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THE VOICE OF THE INDUSTRY NO SURPRISES FROM REPORT



Faye Spiers
Editor

Lord Gill's report following the ICL inquiry, published on July 16, didn't reveal any surprises to anyone who attended Rod Sylvester Evans' workshop during the UKLPG Conference in May. In his report, Lord Gill recommended several new systems, including that buried metallic lpg pipework to commercial premises be inspected and replaced as a matter of priority, and that premises supplied by lpg should be inspected for leak risks.

The report also said that users should keep an installation record for their lpg supply and have pipework inspected regularly, receiving a verification certificate that should be kept up to date. Lord Gill recommended that it should be a criminal offence to supply lpg unless a valid certificate could be produced.

The report also suggests that lpg suppliers should be registered and accredited in order to supply in bulk, although Lord Gill did not envisage a formal licensing scheme.

Geoffrey Podger, chief executive of the Health & Safety Executive (HSE) and also a guest speaker at this year's UKLPG Conference, was quick to point out that both the HSE and the UK lpg industry have already gone above and beyond by tackling the lpg supply to domestic households. Lpg suppliers have contacted around 60,000 commercial and industrial lpg users and asked them to complete pipework surveys, and UKLPG and the HSE have agreed the principles of a high level plan for the replacement of underground metallic service pipework at commercial and industrial premises.

The HSE will now compile a report on how Lord Gill's recommendations can be taken forward for Secretary of State for Work and Pensions Yvette Cooper, who will deliver a statement to the House of Commons in October. A full response to the report will be presented to the House of Commons in January.

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FRONT COVER PICTURE DETECTING THE TRENDS

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ICL Inquiry Report Published

Lord Gill has published his inquiry report into the explosion at ICL Plastics in Glasgow in 2004. It states that all commercial buried metallic lpg pipework should be replaced as part of a joint systematic programme agreed between the Health and Safety Executive (HSE) and UKLPG.

Yvette Cooper, Secretary of State for Work and Pensions, said: "Although the inquiry has made clear that primary responsibility for the safety of liquid petroleum gas lies with and should remain with the site user, I take very seriously the criticisms made of the safety regime over several decades. I welcome and agree with Lord Gill's recommendations that a systematic replacement of buried metallic pipework must be implemented and also that a sharper, clearer safety regime should be introduced."

The HSE has already announced a joint programme of work with UKLPG for the systematic replacement of buried lpg metallic pipework. Ministers will report back to Parliament on progress in the autumn before publishing a full response to Lord Gill's report early in the New Year.

Responding to Lord Gill's account of what happened at ICL Plastics, HSE chief executive Geoffrey Podger repeated HSE's apologies to the victims and their families that a specific intervention by HSE had not been brought to a successful conclusion.

He said: "HSE has already done a great deal since the accident at ICL Plastics, especially in preparing for a comprehensive programme by lpg suppliers for buried metal pipework to be replaced with newer and more

robust plastic pipes. The UK lpg industry signed up to the replacement plan in June this year and work has already started, ramping up in October following preparatory data collection, risk assessments and a promotional campaign to alert duty holders to the need to take action.

"We have worked hard with the lpg suppliers and their trade association UKLPG to develop a plan to replace the pipes, using a risk-based approach to tackle the ones which pose the greatest risk first. Moreover, HSE have gone further than the remit of Lord Gill's Inquiry as we are tackling the lpg supply to domestic households as well. This is largely outside HSE's remit, but we believe that public safety will be best served if we also help householders identify and control risks caused by buried metal pipes."

Calor Slams "Country Heating Tax"

Calor Gas Ltd has said it is alarmed by Ministers' backing for what amounts to a "country heating tax". It said the Government's Renewable Energy Strategy will penalise families living in the countryside and force many more rural households into fuel poverty.

Calor said the tax would add £250 to £4,001 to the average energy bill for rural households using lpg, oil, solid fuel or electricity.

Paul Blacklock, the company's head of strategy and corporate affairs, said: "Calor fully supports the Government's climate change targets for CO2 emission reduction and the associated timelines. However, where we differ is on the practicalities of how the Government is seeking to achieve CO2 emission reductions – especially in rural areas.

"Calor has been operating for almost 75 years and does around three quarters of its business in the countryside

where there is no mains gas. We also market a fuel – lpg – which is recognised as the lowest carbon conventional fuel available off-grid.

"This is why we have reacted so strongly against the Government's proposals to try and bully rural householders into the widespread use of more expensive technologies, such as burning wood chips in rural areas. A typical biomass (wood chip) boiler will cost well over £10,000 – far above the reach of most homeowners, so the Government is seeking to sweeten the pill by providing grants to help reduce the cost.

"The money for these grants will come from a new energy tax, to fund the Renewable Heat Incentive (RHI) – which the Government's own calculations show, along with other measures, will add up to a massive 35 per cent to the cost of rural heating bills.

"Scottish MP Danny Alexander has already called

it a "Highland heating tax"; only its effects will not be restricted to Scotland. Fuel poverty is already rising fast – this self-inflicted injury will drive the totals in fuel poverty up more steeply.

"The total cost of the Renewables Strategy runs in to tens of billions of pounds and we believe that more could be achieved for a lot less money and without the need for additional taxes.

"All this because the Government seems determined to follow a strategy that is overly reliant on renewable technology. Unfortunately, there is no silver or even 'green' bullet and the Government needs to adopt a portfolio approach and fully recognise the important part that low carbon fuels, like lpg, has to play. They do not want to risk making the same mistakes with biomass as they did with biofuels."

Contact Calor Gas Ltd on 01926 330088
www.calor.co.uk

Revised Codes of Practice Issued

UKLPG is pleased to announce that a number of its Codes of Practice have now been revised to align them with some key changes to the International Carriage of Dangerous Goods by Road (ADR) and the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009. The revised publications include Codes of Practice 2, 27 and 29.

■ **Code of Practice 2: Safe Handling and Transport of Lpg in Road Tankers and Tank Containers by Road** has been revised to reflect ADR 2009, as well as other updates, particularly with regard to Instructions in Writing.

■ **Code of Practice 27: The Carriage of Lpg Cylinders by Road** has been similarly updated and also includes details of tunnel transits, which will become relevant on January 1 2010.

■ **Code of Practice 29: Hazard Information and Packaging Labelling for Commercial Lpg Cylinders** has been rewritten to reflect the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009, the EU REACH Regulation, the EU CLP Regulation and the UN Globally Harmonised System, all of which are now part of UK law.

All of UKLPG's Codes of Practice are available to purchase via the association's online store at www.uklpg.org

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CLESSE INITIATING PRODUCT EXCHANGE

Clesse Industries says it is erring on the side of caution and initiating a product exchange for its automatic changeover regulator, the Compact 100.



Tests revealed potential problems.

