

JUNE/JULY 2010



# LP GAS

THE VOICE OF THE INDUSTRY



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## THE VOICE OF THE INDUSTRY

### UKLPG SCHEMES UPDATED



**Faye Spiers**  
Editor

The UKLPG Exceptional Energy Conference 2010 in May included updates on the industry's cylinder retrieval and approved autogas installer schemes.

Having found that appointing a single contractor to collect all lpg cylinders from civil amenity and recycling sites raised both logistical and competition issues, UKLPG has now formed a framework for its cylinder retrieval scheme that will ask relevant companies to tender for the position of single point of contact (SPOC) for collection requests.

The SPOC will take requests for collection and pass them to the relevant cylinders owners, who will be expected to arrange for collection of their cylinders, either by employees or a contractor, within a period specified by a code of conduct. Membership of the retrieval scheme is likely to be widened to include non-UKLPG members and non-lpg cylinders owners, although unidentifiable, or 'orphaned' cylinders, will be outside the scheme's scope.

The scheme will be funded by its members on a banding basis, and there will be an allowance for official branding and publicity.

Ron Waite of the London Fire Brigade gave a presentation on the cylinder amnesty pilot scheme he is keen to begin in his Redbridge borough. Three local fire stations will provide storage, but he is looking for support from lpg suppliers to collect the cylinders regularly.

UKLPG consultant David Lawton demonstrated the database of lpg vehicles he has compiled, saying installers find it intuitive and easy to use. The vehicle register has been uploaded with all vehicles that have already been converted by approved installers and issued with an LPG conversion certificate. When the database goes live, due by the end of August, newly converted vehicles will be added by installers and insurance companies and the DVLA will be able to check who vehicles were converted by.

Approved installers will also be rebranded as UKLPG Approved Autogas Installers, with a new logo (see page 14), and an lpg motorists' club is in development.

#### LP GAS

THE VOICE OF THE UK LPG INDUSTRY  
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#### FRONT COVER PICTURE

##### BACK TO THE FUTURE

See page 20



# Calor Fined for Canvey Leak

Calor Gas Ltd has been fined more than £27,000 for breaching health and safety regulations after a major leak at the company's terminal on Canvey Island saw the release of 163 tonnes of lpg in 2008.

A Health & Safety Executive (HSE) investigation found that Calor Gas had failed to provide effective measures to prevent

the leak and did not respond properly to the emergency. A leak detection sensor failed and emergency alarms onsite were not sounded after the leak was found.

HSE inspector John Hawkins said: "This site is specifically designated as a major hazard site, and that means that the correct management of risk is

absolutely essential. This case illustrates how important it is for companies to maintain effective measures to control risks from lpg."

Stephen Rennie, Calor's managing director, reportedly said that he was disappointed the company's record of no previous HSE convictions in 75 years had been tarnished.



Richard Smith.

## Smith Joins Clesse

**Richard Smith has joined Clesse (UK) Ltd. The company says his appointment earlier this year as technical regulator sales manager is intended to underpin the level of support offered to its customers.**

**Kaz Dziemarski, managing director at Clesse, said: "Richard's initial brief at Clesse is to expand our range of products, particularly in the bulk vessel market, and to offer valuable technical support. His enthusiasm for the business will further strengthening the team at Clesse and offer invaluable knowledge to a wider range of customers. His experience in the lpg market will help us target the development required in the UK, consolidating Clesse as the leading bulk tank equipment supplier."**

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

## Awards Announced

The Gas Industry Safety Group (GISG), an independent group of experts that commissions gas safety research, has announced a new awards ceremony on November 22 at the Guildhall in London to celebrate its 10th anniversary. The A Decade Of Excellence awards will celebrate safety achievements in the industry and focus on successful gas safety initiatives, partnerships, training and research.

Nominations for the eight categories are being accepted until the end of September. More information can be found at [www.gisg.org.uk](http://www.gisg.org.uk)

# UKLPG Holding Karting Event

**UKLPG's second National Karting Day will be held on June 20 at the PF International Kart Circuit in Grantham, Lincolnshire.**

**Richard Smith, organiser of the event, said: "After the success of the last karting session in 2008, we have decided to continue the tradition of our motorsport event for UKLPG members. The track this year is a return to our old favourite PFI near Newark, running twin engine pro karts on an outdoor circuit.**

**"Places are limited, with a**



PF International kart circuit.

**maximum of 16 teams available, so get your place booked now."**

Contact Richard Smith on 07825 641786 to book.

# Revised Textbook Published

The second edition of Gas Installation Technology by Roy Treloar of the Professional Training Centre at the Colchester Institute was published in April. Revised to cover the latest legislation, best practices and installation procedures, it covers

domestic, commercial and lpg installations.

Lizzie Chitty at publisher Wiley-Blackwell said: "This is still the only textbook devoted to domestic gas, commercial gas and lpg installation. It will be of interest to all concerned with gas installation

work, whether plumbers, heating engineers or dedicated gas fitters. It continues to provide a definitive text for students taking NVQ gas installation and plumbing courses, and a useful reference for operatives renewing their gas competences."

# Campaign Says Safe Not Sorry

**Gas Safe Register has launched its Better Gas Safe Than Sorry consumer awareness campaign to encourage the public to ask for the Gas Safe Register card. The campaign will focus around the real life experiences of people who have suffered as a result of employing a gas fitter who**

**was unqualified for the work they undertook. It will explain to the public the reason there is a register and encourage them to check it.**

**Fiona Russell, marketing manager at Gas Safe Register, said: "We'll be approaching industry to back the campaign before a national advertising push in**

**heating season. For stakeholders, we have a full suite of campaign materials to use on websites, in offices and in marketing materials. If you're approached, we would love you to get behind this campaign."**

Contact Gas Safe Register on 08004 085577  
[www.gassaferegister.co.uk](http://www.gassaferegister.co.uk)



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# APPLYING GOOD HAZARD MANAGEMENT

By Gary Tomlin, principal consultant safety and risk, GL Noble Denton

There is currently considerable lpg industry emphasis on management commitment, effective leadership, safety management systems and measuring process safety performance.



After a number of major incidents there is a greater emphasis on safety.

The UK lpg industry has dealt with some serious issues recently, including the Competition Commission inquiry into domestic bulk lpg, the ICL public inquiry and the underground metallic pipework replacement programme.

