

OCTOBER/NOVEMBER 2011



# LP GAS

THE VOICE OF THE INDUSTRY



## **GREATER FUEL ACCURACY**

Improving efficiency and  
reducing operating costs.

ALSO IN THIS ISSUE:

UKLPG NEWS

AUTOGAS

METERED ESTATES

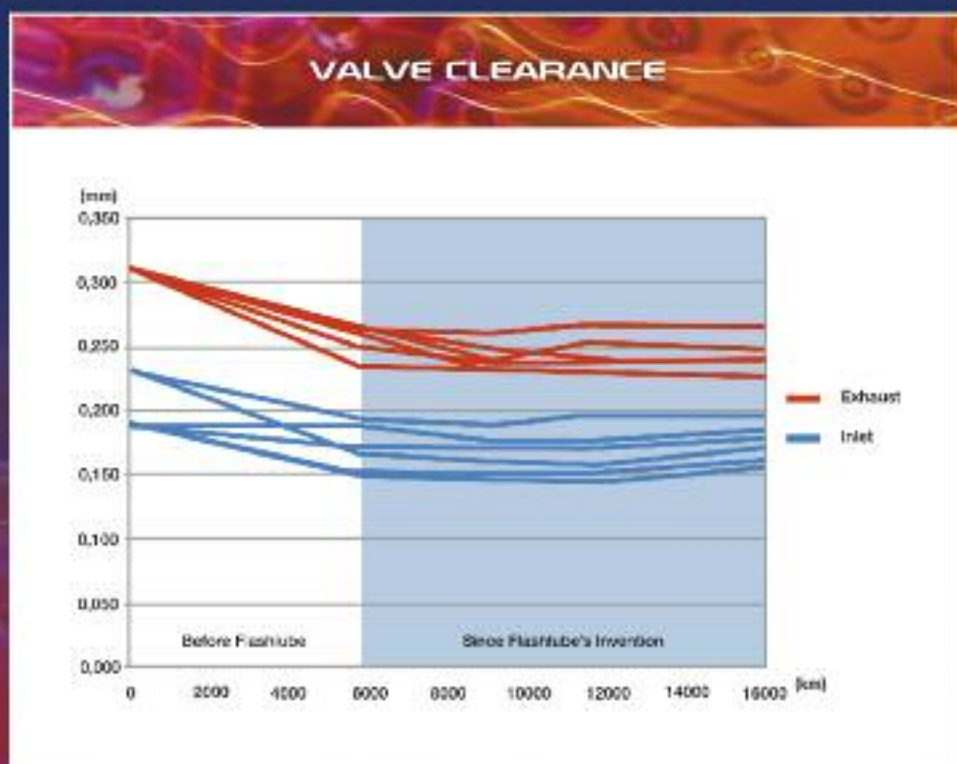
# ONLY FLASHLUBE

HAS BEEN TRIED & TESTED SINCE 1979

The long term problem of Valve Seat Recession was addressed by technology developed by Flashlube, the industry supplier since 1979.

Since then, motorists around the world have trusted and relied on Flashlube, because it is known to be safe and continually proven in the field.

That's why Flashlube excels in research studies and the most recent testing by HTW University can be found by visiting [flashlube.co.uk](http://flashlube.co.uk)



# CONTENTS

## OCTOBER/NOVEMBER 2011

4	<b>NEWS</b>
8	<b>STORAGE &amp; HANDLING</b>
12	<b>COMPANY PROFILE</b>
14	<b>METERED ESTATES</b>
16	<b>AUTOGAS</b>
17	<b>PRODUCTS</b>
18	<b>UKLPG NEWS</b>
22	<b>SPECIALIST SERVICES</b>

## THE VOICE OF THE INDUSTRY

### WINTER IS COMING



**Faye Spiers**  
Editor

As autumn draws in, the lp gas industry is starting to look to winter. After the distribution problems caused in rural areas by last year's heavy snow, and with similar conditions forecast for the coming winter, lp gas suppliers are studying their plans to make sure their customers won't be left out in the cold this year.

