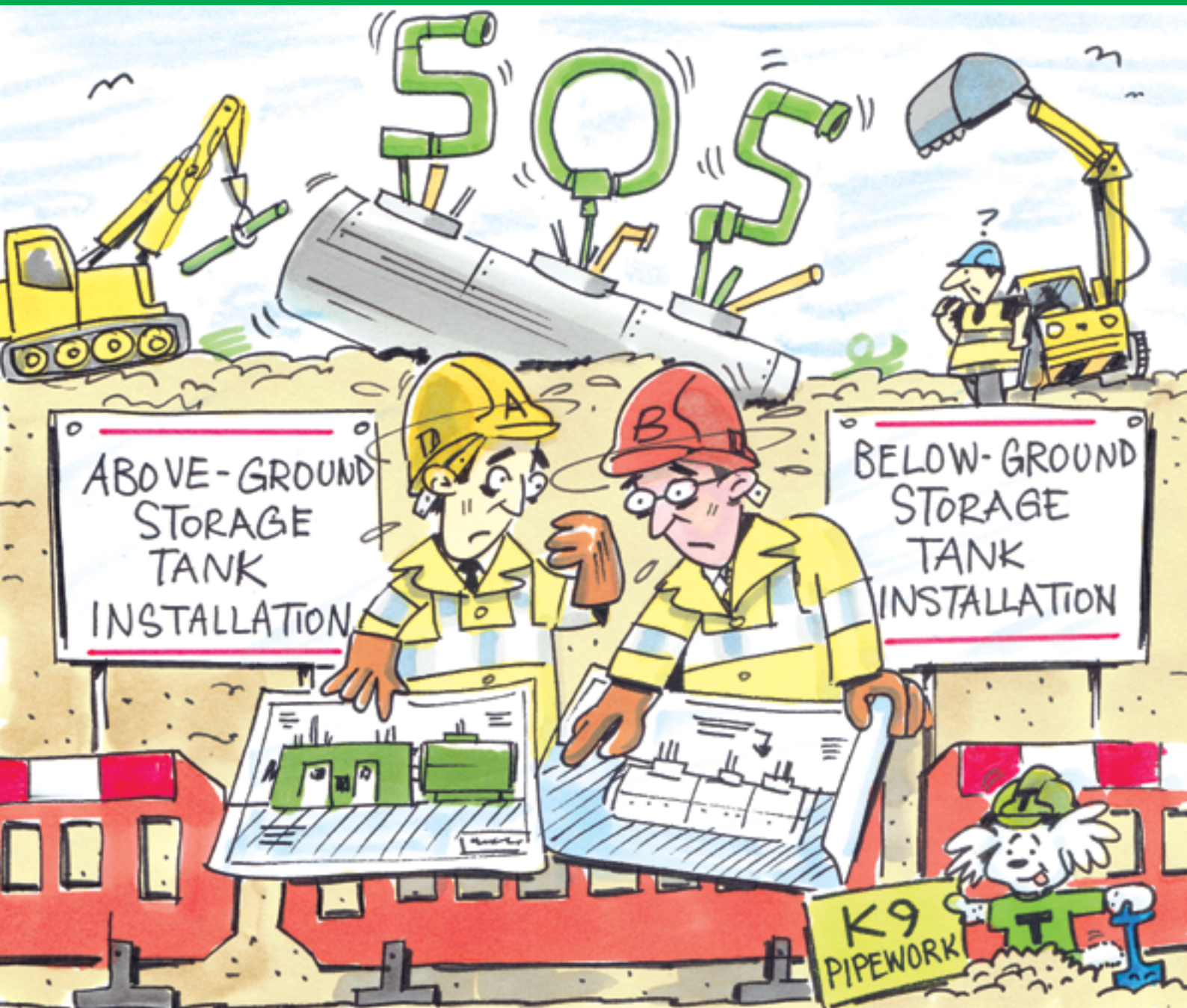


Spring 2018

ISSUE No.78

Insite

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



In this issue :

Storage
Tanks

Tank
Services

Pipework
Solutions





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And the Editor says....

So it's BIG NEWS for the PEIMF

We're celebrating our 25th anniversary this year, and to commemorate this landmark, our AGM/'Working Together' meeting in November will be a really exciting event highlighted by the 'Grand Karting Challenge'.

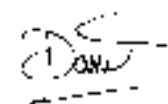
There's plenty of information on the event in this issue of INSITE, so there's no excuse to not get yourself involved.

Our main editorial topics to be featured in this edition cover storage tanks (and tank services) & pipework, so thanks to all our members who have contributed to this. You can see our features programme for the remainder of the year on the inside back cover.

You'll see us around at various trade events this year; the roadshows, FPS Expo, APEALive and others. Please come over and say hello.

This industry is all about the people in it; the people who we work with day to day. We were saddened to learn of the passing of industry stalwart Dave Berry (see below). My old friend and predecessor, Frank Hare, has also been having a tough time lately (page 10). He'll be pleased to hear from any old colleagues.

And finally, as always, if you're not already a member – come and join us. Soon!



David Honeyman
Editor



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You will find full details on the PEIMF Committee, contact information and INSITE distribution figures on page 5 (for this edition only)

Dave Berry



Berrys Technologies announce the passing of much loved chairman David Berry after a short illness.

Dave, who founded the company in 1966, then known as D Berry and Co (Pipe Fitting Supplies) Ltd, was a larger than life character who left a lasting impression on everyone he came in contact with.

In February 1999 Dave passed over the company to his son Martin, who took it from strength to strength, before renaming the company Berrys Technologies Ltd to reflect their growing global status.

After 50 years, Dave wrote a book about Berrys called 'Just a Pipe Dream', a must read for the petroleum industry, his life was complete. RIP Dave.

Our INSITE Editor writes;

Dave was a lovely, generous man and a great supporter of the PEIMF. We were delighted to support his charity drive from John O'Groats to Land's End 'celebrating' his 80th birthday. He leaves a fantastic legacy at Berrys and will be greatly missed.

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Buckle up!

Celebrating 25 years of the PEIMF November 28-29

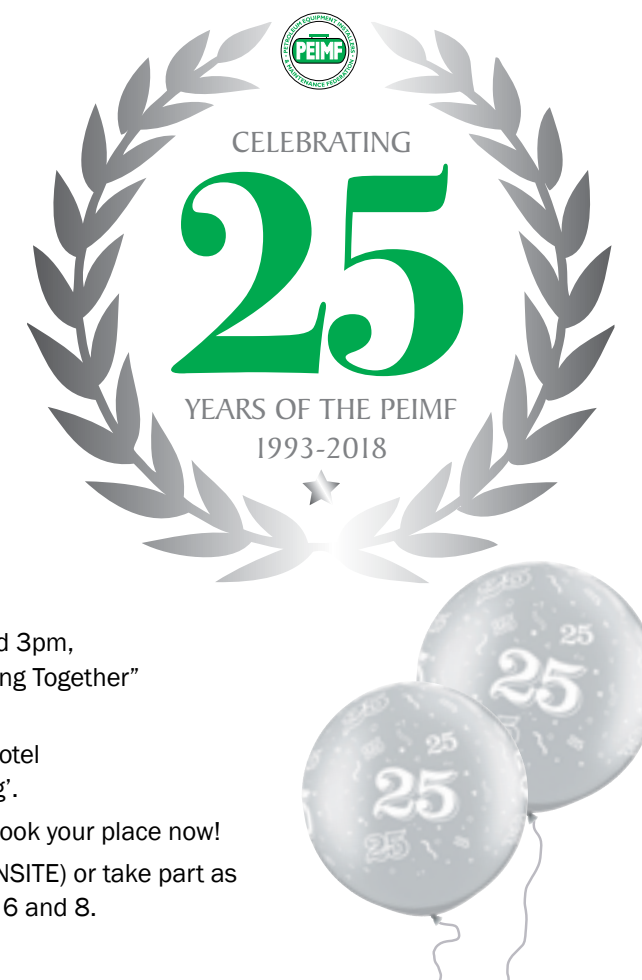
This year at the PEIMF, we celebrate 25 years of helping our members in the petroleum industry. Building on recent successful events, our networking meeting "Working Together" will be held alongside the PEIMF AGM on November 29.

This will be preceded by our FREE members' dinner and our "Grand 25th Anniversary Karting Challenge". Karting will start at around 3pm, with dinner at 7.30pm. If you prefer to just join us for dinner and "Working Together" then reserve your place as soon as possible.

The dinner and our networking meeting will be held at the Derbyshire Hotel (M1 Junction 28) with the karting just down the road at 'Redline Karting'.

PEIMF members' places are limited so, you budding Lewis Hamiltons, book your place now! You can sponsor a team of 4 for £250 (includes bonus ¼ page ads in INSITE) or take part as an individual for £50. See some of the teams already booked on pages 6 and 8.

Call David Honeyman on 01474 321999 or email david@peimf.com



New members



Committee

| | |
|---|--|
| Chairman: | Duncan Amos |
| Deputy: | Michelle Machesney |
| General Secretary and Insite Editor: | David Honeyman |
| Technical Officer: | Phil Monger |
| Committee: | Terry Moody, Kirk Main, Ian Burns, Siobhan Keogh, Andrew Olive, Robin Futcher, Mark Sluman, Kevin Powell, Maja Stirrat |
| President: | Joe O'Reilly |
| Honorary Members: | Jeff Young, Steve Devine, Malcolm Hogg |

All enquiries for membership, editorial and advertising should be made to:

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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.



Front cover illustration
Brian Sage



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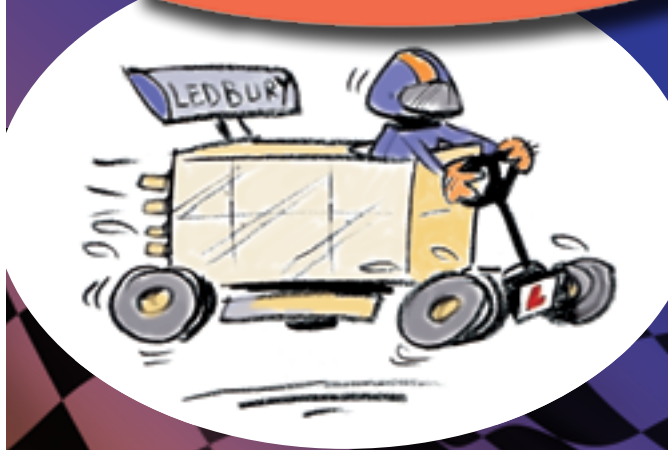
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Michelle Machesney is Sales and Business Development Director of TSG. Here, she takes us step by step through some recent very high profile developments in the industry.

In January 2016, the Tokheim Group, one of the world's largest providers of fuel retailing solutions, sold its Dispensers Business Unit (DBU) and

Systems and Electronics Business Unit (SEBU) to the Dover Group. The remaining part of the group, Tokheim Group Services, became a leading service provider and equipment supplier for service stations.

In September 2016, Tokheim Group Services was acquired by the board of directors and is now known as TSG (Tokheim Services Group). The focus is on service activities and equipment sales, with an exclusive distributor agreement to sell Tokheim dispensers and systems with Dover.

Exciting new partnerships

In May 2017, Karcher and TSG came to an agreement to form a strategic partnership, by which the cleaning specialists and the

provider of services and fuel retailing solutions would join forces in the car wash industry.