After a number of major incidents, including Buncefield, there is greater emphasis in the lpg industry on management commitment, effective leadership, safety management systems and measuring process safety performance. Damages following the Buncefield incident are estimated at up to £750 million, so it's obvious that low probability, high consequence events can threaten a company's very existence.

In the Chemical Industries Association's best practice guide for process safety leadership, Judith Hackitt, Health & Safety Executive chair, says, "Process safety cannot be managed or led from the comfort of the boardroom. Real leaders have to demonstrate their commitment by walking the talk, which means going out and seeing for themselves. All too often, senior managers and directors are far too detached from the reality of what is actually taking place on the ground. Every board also needs to consider what the real vulnerabilities of their process are and address them."

Process safety in lpg relates to the prevention of accidental releases, fires and explosions at storage and operational facilities. It requires a disciplined framework for managing the integrity of lpg

storage and handling systems by applying good design principles and sound engineering and operating practices.

Current UK legislation, such as the Control of Major Accident Hazards Regulations (COMAH), calls for site operators to have a safety management system in place that can address the hazards and ensure an adequate level of safety by reducing risk in accordance with as low as reasonably practicable (ALARP) principles. Unfortunately, the 'correct' model of a process safety management system varies from site to site, and determining the most appropriate approach in terms of both safety and cost is becoming increasingly difficult for lpg businesses.

Safety management systems should identify process safety risks and specify critical control measures and maintain their integrity throughout the plant's life. The lpg industry relies on safety systems and operating procedures to maintain and protect its assets. Carefully chosen process safety performance indicators can monitor the status of safety systems and provide an early warning of any deterioration.

Businesses seek to maintain operating and cost effectiveness whilst achieving safe operations. To deliver this, the safety system must ensure there is appropriate measuring, monitoring and auditing of key process safety performance indicators and investigation of any incidents to identify and eliminate root causes. The importance of good

corporate memory and the ability to learn lessons from major accident hazard industries cannot be overemphasised.

GL Noble Denton has the expertise to assist lpg businesses in all aspects of process safety. Since the late 1970s, staff from GL Noble Denton have been involved in a wide range of safety related projects, including fundamental and theoretical research into gas explosions, BLEVE, liquid and gas jet fires and other related hazards.

GL Noble Denton operates a test facility at Spadeadam, Cumbria, used for full-scale major hazard experiments. The data generated at Spadeadam, often through joint industry projects, has been used in the validation of oil and gas industry related models for dispersion, explosions, jet fires, pool fires and other hydrocarbon hazards. Many of the models have been published in refereed journals and presented at industry conferences.

In recent years, the emphasis has changed from pure research to the application of this knowledge to improve safety and influence design through good hazard management. We have developed knowledge-based packages, primarily for calculating the consequences (and risks) of major releases of hazardous materials from onshore plant, offshore facilities and buried pipelines.

These packages contain suites of mathematical models, capable of predicting the various processes associated with gaseous or liquid releases,

including outflow, dispersion and accumulation, fires and explosions, and their effects on people and buildings.

Whether to ensure regulatory compliance, or because of internal company governance requirements, understanding the risks and consequences of potentially hazardous operations is essential. The development of predictive models, validated against a wide range of Spadeadam experimental studies, provides GL Noble Denton with the ability to perform safety assessments on lpg storage, pipelines, plant and facilities for risk management, safety reporting and, where appropriate, design modifications.

Whether you require assistance in developing a safety management system, a quantitative risk assessment (QRA) for calculating individual or societal risk level values for comparison with regulatory risk criteria, the preparation of a major accident prevention policy (MAPP) or safety report, the facilitation of a hazard identification workshop, development of performance standards for safety critical systems or process safety performance indicators, a safety integrity level (SIL) assessment, or specialist experimental measurement to demonstrate a safety feature's effectiveness, GL Noble Denton can help companies meet health, safety and environmental requirements and optimise operational efficiency.

**Contact Gary Tomlin at GL Noble Denton on [gary.tomlin@gl-group.com](mailto:gary.tomlin@gl-group.com)**

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Appointed  
Distributor



Calor's training facility runs courses for contractors and customers on the key elements of lpg supply.

# SHARING BEST PRACTICE

By Phil Anderson, training coordinator, Calor Gas Ltd

Calor places huge importance on health and safety and has in place a number of measures to aid customers and employees ensure safe storage, supply and usage of fuel.

From advances in cylinder technology to bulk vessel inspections and dedicated training courses, Calor is committed to sharing best practice and educating people on the safe use of lpg.

Calor's vessels get a comprehensive examination every ten years, and delivery drivers are trained to carry out a full visual inspection at every visit. The vessel will be checked for signs of damage, in addition to an annual verification of the effectiveness of the corrosion protection system. No compromises are made with Calor's inspection team, who are audited by the United Kingdom Advisory Service (UKAS).

All liquid and vapour service vessels of 5,000 litres capacity or higher are subject to even more stringent checks and rigorous testing regimes. In addition, Calor carries out an annual safety inspection on all liquid installations.

Calor continues to innovate, looking for new ways to ensure businesses are not only as safe, but also as efficient, as possible. For example, unique to Calor forklift truck (FLT) cylinders is

Magnatract technology, which eliminates the risk of any small metal particles within the cylinder entering the vapouriser and interrupting supply. Calor's cylinders also contain memory plastic dip tubes instead of traditional metal tubes, further eliminating the risk of internal tube fractures leading to FLT downtime.

Calor operates a dedicated training facility, running extensive courses for its employees, contractors and customers. Training for customers can be carried out on or off site at the customer's request, and courses cover the key elements of lpg supply, including the properties and hazards of lpg, the use of regulators, changeover valves and hoses, the siting and changing of cylinders, fuel storage, equipment maintenance, ventilation and actions in an emergency.

Further training can be offered for employees of customers using lpg within specific areas of operation. For example, field training can be offered to those employed in game rearing or operating ATVs; information on

safe siting of tanks can be offered to architects, developers and planners, and manual handling relating to moving, transporting and replacing cylinders can be delivered to forklift truck operators.

Calor's dedicated team of technical experts is experienced in assessing businesses' needs, paying particular attention to health and safety, along with fuel supply, layout of refuelling areas and warehouse management.

It's vital that forklift truck operators, for example, and any employees working in areas where forklift trucks are operating, receive adequate training, and Calor's team offers unrivalled lpg knowledge, experience and technical expertise, giving operators the assurance that all elements of health, safety and training will be considered.

