

FEBRUARY/MARCH 2011



LP GAS

THE VOICE OF THE INDUSTRY



ELEPHANTS FEEL AT HOME WITH LPG

Lpg is keeping animals warm at Woburn Safari Park.

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LPG/SOLAR HEATING

AUTOGAS

UKLPG NEWS

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THE VOICE OF THE INDUSTRY INVESTIGATION OF THE MARKET



Faye Spiers
Editor

Lpg and oil suppliers have taken a lot of criticism since the 'big freeze' in December, particularly in the Scottish press. Suppliers, who have been inundated with calls and emails from customers, are now trying to reduce their backlogs of orders and get back to normality.

The severe weather conditions resulted in significant backlogs of customer orders across the entire UK, and terminals and refineries struggled with the unusually difficult and freezing conditions, leading to long queues of tankers waiting to fill up. Delivery vehicles also struggled to cope with snow and ice on rural roads, leading to customers running low on fuel and having to wait some time for deliveries.

Energy Minister Charles Hendry has asked for a study of the off gas grid energy supply market, including lpg, oil and renewable energy sources. The Office of Fair Trading (OFT) was scheduled to include a study of the market in its work programme for 2011/12, but this has now been brought forward so that "the lessons from this winter can be learned" and any necessary changes can be made before next winter.

As well as supply problems, the study is likely to look at the cost of fuel, particularly oil, to the customer. The exceptionally cold weather for northwest Europe at the end of last year boosted lpg prices to record levels, but the high prices have proved temporary and lpg rates have fallen with demand in January, despite a rise in crude prices.

UKLPG has said that the Department of Energy and Climate Change is more than aware of the market investigation already carried out in the lpg market.

Steve Fricker of Gas Power UK Ltd, who organised last year's Autogas Challenge, has begun to organise a similar event for 2011. The proposed tour will take in the capitals of the UK and Ireland, starting in Cardiff and continuing to Winchester, York, Edinburgh, Belfast and Dublin, before returning to Cardiff.

If you would like to get involved with this year's Autogas Challenge, either as a competitor or contributor, please contact Steve on 01392 879290 steve@gaspoweruk.co.uk

LP GAS

THE VOICE OF THE UK LPG INDUSTRY

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FRONT COVER PICTURE

ELEPHANTS FEEL AT HOME WITH LPG

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OFT to Examine Off Grid Energy Market

The OFT has announced a market study into the supply of energy to off grid consumers following a request by Energy Minister Charles Hendry. The study will look at whether the market is working for consumers who use energy sources, such as lpg, oil and renewable energy.

In a written statement to the House of Commons, Charles Hendry wrote: "The recent severe weather has caused significant concern about the domestic oil market and the liquefied petroleum gas market. I fully recognise the difficulties people have experienced with rising prices and supply problems.

"Underlying many of the complaints are concerns about the challenges of supplying oil and gas to rural communities and whether the current market structure provides the reassurance that consumers can get fuels for heating when needed at a price they can afford.

"The Office of Fair Trading is currently consulting on its annual plan to help determine its work programme for 2011/12. This includes proposals to prioritise markets impacted by high, rising and volatile commodity prices.



Charles Hendry.

The off gas grid energy market is clearly one such affected market.

"In response to the Office of Fair Trading consultation and mindful of the various issues highlighted by the recent severe weather, I have written to the Office of Fair Trading asking it to bring forward its competition and consumer study into off-grid energy. In addition, I have asked the Office of Fair Trading if the study could explore the longer term consumer issues, such as lifetime payback, consumer standards and labelling for alternative energy sources or supplies."

Following discussions with the Department of Energy and Climate Change (DECC), the OFT has brought forward the study to consider recommendations before next winter. The study is likely to consider issues, such as the choice for consumers, clear and fair terms and conditions of supply, and competitive pricing, and proposes surveying energy users for their views.

Heather Clayton, OFT senior director of infrastructure, said: "Two and a half million people rely on off-grid energy and it is vital that the markets that supply them function as well as they possibly can. We will be taking both competition and consumer issues into account through this comprehensive look at the market."

Charles Hendry said: "There were major disruptions to deliveries because of the snow before Christmas, and the industry worked very hard to catch up on the backlog. As Minister, I agreed to relax the rules on drivers' hours to enable more deliveries to be made, but people were concerned by the very steep increase in prices, from around 40p/litre to 70p/litre in just a few weeks."

Lp Gas Surmounts Fluctuations

The World LP Gas Association (WLPGA) has published its annual report for 2010.

WLPGA president Ramon de Luis Serrano, CEO of Repsol Butano, said: "In 2010, the lp gas industry has been characterised by stability, and it surmounted the large fluctuations previously experienced in 2008 and 2009 – a remarkable achievement in an era and world still affected by the global financial crisis."

In 2009, the WLPGA developed a generic Exceptional Energy brand for lpg across Europe, intended to raise awareness of the fuel amongst policymakers and consumers with a website and advertising campaign. In 2010, at the 21st World Energy Congress in Canada, the WLPGA rolled the brand out globally.

James Rockall, the WLPGA's CEO and managing director, said: "In 2010, the world of lp gas changed. No longer are we simply a grouping of thousands of companies sharing a common product. Over the past year, we began to unite the industry under a single branding – Exceptional Energy – and things will never be the same again.

"Exceptional Energy is more than a convenient tagline. It covers the unique and hugely beneficial characteristics of lp gas, but it also represents the recognition that our industry, from producer to distributor, needs to work together to realise common goals in the face of growing competition from other energy carriers."

The WLPGA has announced that its 24th World LP Gas Forum will be held on September 26–29 in Doha, Qatar.

Flogas Acquires Metcalfe & Evans

Flogas UK Ltd has acquired Warrington based lpg contractor Metcalfe and Evans Ltd. The acquisition provides Flogas with an in-house facility to undertake hazardous area electrical inspections, along with five and 10-year tests at its terminals.

Henry Cubbon, managing director at Flogas, said: "We are delighted to welcome Metcalfe and Evans employees to our team here at Flogas, and are confident that their extensive expertise

will prove a valuable asset to the commercial arm of our business.

"As Metcalfe and Evans is a very well regarded organisation, both within the industry and amongst consumers, we will continue to operate the business under its existing brand name, and intend to expand the company over the coming months. General manager Peter Whittle will remain in place, along with the rest of the team, and we will shortly be undertaking a

recruitment drive to help grow the business."

Peter Whittle added: "We are very excited to be joining the Flogas group, and believe that the integration will enable us to successfully drive the business onward. We look forward to working together to develop our product and service offerings to further strengthen our customer relationships and product range."

Contact Flogas UK Ltd on 0116 264 9089
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Be Alarmed! Campaign Launched

Almost two thirds of people in Great Britain could be at risk because they do not have an audible carbon monoxide alarm, according to research released by the Carbon Monoxide – Be Alarmed! campaign. Celebrities with personal experience of carbon monoxide poisoning joined up with families of victims.

Former GMTV presenter/broadcaster Richard Arnold and actress/presenter Terri Dwyer both saw friends suffer from carbon monoxide poisoning. They joined Adele Forbes, who lost her young son and grandparents to carbon monoxide, in launching this year's campaign.