Clesse Industries has initiated a product exchange for its Compact 100, the automatic changeover (ACO) regulator it launched last year to replace both its low and high-pressure non-OPSO models. The European regulator manufacturer has sold over 8,500 of the units in the UK.

Kaz Dziarnarski, managing director of Clesse UK Ltd, said: "The new product represents Clesse's future design evolution in cylinder ACO regulators, having many improvements over previous models, together with cutting edge design. Its reliability and ease of installation have been well received, as the product has been designed very much for the UK market, continuing the no compromise policy our customers want in gas products."

Clesse has been monitoring feedback on the product in the field and on return and discovered that, in certain regions of the world and under certain weather conditions, the product could develop a leak from the changeover head.

"From our sales networks across the world, information is fed back to us using direct



Compact 100.

distribution and local market presence, and Clesse UK provides that unique link from customer to manufacturer in the UK. This gives us a very detailed picture of product use across different environmental conditions, installation practices and quality of the constituents that make up lpg."

When ACO products were returned to Clesse from South America early this year, tests in the company's French laboratories revealed a potential problem. The company undertook an investigation, simulating the conditions in which the problem arose.

Modifications were then made to the product's design to resolve the issue.

"Some product that had developed slight leakage from the changeover head of the regulator during hot weather was returned from localised regions in overseas markets," said Kaz. "Whilst the new ACO regulator underwent extensive testing prior to launch through field trials and obligatory prescribed testing under EN13786 and BS3016, it did not highlight any potential problems.

"Rather than ignoring the issue, we have developed a repeatable aging test that we intend to use in similar products, and we intend to make the existing Compact 100 product even more robust. Additionally, Clesse will put this forward as a requirement in possible revisions of regulator design standards for the future."

Although Clesse says the product has so far proved reliable in the UK, it has decided to err on the side of caution and initiate a product exchange.

"Our experience in other parts of the world suggests that there could be problems in the UK, particularly during the summer

months," said Kaz. "Our aim is to ensure that, as a responsible manufacturer, we negate any future product problems for Clesse customers to protect the brand, our reputation and our distributors' credibility in offering the Clesse ACO as the best in the market.

"The encouraging news so far is that, to date, we have only seen a handful of leaking ACO valves, many fewer than originally anticipated. This reinforces the fact that, in the UK, good quality lpg and installation standards have contributed to minimising the incidences of product failure.

"Nevertheless, the exchange programme will proceed, ensuring our customers will not be inconvenienced in future years. We are using qualified engineers and installers throughout the country – it's a major undertaking, but we feel that it's worth doing."

To identify and register affected products, telephone Clesse's direct exchange information line on 01902 383237, email recall@clesse.co.uk or visit www.clesse.co.uk



CLESSE
UK LIMITED

PRODUCT RETURN NOTICE

**AUTOMATIC CHANGEOVER REGULATOR- NEW DESIGN
CLESSE COMPACT 100 AND HP VERSIONS**

Following in service quality testing review and monitoring at Clesse it has been decided to recall product dated

March 2008 to March 2009, - marked 0308 to 0309 inc.

Clesse customers are offered a like for like exchange of regulator, using upgraded and modified design.

Reason for exchange

There is a remote possibility under certain conditions that gas leakage from the changeover head component of the product may occur. However the regulator remains fully functional and provided the automatic changeover and cylinders are installed outside to current Codes of Practice, then leakage should not pose an immediate safety issue.

Not Affected—Compact 80 models or models Clesse 5100 (with cream coloured back-plate)

If you have any of the above regulators for exchange Please contact

- Your gas installer or retailer who supplied the product
- Or Park Home sites contact site management
- If you are the installer contact your Clesse distributor or register direct with Clesse (UK) Ltd phone or online
- If purchased mail order please contact your retailer.

You can register your product for exchange on
www.clesse.co.uk/acc-recall/register
Or phone Freephone 0800 158 55 11

Visual Appearance	Model Number and Description
	Low Pressure Regulator 1.7mb Automatic Changeover S175C01, C06, C20 COMPACT100 Clesse Brand Date of manufacture July 2008 to March 2009
	High Pressure Regulator 1.5bar Automatic Changeover S175C00, 002655AE Clesse and Novacomet Brand Date of Manufacture March 2008 to March 2009 Novacomet brand please refer to website for details to identify

In Service Product

Following registration via Clesse UK or your Clesse distributor, retailer, park manager or installer of your Automatic Changeover Regulator dated from March 08 to March 09, Clesse will make arrangements for this to be replaced by a qualified gas engineer, normally free of charge.



Identifying product Marked date of manufacture is etched on the product instruction panel as indicated above.

Any product marked 0309 (March 09) or before this date should be replaced.

Product marked after this date i.e. 0409 (Apr 09) does not require to be replaced. Additionally the letter A precedes the G batch number for additional verification of a satisfactory product. Novacomet branded product—please call or visit website for further information

Clesse (UK) Ltd, Unit 8, Planetary Road Industrial Estate, Planetary Road, Walsarhampton, WVL3 9PL
Phone: 01302 383233 Fax: 01302 383234
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Detecting the Trends



Safety and protection in the leisure market is heavily influenced by mainstream regulations. Whilst such regulations may take many years to become mandatory in the leisure industry, there is a general trend towards greater protection and detection. For example, in recent years, people renting properties have had a right to see a valid gas safety certificate.

Research undertaken by Marine Care highlighted some of the problems with detection in boats, yachts and mobile homes. Since they are often only used for holiday and short-term occupation, people don't necessarily take the same care over protection as they might in

their own home or office, and both lpg and carbon monoxide (CO) can be killers.

There is often a requirement for multiple detectors (CO and lpg) in leisure vehicles, which can cause confusion. Space is often at a premium and it can be difficult to fit multiple detectors. As a result of this research, detection system providers Amos Detection and Marine Care developed Dual Watch, a single detector for both lpg and CO.

"This single device overcomes many of the user-perceived problems with multiple detectors, meaning that they are more likely to be installed and used, providing greater protection," said Bob Edwards

of Amos Detection.

Amos and Marine Care decided not to use internal batteries to power the detector.

"This is partly because the lpg part draws a reasonably large current, which would limit the life, but also to overcome the need for the user to monitor and replace batteries," said Bob.

The detector is powered from an external source, commonly a 12V 'domestic' leisure battery. The detector is then in use whenever the boat or motorhome is, avoiding draining the main engine battery during potentially long periods where the vehicle is not being used. An alternative power source is the standard 240V AC supply available at more permanent installations.

Any competent person can install the Dual Watch detector. The main body of the unit incorporates the CO detector, which is typically placed near a cooker or heater. Since lpg is heavier than air, a separate smaller sensor is provided on an extension cable, typically mounted low in the bilges to provide early detection of lpg build up. The main unit monitors the remote lpg sensor to ensure connection and operation is maintained.