Calor has further demonstrated its commitment to health and safety in the FLT sector by supporting the Fork Lift Truck Association's (FLTA) Safety Conference for the second year running. The annual event looks at measures that can be taken to minimise the risk

of safety incidents and sharing responsibility for health and safety issues. Everyone has a duty to themselves and their colleagues to ensure procedures are followed and risk minimised, and this is relevant more than ever in areas where forklift trucks are present.

Lpg is a very versatile fuel. As it can be used in such a wide range of applications, it's vitally important that the relevant health and safety procedures are adhered to. All training, whatever the application, is designed to raise awareness of how to identify potential hazards and the importance of keeping up to date with new health and safety legislation.

To aid understanding of the importance of health and safety, Calor has produced a wide range of literature tailored to customers using lpg within different applications. Literature is available from the nationwide network of Calor Centres, from sales personnel and is downloadable from Calor's website.

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

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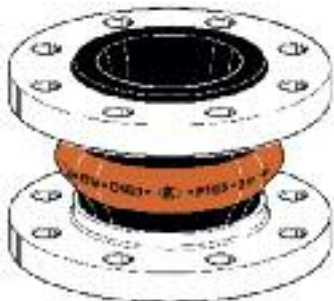
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Doug Thornton of British Compressed Gases Association winner of the UKLPGas Tournament sponsored by ELAFLEX being presented with the trophy by Anton Martiniussen.



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# REFINED TECHNOLOGY

By Kaj Lehmkuhl, Kosan Crisplant

Kosan Crisplant aims to push the limits of what an equipment and system provider can and should do for its customers.



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Flexspeed offers the best of both worlds.

Bottled gas should be made available to users everywhere, irrespective of means and resources, and corporate social responsibility means bringing bottled gas to the needy in developing countries, for example.

Governments, international organisations and investors are working closely to establish not only gas filling facilities, but also increased safety at plants, depots and households and better utilisation of lpg, creating jobs related to the filling, handling and distribution of gas cylinders, and setting up cylinder distribution networks. The technology to provide for these efforts is here, and is continuously being refined.

Kosan Crisplant recently designed a system for high capacity gas filling plants using new thinking and technology to obtain better safety and accuracy and higher capacity, leading to a lower cost per filled

unit for plant owners. The design incorporates not only the core cylinder filling process, but also the adjacent processing units and supporting cylinder handling and conveyance functions, as well as the control system.

Fast systems offer a high throughput and the ability to run at different speeds but often at the expense of other features, whereas slower systems naturally have a limited speed range. Only one system gives the best of both worlds and more – flexible speeds varying from the standard processing capability of conventional equipment to high-speed, lean operation, breaking all known limits for system versatility, including reliable high capacity processing. This flexibility optimises day-to-day production planning at filling plants with consideration for varying peak periods, and offers better system and machinery

performance.

Flexspeed is continuously being refined and brings the future of gas cylinder filling into contemporary plants, servicing all capacities at a reasonable investment.

The standard Flexspeed system configuration includes a multiple post filling carousel, a setup that can operate with any number of filling units on just one carousel rail. The capacity for the system ranges from 1,200 cylinders per hour, the average capacity of conventional filling equipment, up to a record-breaking 4,000 cylinders per hour, changing only the number of filling units.

Product upgrades, such as infrared leak detection, automatic camera reading of tare values and grouping all the system controls in the latest version of the Crisplant Universal Controller (CUC) interface unit, are finding their way into existing

systems as cost-effective improvements. Fully automatic operation eliminates the human factor in crucial stages of cylinder filling and handling at both large high-tech facilities and small filling sites.

Product advances and refinements include improvement of conventional equipment at no additional cost. This leads to higher benefits for fillers and easier access to useful equipment upgrades. This comes in handy for filling sites operating on limited budgets, where advanced processing equipment is within financial reach.

Most of these benefits can be adapted for installations in rural areas, and areas where Kosan Crisplant actively works to minimise deforestation by making provision for the use of bottled gas instead of charcoal.

**Contact Kosan Crisplant on +45 8740 3000**  
**www.kosancrisplant.com**



Flexspeed includes a multiple post filling carousel.



**A safe overview is essential in  
outstanding project performance**

The Kosan Crisplant Group is a project-oriented corporation, that supplies equipment, plants and systems for filling and reconditioning of LPG cylinders and offers after-sales and engineering services, and facility management. Since 1951, the group has supplied 2400 plants in 120 countries all over the world. The group has members in Algeria, Brazil, Cameroon, Denmark, France, India, Indonesia, Italy, Jordan, Malaysia, Mexico, Portugal, Romania, Saudi Arabia, Spain, Sri Lanka and USA, and is the world-leading corporation within its field.

The **Kosan Crisplant Group**

[www.kosancrisplant.com](http://www.kosancrisplant.com)

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Lakeland's Tankers have been well received by BP's staff.

# BP Searches Europe for Lakeland

BP LPG's global purchasing department searched Europe-wide for a tanker builder using criteria from the Ariba Sourcing process, designed to evaluate the total cost impact of a sourcing decision. Eight prospective tanker manufacturers tendered, and West Midlands based Lakeland Tankers was awarded the £1.2 million contract to build nine new tankers.

Roger Adams, sales manager at Lakeland Tankers, said: "The rigid vehicles' chassis selection was carefully analysed, and safety, value, driver acceptability and environmental credentials were all key factors. The chosen chassis that met all the criteria was the Volvo FL 4 x 2 model plated at 18 tonnes featuring the new 1-sync automatic gearbox, which has been well received.

"Lakeland manufactured the vessels in accordance with BSEN 12493 to suit the short wheelbase chassis in partnership with Volvo Truck & Bus UK, which has produced a vehicle that's both compact and very manoeuvrable. A number of innovative features were engineered into the new

tankers, including TouchStar's onboard computer system, which links the vehicle with the back office, ensuring swift exchange of information throughout the supply and logistics chain. These features help BP manage and improve its customer commitments."

Meller Flowtrans supplied the meter measuring system. Its new Flocom 2000 pressure differential concept measures the pressure drop across the Venturi effect and converts it into a delivery reading. Safety features on the new vehicles include a radio remote shutdown system, which allows the driver to close down the vehicle and tanker from the end of the hose in an emergency, and additional down lighting around the vehicle to reduce the possibility of tripping over hazards when deliveries are being made in the dark. Willie Anderson, the BP logistics support engineer who sponsored the project, said: "Our ability to make safe deliveries at different times is a critical part of the BP Gas business."