At the UKLPG's autumn meeting in September, members were encouraged to contact their local member of parliament, as MPs are normally happy to visit businesses within their constituencies and can help with issues, such as the gritting of roads. They may also sit on select committees and other government groups, and members could benefit from MPs' wider understanding of the issues facing businesses in the lp gas industry.

During the meeting, an update was given on the underground metallic pipework replacement programme. Of the 4,000 installations thought to present an immediate risk, half have already been replaced or were found not to be at risk on inspection. The remaining at risk commercial installations must be replaced by 2013.

UKLPG and the Health & Safety Executive (HSE) are currently discussing a timeframe for the replacement of the 6,000 commercial installations of unknown material. HSE has agreed to take over the management of the replacement programme and let companies know which of their commercial customers are still awaiting replacement of their pipework.

The HSE is currently consulting on a cost recovery scheme that has already been agreed in principle and could apply from as early as April 2012. Costs would be recovered if, during an inspection or investigation, a failure to adhere to health and safety law was identified requiring formal action. Fees would apply up to the point where HSE agreed that businesses had put matters right.

**LP GAS**  
THE VOICE OF THE UK LPG INDUSTRY  
Reflecting the objectives of a thriving, diverse industry and its customers, LP Gas is distributed free to registered readers and UKLPG members.  
**Individual copies:** £4  
**Overseas subscription:** £40 pa.



**ISSN 1362-7813. OCT/NOV 2011**

#### EDITORIAL

##### PRG Ltd

The Point, College Road, Eastbourne, East Sussex BN21 4JJ

**Tel:** 01323 646076

**Fax:** 01323 411050

**Email:** publishing@prg ltd.co.uk

**Web:** www.lpgasmagazine.co.uk

**Publisher:** Raymond Groves

**Editor:** Faye Spiers

**Design:** Matt Sommers

**Printed by:** Eastprint, Eastbourne

#### ADVERTISING

Tracey Ledger

**Email:** tracey@prg ltd.co.uk



#### © PRG Ltd, 2011

All rights reserved. Reproduction of any part of this publication is prohibited without permission. Every effort is made to ensure accuracy, but the publishers accept no responsibility for editorial opinions or statements, and no liability for products or services described in this magazine.

#### FRONT COVER PICTURE

##### GREATER FUEL ACCURACY

See page 10



## 2013 Forum Dates Announced

UKLPG has announced that the 26th World LP Gas Forum will be held on September 29–October 3 2013. The event, which will be hosted in London and include the AEGPL Congress 2013, is a joint partnership between UKLPG, the AEGPL and the World LP Gas Association (WLPGA).

UKLPG hopes to sign contracts with venue providers shortly before announcing the

venue and accommodation packages for the event. Sponsorship opportunities will be made available when the programme has been finalised.

New UKLPG chair Nikki Brown of Cavagna UK said: "This is a really exciting time and I am delighted to be in a position to announce the dates for the Joint World LPG Forum. Whilst 2013 seems a long way off, an event of this size needs

meticulous planning and all of the organising committee are dedicated to making sure that this event is not only the best yet, but provides unprecedented opportunities for all of our delegates."

WLPGA CEO James Rockall said: "We are all looking forward to coming to London and are working extremely hard to deliver a world class event for a world class industry."



Stephen Rennie, Ramon Serrano and Nikki Brown sign the contracts for the 26th World LP Gas Forum in 2013.

## UKLPG Updates Codes

UKLPG has announced updates to several of its industry Codes of Practice.

A major revision of Code of Practice 22 – Design, Installation & Testing of LPG Piping Systems reflects changes in industry practice since the 2002 edition, including the avoidance of underground metallic pipework, the clear definition of who owns and who has responsibility for pipework, the inclusion of an emergency valve and the development of three stage regulation. It also clarifies the precedence of British Standards for installation pipework at domestic and commercial premises and IGEM documents for pipework in industrial premises and

metered estates.

Despite opposition from the UK, the EU has adopted changes to the requirements for safety data sheets in its Registration, Evaluation, Authorisation & Restriction of Chemicals and Classification, Labelling & Packaging Regulations that are directly implemented in UK law. The changes have necessitated a revision of the safety data sheet guidance in UKLPG's Code of Practice 29 – Hazard Information & Packaging Labelling for Commercial LPG Cylinders, and a new edition has been produced.