"The technology used in these detectors has remained relatively constant for a number of years, primarily because it has proven to be both very reliable and cost effective," said Bob.

The lpg detector is made from a sintered metal oxide designed specifically for lpg, and its electrical conductivity increases as gas is detected, monitored by the control circuit board. When the conductivity reaches a predetermined level, indicating 10–20 per cent of the lower explosive limit (LEL) to provide a wide margin of safety, an alarm is triggered.

In order to help protect the unit from the effect of humidity, salt and vibration, the control circuit board is treated with a conformal coating.

"Some research has been done into using infrared technology for the detectors," said Bob. "However, this has only become available for use in propane refrigerant applications and is quite expensive, so it looks as though the tried and tested method of protecting lives from CO and lpg events will continue for some time to come."

**Contact Amos Detection on 01582 506130
www.amos.uk.com**

Etomer Sensing Options

The ET-999 gas detector from Danish company Etomer, available through its UK distributor GVL, is designed to warn occupants of motorhomes, caravans and boats of a gas leak or attack. The device's alarm will sound in the event of an escape of propane, butane, methane and other gases, such as sleeping gas and other anaesthetic gases.

The unit comes with an ET-68 remote narcotic gas sensor for use in motorhomes with two sleeping areas and has a

built in voltage guard alarm that activates if the power to the unit is cut, warning of voltage disruption. The detector also activates if the DC voltage is too low or the 9V back up battery is below 7.5V, and comes with a voltage stabiliser.

Optional extras include the ET-69 to detect carbon monoxide, and the ET-67, which has a louder alarm and flashing light to assist people with hearing difficulties.

Contact GVL on 08448 009794
www.gvl-leisure.com



KombiAlarm Gives Versatile Warning

Herts Meter Co Ltd (HMC) is the UK distributor for AMS GmbH, which produces the Camp Signal range of lpg and CO detectors and other measuring instruments. The Camp Signal S and P 12V systems are small and their sensors have an 85dB acoustic alarm that is triggered immediately when their preset threshold is breached. Optional output type S-2 has a relay output to switch off the gas valve or trigger an alternative alarm.

AMS also developed the KombiAlarm in 2002 to simultaneously detect both lpg and narcotic gas. Over 6,000 KombiAlarms are sold per annum for use in the leisure, transport and marine industries by motorhome, caravan and mobile home users, lorry drivers and boats owners.

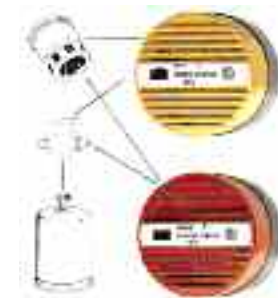
With the advent of attackers spraying narcotic gases into lorries and motorhomes, the KombiAlarm range has been

expanded to include a dual sensor so that the alarm can be used as both a gas build up alarm device and as an anaesthetic gas alert system.

Designed for wiring to a 12V supply, the KombiAlarm Compact Single Sensor is suitable for smaller motorhomes, where one sensor is sufficient to detect both lpg and narcotic gas. An 85dB acoustic alarm is triggered immediately the preset thresholds are breached.

For larger vehicles, the KombiAlarm PLUS has connections for two additional remote sensors, one of which may be CO, plus a relay output for connection to additional remote alarm systems. KombiAlarm's Magic Kombi, a portable 12/24V lpg/narcotic gas alarm, plugs into a standard 12/24V socket and can be moved from one vehicle to another.

"Many people are not aware



Camp Signal.

that the narcotic gases used in attacks are multifarious and spread at different heights due to their varying weights," said Robert Longcroft, who founded Herts Meter Co Ltd in 1986 with his brother Richard. "Lpg is a heavy gas that sinks to the floor, thus the KombiAlarm's advantage is in being able to connect to remote sensors in different rooms or at different heights to ensure full protection."

The KombiAlarm dual gas detectors incorporate solid-state circuitry, and have a warm up

time of three to ten minutes, and warning and test LEDs showing their current status. The KombiAlarm range uses long life sensors and comes with a two-year warranty.

Robert added: "Our remote CO sensor, which is mounted near the ceiling, was developed in order to be able to detect all of the dangerous gases in the one instrument. The ability to mount sensors of different types at different heights and locations has made the KombiAlarm one of the most popular alarm systems in Europe."

The GasAlarm P detects propane, butane and methane and is designed for residential use and outbuildings where lpg is used. A 12V version and a wireless version for residential use are also available.

Contact Herts Meter Co Ltd on 01707 270404 www.kombialarm.com

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Engineers Benefiting from Analyser Development

The technical development of portable flue gas analysers over recent years has benefited installation and service engineers working on all fuel types, including lpg.

The advancement in flue gas analysers has been accelerated with the introduction of standards and procedures detailed in BS7967 Parts 1–5 (Part 5 pending). Following on from this is the requirement for users of flue gas analysers (FGAs) to be competent in their use by taking the CPA1 module for combustion performance assessment.

The Testo 327 multipurpose flue gas analyser can be used to check flue gas, CO, CO₂ and ratio readings, and calculate net and gross combustion efficiency. It can measure flue, water, flow and return temperatures and carry out pressure and ambient carbon monoxide safety testing. Testo also manufactures gas detectors and digital manometers for gas installations, including the 317-2 for gas leak detection in pipework, the 317-3 CO detector and the 510 digital manometer.

In April this year, Testo, in



Testo 327.

conjunction with Parts Center, launched an interactive training DVD on the practical use of a flue gas analyser. Testo says the DVD is intended to help its customers utilise and understand the functionality and safety benefits of using a flue gas analyser, and includes information on the constituents of gas and the main components of combustion; how BS7967 applies to domestic gas appliance installation and servicing; the main components of a flue gas analyser and its functions; how to obtain measurements on different appliance types, including fumes investigation;

how to interpret the measurements obtained from a flue gas analyser and the actions required from the readings obtained, and why regular service and calibration is critical.

Testo is a member of the Council of Gas Detection and Environmental Monitoring (CoGDEM), the UK trade association that represents manufacturers of flue gas analysers and other gas detectors in matters of common interest, such as standards writing and the creation of industry guidance, regulation and work practices. Lpg has been of particular interest to CoGDEM during 2009 as the organisation has been involved in several relevant activities, such as the updating of BS 6173 (gas safety in commercial kitchens), which includes those on boats powered by lpg.

CoGDEM has also recently been coordinating activities related to the detection of carbon

monoxide from lpg-powered appliances that may be used in recreational vehicles, such as touring caravans, camper vans and leisure boats. The confined nature of the accommodation surrounding cooking appliances, for example, can lead to spikes of carbon monoxide when a cold pan or kettle causes a quenching of the lpg flame for several minutes, sufficient time for possible activation of a nearby CO alarm if the ventilation is insufficient.

