Service and Support
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Email. support@merridale.co.uk

www.merridale.co.uk

Orion provides real point of difference

The launch of 'one-stop-shop' payments solution for forecourts will enable seamless customer experience for retailers

New P2PE enabled payment terminals for the forecourt industry, from Suresite and TSG UK, offers complete peace of mind.

Thanks to a strategic partnership, between forecourt retail specialist Suresite Group and leading fuel and retail service provider TSG UK, a new point-to-point encryption (P2PE) payment solution has been developed specifically for the forecourt industry.

The innovative solution, named Orion, offers a distinct point of difference that will pave the way for improved customer experience for retailers: it is a one-stop-shop.

Crucially for retailers, this means that hardware, installation, software and customer support are all housed together from one provider. Addressing a longstanding issue among forecourt retailers, those adopting Suresite's new solution will benefit from having just one point of contact – no matter where problems in the payment chain may arise.

Nick Horne, sales and commercial director at Suresite, explains:

"Orion's launch signifies the first time Suresite has been able to offer a much needed one-stop-shop for the fuel and convenience sector. Prior to this, retailers often had to ring around numerous providers in the event that a payment problem occurred, creating customer service issues."

Backed by TSG

The Orion device is backed by TSG's experienced team of service engineers and field technicians. The fact that Suresite answers 97% of customer service calls in 15 seconds from their UK call centre ensures that if problems arise, they are resolved swiftly.

Steve Watts, sales director at TSG UK commented:

"TSG UK is delighted to partner with Suresite to provide after sales support for this highly secure payment solution. Suresite's vast experience in payment processing, backed up by unparalleled customer service, ensures total satisfaction for operators across the UK."

The new P2PE terminal, which accepts all major bank and fuel cards, is also PCI-approved, offering a safer choice for fuel forecourts. This ensures cardholder data is captured and encrypted it. This reassures consumers that their sensitive data is safe and secure, and significantly reduces the paperwork and potential costs associated with PCI compliance for forecourt retailers.

Nick adds:

"With 15 years' experience in payments processing, we're excited to be able to enhance our card payments offering with the Orion device – enabling retailers to future proof their business, and offering complete peace of mind in terms of payment security."

Alongside being highly secure, all of Suresite's card payment terminals are also continually monitored to proactively check functionality, highlighting potential issues and triggering online resolution; sometimes before an issue has even been noticed at the site.

About Suresite Group

Established over 25 years ago, Suresite Group provides a range of business-critical operational services for Fuel and Convenience Retailers. Suresite's market-leading payment and data solutions, wetstock management, training and health & safety compliance help over 3,000 stores across the UK run businesses more effectively.

Suresite Group customers and partners include Barclays, Worldpay, Timico, Feefo, American Express, Sponge, Greenergy, Cost Cutter, Jet, and others.

https://www.suresite.co.uk

About TSG UK

TSG UK provides solutions for the forecourt, commercial fleet and transport industry. Combining equipment sales, services and projects via seven business lines: TSG Retail; TSG Fleet; TSG Gas; TSG Wash; TSG Systems; TSG Charge; TSG Technics.

It offers prompt and efficient service with a support network of engineers, technicians and sales representatives. TSG is supporting its customers to transition to greener energy alternatives such as; electricity, liquefied natural gas (LNG), compressed natural gas (CNG) and hydrogen, to help in the fight against climate change.

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forecourt storage and solutions

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NDT

FPAL

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It's time to embrace them

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Andrew Simpson Electrical Services
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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 the Petroleum Equipment Installers and Maintenance Federation, the members have and do signify their commitment to the above principles.

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DMCS Ltd
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