Richard Arnold said: "I'm shocked at how few people realise the risks of carbon monoxide. My friend tragically fell unconscious in the bath after her boiler became faulty, which

could have happened to any of us. Every single household should get an alarm installed – it's the only way to be sure of detecting this silent killer."

Carbon Monoxide – Be Alarmed! is the national campaign to reduce the number of deaths and injuries caused by carbon monoxide. The campaign is run by Energy UK on behalf of Britain's six major gas and electricity companies in partnership with the Dominic Rodgers Trust, and is supported by more than 40 other organisations. In addition to raising public awareness, the campaign is also lobbying for legislative changes to require alarms in new builds and rented properties.

Oliver Wright, Carbon Monoxide – Be Alarmed! campaign manager, said: "Our campaign can help to dispel the

myths around carbon monoxide alarms. They are available at DIY stores, supermarkets, high street shops or directly from energy suppliers. Importantly, they save lives.

"Happily, the number of people with an audible carbon monoxide alarm has gone up by 16 per cent since last year thanks to tireless campaigning from many people who care about this issue. However, sadly, the majority of people aren't taking this very simple step to protect themselves and their families.

"In addition to calling for every household to have a carbon monoxide alarm fitted, we are also campaigning for a change in the law to make it compulsory for landlords to offer a CO alarm to tenants in order to receive their gas certificate."

www.co-bealarmed.co.uk

Gas Safety Trust Invites Applications

The Gas Safety Trust has invited potential partners to apply for a grant to fund a project. Applications must match the trust's key objectives and interests, including an all-fuel focus on carbon monoxide (CO) poisoning and an increasingly international outlook.

Nigel Dumbrell, head of charitable operations for the Gas Safety Trust, said: "The trust has funded a variety of work since its foundation, which has ranged from small grants for the provision of equipment, such as CO alarms, through to bigger grants to fund academic research and the collation of the official annual CO incident figures. We have had some early bird applications for 2011, which have been approved and will be announced in due course, but we'd like to keep momentum going and encourage more."

The trust's key objectives of gas safety research, equipment donations and gas safety training and education regularly attract funding applications. However, the trust's latest CO hotspot and incident reports also highlighted the risk of low level CO exposure to households and the level of CO exposure undiagnosed by medical practitioners.

Nigel said: "Over the last five years, we have awarded in excess of £800,000 to a variety of programmes and projects relating to gas safety and carbon monoxide. However, since the establishment of the consumer facing Gas Safe Charity, we no longer fund consumer awareness work, preferring to focus on the research that informs and shapes campaigns of organisations with a public awareness remit."

Contact the Gas Safety Trust on 01256 548020
www.gas-safety-trust.org.uk

Gas Safe Survey Due

Gas Safe Register has almost completed the series of information gathering workshops being conducted across the country to identify key issues that the industry wants to see addressed as part of a review of competence requirements for registration to the scheme.

Simon Ayers at Gas Safe Register said: "We know competence is potentially a very broad topic and we will only be looking at competence that relates to gas safety. Hundreds of people have attended the workshops on competence, and their input is helping to form the questions that will be asked in an industrywide survey in the next few weeks."

Rob Shuttleworth, chief executive at UKLPG, who attended the workshop, said: "UKLPG will be fully involved in the competency review on behalf of its members."

Contact Gas Safe Register on 08004 085577
www.gassaferegister.co.uk



L-R: Brian Himm, APEA chairman; award winner Trevor Mason and Anton Martiniussen, Elaflex Ltd.

Elaflex Sponsors Winner

Elaflex Ltd recently sponsored the APEA Personal Contribution to the Industry Award at the awards dinner during APEA Live 2010, which is presented to the individual who has shown the greatest dedication and drive to improve standards, engineering practices or operational procedures.

The winner was Trevor Mason of fuel storage equipment supplier PFS Fueltec.

Anton Martiniussen of Elaflex said: "In choosing the recipient of this year's award, the judges acknowledged Trevor's contribution to the industry in the UK, offering sound solutions to engineering issues in the storage tank, forecourt and commercial equipment sector."

Contact Elaflex Ltd on 01992 452950
www.elaflex.co.uk

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www.combinedgas.com



Fossil Fuels Possibly Replaced by 2050

A report presented to the European Commission by a stakeholder expert group on future transport fuels claims that alternative fuels have the potential to replace fossil energy sources and make transport sustainable by 2050.

Expected transport energy demand could be met through a combination of electricity from batteries or hydrogen/fuel cells, and biofuels, using synthetic fuels from renewable resources as a bridging option, methane as a complementary fuel and lpg autogas as a supplement.

European Commission vice president Siim Kallas, responsible for transport, said: "If we are to achieve a truly sustainable transport, then we will have to consider alternative fuels. For this,

we need to take into account the needs of all transport modes."

The report will feed into the commission's initiative on clean transport systems to be launched later this year. The initiative intends to develop a long-term strategy for meeting the energy demands of the transport sector from alternative and sustainable sources by 2050.

Siim Kallas said: "Alternative fuels are the solution to decarbonised transport by gradually substituting fossil energy sources. Technical and economic viability, efficient use of primary energy sources and market acceptance, however, will be decisive for a competitive acquisition of market share by the different fuels and vehicle

technologies."

Fuel demand and greenhouse gas challenges will most likely require a mix of fuels that can be produced from a variety of primary energy sources. The commission says there is broad agreement that all sustainable fuels will be needed to fully meet the expected demand.

Fuels with higher energy density are more suited to longer-distance operations, such as road freight transport, maritime transport and aviation. The compatibility of new fuels with current technologies and infrastructure, or the need for disruptive system changes, will be taken as important factors in determining the economics of the different options by the commission.

Automotive Tanks Celebrates 30 Years

West Midlands based Automotive Tanks Ltd is celebrating its 30th anniversary.

The family run company is predominantly a manufacturer of low pressure welded steel cylinders for gaseous fire suppression systems, and designs and manufactures bespoke tanks for lpg propulsion systems. It also offers refurbishment and re-qualifying of pressure vessels and welding and fabrication

services and, for the last four years, has diversified into manufacturing and supplying electrical wiring looms, cable assemblies and associated parts.

Julian Hewitt, managing director of Automotive Tanks, said: "Automotive Tanks was founded in 1981 after the demise of Rubery Owen, which was then probably the UK's largest pressure vessel manufacture. Automotive Tanks rose from Rubery

Owens ashes like a phoenix and, 30 years later, is still busy designing and manufacturing pressure vessels to a number of both UK and European standards. Automotive Tanks boasts being the only UK manufacturer to build vessels to TPED and PED standards and is currently striving to achieve further accreditations."

Contact Automotive Tanks Ltd on 01902 604207 www.automotivetanks.ltd.uk

Switching Incentive Available

The A1 Low Carbon Solutions (LCS) fuel switching scheme, a venture devised by npower with its partners, including boiler manufacturers, has announced registered installers will receive £100 cash back for every qualifying fuel switch they complete. The incentive comes on top of grant funding of up to £520 that installers are able to access for eligible customers.

The A1 LCS Scheme was set up in 2003 to encourage the installation of high efficiency

heating systems within the private sector. Homes where an electric or coal-fired heating system is replaced with a less carbon intensive lpg, natural gas or oil A-rated boiler purchased from Plumb Center, a partner of the scheme, are eligible to apply for the grant.