BP LPG and Lakeland worked

closely to produce the vehicles on time and within budget, and Willie Anderson says the equipment has been well received by BP's operational staff.

He said: "Lakeland Tankers have built the majority of our UK tanker fleet and we were confident that they would deliver a quality product when awarding them the contract."

Roger Adams said: "Uniquely, Lakeland Tankers acted as the project leader in this venture, coordinating chassis supply, delivery, overall build responsibility, certification and testing, painting and decaling, delivery commissioning and driver training, releasing BP to concentrate on its mainstream business. This year is the 21st anniversary of our involvement with BP, which will hopefully continue well into the future. Lakeland has manufactured in excess of 300 lpg tankers operating on four continents and the joint venture has worked extremely well throughout."

**Contact Lakeland Tankers Ltd on 01384 421199**  
**www.lakelandtankers.co.uk**

## Canongate Showcasing Latest Addition

Canongate Technology Ltd will be showing the newest addition to its vessel level monitoring range, the hazardous area approved ST1AD, at the 2010 AEGPL Congress in Madrid on 28 September-1 October.

Iain Crolla, internal sales and marketing manager at Canongate, said: "Some of the world's largest gas companies have been overwhelmed with the performance and reliability that our VesselCheck Ultrasonic systems are providing and have therefore made the system standard across all their depots, some even worldwide. This has brought new interest from customers in all corners of the world, with lpg tank level trials initiated so far this year in Dubai, Spain, France, Germany, Belgium, Austria and Australia following our past success in the UK.

"Our new products have really shown their value to our clients and they are therefore eager to equip all of their tanks with one standard instrument. The system connects with the depot's main control system and helps manage and improve the whole supply process. A high accuracy tank level gauge is critical in this process."

The company has over 25 years' experience working with ultrasonics.

Iain said: "Our lpg customers are so important to our business they can therefore expect the very best level of service from equipment trials right through to delivery and commissioning. We provide a customer guarantee that ensures one of our team will personally visit any customer worldwide who would like to discuss our systems in more detail and provide a full product demonstration."

Contact Canongate Technology Ltd on 0131 448 0786  
[www.canongatetechnology.co.uk](http://www.canongatetechnology.co.uk)

# Algas-SDI Appoints Combined Gas

Combined Gas Systems Ltd has been appointed exclusive UK distributor for the Algas-SDI range of vaporisers and gas mixing systems.

Tony Rodberg, sales and export manager at Combined Gas, said: "This range complements the already extensive range of lpg equipment that Combined Gas Systems distributes. To date, the majority of sales of the Algas-SDI range of equipment have been overseas, but we are keen to promote these systems in the UK."

The new range of Torrexz vaporisers and smaller 40kg Zimmer units are suitable for a variety of applications, such as hotels, restaurants, agriculture, caravan parks and construction sites. Tony says they are easy to install and maintain and would increase the capacity of the existing tank without the need to install additional tanks.

The Zimmer range can also be

used in conjunction with liquid off-take cylinders for a stable gas supply. It can run off standard single-phase electrics and has no switches, thermostats, floats, relays or other electrical controls.

Tony said: "Combined Gas Systems has experienced personnel who have had full training on these systems at the factory in Seattle and are able to install and maintain these products throughout the UK and beyond. We are also suppliers of the Chemet range of vessels and, together with the Algas range, are able to offer customers tailored solutions for their high demand applications where space is at a premium. When required, the vessel and vaporiser can be skid mounted for ease of transportation."

Combined Gas Systems has also introduced Fisher rapid bleed internal valves for road tankers and large storage vessels.



Algas-SDI's Zimmer range can be used in conjunction with liquid off-take cylinders.

Tony said: "Models C471 and C477 Jet Bleed internal valves have been designed to target speed of opening issues commonly encountered in the operation of internal valves. Enlarged bleed ports provide faster equalisation of tank pressure and downstream line pressure, giving a fast valve

response time for quick valve opening."

**Contact Combined Gas Systems on 01925 767217**  
[www.combinedgas.com](http://www.combinedgas.com)

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# UKLPG Launches Updated Installer Scheme

UKLPG has announced that its approved converters will now be known as UKLPG Approved Autogas Installers, with new branding and an lpg vehicle register to go along with the name change.

The new brand is the result of input from UKLPG's autogas management team, equipment suppliers and approved installers.

Lisa Thomson, communications manager at UKLPG, said: "The new brand keeps the significant element from the previous brand of the green tick, which was felt by approved installers to be essential to the new design. The logo carries the TM mark to protect it from misuse and is currently going through the six-month trademark registration process.

"The drivelpg website will be updated to include details of the changes and we are currently redeveloping the website to include the UKLPG vehicle register search facility on the homepage by the end of August. There will be a public awareness campaign to have vehicles converted or inspected by an



UKLPG approved scheme's new logo.

approved installer and added to the database if missing."

UKLPG's vehicle register is an online central register of new and existing lpg vehicles converted and inspected by approved installers. It will be accessible to insurance companies to check that approved installers

converted vehicles.

Vehicle owners, who now have responsibility for notifying the DVLA and insurance companies that their vehicle has been converted to lpg, will be given a registration receipt by the approved installer. The Association of British Insurers

has agreed to introduce the updated scheme to its members.

Mike Chapman, UKLPG's autogas manager, said: "Code of Practice 11 is being revised and will be introduced later in the year. There will be an increased number of vehicle inspections with a focus on poor conversions. The inspection regime will focus on where standards of quality are not being met.

"An installer who is not meeting these standards will have to improve, otherwise they will be removed from the scheme. There will also be annual visits to installers to provide support and information, as well as monitoring of standards for the Office of Fair Trading Approved Consumer Codes.

"There will also be a change in the complaints procedure to provide a clearly defined conciliation service. UKLPG will introduce a professional independent arbitration service to enable a final resolution on complaints."

[www.drivelpg.co.uk](http://www.drivelpg.co.uk)

# TCI Introduces Thermoflex

TCI Environment International nv has introduced a reinforced fibre thermoplastic pipe for the underground transport of lpg. The pipe is based on the Thermoflex technology developed by Polyflow and applied to tubing for the oil and gas industry.