In October 2017, ChargePoint inc and TSG agreed to form a strategic partnership to resell EV Charging Solutions and to provide installation and maintenance services as an OEM partner.

Tokheim, Karcher and ChargePoint inc are all strong brands who produce quality products and solutions, which TSG are very proud to be working alongside with.

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Frank Hare

We have just learnt that our old pal and founding INSITE Editor / General Secretary, Frank Hare, has been diagnosed with prostate cancer. Following chemo, Frank's heart has been damaged and he has now been officially designated as having heart failure. He assures us that he is being well looked after by the NHS and is optimistic about the outcome (apart from the short term discomfort). Frank will be 80 later this year. He founded INSITE just before his 60th birthday, of which he is very proud and is very pleased that Dave and his team have made such a success of it subsequently.

If you would like to send Frank a message please use his e mail, NOT the phone, to frankthare@btinternet.com. He would be glad to hear from you.

Our INSITE Editor writes

Supporting Hartlepool United should provide enough stress for anyone! Frank has been a great old friend of ours and very helpful when I took over from him a few years back. His wicked sense of humour has helped see him through tough times before and we look forward to him bouncing back. All the best mate.

Frozen : Chips



Above: this Gilbarco euroline was snapped in Malta by our intrepid reporter, Jeff Young. The end unit is pumping 100 % olive oil, sold as BIO DIESEL. This ideal is for use in commercial vehicles (and also very good for cooking chips.....)



Jennie Riding came across this gem on the frozen plains of Iceland. Ideal for Mr S.Claus to fill up (see our Winter issue).



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'What has the PEIMF ever done for us?' To (mis) quote Monty Python

It can be easy for a trade association. Pocket your annual membership fees, hold the odd meeting and quote your ethical standards from time to time.

At the PEIMF that's not for us.

We endeavour to **be different** AND **make a difference**. Here is an overview of how we try our best to provide our members with real fantastic value for money; by constantly:

- Increasing and improving our services
- Influencing the industry on their behalf
- Including and involving all our members

With no increase in annual subscriptions for four years.

Industry influence

We have a seat on all the key influential industry bodies:

- BSI Technical Committee Pt 1/2
- Environment Agency Oil Care Committee
- Ei Service Station Panel
- Ei Oil & Water Group
- Petroleum Enforcement Liaison Group (PELG)
- DFT Diesel Vehicle Filter Blocking Task Force
- BSI PVE/19 LPG Committee
- BSI PVE/21 Technical Committee
- Defra Air Quality Stakeholders Group
- BEIS Regulatory Services
- Petroleum Retail National Steering Group (PRNSG)

We have been a major influence on the recent Ei Blue Book Review, especially zoning around diesel dispensers on forecourts and above ground storage tanks. We also helped amend the scope to cover sites with public access only.

Professional Committee

Our committee officers represent all sectors of the industry including; regulatory, installation & maintenance, environmental and manufacture; covering both the commercial and forecourt sectors.

Their generous commitment is first class, and they receive NO fees or expenses for their PEIMF work.

Quarterly committee meetings cover a whole range of subjects and we operate two specialist working groups, meeting regularly by conference calls.

Technical & Standards Group

Specialising in guidance, legislation and promoting standards amongst members. We benefit from the unique knowledge, expertise and experience of our Technical Officer, Phil Monger, who is available to help the committee and our members with technical issues.

Current on-going projects include:

- New risk assessment guidance
- Commercial fuel installations guidance
- AdBlue guidance

Commercial Group

Developing the profile of the PEIMF, through INSITE, online and industry meetings. Increasing finance and creating opportunities for our members.

Peimf.uk

Our brand new website www.peimf.uk has a new members-only section for technical and legislative information.

Your unique, individual member page links to your website and can include your qualifications, standards and affiliations.

INSITE magazine

Distribution of INSITE was increased by 50% to 1500 copies in the UK and Ireland, giving greater editorial coverage for members. Editorial coverage in INSITE is for member companies only: completely FOC.

PEIMF Membership Directory in INSITE includes ALL members every time.

NO increase in the (very reasonable) advertising rates.



See us around

PEIMF participate at many trade events around the country throughout the year, increasing our (and your) profile. These include The Forecourt Roadshows, FPS Expo, APEA Live and PRA local meetings.

Plus new regional meetings for members.



We have developed our AGM into a fantastic networking event for our members, which includes our investment in a FREE members dinner.



This year is our 25th Anniversary and we've created the "Grand Karting Challenge" A great opportunity for teamwork competition and fun.

I'm sure you'll agree. All this is fantastic value for £175!

And if you'd like to see the full Monty Python quote, turn to our inside back cover.

The engine lubricant in your car. Is it up to the job?

How do you know the oil used in your car's engine is suitable? Is it protecting vital components from premature wear? Are you achieving full performance potential? Are fuel consumption and emissions kept to a minimum and will it continue to perform this vital role until the next service or oil change is due?

There are a couple of relatively easy ways to tell. The first is to check the ACEA performance claim on the engine oil packaging or literature. ACEA is the European Automobile Manufacturers' Association that represents the majority of European car makers and which defines the minimum quality specifications of a lubricant to be used in each type of petrol and diesel-engine vehicle.

Lubricant performance claims

Most reputable engine lubricant brands sold in Europe will have an ACEA specification, or performance claim, on their product labels. So how do you identify the claim and know what this means?

ACEA describes performance claims according to Oil Sequences, which are qualifying test requirements and quality limits that an engine lubricant must meet to be suitable for the types of vehicles its members manufacture.

Performance claims consist of a two-part code comprising: a letter to define the class (e.g. C), and a number to define the category (e.g. C1). The class indicates oils intended for the general type of engine:

A/B = Gasoline and light duty diesel engines

C = Catalyst compatible oils for gasoline and light duty diesel engines with after treatment devices

E = Heavy duty diesel engines.

The category indicates oils for different purposes or applications within a class and is related to aspects of performance. Individual manufacturers will specify the type(s) of categories recommended for their own vehicles and engines.

Where an oil claims to meet the requirements of an ACEA Oil Sequence it must specify both the Class and Category. Some products will claim to meet more than one ACEA category, such as A3/B4 and E7. That means that the product must meet all the requirements of both the A3/B4 specification and also those for the

E7 specification. Any product making a claim to meet an ACEA category must also meet all the requirements for that specification. For example, a claim to meet 'C2 (without fuel economy)' is not a valid claim. If your oil does not have an ACEA performance claim, or the claim does not reflect one of the classes listed above, you may want to check this with your local dealer, workshop or retailer.

Lubricant development quality management

So having checked the ACEA performance claim (and cross-checked with your owner's handbook if necessary), the second check is that the lubricant has been developed in a way that makes the claim valid.

In order to ensure and maintain the high quality of engine oils in the marketplace, ACEA requires products making performance claims to be based on credible data and that controlled testing carried out in accredited laboratories.

To support a claim of compliance with the ACEA Oil Sequences, the lubricant must have been developed according to the European Engine Lubricants Quality Management System (EELQMS). This is a quality management system that encompasses various agreed standards, test methods and development procedures, industry codes of practice and the ACEA Oil Sequences requirements.

The system has been developed jointly by ACEA, ATC (the Technical Committee of the Petroleum Additives Manufacturers in Europe) and ATIEL (the Technical Association of the European Lubricants Industry) and is the only quality system that



can be used to support ACEA performance claims.

Only marketers who comply with the EELQMS guidelines and sign and submit a Letter of Conformance (LoC) to ATIEL, which administers the system, are permitted to make the relevant ACEA claims on their products. You can easily check if the marketer has signed the Letter of Conformance by referring to the list of current LoC signatories via the ATIEL website.

Lubricant marketers are fully responsible for the quality and performance claims of the lubricant reaching the consumer, and remain responsible for all aspects of product liability. To support the awareness of these responsibilities and education around quality standards, ATIEL conducts ongoing independent quality surveys of products placed in the market by LoC signatories.

All these standards, systems and initiatives are designed to ensure that the oil used in your car is, and does, what it says on the tin. But now you too can do some simple checks to reassure yourself this is the case.

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'In The Frame'

Our victim in this edition is PEIMF committee member, Ian Burns.



Tell us about your present role

I am HSQE Manager for Dover Fueling Solutions, working within the Global Wetstock Business Unit (Fairbanks).

My title hasn't changed much over the years, but the work certainly has. Since 1999, I have taken on the responsibility for developing and maintaining the QMS and H&S for the company, introducing all the management standards and systems Fairbanks subscribes to (ISO9001, 14001 & 27001 and BS OHSAS18001 management). I am the management representative for all matters: health, security, quality and environmental, working closely with all stakeholders. We ensure that the business develops effectively in line with current and developing standards, legal obligations and duties. I am also very privileged to be able to contribute to industry, legislative and professional body development of standards and legislation.

How come you're in the industry?

In May 1998, three of us started as the first loss investigator data analysts for Fairbanks Environmental Ltd. This has now developed into the roles of wetstock analysts and onsite technicians.

Your career to date

- 1976-1992 Left School at 16 and joined the Royal Engineers, serving worldwide for 16 years
- 1992-1995 Driving for local haulage businesses and public transport companies.
- 1995-1998 Engineering account manager for engineering suppliers.
- 1998 Fairbanks Environmental Ltd.
- 1998-1999 Loss Investigator Data Analyst
- 1999-2000 Site Auditor
- 2000-2002 Audit Manager
- 2002-2006 HSQE Adviser
- 2006-2018 HSQE Manager

Be honest - What role have you enjoyed most?

I have to say the Royal Engineers. I have been fortunate enough to serve all over the world, e.g. NI, Falklands, East Africa and Iraq, I don't actually miss it but I will never forget it, and my last few years with Air Mobile division was a real experience.

What do you think have been the most significant changes in the fuel industry?

I feel the four key things to have had a significant impact on my area are:

- Deregulation of weights and measures: It can be difficult to break down the narrow minded opinion that all contractors are cowboys. We do what we can to foster better relationships and I consider the PEIMF as valuable in this.
- DSEAR – A document causing a significant shift in forecourt operators' duties and responsibilities - or was it? Legislation and a comprehensive set of codes of practice were produced, which consolidated previous legislation and guidance. I personally think it made things a whole lot clearer.
- MID – European directive to make it significantly easier to put measuring equipment onto the market across the whole of Europe. This was a significant change to the way we introduce measuring equipment onto sites,
- Wetstock Analysis – in 1998 I was one of a small team at Fairbanks, pioneers of wetstock analysis, working with pen, paper, excel and access databases. We demonstrated on a daily basis, that wetstock analysis is key to identifying wetstock losses accurately. Fairbanks' work and persistence with authorities around the world that has led to statutory tank testing being removed if third party accredited wetstock monitoring is in place.

What do you think the future holds?

It is inevitable that fossil fuel is not the future. The whole industry is developing towards alternative fuels.

And are Fairbanks/Dover preparing for it?

Yes they are. Can't say more than that!



What do you feel have been your biggest achievements? (modesty allowed!)

In my private life, without a doubt it is my family. I have been married to Angie for almost 38 years. We have 3 wonderful children, and 4 adorable grandchildren.

I find it a little uncomfortable 'boasting' about achievements. Everything I have done has been with others and I've made sure it was recognised that way. If I was to put anything forward, it is my work on Deregulation of weights and measures, which put me in the privileged position of being the first representative from industry invited to present at the Trading Standards conference on Approved Verifiers and Self Verification.