A1 team leader Sarah Snell said: "We are thrilled to be able to announce this added incentive for installers. The A1 LCS fuel switching scheme has already been recognised by the

trade as being hugely beneficial to businesses, allowing them to gain that ever important advantage over their competitors through reduced quotes for their customers; but this £100 makes it even more attractive to individual installers. It really is a great way to reward them for playing their part in helping the move towards a low carbon society."

Contact A1 Low Carbon Solutions on 08456 000337 www.a1-lcs.co.uk

Flogas Appoints New Sales Managers



Andrew Gillette.

Flogas UK Ltd has appointed three new domestic sales managers for its southwest, south Wales and Norfolk and Suffolk regions. Andrew Gillette, John Webber and Iain Hill bring over 15 years of collective sales experience to the company.



John Webber.

Lee Gannon, sales and marketing director at Flogas, said: "We are delighted to welcome Andrew, John and Iain to the Flogas team and are confident that they will prove to be key assets in helping to grow the Flogas brand and customer offering. Working closely with both the sales and management teams, we have no doubt that the wealth of experience they are bringing to the team will help to further strengthen our position within the lpg industry and add real value to our regional presence."

Contact Flogas UK Ltd on 0800 574574 www.flogas.co.uk



Iain Hill.

Chivas Brothers Favours Hyster Lpg Trucks

Chivas Brothers, the Scotch whisky and premium gin business of Pernod Ricard, has taken delivery of a new fleet of Hyster forklifts at its Paisley bottling operation. Barloworld Handling, which supplied the new trucks, provides fleet management services for Chivas Brothers' operations throughout Scotland, covering more than 100 units.

The Chivas Brothers' headquarters in Paisley near Glasgow is a major whisky production site, where up to 13 million cases are produced every year. Brands, such as Chivas Regal and The Glenlivet, are bottled onsite following years of ageing in maturation warehouses located throughout Scotland.

Barloworld Handling provides

a range of handling solutions in the dry and finished goods warehouses at Paisley.

Robert McLean, dry goods manager at Chivas Brothers' Paisley site, said: "We have up to 35 lorries to unload each day, which contain palletised cases, empty bottles and labels that must be stored, picked and then fed into the bottling hall. The forklift trucks are an important part of this."

In the finished goods warehouse, Hyster H2.50FT Fortens Advance+ forklifts operate in the intense storage and loading operation. The 2,500kg lpg forklifts are used for loading up to 60 lorries and containers a day, which can increase to over 100 during busy periods. Fitted with either forks



Chivas Brothers has taken delivery of a new fleet of Hyster forklifts.

or push-pull attachments to handle loads on slip-sheets, Chivas Brothers says the trucks were favoured by its drivers in pre-order trials.

Gary Gibson, finished goods manager at Chivas Brothers, said: "The drivers like the comfort, visibility, manoeuvrability and performance of the Hyster trucks. Simple features, such as the reverse horn button on the rear handle, make a big difference."

The Fortens Advance+ features Hyster's DuraMatch transmission, which delivers direction changes without using the brake pedal or stopping the truck, reducing brake and tyre wear in the continual forward/reverse operation says Hyster.

Gary said: "The Hyster trucks are used intensely and have proved reliable. The Fortens trucks in particular are tough, but I believe that it is Barloworld's service that is responsible for the high performance received across the site."

Barloworld is the UK distribution partner for Hyster and provides a range of handling solutions for Chivas Brothers' operations throughout Scotland, including access platforms, cleaning equipment and Pyroban protected explosion proof trucks for drain, fill and vating operations and maturation warehouses.

Contact Barloworld Handling on 0800 137449 www.barloworld.co.uk



The Hyster lpg forklift trucks are used in storage and loading operations.

Blackmer Launches TLGLF Pumps

Blackmer, a member of the Dover Corporation's Pump Solutions Group, has announced its TLGLF flange-mounted pumps are available for lpg bobtail and transport trucks.

Blackmer's TLGLF3 pump capacities range from 227 to 488 litres/minute with a 3" ANSI intake flange, and the TLGLF4 pump powers 757 to 1,325 litres/minute with a 4" ANSI intake flange. Maximum differential pressure for both units is 8.62 bar.

Both models are equipped with a double-ended drive

shaft for clockwise or counterclockwise rotation by changing the pump position. Each provides an auxiliary intake port, which can be used for emergency unloading of another tank or transport. As well as an internal relief valve, Blackmer's UL-listed TLGLF pumps feature noise suppression liners to reduce cavitation, noise, vibration and wear.

Tom Stone at Blackmer said: "Blackmer takes product reliability to the highest level with its TLGLF pumps, flange mounting directly to

commercial internal control valves, eliminating the need for inlet pipes, shutoff valves and external strainers that can restrict flow and cause vaporisation problems, resulting in smoother operation and longer pump life. Blackmer originated the first truck-mounted pump in 1915, continuing to bring innovative pumping solutions ever since, earning it a proven track record and a high performance reputation.

Contact Blackmer on +1 6162 489252 www.blackmer.com



Blackmer TLGLF3 flange-mounted pump.

ELEPHANTS FEEL AT HOME WITH LPG

Calor Gas is providing lpg to Woburn Safari Park in Bedfordshire to keep both animals and visitors alike warm and comfortable.



Woburn Safari Park chose lpg to heat its animal enclosures and visitor areas.

Opened in 1970, Woburn Safari Park near Milton Keynes in Bedfordshire is the second oldest safari park in the UK. Today, Woburn is an award winning family attraction that strives to make positive and important contributions to the conservation of endangered species and receives international recognition as a centre of excellence in this field.

Most of the animal species that Woburn looks after are not native to the UK, so require specialist indoor environments more akin to their natural climates to make them feel more at home and help them thrive. This means that the animal enclosures that house the animals must provide a more temperate climate than the cold British weather.

Maintaining appropriate conditions for animals, such as

elephants and rhinos, within their enclosures requires a reliable and dependable source of energy. But Woburn Safari Park, like nearly two million other UK homes and businesses, is located off the national natural gas grid.

Woburn therefore required a source of power reliable enough for the vital job of supplying heating and energy for the animal enclosures, but also affordable and versatile enough for use throughout the park in areas, such as restaurant catering, the children's indoor play centre and the leisure area.

Electric radiant heaters initially powered the safari park but, over time, it was found that these did not meet the heating needs of the animals.

Paul Williams, estate and property manager at Woburn, explained: "After two years, we

simply found that the electric system didn't match our requirements. The performance was generally poor, taking a long time to heat the spaces, and the cost was excessive."

Woburn turned to its buying cooperative Anglia Farmers to help find a solution for its energy needs. It was decided that lpg from supplier Calor Gas Ltd was the most suitable solution for a number of reasons.

Clarke Willis, managing director at Anglia Farmers, said: "We felt that for Woburn lpg offered an ideal solution. It is versatile, which is obviously important but, when animal welfare is at stake, the security of supply from a brand leader is also key."

Upon switching, Woburn says the advantages of lpg quickly became apparent.