The Thermoflex lpg pipe is comprised of a nylon inner liner compatible with both liquid and vapour and aramid fibres for strength.

Francois Meersseman, managing director at TCI, said: "Many are aware of the poor creep properties of plastics in

general, and PE pipes in particular. Aramid fibres exhibit excellent creep and strength properties, as proven by their application in bulletproof vests.

"Longitudinal fibres are applied to minimise stretch and radial braided fibres provide the burst strength of the pipe. Locking the fibres at the ends of the pipe requires a coupling similar to a hydraulic hose fitting. The metal coupling that is swaged onto the pipe's ends grabs the fibres and holds them in place."

The polypropylene outer

jacket provides an abrasion resistant layer to protect the braiding.

Francois said: "Unlike with solid unreinforced PE pipes, scratching or gouging of the outer jacket does not degrade the physical properties of Thermoflex lpg pipes. As long as the braiding is not damaged or cut, the integrity of the pipe remains unaffected.

"TCI's Thermoflex lpg pipes are installed underground in continuous runs between tank and pump and dispenser, eliminating the delicate and time consuming

jointing and welding work associated with steel tubing."

The lpg pipes come in sizes DN20, DN25 and DN32, and larger pipe sizes for tank offset fill lines and industrial butane/propane installations can be manufactured on request. The pipes and associated couplings have a rated pressure of 500psi – 35bar with a 1,5 design safety factor and are supplied in coils of 200m or longer. Contact TCI Environment International nv on + 32 34 598076 [www.tci-e.com](http://www.tci-e.com)

# NGK Offers Lpg Spark

Until now, the autogas market has lacked a range of spark plugs designed specifically for gas-powered engines. NGK, based in Hertfordshire, says it has filled that gap with its LPG LaserLine, a range of spark plugs developed specifically for gas-powered engines.

Martin Pring, general manager at NGK, said: "In the past, choosing a plug that is suitable for use with gas was often difficult and time consuming. Because the combustion of gas is very different from the combustion of petrol, the gas/air mixture is more difficult to ignite.

"The required ignition voltage increases, placing significantly more stress on the ignition coils and increasing the risk of their failure. The gas/air mixture also burns at a higher temperature, which means the standard plug heat range may not be suitable.

"Conventional electrode and



NGK has filled the gap with LPG LaserLine.

housing materials corrode more quickly in this environment and the spark plug also has to dissipate more heat. Until now, the best solution was to change

from standard spark plugs to precious metal spark plugs, perhaps with a different heat range, and to adjust the spark gap."

LPG LaserLine spark plugs are suitable for more than 90 percent of conversion capable vehicles in Europe and have an iridium tipped centre electrode and a ground electrode that contains a platinum chip. The copper core in the ground electrode improves temperature discharge, helping to regulate the higher temperatures found in lpg-powered engines. An insulator protects the spark plugs from fouling when used with petrol.

NGK says it has conducted studies that show that the required ignition voltage in gas-powered engines increases by as much as 7,000 volts. The iridium centre electrode provides a counter measure since it requires a lower ignition voltage, reducing stress on the coils.

**Contact NGK Spark Plugs (UK) Ltd on 01442 281000 [www.ngkntk.co.uk](http://www.ngkntk.co.uk)**

## FES Warns of Fake Kits

**Nick Farrow at FES Autogas, the official UK OMVL distributor, is warning autogas converters of a company marketing fake OMVL injection systems.**

He said: "We have recently seen a company marketing so called AEB based injection systems as OMVL, when in fact they are clearly not OMVL injection systems and should not be sold or branded as such. OMVL in Italy has clarified that it does not make this product.

"AEB and OMVL have also confirmed that using OMVL rails and regulators on any other AEB ECU without the correct OMVL firmware and software will cause engine and equipment malfunction

and emission problems, as the equipment has not been tested in this configuration and safe running cannot be confirmed.

"We need to clarify that the non UK specification OMVL products in this kit will not be covered by any warranty from FES Autogas or OMVL Italy, or by FES' company product liability insurance should there be a future problem. We are tightening our returns procedure to make sure all future returns are supplied with the completed warranty forms and copy invoices."

Contact FES Autogas on 01286 882097 [www.fesautogas.co.uk](http://www.fesautogas.co.uk)

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# UKLPG Exceptional Energy Conference

Did you miss it?... For 24 hours the UK LPG industry descended upon Wyboston Lakes on the 18th and 19th May. Ross Brindle, Vice President of Energetics Ltd provided a clear case on the properties that make LPG an exceptional energy across the globe: quite simply "it's efficiency". He highlighted the distinct attributes which make LPG a global energy:

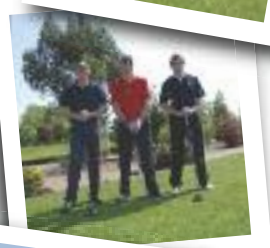
- **high energy content**
- **highly portable**
- **low carbon content**
- **low particulate emissions**

Eric Johnson, Director of Atlantic Consulting presented on the qualities of LPG highlighting the growing issue of Black Carbon, or soot, and its contribution to global warming. LPG stacks up well on this issue in comparison to wood and diesel.

conversation. Spanner in the Works certainly lived up to their name during the dinner itself, stealing forks and generally creating mayhem that got everyone singing and dancing to Dilliah, even a few (who will remain nameless) were on their chairs as they joined in the rendition.

On a very sunny morning in May 2010, 10 LPG delegates gathered on a golf course for the UKLPG Golf Tournament at the Wyboston Lakes conference centre. A good time was had by all the players but there can be only one winner of the coveted Elaflex sponsored UKLPG Golf Tournament – Doug Thornton of the British Compressed Gas Association.

Full details of the presentations are available for download via the Members Lounge area of the UKLPG website: [www.uklpg.org](http://www.uklpg.org)



## EXCEPTIONAL ENERGY CONFERENCE 2010

"In the UK emerging technology such as micro CHP still remains a great opportunity into the future, but for now a customer changing to an LPG condensing boiler can save themselves 30% on their CO2 emissions compared to using oil," said Paul Blacklock, Head of Corporate Affairs & Strategy at Calor Gas Ltd.

Stephen Rennie, UKLPG Chairman and Managing Director of Calor Gas Ltd, opened and closed the main conference, advocating a change in approach by the industry, as we must begin viewing LPG not as fuel but an energy; to help establish LPG with policy makers and ensure its place in the UK's energy mix.