In order to stay up to date with developments in the UN ADR regulations and the EU Inland Carriage of Dangerous

Goods Directive, UKLPG has also published amendments to its Code of Practice 2 – Safe Handling & Transport of LPG in Road Tankers and Tank Containers and Code of Practice 27 – Carriage of LPG Cylinders by Road to reflect changes to the Instructions In Writing. Code of Practice 26 – Uplifting of Static LPG Vessels from Site and their Carriage to & from Site by Road has also been amended to reflect the inclusion of the carriage of empty static lpg vessels by road in ADR, which was previously the subject of national regulations but now requires an additional step included in the amendment.

Contact UKLPG via [www.uklpg.org](http://www.uklpg.org)

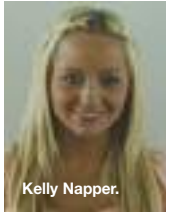
## New Flogas Hires

Flogas has appointed six new domestic sales managers for its East Midlands, Eastern

England, South West, Oxfordshire and Ayrshire regions. Julie Baird, Steve Waive, Myley Edwards, Robert Worsfold, Kelly Napper and Trevor Griffiths bring over 40 years of collective sales experience with them.

Lee Gannon, sales and marketing director at Flogas, said: "We are delighted to welcome all six 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 lp gas industry and add real value to our regional presence."

Contact Flogas on 0800 574574 [www.flogas.co.uk](http://www.flogas.co.uk)



Kelly Napper.

## Council Buys Bulk

Wychavon District Council in Worcestershire is hoping to help its rural communities by working with lp gas suppliers to arrange discounted bulk supplies for the district's parish and town councils.

Councillor Paul Middlebrough, leader of Wychavon District Council, said: "Bulk purchasing makes sense for the more rural parish councils in Wychavon because it will mean their residents can save money. Most importantly, it guarantees the resilience of some of our most remote communities when severe winter weather strikes, and it is a great way for us to use our powers to work with people in our villages for their advantage."



With the TAX Automatic Changeovers with remote telemetry a signal is automatically sent to the Gas Company, Park Home Operator – whoever supplies the gas.

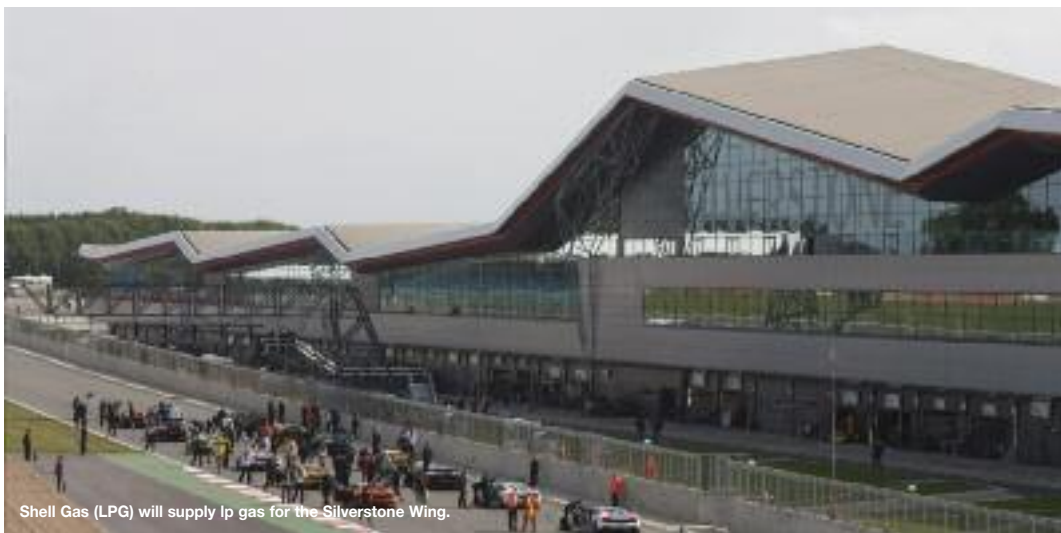
This ensures speedy fuss free delivery of gas. All changeovers whether with telemetry or without are equipped with self-holding function to prevent chattering and all 12 models are fully certified to EN13786.