Where do you see yourself in say, 5 years?

I'm lucky that my work offers me new challenges on a regular basis, so it is possible I'll still be working in the industry. Or maybe I may have retired and put my feet up!

In your spare time

Spending time with family as often as I can. Also I run regularly with my local athletics club Lostock AC, and enjoy the odd night run. This year was the first time I was able to complete the whole of the Petzl night runners events. We have a passion for cruises and have been very fortunate to have travelled around the world, from the Norwegian fiords to the Hawaiian islands.

Your philosophy?

I have a simple message I share across the business and it is "I make a difference because I care".



"My customers associate JET with great customer service and high quality fuel. Fuel volumes have jumped by 20% and convenience sales are up by as much as 100% "

Mr S Patel, owner of SK Fuels, operates nine JET forecourts throughout Yorkshire and Humberside

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Technical Officer's report

Energy Institute Service Station Panel

The Code of safe Practice for Contractors and Retailers Managing Contractors is now being reviewed and redrafted. The first section has been sent out to the trade associations for their initial comments. This is an important document for PEIMF members, as a core standard for carrying out work on petrol filling stations. As the PEIMF begins to establish working standards for members it is absolutely essential that comments on the draft are sent in for consideration by the Service Station Panel. Members willing to review the document should contact the PEIMF secretary to receive their copy.

The next meeting in March saw a change in chairman, with Teresa Sayers (DFA) taking office. On-going work includes the overview of the EI Blue Book review, now in

At the last meeting, discussion took place on the *installation of charging facilities for electric vehicles on petrol filling stations*. This will ultimately lead to a PETEL circular guidance for the benefit of site operators and enforcers. Further amendments to the section of the Red Guide on unattended sites were agreed, to enable operators to determine the emergency procedures by robust risk assessments. This removes the prescriptive requirements of having to always be able to have a responder onsite within five minutes of receiving a call.

BSI Technical Committee PTI/2

The committee has agreed changes to fuel standards to cover the labelling of dispensers and nozzles to align with requirements of EN16942 and the *Alternative Fuels Infrastructure Directive (AFID)*. The new labelling requirements come into force on October 12th 2018.

Primary Authority Partnerships

The Committee will consider whether PEIMF should enter into a *Primary Authority Co-ordinated Partnership* for the benefit of members working on petrol filling stations. This would also add value to the standards being developed by our technical group. More discussion needs to take place before a decision can be made.

Notification and Consents

When the *Petroleum (consolidation) Regulations 2014* came into force a significant change in the reporting structure took place. Previously under PCA and licensing requirements, there was a condition requiring licensees to get consent before making any alterations to the 'approved arrangements'.

The requirement for consent has gone, and been replaced with only a few notification requirements, as far as alterations are concerned relating to 'prescribed material changes'. The problem has been to get site operators to recognise the changes in the legislation who frequently go to the Authority unnecessarily, and made worse where contractors go to the Authority to ask consent without reference to the operators. In both cases it is leading to unnecessary delays in work being started and preventing the legislative changes being implemented.



Phil Monger

its final ballot stage, and the outline of new guidance for the storage and dispensing of AdBlue. The PEIMF, with the specialist help of Robin Futcher, has played a significant role in the review and redraft of the Blue Book zoning for *diesel storage and dispensing on petrol filling stations*.

Petroleum Enforcement Liaison Group

The new Terms of Reference for PELG provide for the chairman to be rotated every two years, between industry and enforcement. 2018 sees the turn of industry to take the chair and the industry representatives chose Ray Blake to hold the position until 2020. The vice chairman will be chosen from the enforcement side.



What's on in 2018!

| APRIL | |
|-----------------|---|
| 16th to 18th | Convenience Show NEC, Birmingham |
| 18th to 19th | FPS Expo Exhibition Ctr, Liverpool |
| 26th | PRA BB - Fleetcor Offices, Swindon |
| MAY | |
| 3rd | Scottish Forecourt Show Radstone Hotel, Larkhall |
| 10th | PRA BB The Durham Centre Durham |
| 15th to 17th | UNITI Stuttgart, Germany |
| 24th | PEIMF committee meeting |
| SEPTEMBER | |
| 6th | Forecourt & Fuel Roadshow Westpoint, Exeter |
| 12th | PEIMF committee meeting |
| 13th | Forecourt Trader Awards London |
| 20th | PRA BB Bedfordshire - TBC |
| OCTOBER | |
| 11th | PRA BB North West - TBC |
| 17th | Forecourt & Fuel Roadshow Maldron Hotel, Belfast |
| 18th | RMI Dinner London -TBC |
| 25th | PRA BB Stirling University |
| 30th to Nov 1st | Euro Bus NEC, Birmingham |
| NOVEMBER | |
| 8th | PRA BB Coldra Court, Newport |
| 15th | Forecourt & Fuel Roadshow Cedar Court, Wakefield |
| 21st | PRA BB Midlands - TBC |
| 22nd | APEA Live Milton Keynes |
| 28th to 29th | PEIMF AGM & WORKING TOGETHER GRAND KARTING CHALLENGE Milton Keynes |

BB = Business Breakouts

To contribute to
What's on! contact:
david@peimf.com

Are forecourts forgetting their customers?

People don't enjoy filling up

Running a forecourt is entrepreneurial. You have to do everything - before the forecourt is ready to receive paying customers. So; you invest in pumps, pipes and pay-points; tanks, tills and training; staff, supplies and software; accountants, authorities and insurance.

But what about the customer?

Why go to all that trouble if there's no paying return on your huge investment of time, effort and money?

Why worry about the customer?

They'll come back anyway

The problem is that the investment tends to fall short of your customers' needs. Most often, the first and last touch-point customers have with a forecourt is handling the fuel nozzle when filling their car. Their whole experience can start and end holding this one piece of equipment.

So, while you've invested in making your forecourt all singing and dancing, your customer wants a quick, clean and hassle free experience that doesn't leave their hands sticky and stinking of fuel for hours; or risks their health by holding the most unhygienic* surface, for a couple of minutes. As long as the fuel price is comparable, there's probably not much else a customer looks for.

So put yourself in the customer's shoes. If their needs are as basic as clean hands then;

- Why is it always so difficult to locate hand protection on forecourts?
- Why do dispensers come in varying type, shape, size and colour?
- Why does hand protection always seem to be in random locations or facing the wrong way?
- Shouldn't it be immediately to hand?

Try putting customers first

Devon-based PEIMF member, GripHero Ltd, has created and patented a dispenser of hand protection which sits on each and every nozzle on a forecourt.

Managing Director, Oliver Yeo, comments:

"We want to standardise how hand protection is offered to customers; providing it in the most unmissable and convenient of all locations - directly on the fuel nozzle."



Prevention is always better than cure, especially considering this level of risk to health. Motorists agree. When 1,000 drivers throughout the UK were questioned** about the current provisions of forecourt hand protection:

- 82% of drivers currently struggle to find hand-protection on forecourts
- 74% will actively hunt around a forecourt for hand protection (or ask staff)

When asked about those forecourts which provide hand protection from each and every fuel nozzle:

- 76% would choose a forecourt offering this service over a nearby forecourt without
- 41% would even travel 2 miles further to a forecourt with this service
- A further 25% would happily pay an additional 1p a litre to use a forecourt with this service.

Oliver explains:

"These results offer a stark notice to forecourt retailers. They demonstrate a clear demand from the public for keeping their hands clean at the pumps. GripHero is probably the most prominent and visible way to improve the customers' experience and welfare, and yet overall one of the simplest and cheapest investments a forecourt can make."

Importantly, GripHero provides 'anti-static' disposable hand-protection which complies

with ATEX directives. While dispensing just one-piece at a time, it's not only effortless to use, it also reduces the often-seen wastage around forecourts.

He continues:

"There has been huge positivity for GripHero from retailers and public alike. Even before launch, its application base continues to grow. In addition to traditional forecourts, police and rescue services have pre-ordered for their individual stations, as have truck stops and courier depots. While forecourts are the primary focus - as these have the biggest need for improvement - GripHero suits a wide variety of applications."

GripHero Ltd is gearing up for production and distribution with a roll-out plan starting late spring 2018, and production takes place in the South West, advocating UK manufacturing.

www.griphero.com

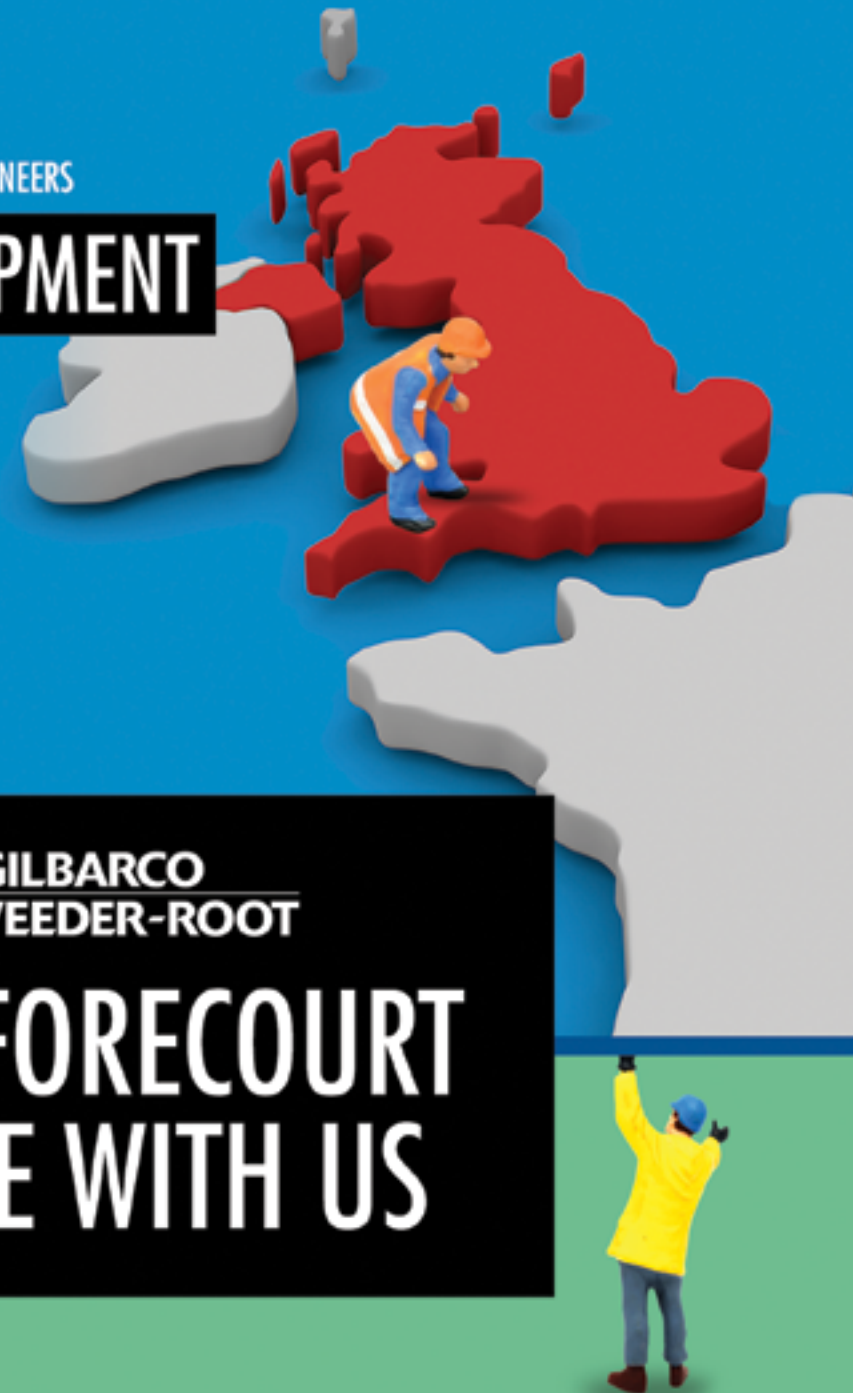
* 2011 research by Kimberly Clark Professional
** 2017 research commissioned by GripHero Ltd to survey the opinions of 1,000 UK drivers on the use, availability and impact of forecourt hand protection.