Leigh Greenham of CoGDEM said: "The correct installation, flueing and ventilation of lpg-powered appliances is vital, especially in confined spaces where the supply of fresh air may be difficult to maintain. The requirement for regular

maintenance and servicing of such appliances by properly registered tradespersons who are equipped with combustion gas analysers suitable for lpg cannot be stressed highly enough."

**Contact Testo on
01420 544433
www.testo.co.uk**



Training DVD

Safe Sailing from NASA

The Nasa gas detector system for boats from NASA Marine gives visual and audible warning if lpg levels rise above 10 per cent of the lowest explosive limit (LEL), advising of the need to ventilate the area before a dangerous situation occurs. The system consists of a cabin mounted monitor and a remote sensor.

The detector will also warn of fault conditions, such as damaged cables, and

includes an auxiliary output to drive external devices. The detector needs 9–15V and has a typical power consumption of 30mA. LEDs show the status of the system at all times.

"Lpg is an invaluable source of energy on many sailing vessels," said Tony Kochoer of NASA Marine. "It should, however, be used with great care. In its gaseous form it is heavier than air and will always collect at the



NASA gas detector.

lowest level in a vessel. Any leak of gas or spillage of liquid could sink to the bilge and, unable to escape, build up to explosive proportions."

The splash proof sensor is supplied with a 5m cable and has a test button to check the system, including the gas sense element, which is user replaceable in the event of contamination.

Contact NASA Marine on 01438 221023
www.nasamarine.com

GMI Growing by Design

Gas detection equipment manufacturer Gas Measurement Instruments Ltd (GMI), based in Renfrew, has unveiled ambitious plans to triple its turnover in the next five years. The first phase of growth has already seen the company increase its sales force in its biggest export market, the USA.

Founded in 1947, GMI designs, manufactures and markets a range of gas detectors for the oil and gas, chemical, defence and shipping industries worldwide. Around 44 per cent of its output is destined for overseas markets, and its customers include Shell, ConocoPhillips, Gaz de France and Enigas.

"Our five year strategy is built around aggressive growth. We want to make GMI one of the world's leading providers of detection equipment," said the company's managing director Mark Robinson. "To achieve this, we will be opening up new geographic markets, developing



GMI's Gascoseeker 2-500.

innovative and cutting edge technology and further developing the skills of our employees."

GMI manufactures the Gasurveyor 500 and Gascoseeker 2-500 series of gas detectors for the lpg market. The Gasurveyor 500 series are dual mode instruments suitable for both surveying work and confined spaces. They can be set to detect any combination of flammable gas, from parts per million (PPM) through lower explosive limit (LEL)

to percentage volume and provide automatic and manual data logging.

The two-button Gascoseeker 2-500 measures percentage LEL and volume of flammable hydrocarbons. It is fully compatible with the company's range of calibration software and equipment, has a built in pump and is ATEX approved.

The company also has a service and calibration division in Milton Keynes.

Mark said: "Our dedicated

service and calibration division based in Milton Keynes ensures prompt turnaround on instrument service, calibration and repair. A mobile repair facility, a team of service engineers and a global network of authorised service centres support this."

GMI invests around 10 per cent of its revenue in research and development. The company is being assisted in its plans with a substantial grant from Scottish Enterprise.

"Without the funding provided by Scottish Enterprise, we would have to lower our growth expectations and risk not fulfilling GMI's huge potential," said Mark. "By the end of December 2013, we want to be the world's number one provider of innovative gas detection solutions to the gas distribution and shipping markets."

Contact Gas Measurement Instruments Ltd on 0141 812 3211 www.gmiuk.com

Detector Quartet from Omnitron

Omnitron Ltd, established in 2004 and owned and run by Debbie Hummerstone and Jamie Tisson, provides four lpg detectors for use in plumbing, HVAC, DIY, homes, boats and caravans.

Jamie Tisson said: "We have a worldwide network of suppliers and also offer wholesale prices on all of our products. We plan to increase our range in the future with an emphasis on eco-friendly and health and



OMGD2008.

safety products."

The Omnitron DB4000 handheld gas detector pen was developed to detect traces of all combustible gases in and around gas pipes, fires, boilers and cookers.

"It's a must for all heating engineers and anyone living or working with flammable gases," said Jamie.

The OMN1001 portable gas detector with gooseneck is

designed for industrial use and detects over 25 gases and compounds, including propane and butane. The OMGD2008 for the home detects CO, lpg, natural gas and smoke.

"The latest statistics from the Carbon Monoxide & Gas Safety Society show that, from September 1995 to August 2008, there were 504 accidental deaths from CO in the UK," said Jamie. "The OMGD2008 is designed to warn homeowners and commercial staff of the potential danger."

The OMTTGS plug in gas alarm is designed to



OMN1001.

detect the concentration of combustible and toxic gases or vapours in the atmosphere and plugs straight into an electric socket.

"You can even take it on holiday," said Jamie. "There is absolutely no installation required, you just plug it in."

Contact Omnitron on 08706 260410 www.omnitron.co.uk



OMTTGS.



DB4000.

The More Things Change...



Automated refurbishment.

Schneider Industry (UK) Ltd has undergone major restructuring during the past few months.

"I am happy to report that we have now finalised our restructuring and will be able to serve the lpg industry over the coming years," said Robert Cato, managing director at Schneider. "GLI International has owned Schneider UK for the past nine years, and it is our parent company's vessels we are distributing," said Robert. "We have worked closely with them to ensure that the vessels match the original Schneider UK vessels."

GLI is one of the largest lpg and industrial gas manufacturing businesses in Europe, producing a vast range of pressure products, including lpg vessels from 2.5 to 50,000 litres.

Schneider UK offers a range of new aboveground and belowground lpg vessels. The vessels are held in stock in the UK

at the company's premises in Stoney Stanton, Leicestershire, Matchams Gas Services in Kent and West Tanks in Sterlingshire. Vessels can also be delivered direct from GLI's factory in France.

Schneider says its vessels meet all UK requirements and are supplied complete with valves and hoods. For underground vessels, sacrificial anodes (cathodic protection) and holding straps are also included, with ballast bases available at an extra charge.

Schneider's Leicestershire site has offered a vessel refurbishment service for many years and will continue to do so.

"The Leicestershire site has a semi-automated process that can salvage even the most derelict of vessels," said Robert. "Its central location keeps the cost of transporting vessels to a minimum, and the facility can be visited by prior arrangement, so



New vessels ready for despatch.

you can see first hand the level of work we can offer."

When a vessel arrives onsite for refurbishment it is inspected externally to ensure it is fit for purpose and ultrasonic readings are taken around the surface. It is then degassed, the valves are stripped and the threads are cleaned and calibrated. The vessel cleaned and inspected internally before hood studs are fitted and the legs are straightened, if necessary.

The vessel is placed in a shot blast machine before a zinc powder base coat is applied and it is part cured in an oven. The vessel is then wet painted and new valves, hood and logos are added.