**ITO – Innovation, Technology and Organisation**

.....FOR THE FUTURE.....

**ITO f SYSTEM**

**ITO Europe Limited**, 9 Field View Offices, UBF Industrial Park, Bicester Road, Westcott, Buckinghamshire HP18 0JX, United Kingdom  
Tel: 0044(0)1296 655655 | Fax: 0044(0)1296 658615 Mobile: 0044(0)7977 469307  
Email: [neil@ito-europe.com](mailto:neil@ito-europe.com) | [sales@ito-europe.com](mailto:sales@ito-europe.com)



Shell Gas (LPG) will supply lp gas for the Silverstone Wing.

## Shell Wins at Silverstone

Shell Gas (LPG) is supplying lpg for hospitality and catering at the new grandstand and pits, known as the Silverstone Wing, at Silverstone racing circuit in Northamptonshire.

The Silverstone Wing can cater for up to 4,000 people and includes five kitchens serving the exhibition halls, banqueting hall, media centre, auditorium and three other halls. Its fuel needs are met by four 2 tonne

aboveground vessels that were installed by Shell within four weeks.

The vessels will be filled with approximately 160,000 litres of lpg per year and, over the course of an event weekend, an estimated seven tonnes of fuel will be used.

Juliet Moore, area sales manager at Shell Gas (LPG), said: "We're delighted to be working with Silverstone Circuit

to supply the iconic new Silverstone Wing with lp gas. It's really exciting to play such a great part in racing history and, hopefully, this will demonstrate to other venues that not only could lpg work for them, but that Shell Gas (LPG) is more than ready to take on any challenge – and win."

**Contact Shell Gas (LPG) on 08082 080000  
www.shell.co.uk/lpg**

## Flogas Introduces Dual Tractors

**Flogas has introduced five lpg/diesel mix engines to its tractor fleet. The new initiative, which has been undertaken in partnership with G-Volution Ltd, uses patented technology to substitute lpg for diesel.**

**Flogas operates the tractor units out of depots in Birmingham, Swansea and Newport, and is set to roll out the innovative system across its entire fleet of primary distribution tractor units over the next three to four years.**

**James Rudman, business development director at Flogas, said: "At Flogas, we are committed to reducing our carbon footprint and finding new ways to do this, which is why we have invested in dual fuel technology. We are excited about the potential for this type of technology and, based on our trials on the engines of 44 tonne articulated tractors, we are expecting a 12 per cent fuel cost saving and a significant reduction in our carbon emissions."**

**The dual fuel technology measures the duration of the original diesel injector pulse and calculates the expected power output. The system then reduces the amount of diesel and makes up the power difference with lpg.**

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

## Flogas Reviews Winter Logistics

**Flogas has begun a review of its delivery processes ahead of winter. As part of the review, the company's bulk delivery processes will be tested, with recommendations being made**

**by newly appointed logistics expert Mike Sacker.**

**In addition to the review, cylinder drivers will be trained to handle tankers, and depot workers will be trained to**

**drive cylinder lorries.**

**Mike Sacker said: "With the extreme weather conditions the country has had to endure over the past few years, the need to be fully prepared this winter is more important than ever before, and this is why we are reviewing our processes so early on in the year."**

**Lee Gannon, sales and marketing director at Flogas, said: "Customer service is our number one priority, and this review will really strengthen our existing delivery processes. With over 15 years' experience in supply chain and transport planning, we believe Mike will be able to add significant value to the business, as well as the review, and we are delighted to have him on board."**

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



Flogas has begun a review of its delivery processes.

## AEGPL Contacts

Arnaud Duvelguerigny has left his post as manager for automotive & innovation policy at the AEGPL. His duties will be covered temporarily by Samuel Maubanc, the AEGPL's manager for energy and environment policy, with support from Alexander Stohr and Salvatore Piccolo from the German and Italian national lp gas associations respectively.