Paul Williams said: "We noticed the difference

straightaway. Firstly, the spaces heat up to the required temperatures far more quickly. As well as simply being convenient, this has a working benefit to us, as we may be required to move animals to an inside space at short notice. With lpg, we can minimise any delays.

"The second thing we noticed was the price. We were saving approximately 50 per cent on our annual energy bill for this enclosure. It's really important for us to save costs where we can, as any additional funds can then be ploughed into our conservation work so, from our perspective, lpg is a marked improvement on its predecessor. It was great working with both Anglia Farmers and Dravo to ensure that we could create the best possible environments for our animals."

Dravo, a Northampton-based industrial and commercial warm air heating equipment company, installed the lpg-powered nozzle distribution warm air system in Woburn's elephant enclosure.

Neville Parsons, managing director at Dravo, said: "We were approached by Woburn specifically to find the perfect heating solution for its elephant house. At the time, Woburn had recently started using Calor lpg, which we find to be a good fuel source for our systems as it is clean burning and versatile. The feedback we have had from Woburn has been fantastic. It seems our heating system is suiting them very well."

**Contact Calor Gas Ltd on 08000 224150
www.calor.co.uk**



Maintaining appropriate conditions for animals within their enclosures requires a reliable and dependable source of energy.

KEEPING THE HEAT ON THE GAME

Gamekeepers and farmers have been using lpg for many years to ensure that young hatchlings get a good start for the following season.



Gasolec's brooders have been used to rear all types of chicks.

In the poultry and game bird rearing industry, spring sees brooder heaters being dusted off and brooder houses and pens built in quiet, remote locations on farms and country estates all over the UK.

Gasolec UK has many years' experience in the game rearing industry. The company was established in The Netherlands in 1956 and pioneered a gas-fired infrared heater system more than 40 years ago. Today, Gasolec's infrared heating systems and monochrome light and lp gas brooders are still used extensively in the animal confinement industry.

The company's clients include game and poultry rearing businesses all over the UK, and its brooders have been used to raise the chicks of all types of birds, from rare pheasant to partridge and duck, and even the world's heaviest flying bird the great bustard.

The great bustard was hunted to extinction in the UK. The country is obliged under EU legislation to reintroduce species



All Gasolec's brooders are fitted with Clesse regulators.

where feasible, and great bustard chicks are brought over from Russia by the Great Bustard Group to be released on Salisbury Plain.

Early in the project, very young chicks were brought over and heaters were needed to keep the chicks warm during the quarantine period. Gasolec donated lpg brooders to the project fitted with Clesse regulators.

Les Gallop of Gasolec UK said: "Our customers are paying for our experience in choosing the most reliable equipment. One brooder can be the

difference between the life and death of a brood, and their businesses depend on our products being reliable.

"One or two degrees in temperature variation will make juvenile birds huddle together with disastrous consequences through suffocation, so a good combination of heater and lp gas regulator is essential. All our brooders are fitted with Clesse regulators, as we find them to be the most dependable."

Happily, in 2009, the first great bustard chicks for 177 years were hatched in the wild in the UK.



Gasolec brooders are also used by Guyzance Game Farm in Northumberland. The farm raises over 100,000 pheasant and partridge chicks each year for sale to country estates for the shooting season.

The eggs are incubated and hatched over a 12-week period from April to July. The chicks are then raised in sheds containing up to 1,000 chicks and kept warm by brooders.

Lindsay Crisp at Guyzance Game Farm said: "We raise mainly pheasants and red leg partridges, and I also raise ornamental pheasants as a

hobby. We mainly use Gasolec brooders to keep the chicks warm as they are fairly priced and robustly made. They're of a simple design, so there's little that can go wrong with them and they're easy to use."

Clesse (UK) Ltd has been supplying Gasolec UK with regulators for brooders for the gaming industry for many years.

Kaz Dziemarski, managing director at Clesse, said: "We've been developing specific products to suit specialist needs and requirements in this market sector, ensuring livestock rearers can rely on good lp gas regulation to keep the heat on the game. Gasolec recognises the need for reliability and, along with one of its brooders, Clesse's regulator system is required to supply the heat for up to 1,000 chicks, from one day to five weeks old.

"Reliability is not just important, it is vital, and crucial to the survival of the brood – all of which requires pressure regulators to ensure that enough lp gas is reliably delivered to the heater for this season's chicks."

**Contact Clesse (UK) Ltd on 01902 383233
www.clesse.co.uk**



Spring sees brooder heaters being dusted off and pens built in quiet locations.

REMOVING STORAGE FOR HAPPY SOLAR MARRIAGE

Plate heat exchanger technology powered by lp gas boilers can be combined with renewable solar thermal systems to produce a highly efficient water heating solution that avoids the need for excessive water storage, says Paul Sands of Stokvis Energy Systems.



Even in the UK climate, heat from the sun remains a viable energy option.

The 'free' solar energy received by the earth in just 30 minutes is equivalent to the energy used by the entire human population in one year. Even in the UK's less than sundrenched climate, heat from the sun remains an attractive and viable energy option. Indeed, on a sunny day, parts of the UK experience levels of solar energy equal to 60 per

cent of those at the equator.

The latest solar thermal water heating systems are highly efficient, but there is a potential hitch – solar systems require some form of water storage, but this is not necessarily the most efficient way to deliver hot water when the primary heat source is from a boiler.

Conventional wisdom dictates that a coil placed within the solar vessel is used to transfer heat from the solar panels, with a second coil fed from a boiler placed within that same solar vessel to supplement the solar heating.

This, of course, implies the need for hot water storage with indirect heating from a boiler, since this arrangement is unable to supply hot water instantaneously. Even with the best insulated solar vessel, this water storage is likely to lead to a loss of heat, resulting in the boiler cycling on and off even when water is not required.

Our answer to this is a sort of hybrid water heating system employing solar thermal technology, with all the benefits this brings, combined with an lp gas powered boiler and low water content plate heat exchanger, which can provide hot water instantaneously, topping up the water temperature as appropriate without the need for storage.

Solar hot water systems take advantage of the free energy supplied by the sun and, although not renewable systems in themselves, plate heat exchangers offer a host of benefits. Stokvis Econoplate models, for example, are ideal for use in systems with rapidly changing heat outputs because they are low water content and can therefore respond to changing requirements quickly.

They come complete with primary pumps, a fast acting motorised control valve on the primary circuit, and a purpose-built PID controller to sense secondary water temperature and control the motorised valve. They can also be accommodated into most building management systems via volt-free contacts, and offer the controlled delivery of hot water over a wide range of demand requirements.

A marriage of these two exceptional systems – solar and plate heat exchanger – results in a highly efficient, cost effective and sustainable solution for hot water generation. This system ensures peak efficiency from the boiler because it involves heating the water instantaneously through the plate heat exchanger on a modulated control valve without feeding into any kind of storage.

This design also has a second

big potential advantage. The risk of legionella is increased where water storage takes place, so these systems would need to run an anti-legionella pasteurisation cycle, raising the water temperature above 60°C for a certain period of time to kill off any of the bacteria.