"Our staff have all been involved with lpg vessel refurbishment for many years and customer satisfaction is paramount in their minds," said Robert. "I would like to thank the lpg industry for the support shown over the past few months and, although there have been many rumours, I can assure everyone that we are fully supported by GLI and will continue to be dedicated to the UK lpg industry for many years to come." **Contact Schneider Industry (UK) Ltd on 0844 736 2840 www.schneider-industry.co.uk**

RegO Issues New Catalogue

Lp gas product manufacturer RegO has recently updated its L500 product catalogue and produced a new 2009 regulator catalogue.

"RegO regulators have been extensively used for decades in the UK lpg market and the new catalogue details the wide range designed for the European marketplace," said Martin Griggs of RegO distributor Tankgas Equipment Ltd. "New to the RegO range is the compact first stage regulator designed to ensure it will not freeze in all operating conditions, and the catalogue details all the old favourites – the 1580 series high pressure adjustable regulators and 4403/5503 series low pressure regulators familiar to most in the UK industry. The expected service life of a RegO regulator manufactured after 1995, excluding single stage, is 25 years on the condition that RegO's installation recommendations are followed."

The revised L500 colour catalogue details the full range of RegO products and is available in hard copy or pdf format from Tankgas upon request.

Contact Tankgas Equipment Ltd on 0121 506 2760 www.tankgas.co.uk



Continental Partners with Rotarex

Continental Product Engineering Ltd has announced a new partnership with the SRG/Rotarex Group for vessel fittings.

Peter Burton, technical director at Continental, said: "We currently stock various hoods and tank fittings and, with the addition of these new products, we feel that no other company can offer more choice."

Started in 1922 as Ceodeux in Luxembourg, Rotarex is now a worldwide group of companies producing valves, regulators and fittings for lpg and many other applications. Rotarex's range of vessel equipment will be stocked at

Continental's Loddon premises from August 1.

"With a £15 million group turnover, Continental is proving that it is becoming one of the fastest growing small companies in the UK," said Peter. "Our success can be attributed to the fact that our main focus is on providing a world class service to our many partners, suppliers and customers."

"Continental manufactures and sources the highest quality gas equipment, ensuring that, where necessary, all gas equipment meets or exceeds the relevant applicable standards. From small valves and gas regulators to cabinet



SRG's domestic vessel fittings.

heaters and barbecues, we are proud to offer one of the UK's largest selections of lpg and natural gas products to the gas industry and other related fields."

Contact Continental Product Engineering Ltd on 01508 528060 www.continentalproduct.co.uk

BES Catalogue Increases Range

The 2009/10 BES catalogue has increased its offering to 14,000 fittings and fixtures for lpg, natural gas, oil, air conditioning, refrigeration, plumbing, pipe and pipe fittings and installation equipment.

John Constance, marketing director at BES, said: "As usual, this year's catalogue boasts thousands of parts and products that the lpg trade depends on daily, and we continue with our commitment to low prices, next day delivery and 24/7 ordering. This year, there is an increasing emphasis on eco-friendly solutions led by demand from customers, plus extra niche products that the trade just can't find elsewhere.

"The catalogue layout and index keeps product finding



quick, as no one has the time to go trawling through a 244 page catalogue. We have also continued with our line drawings for easy identification. Anything else, just call and ask."

BES has been trading for more than 30 years and says it continuously invests in handling and storage systems to maintain rapid throughput of orders.

**Contact BES Ltd on
0800 801090
www.bes.co.uk**

Bullfinch Increases its Firepower



Bullfinch's Firepower.

Bullfinch has launched Firepower, a new cylinder mounted blowtorch. The company aims to use the product to extend its reputation into the plumbing, building and engineering markets.

Bullfinch's commercial director Stuart Plimmer said: "We've been under represented in these sectors. In the Firepower product, we've combined good design with robust engineering in a highly competitive, value for money package."

The new torch can be used in tasks from silver soldering and jewellery work to central heating; from paint stripping to telecom, gas and electrical installations, and from general

plumbing to agricultural applications.

Firepower's all metal body is mounted on either a disposable propane or MAP//Pro gas cylinder and has a longer body than its predecessor, giving improved reach.

Stuart said: "We paid considerable attention to design detail to complement standard Bullfinch features, such as efficient automatic ignition, the high performance burner and anti-flare characteristics."

The new torch can be bought packaged either with or without a gas cylinder, and both torch handle and burner packs and the kits that include a gas cylinder are available through builders' merchants and gas distributors.

Stuart added: "We fully understand the pressure on costs in the challenging current conditions in all our user markets. We aim to offer the best value for money to our customers and believe Firepower does just that."

Contact Bullfinch (Gas Equipment) Ltd on 0121 765 2000
www.bullfinch-gas.co.uk

FITTINGS



The **BES Catalogue** contains one of the widest ranges of LPG fittings in the U.K. From a simple "O" clip to a sophisticated meter, in total, BES offers 14,000 products, many not readily available through normal channels. A service with low prices, next day delivery and free 24 hour ordering.

**Tel: 0800 80 10 90
Fax: 0800 28 11 88
Freeport: Freeport BES
Website: www.bes.co.uk
Email: sales@bes.co.uk**

LPG DETECTORS



Testo is a world leader in the development and manufacture of high quality test and measurement instruments with a wealth of experience in developing solutions for heating contractors.

Testo offers instruments for gas analysis, gas leak detection, CO detection, pressure and temperature.

**Tel: 01420 544 433
www.testo.co.uk**

Callow Gas Expands Delivery Fleet

Callow Gas, an independent lpg gas distributor based in Worcestershire, has added a Volvo FL240 lpg tanker to its 45 vehicle fleet.

The 240hp, 18-tonne tanker features a day cab and nine speed manual gearbox. Callow Gas has also ordered two further Volvo vehicles from Hartshorne Motor Services.

"We used to run Volvos pretty much exclusively," said director James Callow. "Price competition sent us to other makes for a while, but now the cost is once more at a level that makes sense for us."

Cost has been a significant factor in the tank specification too - the 17,000-litre barrel is a remount supplied by Lakeland Tankers, which has also provided a digital gas meter, in-cab thermal printer and full ADR kit.



Callow Gas already has experience of Volvo FL6s. "Historically, those Volvos don't owe us much," said James. "We'd reckon on a service life of 10 to 12 years, and they were like pocket battleships; they'd run all over our territory with rarely a spanner put on them."

The FLH240 is under a five-year contract with Volvo dealership Hartshorne's depot at Pensnett, whose ability to provide a dedicated ADR bay was another factor in Callow Gas' decision to choose Volvo.

QUALITY NOT QUANTITY

By Billy Sohal, co-owner, Prins Autogas UK

In April 2009, Prins Autogas UK was appointed as the sole UK supplier of Prins VSI lpg conversion systems.