Technical director Armando Viçoso has returned to Repsol following the completion of his two year secondment to the AEGPL and WLPGA. Technical matters will be covered by René Suray during the recruitment process.

# Setting the Standard

*JLM achieves World 1st TÜV standard for valve seat recession for LPG & CNG*



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



# GAS DETECTION CHOICES

Darren Boiling from explosion protection specialist Pyroban explains the importance of selecting the correct gas detection technology on explosion proof forklifts.



How does a company decide between infrared sensing and pellistor based technology?

There are many types of gas detection systems but, when used on forklift trucks as part of a complete explosion proof solution, there are typically only two options. So how does a company decide whether to choose infrared sensing technology or pellistor based technology on their explosion proof forklift truck?

First, it is important to understand the basics of an explosion proof forklift truck design for use in a Zone 2 hazardous area.

Forklift trucks are widely used to transport bottled gas or materials in cylinder filling operations or at distribution centres. Areas where flammable gas is stored in bulk are typically classified as Zone 2 hazardous areas requiring ATEX compliant explosion proof forklift trucks.

Pyroban is a specialist engineering company that converts standard forklift trucks and similar mobile equipment so that they cannot cause a fire or explosion. Pyroban's most popular solution for the conversion equipment for use in Zone 2 hazardous areas is system6000. This means that businesses can work with their usual forklift supplier and receive almost all of the performance benefits of the most up to date forklift models with full ATEX 94/9/EC\* compliance.

Pyroban's system6000 combines gas detection with various explosion protection

methods, such as restricted breathing enclosures, stainless steel cladding of forks and surface temperature cooling, to ensure the engine, motors, brakes, electrics and other components remain below the auto-ignition temperatures of flammable materials.

The system complements the latest technologies seen in engine and battery electric truck design, including energy performance and ergonomics, and is suitable for all types of materials handling equipment, such as VNA, pallet, picking, counterbalance and reach truck designs. system6000 was also developed to work with other types of mobile equipment, such as cranes and access platforms.

Equipment fitted with turbo charged engines and increasingly complex electronic truck management and control systems can all be converted, and the system has IECEx certification to IEC 60079 standards with an ambient limit of 50°C. system6000 explosion proof conversions usually refer to EU standard EN1755:2000+A1:2009.

system6000 incorporates gas detection to continuously monitor the direct environment around the protected equipment and to automatically shut down the equipment whenever necessary.

Until 2010, Pyroban only offered a pellistor based gas detection system known as

system5000, but subsequently launched system6000 with new software, new hardware and, most importantly, infrared and pellistor gas sensing options.

When a mixture of flammable gas or vapour in air is detected, system6000 gives an audible and visual warning at 10 per cent lower explosive limit (LEL) propane in air and, at 25 per cent LEL, it shuts down the protected equipment, automatically eliminating the risk of an explosion.

Users now have the option of selecting the gas sensing system best suited to their specific needs. The pellistor system would detect 95 per cent of hydrocarbons and is therefore the most versatile system when users in the chemicals and paints/coating industries are handling a wide range of products.

Infrared technology however, is suited for operations with single or fewer hazard types, such as in distilleries, cosmetics production or in warehouses handling aerosols. Pyroban advises that if the wrong technology is used in the wrong application, the truck user could be 'blind' to the presence of a flammable atmosphere and therefore place their staff at considerable risk.

The Pyroban system allows users to select and interchange the technology that is best suited to their application and without having to change the

whole Zone 2 protection system.

Choosing a system that auto-calibrates and self-tests the gas head at start up to ensure it is working correctly is an essential safety requirement when complying with the harmonised European standard for the explosion protection of industrial trucks.

The auto-calibration function on system6000 obviates the need for periodic and costly site visits by engineers having to recalibrate the gas detection system, as required by some systems on the market. It also removes the risk that the gas detection system could be operating out of calibration for significant periods of operation.

Pyroban experts can help and support users in their understanding of which type of gas detection technology best meets their needs, rather than leaving such decisions in the hands of sometimes inexperienced salesmen selling to potentially uninformed buyers.

Users should also ensure that routine maintenance schedules are in place and an annual explosion proof audit is advised alongside the thorough examination of the truck. Maintenance should also always be carried out by engineers trained on the explosion proof system.