Although it would still be recommended to run an anti-legionella cycle with solar-store/plate systems, the potential possibility of legionella breaking out into the system is greatly reduced, since the water is raised instantaneously by the plate to 60°C, provided the plate is sized to deal with the full load instantaneously. There is therefore a greater likelihood that the water will be at a high enough temperature to kill off any legionella.

The proof of the pudding is, of course, in the eating. The question is how well does a combined solar thermal/plate heat exchanger system work in practice?

The answer is very well. We have already successfully installed this arrangement on several projects and, as more designers become familiar with its significant advantages over the alternatives, I would expect take up to grow.

Contact Stokvis Energy Systems on 0208 783 3050 www.stokvisboilers.com



Stokvis Econoplate.

BE SMART WHEN INSTALLING SOLAR

Choosing the right system to support solar thermal technology is important to achieve significant energy savings and contribute to a reduction in carbon emissions, according to Darran Smith, product manager at Alpha Heating Innovation.



The demand for solar heating solutions is continually rising.

The Feed In Tariff has provided a much-needed boost to the solar industry. Similarly, the forthcoming Renewable Heat Incentive, scheduled for June 2011, will provide further encouragement and uptake on solar power.

The demand for solar heating solutions is continually rising as pressure mounts to find low-to-zero carbon and renewable sources of heat. Furthermore, using energy from the sun has the potential to save up to 645kg of CO₂ emissions. However, installing the right support system is important to maximise reductions in both cost and carbon emissions.

Whether fuelled by lpg or natural gas, supplementing solar thermal in both commercial and domestic applications provides additional heat to deliver water at the recommended 60°C. Conventional solar thermal systems work with a traditional boiler to maintain a stored supply of hot water, which often means the boiler fires up to replenish the stored water as soon as its volume or temperature deteriorates, regardless of demand.

Alpha's award-winning SolarSmart is a comprehensive and technologically advanced system that works with lpg combination boilers, ensuring there is always hot water on demand. The three main components that comprise the SolarSmart system are the cylinder, the drainback unit and the solar valve – central to the whole system.

The unvented cylinder in the

SolarSmart system stores the water that is indirectly heated by the solar panel. There is a choice of a 90-litre or 150-litre capacity. The 90-litre cylinder is smaller and lighter than most solar cylinders, yet still provides enough hot water for an average family sized property. Because of its size, the cylinder is wall mounted and comes complete with a wall mounting bracket and a template to simplify installation.

Built into the cylinder is a simple display indicating the temperature of water in the cylinder, as well as the status of the system pumps. The cylinder is fully G3 compliant, meeting all building regulation requirements, and has WRAS approval. An unvented kit and expansion vessel are also provided.

The SolarSmart drainback system has two functions. Firstly, water from the collector 'drains back' into the unit when the system is not in use. This

protects against freezing or, in some circumstances and rare in the UK taking into account the unpredictable weather, against overheating. The drainback unit comes prefilled with water and is fully insulated to minimise thermal loss.

Secondly, water from the solar panel is used to heat a copper coil in the unit. Cold water from the cylinder passes through the coil and is heated before being pumped back to the cylinder – and this is where the system differs from most solar thermal. As the water has been preheated, the boiler has to do less work in order to heat the water, resulting in lower lpg usage and subsequent carbon emissions.

The solar valve ensures that the boiler is only ever used as a backup and not to heat water when there is no immediate demand. When there is demand for hot water, it is drawn from the cylinder and passes into the

solar valve, which acts as a diverter valve.

If the water is already at 60°C or more, it flows directly to the tap and the boiler doesn't need to fire. This is where a big proportion of the lpg savings come from.

However, if the water from the cylinder is less than 60°C, it is diverted to the boiler. Because the water will normally be preheated by the solar part of the system, the boiler will modulate down and only have to operate at part load to raise the water to the required 60°C. The result is that, even when lpg is required, it's at much lower levels.

As a source of heat, solar thermal has been used for a number of years. Now, with appropriate legislation and growing interest from consumers, installers need to make sure they are up to speed and qualified to install such technologies.

Alpha offers a range of training choices at venues across the UK to help installers keep up to speed on both renewable technologies and the advancements in Alpha's products. By ensuring they have the latest training and knowledge to provide the right solar thermal system, installers will ensure they are ready placed to respond to a market sector that is continually evolving and growing, and deliver efficient and carbon friendly heating systems.

**Contact Alpha Heating on
08448 718764
www.alpha-innovation.co.uk**



Alpha's SolarSmart system.

A TEST OF SKILL

In December, Mike Allen entered his lpg converted 1972 Bentley T1 into the Historic Endurance Rallying Organisation's sixteenth Le Jog driving event.



Mike entered his lpg 1972 Bentley T1 into HERO's Le Jog event.

Every year, classic car drivers compete in the Le Jog event, a time trial from Lands End to John O'Groats organised by the Historic Endurance Rallying Organisation (HERO). Drivers can enter either the Reliability Trial rally or the slightly gentler Classic Car Tour.

In December, Mike Allen entered his lpg converted 1972 Bentley T1 into the Classic Car Tour. He said: "It's generally recognised as a very tough event, but it's not a race. It's a test of map reading and car handling skills, and the ability to drive on prescribed routes at very precise legal speeds.

"The full trial, which involves driving tests on private roads and racetracks, and hundreds of miles of to-the-second driving over difficult minor roads, requires huge numbers of volunteer marshals to check progress. The touring class for slightly less energetic owners is over a simpler route, with more generous time schedules.

"We naturally entered for the latter! My navigator John Parker

and I know the event well, as we have assisted as marshals on almost all of them. We thought, just for once, we would enter, but with an extra challenge of our own.

"I own a 1972 Bentley T1, which I had converted to lpg some years ago, so we decided to see if we could go the whole distance on autogas. John is a well-known consultant in the field of cleaner energy, specialising in heat pump technology, so he was keen to see how 'cleanly' we could compete compared with the rest of them, in spite of our engine size!"

Despite being the only lpg entrant, Mike decided he would try to avoid the use of petrol completely during the 3,000 mile round trip from his home in Kent. His challenge was finding refuelling points along the way to fill the Bentley's 80-litre tank, as much of the event was at night.

Mike said: "Unfortunately, the dreadful weather that closed so many roads in Wales and the borders upset all our plans, so we had to re-plot much of our



Mike Allen.

route at the last minute and find other suppliers. We had to make a few detours out of our way, and some small extra top ups when available, but we only ever used petrol during the event when starting up.

"The Bentley has a basic non-injection conversion on its twin carburettor 6.75-litre Rolls Royce engine. Although there has always been a noticeable reduction in power when using autogas, there is always more than enough available, and the car ran faultlessly throughout.

"I had been rather concerned about the lpg cylinder freezing up in the very low temperatures in Scotland at the time, but there was no trouble, although the contents of our suitcases in the boot did get extremely cold!"

The weather had a considerable impact on the progress of the Le Jog event, with classic car drivers having to contend with blizzards and closed roads.

Mike said: "Our fuel consumption averaged out at around 10.5 miles per gallon, which was a bit less than we had expected, but the weather

was dreadful, and we were stuck for hours in that well publicised traffic chaos on the M8 near Edinburgh. It was the only time we felt we wouldn't make it. The car that went ahead to report back on road conditions was stuck there for 16 hours, and we did start to wonder if the rest of the event would be cancelled, but that is not the HERO way!