On the fun side, the Gala Dinner was not the usual black tie affair but the headline entertainment of Men in Coats went down a storm, along with 'plenty of wine' and good



### UKLPG Vehicle Register and Approved Installer Changes

Further strengthening for our future lies in the investment the industry is putting into the Approved Installer operation. This has warranted a full article in other pages of this edition but in brief takes the whole Autogas operation a major step up for installers, consumers and various organisations including the insurances companies.

# Members Lounge

## UIS008 Electrical Installations Associated with Bulk LPG Installations

This 2010 edition is now available to members via the website. The 2010 edition is a general update, in particular to align with the 17th Edition of the Wiring Regulations (BS7671).



## Autumn UKLPG Events

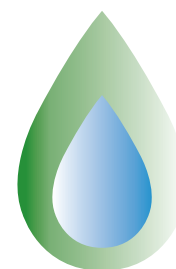
Following feedback from our members the regional meeting format is back for 2010. This means there are two informal meetings, a Southern Meeting and a Northern Meeting. Both events have the following formats: an optional fun event followed by an informal dinner that evening and finishing with presentations and discussion before lunch and then depart. The agenda's are being driven by our equipment members this year and are sure to be of interest and a good opportunity to network. For dates and details go to the Events Page of the website.

# Exceptional Energy

Not only was this the theme of our most recent conference, but it is the global brand for the LPG industry. Owned and managed by the World LP Gas Association (WLPGA) this is a brand designed to raise awareness around the world and for the industry to use. The brand and its .com website is currently being redeveloped and it will be launched ahead of the World and European event in Madrid on 29th September to 1st October 2010.

"The brand is supplier neutral, which means the entire industry can use it. We are encouraging all of our regional and national association members to use it and help spread the word that LPG is an exceptional energy," said Nicki Allitt, Communications Manager for the WLPGA.

UKLPG will be incorporating Exceptional Energy into its new website which is in development during this summer. Exceptional Energy will be featured as the place to get UK case studies and general information on the properties of LPG. It will also have direct links to the global website to provide a high level overview.



LPG

EXCEPTIONAL ENERGY



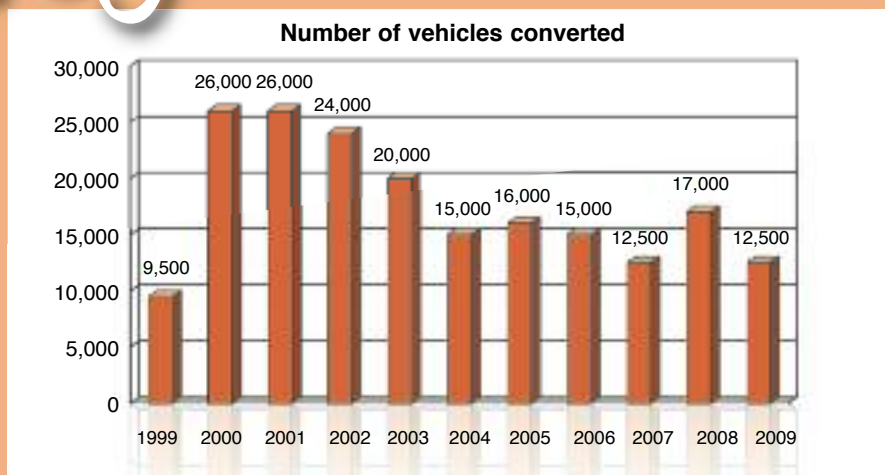
# Autogas News

Figures for 2009 have now been put together and reflect the difficult year for the industry: The survey of vehicles converted in 2009 has not yet been completed but the indications received so far indicate that conversions reverted to 2007 levels.

However we have to remember that 2008 was the exception with the extremely busy period around the motor show and with the publicity surrounding the high petrol price.

This means that as at the end of last year the number of LPG vehicles on the road in the UK rose to around 160,000.

Despite this increase the sales of Autogas have declined in the last two years. This however follows the trends in fuel sales



in the UK – last year diesel sales fell by 2.4% and petrol by 4.4%.

The Department for Transport put this down to a combination of more efficient cars on the road and drivers cutting back on their journeys. In the case of LPG I think there is an additional influence as cars come out of high mileage fleet use and are sold in to

private ownership with lower annual mileage. This is having an impact as the fleets are not replacing their LPG vehicles with new LPG ones but turning to diesel.

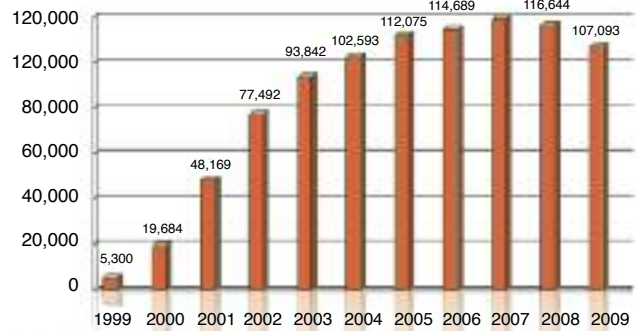
LPG prices have risen – world prices are nearly double what they were this time last year.

There are some encouraging signs for 2010 and the future:

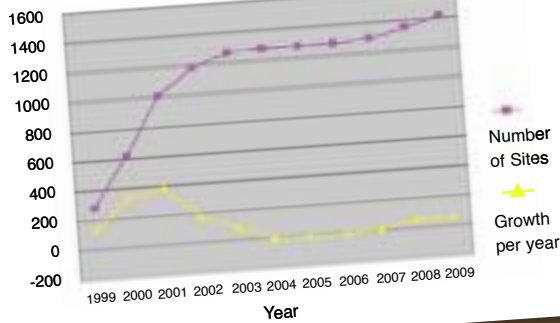
The economy in the UK is improving giving consumers more confidence to spend and petrol prices remain high so the savings on running on LPG are maintained.

We have the 5 year commitment on fuel duty, and whilst the government say that the differential with petrol will not decrease by more than 1p per litre per year, in practice we are not seeing any reduction. With the increased rates coming in January 2011 we will have our largest ever differential at 42.43p per litre and this differential has been at or above 42p since 2003.