**Contact Pyroban on  
01273 466200  
www.pyroban.com**

**CHANGEOVER REGULATORS**

**LEISURE AND CLIP-ON REGULATORS**

**HIGH PRESSURE REGULATORS**

**TANK EQUIPMENT**

**CYLINDER REGULATORS**

**METERBOX**

**FITTINGS AND ACCESSORIES**

**HOSE AND PIGTAILS**



# CLESSE

(UK) LIMITED

DRAKES BROUGHTON BUSINESS PARK, WORCESTER ROAD  
 DRAKES BROUGHTON, PERSHORE, WORCESTERSHIRE, WR10 2AG  
 TEL: 0044 (0) 1905 842020 - FAX: 0044 (0) 1905 842021  
 EMAIL: sales@clesse.co.uk

CLESSE UK is a subsidiary of CLESSE INDUSTRIES

 an Aalberts Industries company
 




## COMBINED GAS SYSTEMS

*Engineering Excellence through Cost Effective Design*

**Doncaster Office:** Unit 1b, Plumtree Farm Industrial Estate, Harworth, Doncaster, South Yorks DN11 8EW

**Registered Office:** 13 Brookfield Road, Culcheth, Warrington, Cheshire WA3 4PB

**Combined Gas Systems Ltd** is pleased to extend its range of **pumps, compressors, vaporisers and air/gas mixers** to complement its already extensive range of bulk tank equipment.

**New to its range are:**

- Corken pumps and compressors
- Algas-SDI range of LPG vaporisers and gas/air mixers

All equipment supplied by Combined Gas Systems is supported by field based qualified/factory trained engineers and technicians.

We are able to offer a full design, installation, commissioning, service and maintenance for this range of equipment.

Combined Gas Systems is a leading supplier and installer of autogas dispensing equipment and supports these installations with its 24 hour, 365 days a year maintenance support contracts.

**We are also main distributors for the below listed brands:**

- Corken pumps and compressors
- Fisher Controls LP Gas regulators and valves
- Chemet LPG tanks
- Algas-SDI vaporisers and gas/air mixers
- FAS equipment
- Gilbarco Veeder Root equipment
- Yenen dispensers
- Red Jacket submersible pumps
- Ninnelt cylinder filling equipment
- Rochester storage tank and road tanker level gauges

To extend the life of your assets, we also offer a full reconditioning service using manufacturer certified parts.

For any enquiries please contact us on:

Tel: +44 (0) 1925 767217  
 Fax: +44 (0) 1925 762670  
 Email: sales@combinedgas.com  
[www.combinedgas.com](http://www.combinedgas.com)





# GREATER FUEL ACCURACY

By Tom Pickering, product strategy manager, Yale Materials Handling

Yale's new Optical Fuel Level Sensor gives up to 15 minutes warning of an lpg truck running out of fuel, improving efficiency and reducing operating costs.

Workplace downtime due to forklift trucks running out of fuel could soon be a problem of the past thanks to the new Optical Fuel Level Sensor high-tech fuel level sensing system available on trucks produced by Yale Materials Handling.

Conventional systems can give as little as 30 seconds warning before trucks grind to a halt. The new Optical Fuel Level Sensor is an option on all of our Veracitor VX lpg trucks and offers a more reliable indication of when an lpg truck is beginning to run out of fuel.

Lpg is normally supplied to the engine in liquid form before it is converted into gas vapour by the fuel system. When the lpg tank pressure drops below a certain level, the new sensor – which utilises optical refraction technology – identifies the presence of gas vapour in the fuel lines, a clear indication of low fuel.

This provides far greater accuracy than the standard pressure sensing system, which sometimes does not give operators enough time to reach a refuelling station or the bottle store. The new sensor gives up to 15 minutes warning, which can help improve efficiency and reduce operating costs by providing drivers with the opportunity to work a little longer before stopping to refuel.

Thanks to the accuracy of the system, operators can confidently use more of the reserve lpg before refuelling, increasing productivity and reducing operating costs by preventing the early replacement of an lpg cylinder.