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How good are your risk -assessments?

Brand new support pack available

(Discounted for PEIMF members)

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

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

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

The risk assessments which apply are;

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

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

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



DSEAR (Dangerous Substances and Explosive Atmospheres Regulations)

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

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

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

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

Oil Storage / Control of Pollution Regulations

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

PUWER (Provision and Use of Work Equipment Regulations)

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

Your obligations are to ensure that the equipment is;

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

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

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

In conclusion;

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

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

20 years' experience

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

methodology in your own business to manage your diesel storage and handling risks.

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

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

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

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

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

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

For a limited time, PEIMF members can purchase the Support pack at a discounted rate of 50%. To order at the discounted rate please contact our sales team on 02380 231007 with your membership details.

GRIPHERO® Revolutionising forecourt hand-protection

Which forecourt would **YOU** choose?

The forecourt that allows:

- **Unprotected** handling of the #1 most unhygienic surface*
- A **dirtier** experience (11,000 times) than holding a toilet seat**
- **Frustrated** customers, struggling to find hand-protection***

Or, the forecourt offering:

- **Unmissable** hand-protection
- **Standardised** on every nozzle
- **Exactly where it's wanted**
- **Anti-Static** for safety

76% of drivers would choose this forecourt***

* 2013 Research by Kimberly Clark Professional
** 2016 Research by travel company, Busbud
*** GripHero Ltd commissioned a survey of the opinions of 3,000 drivers throughout the UK in 2017 to assess their views on the use, availability and impact of forecourt hand-protection

The importance of accurate tank calibration

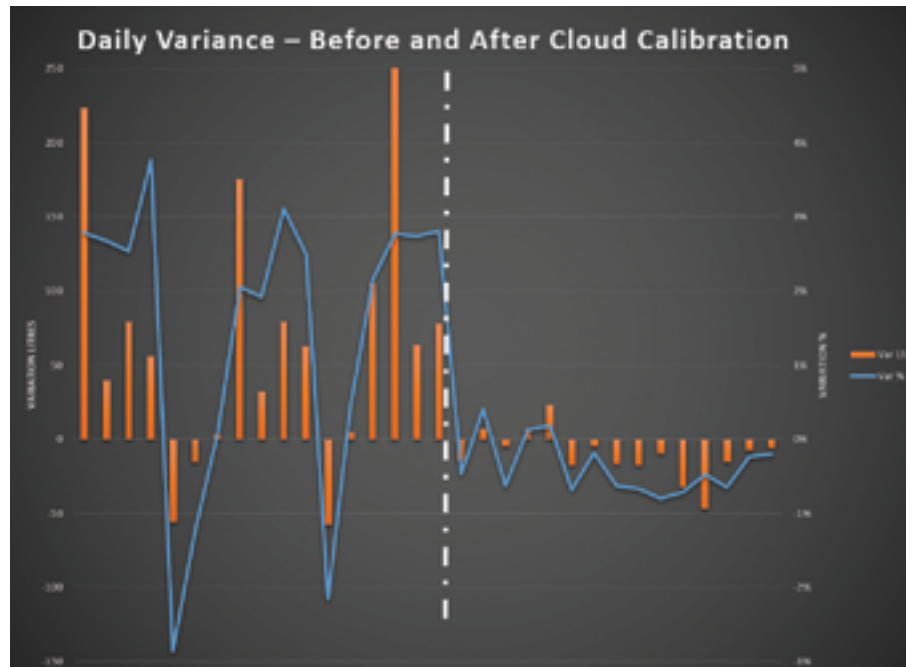
PEIMF member Gilbarco offer guidance on this important subject.

Petrol stations all over the world reconcile their fuel stocks, usually on a daily basis. This is to keep track of variances and make sure no leak or loss issues are developing, posing a risk to the business or environment. The reconciliation process is straightforward: record the fuel volume at the start of the shift or day, at the end of the period calculate what you should have left after sales and any deliveries, and compare this to what you actually have in your tanks. Reconciling daily helps to spot issues as they occur; reconciling over longer periods indicates how the site is performing.

However, understanding the results is usually not so straightforward. Often the devices used to measure fuel volumes are flawed. This is because all electronic gauges measure, or in some way infer, the height of the fuel. But the critical volume conversion uses a 'tank chart' algorithm, which relies entirely on data quality for accuracy – how closely the setup parameters match the actual tank being monitored. Calibration errors are frequently a significant cause of virtual variances, making the reconciliation process challenging and potentially delaying detection of real issues. New tanks are much easier to obtain accurate calibration data for but, even here, manufacturing tolerances and physical orientation after installation come into play.

Why is reducing variances important for retailers?

Variance is the difference between the fuel you should have and the fuel you've actually got left. Or, in other words, the difference between what is measured in the tank by the gauge, and what is sold through your POS. Poor calibration is a major contributing factor to variance. Other real causes can include theft, temperature change, short delivery, evaporation, over dispensing, and leaks from the fuelling system. Sometimes the majority of variance can be attributed to poor calibration. So, a poorly calibrated tank can mask real issues, such as thefts or leaks, for extended periods.



Accurate Calibration Removes Noise to Reveal the True Reconciliation Picture



Why is accurate tank calibration difficult to achieve?

All Automatic Tank Gauge (ATG) systems allow tank data to be entered at setup stage, so that the fuel height measured by the ATG probe can be converted to a corresponding volume through the ATG's software algorithms. This can be anything from just the tank diameter and full volume, to multiple height & volume points. As long as the ATG uses up-to-date height measurement technology, is set up correctly and is in good working order, the process of height to volume conversion will be adequate. But the big question mark is over the quality of the data, since many factors make accurate data difficult to obtain:

- Tanks are often installed with a fall or slope. Is this known and if so, how precise is the stated figure?
- During installation, tanks can roll laterally a small amount, which can affect the ATG probe height readings, as tanks are assumed to be vertical.
- Was the tank shape distorted accidentally during transportation and installation?

- What is the profile of the dished ends of the tank? These can range from virtually flat to hemispherical. Dish shape is one of the key calibration parameters.
- Where is the ATG probe installed – at the high end, low end, or in the middle?
- Is the ATG probe on the centre line of the tank, or laterally offset?
- Human error – with calibration tables having up to 300 or more data points, the chances of mis-keying data cannot be discounted.

Nowadays, there are modern, cloud-based solutions available to achieve more accurate tank calibration. Facilitated by this technology, it has been regularly seen that variances can reduce to below 0.3% after calibrating. This makes it far easier for retailers to identify issues as soon as they arise. During reconciliation, any anomalies can be quickly spotted and investigated.

Long gone are the days when tank calibration could take over a month. Gilbarco Veeder-Root's QuickChart Cloud calibration can provide a best-in-class calibration in as little as one week, without any on-site disruption.

www.gilbarco.com/eu/

COSSU

Consumer Operated Self Service Unit

Launched at the Forecourt exhibition in April 2017, the COSSU unit is a revolution in AdBlue dispensing. Designed from the outset to both increase profitability and to minimise disruption to your operations, the COSSU system delivers a simple, uniquely patented solution to your consumer dispensing needs.

- ✓ **Increase Merchandising Revenue**
Token operated systems ensure customer interaction with your store
- ✓ **Improve Profitability**
Increase profit margin on AdBlue sales
- ✓ **Minimise Fuel Island Waiting Times**
COSSU dispenser is located independently from the fuelling island
- ✓ **Minimal Disruption During Installation**
Simply fix COSSU to ground and connect AdBlue supply

Consumer demand for AdBlue is increasing, currently 4 million cars in the UK require regular AdBlue replenishment, by the year 2020 the number of cars requiring AdBlue will exceed 20 million.

The uniquely patented COSSU system enables consumers to self-service their AdBlue in the same manner as they currently do with other service bay machines (ie: Air, Vacuum, Jet wash, etc).

As the COSSU is located away from the fuelling islands, disruption to the flow of traffic through the fuelling lanes is minimised.

For high volume sites the COSSU system can be connected to either a new or existing AdBlue storage tank and for those sites which have lower demand, a drum storage solution is available.



Cameron fuelling housing boom

Cameron Forecourt fuelling the construction and infrastructure sector

Aggregate Industries, a leading player in the construction and infrastructure industries, headquartered in Bardon Hill, Leicestershire, found what it needed to make the improvements required for its Bardon Hill quarry, which led to additional fuel improvements works for the company.

Managing the production and delivery of aggregate material involves serious power through plant equipment, generators and HGV fleets. These all require highly efficient refuelling systems to keep them on the go. After a site visit and consultation, a proposal was put forward for an entire new refuelling facility on the site. This proposed two tanks, with connecting pipe work and two delivery points in a single security cabinet, which would also house three fuel pumps. It also demanded a new fuel management system which could be rolled out across additional Aggregate Industries' sites; combining fuel stock reporting, a bund/overflow alarm and an electronic tank gauging system.

They needed an organisation which guaranteed the highest quality combination of equipment and the support of a nationwide team of service engineers. It also meant getting all the sites' fuel management systems recorded,



reconciled and reported from one strong reliable platform. After reviewing proposals from different refuelling equipment suppliers, extensive discussions and scrutiny, they chose Cameron Forecourt.

Two tanks & three pumps

Specifically, the works required the supply and installation of two 90,000 litre fuel tanks weighing 14.5 tons each. They were both 14.5m in length and 2.1 meters in height and crafted from mild steel made to BSEN/10025 2004 S275 standards in Grade 43A. The site also required three fuel pumps, delivering diesel at different speeds to be compatible with the filling of various size fuel tanks on bowzers, diggers and tipplers etc. The speeds required were 50, 100 and 200 litres per minute.

A spokesperson at Aggregate stated:

"The new installation is safe, clean and easy to use. Martyn Gent, our designated sales engineer at Cameron Forecourt, is brilliant and very helpful. He was knowledgeable and experienced with fuelling installations in the quarrying industry which was reassuring from the outset. It was a straight forward project delivered on time, which is what we wanted!"

The next project for Bardon Hill Quarry is to install a 100,000-litre tank weighing 21 tons when empty and made of mild steel, 6mm thick. They are certainly building a collection of top trump tanks!



Another site soon to start refuelling renovations is Aggregate Industries' Torr works in Somerset. They've ordered two Jigsaw Nova fuel management units for monitoring the bowser fuel deliveries and three bulk storage tanks, on the back of good work done at Bardon Hill quarry.