"Amazingly, very few cars did not complete the route, so there was a big gathering to collect the final awards at the gala dinner in Wick. It was recognised as probably the most challenging Le Jog of all. Many tests and road sections had to be cancelled because of the weather, and it was with feelings of considerable achievement that around 32 crews finally made it to the finish through the blizzards and snowdrifts."

Mike and John made the return journey from Wick to Lands End in 42 hours.

Mike said: "We had to switch briefly to petrol for around 10 miles near Dornoch, which we had hoped to avoid and, unfortunately, just 18 miles from my home in Kent I had to switch to petrol again as the last lpg pump before home was out of order.

"John and I felt we had achieved what we set out to do, and were amazed how well such a large car handled in all that snow. It also proved that, even with a car using such startling quantities of fuel, it is possible to get from one end of the country to the other just on lp gas."



The 2010 event was recognised as the most challenging.

World's Fastest Lpg Car Unveiled

German supercharging company G-Power has created the world's fastest lpg-powered car, the Hurricane GS based on the BMW M5, which has achieved a top speed of 333km/h.

Dirk Ochmann at G-Power said: "G-Power is known first and foremost for spectacular supercars, enormous power hikes and world speed records. What is less well known, however, is the fact that environmental protection and resource conservation also enjoy a high priority in all G-Power developments."

G-Power says the power increases it attains are not achieved by a rise in fuel consumption, but by maximising the efficiency of the modified driveline, equating to an added fuel consumption of around one per cent for a power increase of around 25 per cent.

Dirk said: "The whole package becomes even more



The G-Power Hurricane GS, the world's fastest lpg powered car.

environmentally friendly when the increased output is delivered courtesy of lpg instead of petrol. The conversion, however, is not that straightforward, even for series production high-revving engines. The even bigger challenge comes when the engine in question is also supercharged via two ASA radial compressors.

"By lucky coincidence, G-Power is not only a

supercharging specialist, but also one that happens to have particular expertise with BMW V10 power units. It's not without reason that G-Power is the only company worldwide to offer an aftermarket supercharger system for the BMW V10 engine."

The G-Power M5 Hurricane GS is equipped with one fully sequential five-cylinder lpg system per cylinder bank. The car can achieve 0-100km/h in

4.6 seconds and 200km/h in 11.4 seconds.

The G-Power SK II bi-supercharger system, including conversion to lpg, is also available for the current BMW M5 and M6. G-POWER holds various world records, and its 800hp BMW M5 Hurricane RR is the fastest limousine in the world.

Contact G-Power on
+49 82 529 098620
www.g-power.de

Lpg Version for New Picanto

Kia has redesigned and re-engineered its Picanto car, making it longer both in overall length and wheelbase, and will offer an lpg version. Kia will unveil the new car at the Geneva International Motor Show in March.

The next generation version will be available as in a five-door globally, but a sportier three-door body will also be made available in the UK and European markets.

Kia's chief design officer Peter Schreyer said: "In profile, the new Picanto

features significant sculpting and a very prominent rising character line. The result is a layering of light and shadow and this breaks up the height, giving the car a more surefooted stance."

The new Picanto will feature four new powertrains in 1.0 and 1.2-litres, available in a standard petrol engine and lpg, bi-fuel and flex-fuel variations, depending on local market requirements. The exact timing of the car's arrival in the UK market is yet to be decided.



New Kia Picanto.

Tankgas Equipment Ltd

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Email: info@tankgas.co.uk Web site: www.tankgas.co.uk

Competition Commission Update

Many gas suppliers have been contacted directly by the OFT with questions on metered estates. UKLPG has been liaising with the OFT who have advised that metered estates are one of the biggest issues raised by customer who contact them and therefore the questions they have posed is at this stage to "fact - find" and we will continue to liaise with them once this stage is over. A full copy of the email is available in the Members Lounge.

As a reminder please expect a revised copy of the Tank Formula Template which again is due to be reviewed and re-issued to incorporate the latest steel prices. This will be issued by the OFT in April. Copies will be available on the UKLPG Members Lounge.



2010 saw major changes for our Autogas Installers with the introduction of the UKLPG Vehicle Register and a change of branding to UKLPG Approved Autogas Installers. As a result a number of Autogas Installers who were not undertaking much LPG work chose not to join the new network. However the changes were overall very well received and at the end of 2010 the number of installers in the network has reduced by only 16 compared to 2009. UKLPG currently has a network of 163 Approved Autogas Installers.

UKLPG is pleased to report that the standard of conversions by Approved Installers has further improved with some 29% assessed as excellent (up from 20% in 2009). Action continues to be taken against poor conversions and one company has had their approval removed, subject to appeal.

The number of formal complaints received by UKLPG reduced to just 10 last year from 19 in 2009

All this indicates a very positive base for 2011 with the industry demonstrating improved professionalism with the Vehicle Register and improved business standards.

Introduction & Welcome...

According to the Met Office December 2010 has been the coldest on record – and we have just experienced the most bitter month in the UK for over 100 years! For the industry that has delivered some challenging times, even with the relaxation of Driver's Hours during parts, but again stories of heroic efforts within the industry to get gas to customers has been ever present.

UKLPG is aware that during this time there have been issues and interruptions with some LPG supplies which has often exacerbated the challenge for the industry during the severe weather, and therefore we have been liaising with our colleagues at UKPIA and FPS as well as DECC throughout and have further meetings in January.

We will keep you posted of their outcomes.

Lisa

LPG... In the Government Spotlight

LPG was highlighted at a recent adjournment debate in Westminster Hall on the 19th January which was motioned by Chris Evan, Labour/Co-operative MP for Islwyn. The debate itself was on Fuel Poverty and although not specific to rural fuels, there was a lengthy debate by contributing MP's on rural fuel poverty where LPG was referenced specifically. MP's highlighted that those in fuel poverty (spending more than 10% of income on energy) were significantly higher in rural areas and were calling for the market to be regulated. The responding minister was Charles Hendry, the Minister of State for DECC who during his response stated: *"We will consider how the market is working and the role that the OFT can take, which is primarily independent in its ability to assess these matters. We will also look at the role of Ofgem, as we reform its role as a regulator. It is critical that we learn a great deal from the lessons of this winter."*

Since this debate Charles Hendry has released a statement (21st January 2011) stating that he has written to the OFT asking them to consider the off gas energy market in their work programme for 2011/12. The OFT has since announced that it will conduct will a market study of rural fuel in their work programme. This goes beyond oil and LPG and will examine how the market is working and any issues arising. However DECC are more than aware of the market investigation already carried out in the LPG sector.

UKLPG Codes of Practice and Information Sheets, future developments



The content of and future of a number of UKLPG Codes of Practice and Information Sheets is being actively considered by the Technical and Safety Management Team in the light of:

- the increasing use of European Standards;
- changes to the legislative framework (notably ADR and the EU REACH Regulation and the Pressure Equipment and Transportable Pressure Equipment Directives as well as UK implementing Regulations); and
- who and how the publications are used.

In particular:

Code of Practice 1 part 1, Part 2 and Part 4: Bulk LPG Storage at Fixed Installations

A TSMT Working Group will be reviewing these Codes to separate duties which are wholly appropriate to operational sites from those for installations in domestic and similar premises to provide more focussed and relevant documents.