Prins VSI system fitted into a Bentley.

Prins Autogas UK is a joint venture between David King and Hilton Autogas Centre. David is highly respected within the industry and has extensive history with Prins. Hilton was established in 1999 and remains one of the UK's most experienced conversion centres, having worked solely and very successfully with Prins VSI systems since 2005.

Our network plans are focused entirely on quality and we have introduced a dedicated national software system that includes a vehicle database, installation guides, a quality assurance programme and specific vehicle management features for our installers. This enables our network to offer premium standard conversions and support for all our fleet customers.

We provide all the essential

key services to our network of installers, including technical support from our staff, who have vast experience of conversions, and a comprehensive training programme that covers all aspects of operating an installation centre.

Our technical workshops are based in the West Midlands, and it is very easy for installers to bring any vehicle to us if they are unable to resolve a problem. This level of system support is vastly appreciated by our network and is critical for customer confidence in the industry as a whole.

Our quality driven network plans have also attracted interest from parties currently outside the industry. They view lpg conversions as an interesting business proposition, but have not joined due to the perceived low quality standards within the

industry. We are also currently working with Calor Gas and Autogas Limited, both members of UKLPG's autogas development committee, to develop the UK market.

Continual training and development is key to maintaining an effective and quality focused network, especially as vehicle manufacturers introduce more complex vehicle technology and control systems. Our training programme is carried out in a 'live' and dedicated lpg workshop that provides candidates and existing installers with valuable experience on up to date installation techniques and a detailed understanding of programming to ensure all conversions are completed right first time.

Our view is that the UK market is now, more than ever, price and not quality driven. Suppliers are desperately reducing prices to retain business, but this adds further pressure on installers, who have to fit the cheapest equipment in order to win the few conversions available, as demand is not high. The market, as a result, is very competitive – however, most installers would always prefer to install and maintain the most reliable lpg system.

Whilst conversion prices always need to be competitive, installation standards should never be compromised. The problem of low quality conversions already exists, and could become much worse as

the market becomes more competitive and is not effectively regulated.

Prins VSI will never be the cheapest product due to the high quality components used in the system. The product will remain the best value system available, as we exclusively use Keihin injectors, renowned worldwide for quality, performance and reliability. The new Valvecare system has recently successfully completed significant engine dyno durability testing for a manufacturer, and will become the market leader when converting vehicles that are listed as having potential valve seat recession.

We have also recently launched our new website, which promotes our installers directly and includes customer testimonials and finance options. We can now offer total vehicle/system development for any requirement, as we have our own emissions testing facilities.

Prins Autogas UK operates from two locations – our West Midlands office deals with technical support, training and equipment distribution, and our Southampton office deals with vehicle development, fleet enquiries and administration.

We have a wide portfolio of vehicles, motorhomes and boats that have been converted using Prins VSI, and details can be found on our website.

**Contact Prins Autogas UK on
01902 861118
www.prinsautogasuk.co.uk**



Prins Autogas is working with Calor and Autogas Ltd to develop the UK market.

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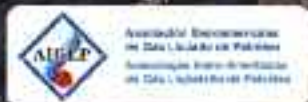
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www.worldlpgas.com

Zavoli Changing Up a Gear

Since Zavoli awarded the sole UK distribution rights of its autogas equipment to Jaymic Systems Ltd, now trading as Zavoli-UK, earlier this year, it has been investing in the UK market. The company has introduced Zavoli Gaspoint, a network of factory-trained installers with direct factory access aimed at further boosting consumer confidence, it says.

Open to all UK installers and free of charge, Zavoli says the scheme is already paying dividends to installers, who are flown to Italy for factory training. A new technical and emissions centre is planned in Norwich

later this year, and installers will have free access to its facilities.

The company has also continued its investment plans at its Italian based plant, opening a new multimillion-euro homologation and training centre.

“With vehicle specific installation manuals, 10 cylinder



Breckland Beira.

and direct injection kits now available, the future looks bright for Zavoli installers,” said Martyn Soer of Zavoli-UK.

Breckland Technology chose the AEB based Zavoli AliseiN system for its first lpg powered supercar, the 400bhp Beira, after an extensive testing programme.

“Over the past few years, Zavoli equipment has built itself a reputation for quality and reliability, so much so that it now fitted as OEM equipment,” said Martyn.

Zavoli MotorSport can also be found competing in the WRC Nissan 350Z Challenge. Last



Zavoli's Nissan 350Z Challenge vehicle.

year, Zavoli's managing director Massimiliano Fissore drove his team to victory, and James Gough is racing in the UK at various drag events with a heavily modified VW Golf.

Contact Zavoli-UK on 01263 517070 www.jaymicystems.com

New Kit on the Block

LIMA, an lpg systems manufacturer based in Southampton, has been distributing its systems in the UK since March and currently supplies to a number of other countries, including Belgium, Germany and Australia.

David King, founder of LIMA and co-owner of Prins Autogas UK, used his knowledge from being both an LPGA Approved Installer and an equipment distributor



LIMA ECU

to source components and create a new system. David then granted the sole UK distribution rights for LIMA to Ashwoods, run by founder and technical director Lloyd Ash, an LPGA Approved Installer with many years' experience and technical knowledge, and Mark Roberts and Martin Kadhim of Envy Motors in West London, a retailer of low carbon and congestion charge free vehicles, such as the Smart LPG.

“Most of the parts that constitute LIMA are sourced from a very well known and long established European system producer,” said Lloyd Ash. “Ashwoods is a low emissions specialist, having also developed a retrofit



4 cylinder emulator.

hybrid drive system for rear wheel drive transit vans. The development of this product has recently seen Ashwoods win a contract to supply vehicles to local government under the Low Carbon Vehicles Procurement Programme.”

Despite the current economic climate and LIMA being one of the newest systems on the market, Ashwoods says it has seen a

steady increase in sales of the LIMA system over the past four months.

“This is due to the LIMA's proven reliability, the level of quality and its versatility,” said Lloyd. “We now supply over 40 independent lpg installers across the UK, with the number increasing weekly. Ashwoods has been an LPGA Approved Installer for a number of years and we are able to support our network of installers with technical assistance over the phone. We also have the facilities to train new installers at our site in Somerset.”

Contact Ashwoods LIMA on 08456 410716 www.ashwoods.org

CLS in BRC's Premier League

CLS Dual Fuel Ltd has become the premier BRC autogas conversion equipment importer and supplier for the UK.

Gary Bowden, managing director at CLS, said: “In a bid to carry on this status and to

reinforce our commitment to customer support and care – whether to our network of installers old and new or customers who have just had a conversion carried out – we offer first class technical support

along with some of the keenest kit prices available for a high quality sequential gas injection system.”

CLS also offers a range of lpg tanks with ancillaries and accessories that are included in

the company's catalogue, which is available in various formats and via email.