Photographs will be taken to record the installation before, during and after, with the tanks being delivered in December. So keep an eye out for an interesting series of snaps.

www.cameronforecourt.co.uk



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- 4 Electrofusion entry seals
- 5 Polyethylene dispenser sumps
- 6 Polyethylene tank sumps
- 7 Gemini secondary containment
- 8 Termination fittings

Fuel Management Systems

- 9 Liquid dispenser or tank sump sensors
- 10 Discriminating dispenser or tank sump sensors (also interstitial tank sensors – not pictured)
- 11 Leak detection and inventory control probes
- 12 Float kits for all common applications including LPG and chemical
- 13 Electronic line leak detection (Mechanical leak detector shown)
- 14 Complete line of T5 Series Fuel Management Systems
- 15 Web access to ATGs and remote monitoring software and services

Submersible Pumping Systems

- 16 Submersible turbine pumps
 - a. Variable speed submersible pumps
 - b. Fixed speed submersible pumps (1 1/2 hp, 1/4 hpl)
 - c. Variable length
 - d. High capacity submersible pumps and controllers (3 hp and 5 hpl)
- 17 Mechanical leak detectors
- 18 EcoVFC™ variable frequency controller

Dispensing Systems

- 19 Swivel and in-line breakaways
- 20 Inverted coaxial hoses
- 21 Vapour recovery nozzles
- 22 Dispenser-mounted and central vacuum pumps

Service Station Hardware

- 23 Product shear valves
- 24 Vapour shear valves
- 25 Defender Series™ single and double wall vapour spill containers without drain (mechanical or sensor monitored)
- 26 Access covers
- 27 Defender™ overfill prevention valves
- 28 Vapour recovery caps
- 29 Vapour recovery swivel adapter
- 30 Fill caps
- 31 Fill swivel adapter
- 32 Drop tubes
- 33 Tank bottom protectors
- 34 Extractor vents
- 35 Safety sever breakaways

Franklin Fueling Systems also offers a complete line of hardware for aboveground applications including anti siphon valves, pressure vacuum vents, spill containers and overfill prevention valves as well as a complete line of transport systems hardware.



LWE's commitment to quality

Following an intensive programme of continuous assessment and improvement within its business processes, Ledbury Welding and Engineering (LWE) has secured accreditation against the latest ISO 9001 Quality Management standard.

"The standard underlines our commitment to consistently deliver products and services that meet customer – as well as statutory and regulatory requirements."

Explains Managing Director Kevin Powell.

"Every aspect of the customer's experience in dealing with LWE is covered; from the first contacts and enquiries, through to our understanding of the operational requirement. As an enquiry progresses to become a confirmed order, LWE project managers will be actively involved, helping the customer to refine specifications and ensure the delivery of a successful installation, on time and within budget."

"Whilst we have invested in modern tools and equipment, this standard adds another layer of care to ensure customer continuity, repeatability and being consistent. Perhaps the most important aspect today is not being complacent."

"LWE has already established an enviable reputation for good quality products. Going forward we have to ensure that we continue to provide cost effective and value engineered solutions. For example, LWE has invested in computer aid design (CAD) and the expertise to model tank installations. These resources ensure that plans are well founded, and any potential issues can be resolved sooner rather than later - as hardware arrives on site."



Refuelling point for a motor distribution group equipped with LWE storage tanks for petroleum as well as diesel.

Kevin concludes;

"Continuous improvement in the workshops includes the implementation of higher specifications for welding procedures. We believe these measures, together with additional engineering resources, mean that we have moved up the scale to truly justify capitals 'W' and 'E' for our expertise in welding and engineering."

LWE is a leading supplier of above ground, bundled fuel storage tanks for diesel, petrol, oil and other highly inflammable products. Standard capacity range offers up to 200,000 litres (diesel) and 110,000 litres (petrol), all fully compliant with EA and DEFRA regulations.

Fuel storage solutions provided by LWE are found at airports, marinas, transport hubs and service depots throughout

the UK and Europe. Customers include haulage firms, coach operators, car and van rental outlets, local authorities and emergency services.

Above ground bundled diesel tanks allow maximum flexibility as operational requirements change. Designed for a service life in excess of 20 years, LWE tanks are portable and will hold their value as an

asset. Tanks can be reassigned, either to add capacity to existing fuelling facilities or re-located to new depots. Many fleet operators are now installing larger capacity bundled diesel tanks, with active stock management, enabling them to shop around and take advantage of favourable fuel prices.

Three specifications

LWE offers three bundled diesel tank design specifications; the Supreme, Premium and Standard, each of which has been optimised to meet different requirements for capacities up to 220,000 litres. Since most new tanks are built to order, these design concepts provide the platform for a fully customised solution.

Customers can specify multiple compartments, allowing single point dispensing for diesel, gasoil, lubrication oil and AdBlue products. As the bundled diesel tank supplier, LWE works in collaboration with all the frontline suppliers of fuel dispensers and fuel stock management services. If required, LWE can provide impartial advice on security and fuel usage monitoring. Alternatively, LWE will be happy to work with the customer to integrate these services within an existing fuel management infrastructure.

LWE is equipped to undertake turnkey project management, taking overall responsibility from initial design through to the commissioning of a fully operational depot fuelling point.

www.lweltd.co.uk



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Franklin Fueling Systems

Fuel systems specialists team up for new forecourt

When a large international wholesale retailer was constructing a new service station at its outlet in Birmingham, it required a reliable and robust, high performance fuel system to be installed to cater for the transportation of fuel around the forecourt.

With the retailer advertising its fuel as the cheapest in the region, a high volume of traffic was expected, so it was vital that the equipment and associated pipework could cater for the large quantities of fuel. One of the UK's leading forecourt equipment suppliers, PEIMF member Berrys Technologies, was tasked with supplying the complete fuel systems package; including all tanks, chambers, pumps and pipework.

Eight islands

The new forecourt features eight fuel dispensing islands, which are fed by seven bulk storage tanks holding a total of 522,000 litres of fuel. The retailer stipulates all pipework utilised across its forecourts must be conductive. Berrys therefore supplied the newly launched conductive pipe range, PLX+ from Durapipe, as a safe and reliable solution.

Secondary contained Close Fit PLX+ in 110#125 was used for the fill lines to transfer three different fuel types; unleaded, premium unleaded and diesel, from the tanker to five 100,000 litre tanks fitted with ATLAS Mono II tank chambers. Additionally, one 22,000 litre dual compartment tank stores the unleaded and diesel additive, with secondary

contained PLX+ in 32#40 conveying the additive into its relative main fuel during a standard tanker delivery.

Dispensing

For the dispensing application, secondary contained PLX+ in 63#75 was installed to pump fuel to the eight dispensers, each of which was fitted with an ATLAS FillMaster, incorporating MIDAS technology, to monitor the grade of fuel being transferred into the pump, preventing the wrong fuel entering the tank. PLX+ single wall pipework in 63mm was also used to connect to the ATLAS VentMaster for the vent and stage two vapour recovery lines to safely transfer fuel vapour to the underground storage tanks, without fear of permeation into the environment.

Commenting on the project, Stuart Jardine, Business Development Manager at Berrys, said:

"We have previously supplied fuel equipment to a number of forecourt projects for this retailer. Since they

stipulate that conductive pipe must be used for this job, the introduction of the PLX+ conductive system from Durapipe has meant that we could supply the complete package. We could be confident of all the pipework connections to our equipment, but the advantages were also realised by the contractor, who only needed to deal with one supplier to deliver the entire forecourt.

"We have enjoyed a long-standing relationship with Durapipe for many years and the success of this project is testament to us working together to deliver a high quality and reliable solution."

Static passes through

Durapipe PLX+ has been specifically designed with a co-extruded dissipative bore layer to allow built-up static electricity to pass through the inner layer of the pipe and fittings. Retaining all of the benefits of the existing PLX range, PLX+ comprises a co-extruded protective barrier layer, which can increase permeation resistance against many types of fuel blends ensuring there is no permeation of fuel through the pipe wall into the environment.

Offered as either a single wall or a secondary contained system in straight lengths or coils, PLX+ is available in sizes 63mm – 110mm for single wall pipe and 63#75 – 110#125 for the secondary contained option.

For further information on PLX+ or any other products within the Durapipe UK portfolio please call 01543 279909 or visit www.durapipe.co.uk. For further information on solutions available from Berrys Technologies please visit www.berrys.com



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Feeding the National Grid

PEIMF members working together on this energy farm

A new energy farm in Northamptonshire has turned to fuel systems specialists, Forecourt Installation Services, to install a reliable fuel transfer network for its bank of new diesel-powered generators.

The new 5MW power plant is designed for short-term operation, as a back-up function for the National Grid, to provide instant electricity during peak times. With the National Grid requiring approximately 20GW of reliable standby generation, it is crucial that energy farms can perform as expected.

As a result, it was important that the new power plant in Northamptonshire contained high performing equipment and systems that could ensure a reliable operation when needed. With power generated from 12 new diesel generator sets designed and installed by main contractor Makpower, a reliable fuel transfer network was required to feed the generators. Makpower tasked Forecourt Installation Services with designing an effective solution.

They installed three 16,000 litre bulk storage tanks in front of the generators to hold the diesel. Requiring a reliable pipework system to feed the generators, they selected Durapipe PLX, a purpose designed fuel conveyance pipework system.

Durapipe PLX: Safe and easily handled

PLX is manufactured as a multilayer pipe utilising the superior mechanical characteristics of polyethylene as a base

material, which enables the pipe to be permanently welded using electrofusion technology. Providing exceptional resistance to rapid crack propagation and long term stress cracking, PLX comprises a protective liner, which increases permeation resistance against many types of fuel blends ensuring there is no permeation of fuel through the pipe wall into the environment.

Secondary contained close-fit PLX in size 50mm#63mm was used for three main feed lines to transfer diesel from the bulk tanks, before splitting into four branch lines to feed each generator. As a safety measure, single wall PLX in size 63mm was installed for overflow lines to transfer fuel back from each generator to the bulk tanks if needed.

One of the main challenges was not being able to lay the pipe underground. The planning permission for the farm only granted a small space, so working in a confined area meant that once the electric cables had been laid underground, there was no space for the fuel lines. As a result, a complex configuration of bracketing was required to install the PLX pipe at eye level.

Complex bracketing

Forecourt Installation Services worked closely with the technical team at Durapipe to design the correct positioning and number of brackets required. Working outdoors, at height and in confined spaces to fit the pipework, the lightweight benefits of Durapipe PLX offered significant benefits,



as it was much easier to handle than metal alternatives, helping to reduce the installation time.

With the pipe being used for back-up supply to support the main transmission, it is crucial that fuel can be efficiently delivered to the generators when called upon. While the corrosion of steel can cause the pipe to clog over time, the smooth bore of Durapipe PLX ensures consistent flow rates over the lifetime of the system.

Andrew West, Managing Director at Forecourt Installation Services, commented;

"While we have delivered fuel systems for energy farm projects previously, this was a complex configuration due to the height of the pipework installation, so we needed to work with trusted partners and products. The performance characteristics of Durapipe PLX benefitted the system and also offered advantages to installer. Ease of handling on site contributed to ensuring we completed the project on time."

For further information on Durapipe PLX or any other products within the Durapipe UK portfolio please call: **01543 279909** or visit **www.durapipe.co.uk**. For further information on the services offered by Forecourt Installation Services please visit: **www.forecourtinstallationservices.co.uk**



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Arnold Diggle & Co – over 40 years' experience

Arnold Diggle & Co has been established since 1974; focusing initially on the servicing of petrol pumps for many independent garages and local authority sites. However the company has since evolved substantially over the years into a comprehensive service and construction based company. They carry out a wide range of projects nationally, on a variety of types of oil storage facilities.