Code of Practice 1 part 3: Bulk LPG Storage at Fixed Installations : Examination and Inspection and Code of Practice 12: Recommendations for Safe Practice in the Design and Operation of LPG Cylinder Filling Plants

A TSMT Working Group has started reviewing these. It believes that

significant safety and cost benefits might be achieved by separating Written Schemes of Examination for small domestic vapour tanks from those for liquid service and larger operational site type vessels and by editing parts of COP 12 into COP 1 part 3 to make them more generally applicable. On balance the WG felt that COP 12 did not require changing at this time.

Code of Practice 25: LPG Central Storage and Distribution Systems for Multiple Consumers

This Code requires amendment or reissue to reflect GasSafe, pipework and other changes to general practice.

Code of Practice 15 part 1: Valves and Fittings for LPG Service : Safety Valves and Code of Practice 15 part 2 : Valves and Fittings for LPG Service : Valves for Transportable LPG Cylinders

These Codes of Practice have been largely superseded by a variety of European Standards. It is suggested that the little of Part 1 that is not covered in the ENs is replaced by an Information Sheet and that the requirement in the Code for cylinders to be fitted with pressure relief valves is transferred into Part 2 and Part 1 be declared "Obsolescent". Part 2 will remain as a, much slimmed down, Code of Practice as it specifies the various connection uses and sizes and would cover the PRV all of which are critical.

Code of Practice 4 : Safe and Satisfactory Operation of Propane-Fired Thermoplastic and Bitumen Boilers, Mastic Asphalt Cauldrons/Mixer, Hand Tools and Similar Equipment and Codes of Practice 24 (series) : Use of LPG Cylinders

COP 24 has five parts:
COP 24 part 1: Use of LPG Cylinders at Residential and Similar Premises; COP 24 part 3: The Use of LPG in Mobile Catering Vehicles and Similar Commercial Vehicles; COP 24 part 4: The Use of LPG for Catering and Outdoor Functions; COP 24 part 5: The Storage and Use of LPG on

Construction Sites; COP 24 part 6: The Use of Propane in Cylinders at Commercial and Industrial Premises. (Note: Part 2 was rolled into Part 1 some years ago.)

COP 24 part 1 is overdue for review but with significant changes in hand for pipework in BS5482 part 1 and BS6891 it is not appropriate to revise this COP at the moment. It is not envisaged that there will, overall, be significant changes even when reviewed (2011?).

NCASS (the Nationwide Caterers Association) has responded to the request for suggestions for change to COP 24: Parts 3 and 4 and is meeting in August. It has been suggested that they be rolled together to produce a single for LPG catering which does not take place in "bricks and mortar." This suggestion is open for views.

It has also been suggested that COP 4 and COP 24: Parts 5 and 6 be rolled together to produce a single Code for the "industrial" use of cylinders. Again, this suggestion is open for views.

Codes of Practice 2: Safe Handling and Transport of LPG in Road Tankers and Tank Containers by Road, 26: Uplifting of Static LPG Vessels from Site and their Carriage to and from Site by Road, and 27: Carriage of LPG Cylinders by Road

All three Codes will require amendment or updating to reflect changes in ADR as implemented in UK law, particularly as regards "Instructions in Writing" and the carriage of nominally empty tanks.

Code of Practice 29; Hazard Information and Packaging Labelling for Commercial LPG Cylinders

This code will require updating to reflect changes to the EU REACH and CLP Regulations, particularly as regards Safety Data Sheets

User Information Sheet on fixed fuel tanks for heating, cooking etc on caravans and motor caravans

An initial draft was produced on this subject for the National Caravan Council some years ago. They have now returned it to UKLPG with the request that it, urgently, proceed with its normal consultation, review and publication processes.

Autogas Lobbying

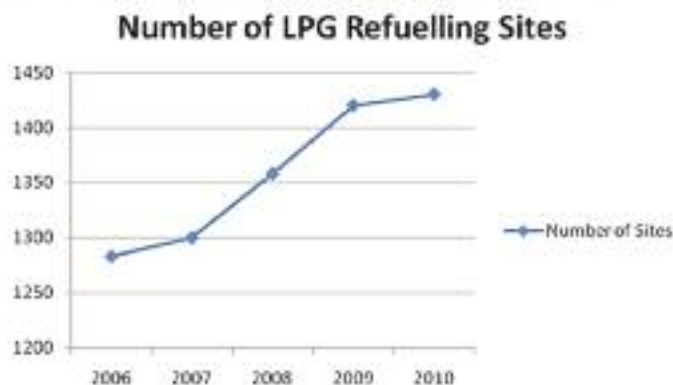
Despite the disappointing announcements in London on Congestion Charge and then Air Quality UKLPG will still be pushing the LPG autogas message both at the London General Assembly and the Mayor himself. Specifically promoting the benefits of LPG LCVs and the important benefits they offer London. Currently UKLPG is lobbying for a meeting with the Mayor's Transport Policy Advisor and we will keep you updated with our progress.

In government, UKLPG's preparations are now building for the budget which will be announced on the 23rd March 2011. We continue to have positive responses, including that of Kerry McCarthy who is the Shadow to Justine Greening. We will keep you updated with any developments via email and the Members Lounge.

Amendment of the carriage regulations

In our previous communications UKLPG advised that a consultation was expected from the DfT in the new year. At the moment there is still no specific date for its release and we will keep you informed as information becomes available.

Refuelling Sites



Openings continued to exceed closures in 2010 with there now being 1430 public access sites in the UK.

UKLPG Website

...raising our profile

Following another busy year for the industry it is pleasing to see that the UKLPG website still remains a popular place for people to visit and retrieve information. During 2010 the site received 73,695 visits and 58,160 unique visitors came to the site. The website is now rated 5th on Google under "LPG" search. This makes it a valuable tool to talk to LPG users in all their guises.

The top three pages viewed are Switch Supplier Search, Information Sheets Page, and Our Members Search each achieving annual visits of 12,880, 14,068, 13,584 respectively. This is a great way to gain exposure for your business through membership of UKLPG.

As always UKLPG is looking to improve what it does and will be launching its new website imminently which will refresh the look and feel and make the website even easier to navigate for visitors and our members alike. Each of our members will receive their own unique username and password which will also give them their discount on Codes of Practice Purchases. Look out for the launch in February 2011.



Joiners...

Welcome to the following who have become approved and joined the UKLPG Approved Autogas Installer network in 2010:

Autogas Cumbria
Birway Garage
EGC Portway
Energyshift
Euro LPG
London LPG Conversions
LPG Motor
Optimus LPG Systems
Rugby Autobodies
Worcester's Mobile Mechanic
Unique LPG

Cumbria
West Midlands
West Midlands
Kent
London
London
Warwickshire
Leicestershire
Warwickshire
Worcester
Lancashire

Drive Website

This was substantially revised following the introduction of the Vehicle Register. It continues to be the main source of promotion by UKLPG and the high level of visits following the introduction of the Vehicle Register has been maintained. For 2010 Drive received 116,713 visits and 90,617 unique visitors. By comparison visits are greater than they were in September 2008 when petrol prices were so high and we had a major promotion at the London Motor Show.