Contact CLS Dual Fuel Ltd on 0191 378 2836 www.clsdualfuel.co.uk

Lpg Moonlander Commemorates Apollo Landing

Fahrmitgas, which has been the official supplier of lpg conversion systems to Chevrolet in Germany since 2004, has marked the fortieth anniversary of the first moon landing on July 20 1969 with the launch of the Moonlander, an lpg vehicle based on the Chevrolet Captiva. Production will be limited to 40 vehicles that come complete with a replica spacesuit.

The 2.4-litre version of the Moonlander has a 136 bhp four-cylinder engine, and the SUV has a 3.2-litre V6 engine with 230 bhp and a top speed of 125 mph. The names of the Apollo 11 crew have been added to the rear window.



Fahrmitgas's Moonlander.

Fleets Turning to Lpg

According to research carried out by the Corporate Vehicle Observatory (CVO), 60 per cent of businesses intend to include green vehicles within their fleets over the next three years. UKLPG believes that autogas has increased its appeal to fleet managers following the government's commitment on fuel duty for the next five years and the expected climb in petrol prices.

UKLPG's autogas manager Mike Chapman said: "With the growing need for businesses to keep costs and emissions down, lpg autogas is now a very attractive option to fleets."

The number of vehicles being converted to run on lpg grew in 2008 by 36 per cent compared to the previous

year, bringing the total of lpg vehicles on Britain's roads to over 155,000.

Clear Channel Outdoor UK, one of the UK's top 50 green companies, operates a fleet of 530 vehicles, of which 370 are light commercial vehicles. It has been using lpg since 1997 and has dramatically reduced its fuel costs and CO2 emissions.

Glenn Ewen, fleet manager at Clear Channel Outdoor UK, said: "I believe that lpg has a strong future, especially as petrol prices continue to fluctuate widely. Lpg remains more consistent and helps reduce our fuel costs. However, the biggest benefit remains that it is so much cleaner, which is core to our company's strong sustainability commitments."

Are you converted?

ELECTRONE
VALVE SEALER

FlashLube

For the ultimate in Valve Seat Protection we are pleased to introduce the new FlashLube Valve Sealer Kit.

FlashLube Valve Sealer Kit is available at all UK and EU Autogas stations.

FlashLube

www.flashlube-uk.com

Welcome... to the news pages of uklpg

The ICL Report was published on Thursday 16th July, and the recommendations of Lord Gill will have a significant impact on our industry. The Report along with the CC Domestic Order and the forthcoming implementation of the CC Metered Estates Order are the most significant events to impact on our industry for more than a decade.

UKLPG worked fully with the ICL Inquiry Team, which has been reflected in the report. There are now two key milestones ahead following the publication of the report. The first milestone has to be completed over the next 8 weeks, and requires HSE to compile a report for Yvette Cooper, the Secretary of State for Work and Pensions, on addressing the criticisms laid out by Lord Gill and how his recommendations can be taken forward. Yvette Cooper will deliver a statement to the House in October based on this reporting milestone. The second deadline is January 2010 when a full response to the report will be presented to the House of Commons.

In the meantime work towards a pipework replacement programme is already underway; around 60,000 commercial and industrial customers have been contacted by their lpg supplier requesting a survey of their pipework to be completed and returned. This stage is due to be completed by the 31st July. For details on how the programme is progressing for domestic customers please have a look at the article within our pages.



Above:
Rob Shuttleworth,
Chief Executive

members lounge...

We would like to extend a warm welcome to the following new members of UKLPG:

Rectory Gas
(Full Member)

D K Gas Services
(Full Member)

Prins Autogas UK Ltd
(Full Member)

Industry Safety Training
(Affiliate)

**Teksol Training and
Technology Ltd**
(Affiliate)



Code of Practice of the Month



Code of Practice 2

Safe Handling of Transport of LPG in Road Tankers and Tank Containers by Road.

UKLPG has recently announced a revision of this code on the 1st July to align it with some key changes to the International Carriage of Dangerous Goods by Road, or ADR to those in the know, and the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009. The most notable change in this code reflects the changes to "Instructions in Writing".

In addition to Code of Practice 2, two additional codes have also been revised to align them to the new legislation changes:

Code of Practice 27

The Carriage of LPG Cylinders by Road

also includes details of tunnel transits which will become relevant on 1st January 2010.

Code of Practice 29

Hazard Information and Packaging Labelling for Commercial LPG Cylinders,

which also includes the EU REACH Regulation, the EU CLP Regulation and the UN "Globally Harmonised System" all of which are now part of UK law

To purchase a copy of this, and other UKLPG publications, please visit our website www.uklpg.org



Industry Update: Pipework Replacement Programme

UKLPG and some key board members met recently with Geoffrey Podger and Sandra Caldwell of the HSE on Monday 29th June. The purpose of the meeting was to agree the principles of the high level plan for the replacement of underground metallic service pipework at commercial and industrial premises. A copy of the full press release on the outcome of the meeting is available via the Press Room of the uklpg website

Stemming from the meeting were a number of factors that will be addressed by the industry over the next few weeks. These include:

■ **Communication to Domestic Householders**

The HSE has raised the issue of communication to domestic householders in regard to risk from service pipework, and want to start work to develop the substance of this.

They clearly see that they have a role to play in terms of offering general advice and guidance. The communication strategy will be developed in conjunction with the output of the TTAC study to ensure a balance between general guidance and specific advice to customers and ensuring that issues such as legal liability are addressed.

■ **TTAC Study**

The HSE are to sponsor TTAC to further understand the risk at domestic customers' premises and potentially develop a simple web based tool for domestic customers to use to ascertain whether they need to contact their supplier or can sit tight.

TTAC will be undertaking a fairly comprehensive approach to its research which will include desk top research into records held by various companies/ organisations, workshops

with experienced fitters who are employed directly by companies (not freelance), and a number of LPG users' homes are to be surveyed in order that the building types of typical LPG homes can be verified.

Full details of the proposed study and any other documents relating to the Pipework Replacement Programme are available via the Members Lounge area of the uklpg website.

■ **ICL - Lord Gill's Findings**

UKLPG and its members will continue to work closely with the HSE as they work towards producing their report on the findings over the next 8 weeks. This document will outline how the HSE will address the recommendations made by Lord Gill.

AGM & Autumn Meeting

Thursday 1st October 2009

This is an informal style event that includes the UKLPG AGM and Forum, as well as presentations from the industry about the industry. The afternoon will include 6 fun outdoor activities in the Elaflex Motorised Zone and in the Shooting Zone. Providing a fun opportunity to network and get to know industry colleagues. The day ends with an opportunity to talk about the day's experiences over dinner and drinks at the hotel in the evening.

Member Delegate Price: £145 +vat

This includes: attending the morning AGM and presentations, participation in all 6 activities in the afternoon, bacon rolls on arrival, 2 course buffet lunch, dinner in the hotel, and one night's accommodation (1st October).