Here they outline their petrol forecourt services which include:

- The supply/installation & maintenance of fuel dispensers, oil storage tanks, pipework and ancillary equipment.
- The supply & installation of tank gauges and fuel management systems, vapour recovery system services, PPM service visits carried out as required.

Our experienced civils team undertake all ground work during installation (i.e kerbed islands installed and concrete pads laid). They are tracked excavator & JCB operators, will undertake the remediation of ground spill clean ups.

In addition, we supply and install bunded plastic tank fuel stations for vehicles and remove oil storage tanks in accordance with environmental legislation.



Depot & commercial services

Our comprehensive oil depot decommissioning works range from the transfer of all salvageable fuel into clients' tankers through filtration units, the cleaning and gas freeing of tanks ready for uplift or removal, to the demolition of buildings.

This would include the remediation of ground spill clean ups, manned entry tank cleaning services, ultra high pressure cleaning services, plus internal grit blasting of tanks following cleaning in preparation for inspectors. All tank repair works are carried out.



Our experienced welding and fabrication team carry out a diverse range of activities within an oil depot environment.

www.arnolddiggleandcoltd.co.uk

New Product Development from OPW

Last year, PEIMF member OPW introduced a range of new products:

- A new Fibrelite S87 remote fill sump (developed with, and specified by, BP for a selection of their UK sites)
- KPS straight piping in 10m lengths (also available in a variety of custom lengths)
- A number of dispenser sumps, tank sumps, and remote fill sumps (all developed to suit customer requirements).

Fibrelite S87 Below Ground Remote Fill Sump

This sump was designed alongside BP UK as an easy-install solution for a selection of their UK sites. For this project, OPW developed an existing Fibrelite below ground remote fill system

to accommodate alternate pipe exit positions. The system is factory fitted with KPS piping and Fibrelite pipe entry seals.

Installation is as simple as connecting the two fill lines to the pipe tails emerging from the sump, reducing installation time and cost. The system comes factory tested, offering a trusted watertight solution that can withstand high groundwater pressure and extreme temperatures.

KPS Straight Piping Custom Lengths: including 10m lengths

KPS offers custom lengths of piping to meet exact customer requirements. Last year OPW manufactured and supplied a wholesale retailer building a new petrol station in Manchester with custom 10m lengths of 75/63mm KPS straight piping to transport fuel between dispensers

instead of the standard 5.8m lengths. This allowed a faster, more efficient installation of continuous pipe runs, reducing the number of welds required.

Paul Wilkin - UK and Eire Sales Manager, OPW says;

"After a very successful 2017 including increased sales to 'dealer sites' in the UK and Ireland, we're looking forward to a busy 2018"

Tom Bindley - Managing Director, CP Installations states;

"We've worked with and installed KPS piping for the last 25 years. Throughout this time, we've watched the continuous growth of their products, and have been impressed by their new innovations"

For more information: www.fibrelite.com

Hytek tank alarm now ATEX approved

Due to diesel being classed as a flammable liquid, Hytek decided it was appropriate for this three channel tank alarm, and their compact tank alarm range, to be ATEX approved as standard. Hytek already had a fully audited quality system to ISO 9001 which helped gain ATEX approval

Hytek's industry standard tank alarm is designed to monitor three different levels, from just one alarm. Hytek Technical Manager, Clive Wellings, was instrumental in gaining ATEX approvals and also in developing a tank float switch for petrol, alongside their optional stainless steel float switch, popular for use with AdBlue®.

This three channel alarm is extremely versatile and offers the choice of monitoring high level, low level and bund alarms on a single tank, or alternatively one level on up to three different tanks.

Available in mains and battery versions, the Hytek tank alarm is quick and easy to install and comes complete with slotted

key ways for wall/tank mounting and plug and socket field connections. The pre-drilled housing can accommodate up to three floats and three relay outputs, which you can configure anyway you like. Each float switch is supplied with 5m of cable and you can tailor the alarm to either monitor overfill, bund, low level or any other combination.

Housed in a weatherproof casing, this alarm is ideal for external mounting. The powerful flashing beacon and 90dB sounder are designed to alert users or delivery drivers of any problems. Choose battery operated or 230V options.

www.hytekgb.com



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Whatever your installation and maintenance requirements, they will be well catered-for when you make Forecourt Installation Services your choice of contractor.

The company has built a formidable reputation for the quality and reliability of services ranging from installation and maintenance of above and underground tanks, pumps, gauges and pipework offering a full turnkey solution.



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www.forecourtinstallationservices.co.uk



www.pumpislands.com

Triscan commercial fuel installations



PEIMF member Triscan was established in 1984, quickly becoming the UK's largest manufacturer and supplier of fuel management systems, fuel pumps, fuel tanks, fuel monitoring software and tank gauges. Here they outline their services.

With our history and extensive customer base, it was a natural evolution to begin providing tanks and tank services within the commercial sector in our effort to be the "one stop solution" for refuelling needs.

The sector has changed in the last decade, and the standard underground tank, or open brick bund above tank, have been replaced with self-contained above ground storage.



Above ground tanks enable ease of inspection and maintenance, as well as a simpler installation, saving customers' time, disruption and money.

Tank moved above ground

Recently, one of our long standing customers decided to make the change from a below ground to an above ground tank, to ensure all of their equipment was up-to-date, structurally sound and providing

maximum fuelling efficiency. They originally had two dispensing diesel pumps, located side by side, but our team identified a new tank location, with a bespoke footprint, to accommodate their 38,000 litre requirement. This new layout only covered two car-parking spaces, yet provided the desired volume, allowing two vehicles to be refuelled simultaneously, reducing the traffic spilling out into the highway.

Our engineers were able to install the tank, relocate one pump to a new position, connect the electrical services and install the new suction line. The tank was then filled with fuel and the customer was able to continue refuelling whilst work was carried out to the second pump.

Installation involved the fabrication of a "ladder" type support along a wall and floor to the original position, to support the suction pipe line and cable tray for the electrical services. This tidy solution enabled all of the services to be mounted above ground level for the ease of inspection and reduced trip hazards on site. Upon completion, both pumps were serviced and cleaned and flow rates increased from a paltry 20 litres per minute to an acceptable 60 litres per minute. The customer now has a more useable system, the ability to refuel vehicles simultaneously and the ability to take a delivery of 30,000 litres thus buying at the optimum price.

Easier leak detection

An above ground installation ensures any unlikely leaks can easily be detected and dealt with, unlike the previous below ground installation, where thousands of litres could be lost prior to detection.

The quality equipment and installation provided by our expert engineers ensures the fuelling system will last, so even if a customer decides to move premises they can just take it with them!

www.triscansystems.com



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Solvent-free coatings for tank lining

Protecting your storage tanks, is good management, but with so many options out there, what route do you go down? Have you considered the benefits of a solvent-free coating or solvent-free double skin lining system?

What are solvent-free coatings?

A coating that contains no, or very little, solvents and VOC's (volatile organic compounds) is generally considered to be a solvent-free coating. VOC's in coatings are harmful to the environment and to the people that work with them. Their vapours also need to be stored and handled with care as they pose a fire hazard, and come with a risk of explosion. Solvent-free coatings are friendlier to the environment, are perfect for reducing corrosion and offer protection against a wide variety of petroleum products and chemicals.

Most solvent-free epoxy coatings have a high solid content, meaning they need to be heated to liquefy them before use. If the coating is a polycyclamine cured novolac epoxy, this allows for a very high solid content, allowing the epoxy to be fast curing.

Two-part epoxy resin systems are mixed before use. The base is one part, and the activator the other. Once these two components are heated to the nominated temperature they can be mixed to the correct ratios and applied through a paint spray machine.

Two-part epoxy systems cure at low temperatures, as soon as the two parts are mixed, therefore a heated component spray machine is often used. The paint has separate paint lines for base and activator, which then combine as the two parts are mixed. Computer operated, this machine ensures the paint is heated, mixed, sprayed, and remains on-ratio throughout the spray.



Preparation

Preparation is key and the substrate must be prepared properly. Blasting the steel to SA2.5 standard creates a sharp angular profile, allowing better adhesion and removing rust or contaminants. At Abfad we perform a verification after blasting, to check we have the best profile for coating adhesion. Only then will our trained applicators begin.

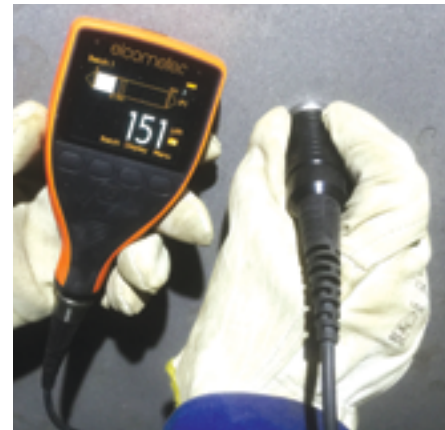
Comparing to other forms of tank lining

Solvent-based coatings contain around 25% solids and a high amount of solvent content. They are an environmental concern and their vapours release volatile organic, compounds and hazardous air pollutants posing a real danger to human health. Breathing apparatus and other PPE must be worn when working with these products.

Why use solvent-free coatings?

In addition to health and environmental benefits, there are many advantages. A solvent-free high solid epoxy resin achieves a greater level of thickness, and so is typically one a coat system. Being able to apply the coating in a single application is a huge time saver and provides the best opportunity for long-term storage tank protection.

The polycyclamine cured novolac epoxies that are used in solvent-free tank lining are fast curing, and are particularly suited for storage tanks as they resist hydrocarbons, water immersion, caustic and certain mineral acids. Inspection of the applied coating does not require any special fume extraction, which means any spark testing or other



inspection methods can begin sooner, normally the next day after application.

With correct preparation, solvent-free epoxies have excellent adhesion to the steel and will dry to form a hard tile-like finish, giving a 'second skin' which is resistant to corrosion, extending the service life of the tank. The high chemical resistance of the epoxies, along with their longevity, allows for greater inspection intervals, minimising downtime.

Abfad, in conjunction with International paints, offers a 15-year expected life statement on the coating resistance for any single skin application to first major maintenance, and a massive 20 years expected life statement for any double skin tank lining applications. This is because Abfad's Fuelvac® double skin tank lining system uses solvent-free epoxy resins throughout the entire system, making it probably one of the most environmentally friendly double skin systems on the market, also complying to the COMAH 2015 Regulations. The purpose of the COMAH Regulations is to prevent major accidents involving dangerous substances and limit the consequences to people and the environment should any accidents occur."

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ISTOBAL pushing worldwide

ISTOBAL, the Spanish wash & car care experts, will reinforce its participation in international exhibitions with a view to boosting exports in the US and Europe this year. They seek to continue expanding mainly in North America and South America, and to increase presence in Germany and Italy, based on strategies such as participating in international trade fairs.



ISTOBAL's exhibition schedule includes three shows in Las Vegas and three in Europe (UNITI Expo in May, Automechanika and InnoTrans both in September). The group will also accompany their distributors in numerous exhibitions in countries such as Switzerland, Turkey, Poland, India and Canada.

In the US. The company expects to consolidate in dealership and commercial vehicle sectors and stimulate car wash growth in service stations. Their presence



in Germany will be reinforced by promoting innovation in products with effective, user-friendly car wash solutions. The focus on Italy, the Group's second export market, will be sustained and efforts will be made to increase activity in other key markets such as South America.