**Autogas sales – tonnes per annum**



**Number of Autogas refuelling Sites**

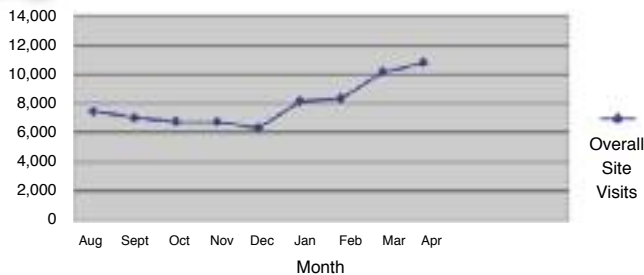


The gas supply companies are increasing their investment in fuel stations. Not only is the overall number increasing but those

opening are mostly at petrol service stations and the increasing proportion of these is really good for the convenience in terms of location and opening hours for LPG drivers.

There is increasing interest in LPG conversions. I get this message from installers and equipment suppliers I speak to and see it first hand from the visits to the Drive LPG website. The rising trend is obvious from the chart and is now higher than at anytime since the motor show in 2008.

**Visits to www.drivelpg.co.uk**



We also have LPG cars running at the front in the British Touring Car Championship.

Tom Chiltern claimed the first ever victory for an LPG-powered car in the first race of the day of the British Touring Car Championship at Brands Hatch. Tom Onslow Cole, Tom Chiltern's team mate, also made it to the podium in third place in his LPG powered car.

In the second race of that day his team mate Tom Onslow Cole (whose family run LPG Approved Conversion company Capital Autogas in New Malden) was awarded victory after Tom Chilton was excluded for a technical infringement.

The Ford Focuses are run by Team AON with Calor sponsorship. The engines have been developed by Mountain Racing and Prins using their latest injection system.

## Autogas Lobbying

With a new budget being announced on 22nd June, UKLPG will be focusing activity on persuading Treasury to maintain the duty differential for LPG and bring stability to the market by setting out a 5 year commitment. This has begun in earnest with a letter to the Chancellor, copies of which are available via the UKLPG website.

To reflect the focus and serious activity needed, UKLPG has gained additional funding for extra resource for this activity and will be working closely with the gas suppliers and Approved Installers to utilise all resources and expertise available.

Not only does the new government offer its challenges, there are also opportunities to argue a fresh for LPG. The challenge ahead is to persuade policy makers that electric vehicles are still unproven and therefore no silver bullet solution to the environmental issues created by transport. The environmental debate now increasingly includes air quality, and with air quality targets not being met in London and for the UK, LPG has a strong case to make.

Transport for London has recently published their consultation on Congestion Charging. A serious challenge to our industry is the proposed removal of the alternative fuel discount for the replacement for a Green Vehicle Discount (GVD) for any vehicle emitting less than 100g/km of CO<sub>2</sub>, that meet the Euro 5 standard for air quality. UKLPG will be asking our Approved Installers based in London to support UKLPG's lobbying activities to the TFL.

All these positive aspects can only be good for our industry and I am convinced that the market will return to us.

# A NECESSARY EVIL

By Andrew Dear, business development director, OAMPS (UK) Ltd

Everybody hates paying for it and it's not exactly an interesting subject but, if the worst happens, you'll be happy you didn't ignore it.

The problem with insurance is that no one wants to think it may happen to them. But, as an insurer, OAMPS has to think about worst-case scenarios and give its clients the options available to protect against them.

OAMPS was originally started in Australia in 1976 as the Oil Agents Mutual Provident Society by fuel distributors who were fed up with the attitude of the insurance industry to their sector. Success followed and, in the mid '80s, OAMPS came to the UK and followed the same business model of developing close ties with trade associations for the sectors they specialised in. In fact, OAMPS has been appointed insurance manager to UKLPG for a number of years now, giving advice to the association on any insurance related issues, as well as insuring a number of members.

And it's not just lp gas suppliers that need specialist advice, but anyone involved in the lp gas sector, whether that be

tank or cylinder manufacturing, hose and pipework manufacture and installation, distribution and deliveries or specialist equipment supply. Every company working within the lp gas industry is subject to certain risks that need the expertise and experience of an insurer who has worked within the gas sector for many years.

Trade association endorsement gives us credibility with the industry, which is not something we take lightly. There are very few compulsory insurance covers that a company has to take out in order to trade legally. That means everything else is a commercial decision.

At OAMPS Petrochemical, we believe in providing our clients with the possibilities available to transfer the risks they have. Some of these may be insurance backed, some involve more risk management and training. It depends on the individual company requirements.



OAMPS is proud of its place as market leader.

We give professional advice and explain the consequences of not taking out certain covers. But, at the end of the day, it is the client who decides what they want and what they want to pay for. We are here to help, to be a partner, not to dictate.

Whether gas, oil or chemicals, OAMPS Petrochemical has always been involved with hazardous goods, an area most insurers would stay away from. But we have seen over the years that, in most instances, the perception is worse than the actual risk. There are claims – some very large ones that hit the news – but most of the time, industry is aware that prevention is better than cure.

We are there as a backup to make sure that, if prevention doesn't work and disaster strikes, everything is sorted out quickly and efficiently. That's why we have our own in-house environmental and training companies. With OHES Environmental Consultancy and ORS Risk Management, OAMPS

Petrochemical clients don't have to rely on insurance contractors from outside the industry.

We are there with training to improve prevention but, if a claim occurs, we are there to remedy the situation. By the time other insurers, the Environment Agency or Health & Safety Executive arrive, we are normally finished or at least well under way.

Along with the OAMPS Petrochemical claims department, all aspects of any event, from initial report to final settlement, are dealt with in-house by claims handlers experienced in hazardous incidents. Over 75,000 claims have been settled satisfactorily since we started, so we doubt anything will happen that we haven't seen before.

OAMPS Petrochemical is proud of its place as market leader and appointed insurance manager to various trade associations. As well as UKLPG, we have similar agreements with the Federation of Petroleum Suppliers, UKSpill, the Oil Recycling Association, the Chemical Recycling Association and the Hazchem Network. Also, close working relationships with other trade bodies, such as the Chemical Industries Association, keeps OAMPS Petrochemical at the forefront of insuring the hazardous goods sector.

Insurance may still be seen by some as boring and a necessary evil but, in these changing and challenging times, having someone solid and dependable behind you when things go wrong may not be such a bad thing.

**Contact OAMPS (UK) Ltd on  
01372 467266  
www.oamps.co.uk**



# Back to the Future



**By Ian Oultram, managing director, UK Energy Training**

With the gas industry currently revisiting training and assessment through Energy & Utility Skills, Gas Safe Register and others, it's an appropriate time to examine what the lpg industry's requirements may be over the next 30 years.