For full details please contact UKLPG directly or look out for details communications.

LOOK OUT FOR FURTHER DETAILS COMING SOON!!

WHAT
UKLPG's AGM and Autumn Meeting

WHEN Thursday 1st October 2009

WHERE The Heart of England and The Windmill Hotel.

Welcome to the Autogas news pages



Introduction by Mike Chapman

Our market continues to be depressed but there are clear signs of improvement with many confirming what we see through the DriveLPG website that interest is increasing in LPG conversions. The better economic outlook and higher petrol prices will help the market come back to us.

Meanwhile the Association is working hard on lobbying with a recent response to the London Mayor's Transport Strategy draft having been submitted. This in the working documents section of the members lounge on the UKLPG website - details can also be obtained direct from me.

Looking ahead, we are working on the response to the Scottish Government on their consultation on Low Carbon Vehicles and the Department for Transport announcement on the office for Low Carbon Transport. In addition the Autogas Lobbying Working Group are meeting shortly finalise the lobbying activities for both the political parties and wider audience who have an influence on transport in the UK.

December, there has been an increase of 2,000 visitors to the site in the last 6 months and is now the top of the Google search for LPG and 5th for autogas.

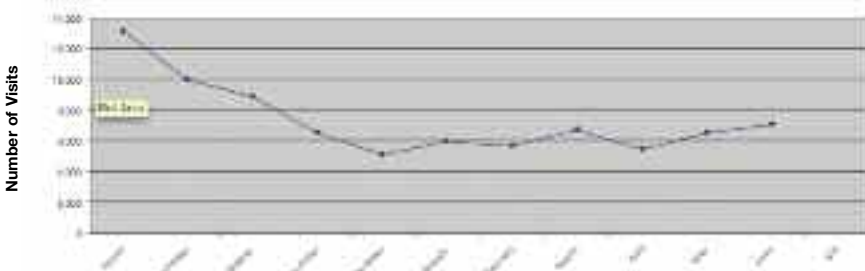
The drive website marked the occasion with a whopping 80,950 visitors since its launch in July last year! The How to Convert My Car, Approved Installer Search and the UK Refuelling Map continue to be the most popular areas on the site.

There will be a new edition to the homepage of drive over the coming weeks in the form of a short media clip from the recent BBC programme, Dom on the Case, in which LPG autogas featured. The clip will offer visitors a short overview of the benefits of converting to LPG autogas, and from a programme that was independently filmed.

Happy Birthday to the Drive Website



2008/09 Drive Web Visits



As drivelpg.co.uk reaches its first birthday, visitors to the site are once more on the increase. Since visitors to the site hit their lowest number in

How Does Autogas Shape Up in Hong Kong?



- Policy introduced in 2000 to address air quality issues
- LPG is mandatory for taxis and voluntary for mini-buses
- Only taxis and mini-buses are permitted to run on LPG
- OEM monofuel vehicles only permitted (mostly Toyota)
- As a result of fuel duty LPG is ½ the price of diesel and ¼ the price of petrol
- 280,000 tonnes of autogas is sold per annum to around 23,000 LPG vehicles
- There are 57 filling stations with a total of 424 nozzles
- Only government licensed technicians can service and repair vehicles

Mike Chapman recently hosted a visit by a government delegation from Hong Kong, who were visiting the UK to understand more about our autogas market, its regulation and safety procedures.

In addition to an industry briefing from Mike, the delegation also visited Nicholson McLaren in North Wales to see first hand the equipment supply side and production facility, Flintshire Autogas to see an independent installer and South Staffs Industries to see how tanks and LPG cylinders are dealt with for requalification / refurbishment and / or scrapping.

The delegation were very grateful for the time made available for their visit and to see the clear blue skies which, even with the benefits brought about in air quality by using LPG, is a rarity in Hong Kong despite the warmer climate. We now have good contacts in this ex British colony.

Teksol Offering Bespoke Training

Teksol Gas Safety Training offers bespoke training for the compressed, cryogenic and liquefied industrial gas industries. The company also provides risk assessments, site audits, manifold and equipment inspections, safety advice, pipework installation inspections, gas safety management procedures, written standard operating procedure (SOP) and safe working procedure (SWP), pressure systems inspections and maintenance procedures, training needs analysis, competency frameworks and practical assessments.

Lizzie Taylor, managing director of Teksol Training & Technology and an industrial safety and training engineer, as well as a member of UK Women in Science, Engineering &



Teksol offers forklift training.

Technology, said: "Controlling and managing risk with compressed, cryogenic and liquefied industrial gases and their pressure systems, manifolds, cylinders and bulk supplies to ensure safety and compliance with legal, insurance and industry requirements demands certain skills, knowledge, expertise, experience and, of course, competence. Teksol can identify hazards, perform gas safety audits and carry out risk

assessments for you."

Teksol also offers training in cylinder handling and forklift truck operation and refuelling.

"All of our gas safety workshops and training courses are truly bespoke, affordable and innovative, designed for delivery in direct consultation with our clients," said Lizzie. "Each workshop can feature clients' own systems,

installations, working practices and personalities, making it a truly interactive, constructive and enjoyable learning event. All participants will be assessed and, if successful, will be awarded a Teksol Gas Safety Training Certificate of Achievement."

Contact Teksol Gas Safety Training on 0115 949 0497
www.teksol-gassafetytraining.com

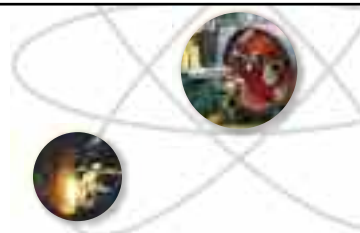
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- Gas Safety Training
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Contact Carmen or Liz at:
SOUTH WEST PENINSULAR TRAINING LTD
Westover Trading Estate,
Langport, Somerset TA10 9RB
Tel: 01458 253493
Fax: 01458 253445
Email: Sales@swptraining.co.uk
www.swptraining.co.uk



Teksol can carry out a range of procedures including risk assessment.



Teksol Gas Safety has the skills, expertise, experience and competence to identify your LPG Hazards and undertake Gas Safety Audits and Risk Assessments. We also produce Gas Safety Management Procedures, Standard Operating Procedures, Safe Working Procedures, Pressure Systems Inspections and Maintenance Procedures. Controlling and managing risk is easy, either through our gas safety risk assessment services or by participating in our renowned Gas Safety Workshops, such as:

- LPG Safety Workshop – Safe Refuelling Fork Lift Trucks
- LPG Safety Workshop – Fork Lift Trucks cylinder changing
- Oxy-Propane Practical Gas Safety Workshop
- Manifold Gas Safety Practical Workshop
- Gas Equipment Safety Inspection Practical Workshop
- Oxy-propane Welding and Cutting Gas Safety Practical Workshop
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