New innovations include a new car wash tunnel and a new drive-through system for commercial vehicles. The ISTOBAL esens® range of chemicals will also be boosted, with its environmentally-friendly superconcentrate line, Xtract.
www.istobal.com

Getting down and dirty!

With Ancorra Environmental

When engaging a specialist company to conduct decommissioning works it is important to plan; to ensure a safe system of work is agreed, which considers site specific and general risks associated with the task. However, when compiling these plans, have you ever wondered what it is like for the operators whose job it is to ensure the work is carried out safely and to the customer's satisfaction?

Andy Booth was promoted to Business Support for Ancorra Environmental, following 18 years' experience of tank cleaning and decommissioning works. Here, Andy gives us an insight into what it is like to be 'the man in the chemical suit and breathing apparatus being lowered down in to a dark tank.'

'I want to be a tank cleaner'

Nobody sets out to a job like mine. Never has a teacher asked an innocent little face what they want to be when they grow up and hear them reply; 'I want to be a tank cleaner.' Many people fall in to this type of work but then, interestingly, rarely leave.

Doing your confined space training for the first time is a humbling experience. I understand that you need to hear about the instances where things have gone wrong, to ensure the same mistakes are not repeated, but sitting there, knowing you are being trained to carry out that type of work and hearing of some horrific incidents, gives you a nervousness as well as a respect for the nature of the work. Having done confined space work for over 18 years now, I understand that if all the necessary precautions are carried out then it is as safe as any job, but it's important to make sure there is no margin for error.



PPE is an essential part of the job but sometimes it can feel like a hindrance, no matter all the variations you try. Safety suit, wellingtons, gauntlets, safety goggles, head protection and breathing apparatus can make it difficult to walk, let alone clamber through a manhole and negotiate internal pipework. Extremes of temperature can also cause problems, the cold means even more layers and you hope that, once in the tank, your bladder stays 'onside'. The heat is more of a challenge still. We constantly monitor internal tank temperature and it is important to stay hydrated and take regular breaks. A lot of stop-starting, but essential. You cannot underestimate your working environment and have to assess the situation constantly.

For those going in to the tank, you have to have complete trust in your safety man. He's the one who is going to save you if you get into trouble. Equally the safety man may be getting the clean end of the deal, but he has the responsibility of ensuring the crew's safety. A momentary lapse in concentration can have serious consequences. It's a responsibility that everyone takes very seriously and creates a deep bond with your work colleagues.

Lighting can be difficult to get right and when the safety man can't see you from outside a second man has to be brought in to keep the eyeline and communication intact. Decommissioning work can add an extra level of difficulty, as often the site is abandoned and not all information about the site specific conditions are available. There may be

other contractors working on site and it is imperative that all are aware of the work due to be carried out. The nature of the job can change as it progresses, such as if contamination is discovered. You have to expect the unexpected and be able to react quickly to keep the job progressing whilst ensuring the safety of the crew and environment.

No two days the same

Some days are relentless, with stubborn tank residue requiring exhausting effort. On others you can spend most of the day travelling, with just an hour required for the job. However hard the work, it can be very rewarding and very often leads on to other opportunities. Ancorra are particularly good at providing personal development opportunities, and during my time I have seen many tank cleaning operatives progress to be supervisors and then on to Class 2 and Class 1 HGV drivers.

Similarly, many of the people working in the operations department have risen through the ranks, giving them the benefit of first-hand knowledge of the job. I wouldn't ask the lads to do anything I haven't done myself and in turn I appreciate the graft they put in. Increasingly, my time at work is spent tapping away on a keyboard rather than clambering through a manhole, but occasionally I'll pop my overalls on when we need an extra pair of hands. As I said in the beginning, no-one sets out to be a tank cleaner but once you are, it never leaves you. I guess we are a certain breed.

To learn more about the full range of forecourt and decommissioning services Ancorra Environmental Services can provide, please visit www.ancorraenvironmental.co.uk



No spills : So important



PEIMF member J.W. Hinchliffe provided us with these interesting pictures and the following case study.

This is a recent tank clean that we undertook at the Studley Royal Church near Ripon. The work was part of a larger project on the church's heating system, which was being carried out by one of our clients. We are regularly contracted by heating services contractors to both clean and remove oil tanks from all manner of locations, and on this occasion it was an absolute pleasure to have such a beautiful backdrop to the work.

As a company, we have a 'no spill' ethos, which is so important when working on any oil equipment. All pipes leading to and from the tank were drained and flushed back into the tank, thus allowing us to leave the site confident that no oil remains in the system. Our client was left with a gas free certificate and a hazardous waste consignment note, which allowed them to work in confidence knowing that this

spectacular location was no longer at risk of an oil spill due.

More information on tank cleaning and removal can be found on our ever-improving website www.jwhtanks.co.uk, which includes case studies, information about our services and useful tools such as a tank volume calculator.





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Hytek supplying UPP pipework for 20 years

PEIMF member Hytek has been a UK distributor for UPP pipework for the past 20 years. During this time, our experience has shown no pipe failures and no loss of product into the ground. There have been over 20 million metres of pipe installed in over 48,000 sites, in over 160 countries. It is widely used in a number of market sectors including petroleum retail, marine, mining, generator systems and heating oil systems.

With demand increasing for this outstanding pipework, in 2014 Hytek doubled their storage space, enabling them to supply customers with what they need in the timeframe required.

This is still true today, and Hytek now hold even more products in stock, resulting in a better availability of products and fast delivery times for customers.

The Gemini system

Through a combination of imaginative design, engineering expertise and skilled manufacturing, Franklin Fueling Systems developed the next generation of secondary containment system that delivers optimum performance. The revolutionary Gemini system of fittings provides a whole range of valuable benefits for our customers. As well as simplifying the system by reducing the number of components and the overall size, it has also reduced costs and installation time.

UPP pipework comes with a 15 year guarantee and has been independently tested to meet Institute of Petroleum by ERA Technology Ltd Cert No. BC63/0777/97/001A and OFCERT (OFTEC) Licence No. 2072090201. The entire product range is manufactured to the British Standard EN14125:2013.

Are your installation engineers trained for installing UPP pipework? There is online training and retraining available. For more information regarding UPP pipework or a catalogue, contact Chris or Mark at Hytek on 01279 815 600.



www.hytekgb.com

New fuel conditioning & sampling service



PEIMF member DP Fuel Tank Services announce partnership with 'Fuel Hygiene Solutions Ltd'

We at DP Fuel Tank Services, are pleased to announce our new partnership with Fuel Hygiene Solutions Ltd. FHS offer a range of fuel related services including fuel conditioning and fuel sampling.

We have a diverse service portfolio to meet the needs of customers who wish to be proactive in the management of their fuel stocks. Our clients range from local authorities to finance and data centres, where availability of standby power is absolutely critical. We also offer service contracts with defined SLA criteria, to assure clients are never left vulnerable.

Experienced management

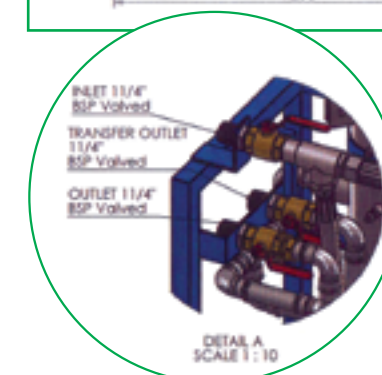
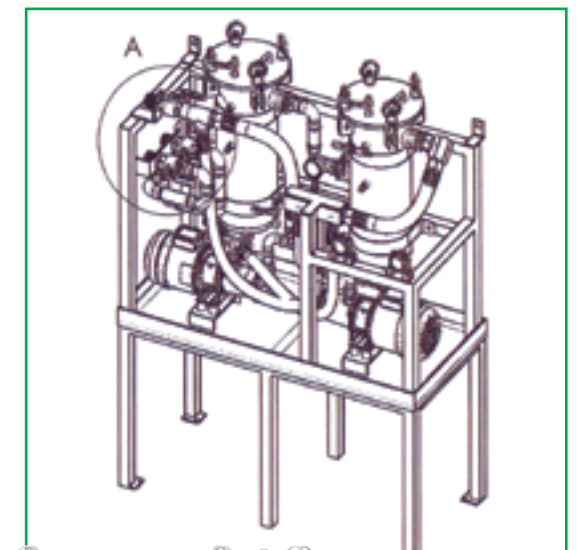
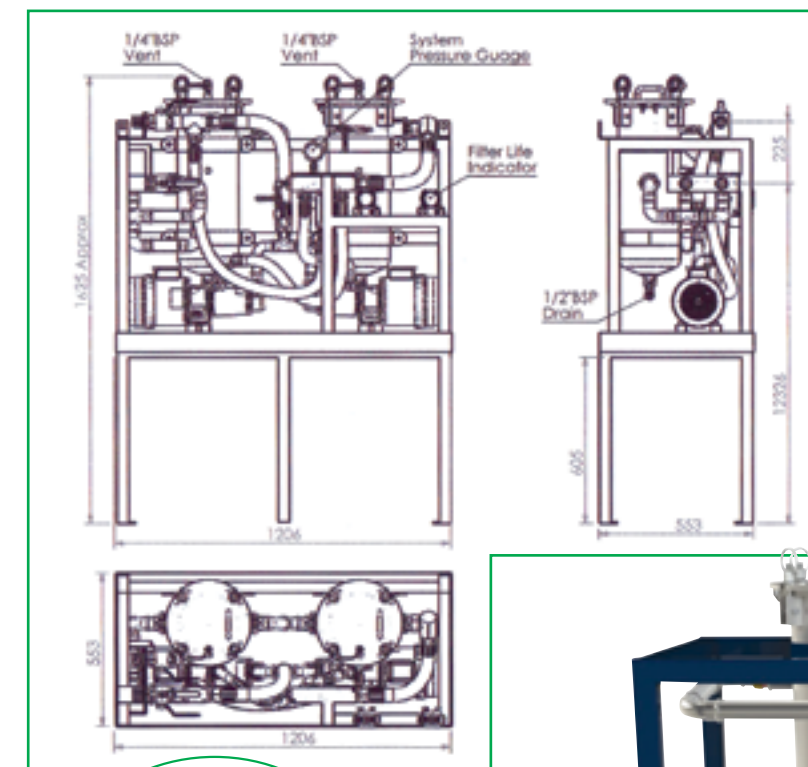
In the forefront of FHS you will find, business partner, Gavin Russell. Gavin has many years of experience within the fuels sector and very much has a 'can-do' approach. Those who already know Gavin will be fully aware of this.

FHS are geared to deliver a prompt and proportionate service to meet the needs of our clients, whilst delivering on budget expectations.

FHS HQ operates from purpose-built offices in Redhill, Surrey, and are co-located with DP Fuel Tank Services. Nigel Plumb at DP-FTS will be assisting FHS in supporting and promoting the new services across our existing client networks.