Before looking forward to the lpg industry's training requirements, let's look back. What has changed?

Have appliances, regulations and customer demands all changed in the last 25 years? You bet they have. What about tanks, cylinders, regulators, pipework (excluding polyethylene pipework and OPSO protection, etc)?

In truth, practical engineering fundamentals have changed very little from the time of the original LPGA COP1 for bulk vessels back in the 1950s. So, if there have been no real changes in basic lpg fundamentals, why have technically 'ill fitting' and sometimes onerous assessment modules been developed for the lpg sector?

I believe serious consideration should be given to a 'back to the future' approach for an examination of lpg training requirements in the first half of the 21st century.

For every chartered engineer that graduates, we need many more practical engineers to carry out required work to a safe and acceptable standard. We have an ageing practical engineering workforce. We also

have similar problems with engineering expertise, i.e. chartered engineers, trainers and assessors.

We need to encourage people with an engineering appetite to join our industry quickly. We should not be applying academia to qualifications when plainly it's not required.

For example, currently we expect an lpg engineer, when carrying out tests and purging of larger volume mains and service pipework, to hold a quite arduous qualification (TCP1) that, in the natural gas world, is not required by mains layers and the like. Going back to basics, an office based academic engineer, usually with chartered status, provides the technical specifications to practical engineers who carry out the work. I believe this is just one example where we have all been responsible for raising the bar too high.

In my opinion, the training and evaluation of practical engineers should mirror the task. There is nothing wrong in keeping it simple. After all, our basic industry engineering technology has hardly moved in 50 years.

Some may find that boring and not 'sexy', but that is the position, so why not use it as the core of our future training requirements. Keeping it simple does not mean unsafe. On the contrary, overcomplicating a subject can cause confusion that leads to increased risk. A concerted effort is needed to reduce the sheer volume of non-essential documentation and assessments that can be so off-

putting to a practical engineer.

Looking back to the 1950s–1990s, we saw significant growth in our industry, supported by a strong technical and engineering skill base. In those days, we kept it simple, provided onsite training that mirrored the task and allowed personnel to develop without suffocating them in systems and documentation.

There was nothing wrong with that! However, since the early 1990s, our industry has been overwhelmed by a raft of industry generated assessments, most of them alien to the lpg industry and at a significant cost to both lpg suppliers and engineers. Who has it benefited?

The oil industry most definitely – it is surely no coincidence that the oil industry has grown ten times that of the lpg sector. Where we have continuously created higher hurdles in the name of safety, the oil trade have sensibly catered for training and assessment that mirrors the task.

So what of the future? Do we really want to carry on the way we have been? Or do we make it clear to those in authority that the lpg industry is a historically safe industry and wants nothing more than to satisfy for the competence requirements of its practical engineers in a realistic manner?

**Contact UK Energy Training on 08456 442039**  
**www.ukenergytraining.co.uk**

## SWPT on the Move

**South West Peninsular Training (SWPT), which has been operating in Langport, Somerset, since 1995, has invested over £1 million to move to larger premises...next door. After recently completing the refurbishment of its oil training and assessment centre, winner of the OFTEC Training Centre of Excellence 2009 Gold Award, the company decided to turn its attention to its gas assessment centre.**

**Bob Clark, managing director at SWPT, said: "We decided to move to larger premises to enable us to give more room within the assessment area for candidates and to be able to offer a larger variety of courses, such as gas fired generators and renewable energy courses.**

**Although we are expanding to include renewables courses, we still continue to offer the complete range of domestic, commercial and lpg courses, including a wide range of ACOP courses designed to meet our clients' individual needs. Our courses are offered to suit our clients and are run all year round – we only close between Christmas and New Year."**

Contact South West Peninsular Training on 01458 253493  
[www.swptraining.co.uk](http://www.swptraining.co.uk)



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# Grass Roots Training

Since leaving Bullfinch (Gas Equipment) Ltd, Jeff Doidge has been putting his many years of lpg industry experience to good use. He created Industry Safety Training for people who sell, use or transport cylinders and lpg equipment.

Jeff said: "A number of companies will provide mandatory training, such as ADR and ACS Gas Safe accreditation modules, but few, if any, will provide grass roots training for staff to understand the basic safety principles that are involved with cylinder and lpg equipment.

"Very few training companies explain simple details, such as where lpg is derived from, how it reacts with varying temperatures, what's happening when cylinders freeze up, why a flame failure device is fitted and

how it works, and why transportation of cylinders in the upright position is of such vital importance."

Over the last 20 years, Jeff has provided safety training for diverse sectors, including schools and colleges, large manufacturers, lpg dealers and stockists and fire and rescue services. To complement its lpg training programmes, Industry Safety Training also provides fully accredited training in First Aid at Work, Manual Handling of Objects and Fire Safety Awareness, and works with an associate company to provide general risk assessments, manual handling assessments and a health and safety advisor service.

**Contact Industry Safety Training on 07854 843630**  
**www.industrysafetytraining.co.uk**

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All persons using the product should be trained in the safe use of LPG. Employers should keep records of this training for 5 years and provide a copy of these records to each employee. The requirement for training applies regardless of the load quantity.

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## PLEASE TICK THOSE BOXES WHICH APPLY TO YOUR COMPANY AND SIGN AND DATE BELOW

**Wholesale supplier of lpg**

**Dealer of lpg**

For which supplier?

---

**Distributor of lpg**

For which supplier?

---

Please tick which market sectors:

- Residential
- Manufacturing
- Camping
- Caravanning
- Agricultural
- Commercial
- Industrial
- Other

**Manufacturer of lpg-fired equipment**

What type of equipment (e.g. fires, lighting)?

---

**Distributor of lpg-fired equipment**

What type of equipment (e.g. fires, lighting)?

---

**Manufacturer of lpg equipment**

What type of equipment  
(e.g. meters, storage)?

---

**Distributor of lpg equipment**

What type of equipment  
(e.g. meters, storage)?

---

**Builders merchant/retailer**

**Maintenance contractor**

**End user**

**Transporter**

**Training**

**Supplier of autogas products/services**

**Engineering services**

**Installer**

Other:

---

**Please tick how many employees:**

- 1–10
- 11–50
- 51–100
- Over 100

**SIGNATURE:**

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