For all the latest information and developments affecting your business.

NEW!... AEGPL Statistical Review 2010 – now available for download in the members lounge (this is available exclusively to you as members of UKLPG).

NEW!... Minutes and supporting documents for the Autogas Policy Working Group, Technical and Safety Management and Off Gas Grid Teams.

Meetings Coming Up...

UKLPG Board Meeting – 8th February
Autogas Lobbying Team – 25th February
TSMT – 18th April

Members Lounge



Meeting up...



ELAFLEX



covagna group

UKLPG 2011 Conference

Wednesday 18th May 2011

**The Cardiff Hilton
Kingsway Cardiff CF10 3HH,**

After the success of UKLPG's 2010 Conference, the LPG industry's largest annual event returns, and this year it is in the city centre of Cardiff on the 18th May 2011. The 5* Hilton Cardiff has everything you would expect from the Hilton brand: a city centre location, onsite car parking, leisure facilities, two bars and a concierge service.

A wide variety of senior professionals from across the UK, and Europe will be attending UKLPG's Conference to check out the latest industry innovations, network with colleagues and learn about new legislation and other


industry issues. The conference programme comprises of a range of workshops and guest speakers followed by the Gala Dinner.

For Partners

Situated in the Heart of the City, we are in prime location for a shopping expedition. Feel free to drop off your luggage before heading out to enjoy a personal shopping experience or retreat at the Hilton Cardiff hotel. Swim in a 20-metre pool or book a massage in the spa or visit nearby Cardiff attractions like Cardiff Castle and the striking Millennium Centre. The Gower Peninsula and Brecon National Park are less than an hour's drive away.

Packages (exclude VAT)

Member Delegate	£270.00
Member Delegate (Conf Only)	£180.00
Partner	£110.00



The UKLPG Gala Dinner is the perfect end to a great event, and is ideal for entertaining clients and networking with the industry. This year's Black Tie event will include a Murder Mystery Challenge:

Title: The Garbunkular Oddity of Mr Trumpington Mews

Before Christie created Poirot...
Before Simenon discovered Maigret...
Before Conan Doyle built Holmes...
One gentleman detective was already streets ahead!

Meet Mr Trumpington Mews...

TMM

Purvin & Gertz Announces Lpg Seminar

Purvin & Gertz will hold its 24th Annual International Lpg Seminar on March 28–30 in Texas, USA. The seminar will include workshops on the fundamentals of lpg markets and understanding ngl feedstock economics.

Talia Szymanski at Pervin & Gertz said: "The pace of change in the lpg industry has accelerated in recent years and the stakes for our businesses are high.

"Economies are recovering from the global recession. Crude oil prices are increasing, but are still far from the highs reached in 2008. Natural gas prices are heavily discounted to crude oil prices, but natural gas production in the US continues at a rapid pace due in part to the economic uplift from natural gas liquids.

"Relatively high production costs for crude oil and continued discoveries of new unconventional sources of natural gas around the world suggest a potentially long period of strong incentives to recover and utilise lpg. It's of great interest to explore which global markets are likely to benefit and grow most rapidly in the face of so much change.

"Meanwhile, there are important implications for international lpg trade. For example, only five years ago, a global surplus of lpg was finding its way to the US Gulf coast for consumption by the US petrochemical industry. For the past two years, the pattern of waterborne trade has reversed, and the US has been a net waterborne exporter of lpg.

"Developments regarding US shale gas and oil have only clouded the outlook. There are also many concerns about the US petrochemical companies' abilities to consume surplus lpg given the evolving supply situation for ethane.

"All these changes in the global lpg market raise important questions. For example, how fast will global supplies and trade evolve? How will global heating and cooking markets for lpg respond to changes in the industry? Is this a golden opportunity for autogas? What are the likely implications for lpg infrastructure? How will these changes impact lpg pricing?"

Contact Purvin & Gertz on +1 7133 314000 www.purvingertz.com

AFI System Set to Match Performance

Australian company Alternative Fuel Innovations (AFI) says it is developing a new lpg liquid injection system for vehicles that will achieve the same performance as that of a petrol engine.

The company's Liquajet system is being developed with the help of a \$3.54 million grant from the Australian government through its Green Car Innovation Fund.

Innovation Minister Senator Kim Carr said: "Consumers in Australia and overseas are clearly looking for vehicles that are easier on the hip pocket and the environment. The Australian Government is enabling firms like AFI to capitalise on that demand. We are building high wage, high skill jobs in Australia and making our manufacturers leading players in the global response to climate change."

"It is not only the big auto companies that are funded to achieve the objectives of A New Car Plan for a Greener Future. Our smaller companies and component producers have a role to play in making the world a more sustainable place for future generations."

PERC Commissions Efficiency Study

A new study by Newport Partners LLC entitled Whole House Analysis Of Energy Efficiency Upgrades For Existing Homes, commissioned by the Propane Education & Research Council (PERC) in the US, offers insight into how construction professionals can help homeowners prioritise energy saving retrofits.

As residential buildings consume approximately 20 per cent of energy usage in the US, the study examined

dozens of energy efficiency upgrades, such as appliances, building improvements, space conditioning systems, renewable energy and domestic water heating systems, in 10 locations across five climate zones within the USA. The study looked at payback times and annual cost savings.

Tracy Burleson, director of residential programs for PERC, said: "Homeowners rely on construction professionals to know which

upgrades are the most cost effective for improving a home's energy efficiency. This new study serves as a guide to answering commonly asked questions about prioritising energy upgrades. Construction professionals can also use the study to help their customers proactively replace targeted mechanical systems that are near the end of their life, with high efficiency equipment that will yield good returns on investment."

Rheingas Purchases Vitalis

Austrian lpg wholesaler Propan Rheingas GmbH & Co KG has purchased a 90 per cent shareholding in Vienna based company Vitalis Handels GmbH. Founded in 2001, Rheingas sells lpg to distributors in southern and eastern Europe. Vitalis Handels has

subsidiaries in Poland and Serbia.

Uwe Thomsen, managing director of Propan Rheingas, said: "I am really looking forward to working with Vitalis. This cooperation will further strengthen our position in the lpg market. We have already extended our range of

offers over the past two years to include natural gas, energy technology and energy engineering. Aided by Vitalis, we will now be able to develop additional interesting offers for our customers and also tap into new customer groups."

Connections Without Hassle

The Indian government has set a two-year target to provide lp gas connections to 7 million rural households. It will also waive the upfront down payment for cylinders for rural customers to minimise paperwork in a bid to help villagers switch from firewood and kerosene to lpg.

An Indian official said: "The new proposal is simple so that the poor in villages can get connections without any hassle."

The oil ministry has set a target to provide 10 million new lp gas connections, mostly in villages, every year till 2015. State run oil companies have so far provided 8.5 million connections this year.

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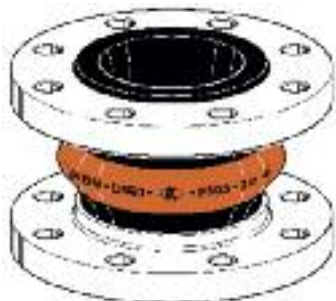
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