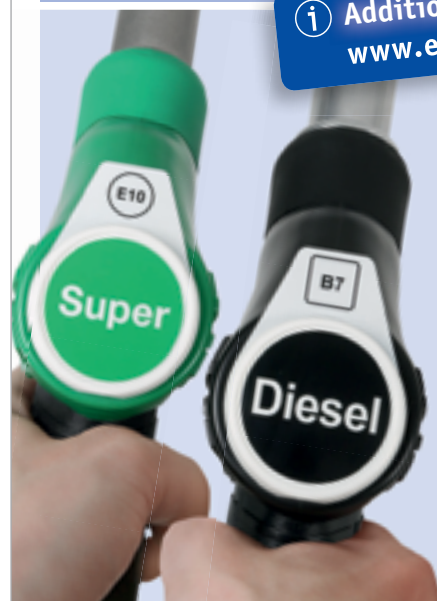
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Fuel/oil separators: which do you need if any?

Full retention, forecourt or bypass separators: which one (if any) should you choose? We talk to PEIMF member Octane, about how the right separators can help UK businesses minimise their risk of spillages and their exposure to the severe penalties and reputational damage.



The flow rate for the drainage will need to be calculated, and the depth of the drain invert inlet.

Any other connecting pipework must not block the flow, either in or out, of the separator, and the system must not be pumped.

As well as the standard features, these separators are also fitted with an oil spillage alarm, which will need to be calibrated by a qualified engineer.

Lastly; don't forget, as with all these types of systems, you'll need to get permission from both your local service provider and relevant environmental agency.

Jason Unsworth, a director of Octane Holding Group Ltd, says:

"For your own peace of mind, and as legislation gets tougher on pollution, choosing the right fuel and oil separator to install is critical. It's about protecting the business you've worked so hard to build. You don't want anything to disrupt work, eat into your hard-earned profits or cause you untold reputational damage."

For more information on fuel and oil separators call Jason at Octane (Kingspan Klargest accredited Installers) on 0113 201 2460 or visit www.octane.uk.com

How high risk is your area for contamination? How heavy is site traffic? What's the volume of oil and fuel deliveries? What is your risk of flooding?

It's these initial questions that can guide you towards choosing the right separator for your business.

Fuel and oil separators are far simpler and more effective than their interceptor predecessors. They are designed to manage runoffs from rainfall and spillages that can happen during delivery or maintenance work. Choosing the right separator is critical to protect your local environment from pollutants.

Surface drains, to a watercourse or a soak away, may go indirectly through an underground watercourse. Understandably, the penalties for unlawful discharge into waterways are severe. These include potentially unlimited fines and/or imprisonment for up to 5 years, the cost of the clean-up and lasting reputational damage to your business.

So, which is the right separator for you?

For an area that has an acceptable or low risk of contamination, a full treatment for drain off may not be necessary, so a bypass separator would be sufficient. It can cope with rainfall water flow of up to 6.5mm/hr.

Forecourt separators are a step up. Their automatic closure devices are designed to prevent pollutants entering the drainage system in the case of a major spillage. They can hold up to 7,600 litres of petroleum or oil pollutant – enough to contain an entire delivery tanker's fuel load, in case of an accidental spill.

Finally, there is the full retention separator; ideal for high traffic, high-risk areas. It should also be considered for environmentally fragile areas, with nearby waterways that would be of high risk of contamination. They are designed to treat the potential full flow, delivered from a drainage system, and cope with 10 times the rainfall of the bypass separator system: 65mm/hr.

Some final considerations...

Before making a final decision on the size and type of separator, you should consider a few other elements.



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CLH Pipeline System & Phillips 66 announce 16 year deal

CLH Pipeline System and Phillips 66 have entered into a long-term throughput contract to December 2033. Under the contract, Phillips 66 will continue to supply a significant volume of petroleum products from its Humber Refinery into the CLH-PS pipeline at Killingholme each year. Using its pipeline network, CLH-PS will transport this material to the Bramhall Terminal, from where it will be delivered to Phillips 66 wholesale and retail customers via the Bramhall Terminal road rack. As part of this agreement, Bramhall Terminal will be operated and maintained by CLH-PS.

Mary Wolf, Managing Director, UK Marketing at Phillips 66, comments: "This contract demonstrates our long-term commitment to the North West and further strengthens our presence and reputation in this region as the fuel supplier of choice. As part of this contract, extensive capital investments have been made to enhance Bramhall Terminal's



capability and significantly expand our customer offering in the region."

Bramhall Terminal is a key fuels supply terminal in the UK network and an important hub in Phillips 66's logistics infrastructure, having been leased and operated by the company since 1968. The Terminal is backed by a storage capacity of 44 million litres and is capable of supporting increased demand for fuel supply in the coming years.

CLH-PS Ltd is an oil product logistics company wholly owned by CLH. CLH-PS provides its services to several military facilities and some of the main airports in the United Kingdom. Its infrastructures consist of a pipeline network of around 2,000 kilometres and 12 storage facilities.

For more information visit:
www.clh.es

Cookson and Zinn – the tank company

This well-established PEIMF member tell us their story

Established in 1961, Cookson and Zinn have been building tanks in the Suffolk town of Hadleigh for nearly 60 years. Whilst our comprehensive range of tanks and vessels is wide, and enables us to compete in many markets. CZ's specialist role has always been the design and manufacture of fuel storage tanks for either above ground or underground use. As such, we have become a leading supplier to the UK market, and one the largest tank manufacturers in Europe.



CZ has always been proactive with product design activities. Our continuous investment in the latest CAD hardware, software and 3D modelling packages, allied to the employment of skilled engineers. This has established the company as a major influence in the field of tank and vessel development. This is an enviable situation that has seen our client base grow, to include high profile customers around the world.

Investment in plant and machinery over recent years has seen specifically design production equipment and automated assembly introduced alongside traditional construction methods and skills. This not only offers our clients the best quality available but, equally important, a competitive product that is right for their requirements.



As the retail oil sector in the UK has become mature, and subsequently stabilised in size, our clients are increasingly coming to us from the production, fuel distribution and bulk storage side of the industry. Our growth in this sector has been significant year on year, and we look forward to continuing this growth with the backing and additional resources of Franklin Fueling Systems Ltd, who acquired the company as a subsidiary of the Petrotechnik Group in September 2010.

We pride ourselves on being friendly, customer focused, and dedicated to providing the best products and service in the tank and vessel industry.

Tel: 01473 825200
www.czltd.com



Hytek's Chris celebrates 10 years

Chris Barton, Hytek's senior technical sales support, has recently celebrated 10 years with the company.

Having joined Hytek in 2008 as an established technical advisor in the electrical industry, Chris quickly learned the ropes & was soon assisting customers with installations.

He is an asset to the company & now deals with a whole host of enquiries, from tank alarms & gauges to Hytek's comprehensive ALPHA fuel management systems. He has recently been busy with our new electric vehicle charging equipment & our new Petrol ALPHA dispenser. Chris chose to commemorate his time at Hytek with a Kapten & Son watch, courtesy of Hytek to thank him for his continued hard work.

You can reach Chris and the rest of the team on 01279 815600

Our editor says: "Congratulations Chris. Hopefully we'll see you at our AGM again this year."



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Maintenance

If you want to avoid downtime or even fines, then on-going inspections and maintenance are critical to the smooth running of your fuelling infrastructure.

• Site Audits • Tank Inspections
• Calibration • Pressure Testing



Innovation from Western Global

Brand new PEIMF member, Western Global, designs, manufactures and supplies industry-leading tanks and equipment for industrial liquid handling. Building on a legacy that spans 5 decades, Western continually strives to implement unmatched innovations that ultimately deliver effective and efficient solutions.

Western Global works with a number of customers across the world, who reap the benefits of products like the Envirobulka and TransCube ranges, which increase run times and improve fuel management. At Western Global we believe our unique combination of product range, global reach, and design capability sets us apart from our competitors

Bunded storage tanks

The TransCube Global is a leading range of 110% bunded fuel storage tanks, ideal for a number of industries. Designed for mobility and efficiency, The TransCube features 4-way forklift pockets, internal baffles and lifting/stacking corner brackets for ease of handling and transportation.

Our Global range features a lockable equipment cabinet, designed to keep equipment safe and contain spills at all times. It also has a removable inner tank and access manway, enabling easy access for routine cleaning, maintenance and inspection. The TransCube Global range is the perfect solution for onsite fuel supply, allowing you to save money when buying fuel in bulk. With capacities ranging from 500 to 3,000 litres, this range is fully approved to transport fuel across highways anywhere in the world, complying with a full range of global approvals. Additionally, TransCube tanks can fuel up to three pieces of diesel powered equipment, extending the run time of your equipment and increasing your overall productivity.



For bulk capacity, EnviroBulka bunded fuel storage containers are perfect for stationary applications in multiple industries such as fuel distribution, logistics, hire and agriculture. EnviroBulka fuel containers feature a lockable equipment cabinet and hose access while the cabinet is locked for secure refuelling. This particular range of fuel tanks, also feature lifting eyes for easy handling when empty, and an access hatch, enabling you to access the inner tank for maintenance and inspection.

With capacities ranging from 1,300 to 60,900 litres, the EnviroBulka containers are designed for stationary use and comply with BS799 regulations. For fleet refuelling or dispensing fuel for sale, EnviroBulka

tanks can be fitted to become complete fuel management systems. EnviroBulka fuel stations allow you to take control of your fuel with effective fuel management systems; reducing problems related to usage of fuel on construction sites, by offering you recording and reporting features to control your operations. The fuel management

systems we offer can also track fuel levels, providing you with automatic usage reports and alerts when fuel is low. This innovative solution gives both you and your customers extra peace of mind!

Large range

Western houses the largest range of tanks and bowlers. Our in house design and technical team ensures constant innovation to meet worldwide approvals and certifications. These include ISO 9001:2000, 14001:2004, 18001:2007 and many more. With 110% bunded tanks, quality is never compromised. All of our transportable steel tanks are UN approved. Innovation is what fuels our business. We strive for continuous improvement in product development ensuring that our customers and their applications are always in focus.

For more information go to:
www.western-global.com
Give us a call: +44(0)1454 227 277
Follow us on: www.linkedin.com

The updated T4000 Pump controller from OLE

This low cost day tank level controller allows automated refilling of day tanks and roof tanks.

Utilising the GXX 4 level switch rods or T5020 gauge with 4 outputs, the T4000 will trigger a single phase pump directly, or switch a contactor to a larger pump, at your required level, to fill (or empty) the tank. It also has a Secondary trigger to shut down the circuit (switches 10 amps at 240 vac) when the desired level is reached.

A High High safety circuit is included, should the secondary trigger fail for any reason. This HH shuts down the circuit, sounds and alarm, and provides a volt free output for BMS.

Local LED's show the condition of the circuits and an alarm test function does just that.

The input circuits can be changed over from *Normally open* to *Normally closed* with jumpers inside the unit.

Designed with simplicity in mind, the T4000 replaces a whole bank of relays and works the logic out for you.

The unit can also be operated as 4 x level Alarm with 4 x 10A 240vac rated volt free outputs.

www.oleuk.com



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NO LONGER PEIMF MEMBERS
The following organisations have now ceased to be members of the PEIMF:
• Fuel Sure • ITAB Prolight
• LP Gas UK Ltd

What have the Romans done for us?



So for those of you interested in the of the famous sketch from Monty Python's 'Life of Brian' (in 1979 believe it or not!) the punchline is:

"Better sanitation and medicine and education and irrigation and public health and roads and a freshwater system and baths and public order"

And now for something completely different.....

Insite

EDITORIAL FEATURES 2018

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- Wetstock management
- Electrical contracting

AUTUMN:

- Car washing & valeting
- Health & safety

WINTER:

- Dispensers
- Construction



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