New Load Sensing Hydraulics technology has also been introduced on all Yale 2–4.5



Yale's new fuel level sensor uses optical refraction technology to detect gas vapour.

tonne Veracitor VX Value and Productivity series products, offering the most fuel-efficient hydrodynamic truck series currently available on the market.

Yale's commitment to reduce fuel costs by offering a range of energy efficient yet highly productive forklift trucks has been evident in recent years with the introduction of eLo (energy saving) and HiP (high productivity) settings on electric counterbalance trucks and now on internal combustion engine (ICE) models.

The introduction of Load Sensing Hydraulics can result in energy savings up to as much as 15 per cent and, when operating in the ultra-efficient eLo mode, where the truck engine speed is slightly reduced, up to an additional five per cent of fuel can be saved. The flexibility of the Yale electronically controlled system allows operators to switch off the eLo mode when the truck needs to be operated

in high productivity mode.

When measured on a productivity test cycle, the Yale 2,5T Veracitor VX model moved more loads per hour and used less fuel than any other competitor models tested. We are confident that these important changes will make a significant contribution to reducing our customers forklift truck fleet cost of operation.

We have achieved 15 per cent lower fuel consumption measured against the industry standard VDI 2198-2002 60 load cycle test, and can say with confidence that, at this time, these models are the most fuel efficient and productive hydrodynamic trucks available in the market today.

Hydraulic oil operating temperatures are reduced when the truck operates in eLo mode. This not only extends the life and effectiveness of the hydraulic oil, but also protects components and extends the truck's life

expectancy. Noise pollution is also reduced from 79dB(A) to 76dB(A) (EN 12053) by operating in eLo mode.

Available as a standard option at no added cost, radial tyres can be specified, providing lower rolling resistance and an additional 12 per cent fuel saving. Radial tyres have in most applications also been proven to last longer, resulting in further carbon and operating cost savings.

Additional lpg savings can be made with Yale's new optical fuel sensor, which provides a more accurate low fuel indication. This provides operators with more operational time and time to return to a gas store or refuelling station. In cases where traditional fuel sensors are used with lpg cylinders, up to 10 per cent of fuel can remain in the cylinder.

**Contact Yale Materials Handling via [www.yale-forklifts.eu](http://www.yale-forklifts.eu)**

# Sweet Fleet

A fleet of five Mitsubishi Grendia trucks has been credited with making an enormous difference to Solent Stevedores' cargo handling operations at sugar giant Tate & Lyle's Silvertown facility.

Each month, up to 4,000 tonnes of loose sugar is transported by sea from Tate & Lyle's east London dock. Solent Stevedores has been responsible for ensuring that its customer's products are moved swiftly and efficiently from warehouse to ship container holds.

Long battery changeovers, truck breakdowns and poor servicing of its previous fleet led Solent Stevedores' operations manager Martin Hiscock to put his materials handling supply out to tender. He chose to work with Bronze Mechanical Handling, the southeast dealer for Mitsubishi Forklift Trucks.

Martin said: "We had two key aims – our new fleet needed to

deliver on performance and reliability. They were able to deliver us with the best products and the best turnarounds, as well as the best after sales service."

Bronze's sales director Chris Slater reviewed the application with the customer.

He said: "Silvertown is a site that really sorts out the best trucks from the rest. Wet dockside operations can really take their toll on a truck's performance, especially in such a non-stop application as this. To meet the needs of this challenging application, I knew that only Grendia would do."

Chris put together a package of five 3.0 tonne Grendia FG30N lp gas trucks fitted with Cascade double pallet handler attachments.

He said: "The customer required all of the power and speed of a diesel with none of the associated emissions. The FG30N benefits from an



Five lpg Mitsubishi Grendia forklifts load sugar onto Tate & Lyle's ships.

advanced clean burning engine that comes with a three-way catalytic converter as standard."

Previously, Solent Stevedores' counterbalance operations at Silvertown came to a halt as soon as the trucks reached the quayside, where product would be dumped awaiting transfer onto the ship by pallet trucks.

Chris said: "The introduction of Grendia to the site has changed all that. The compact nature of the FG30N, combined

with its high visibility mast, means that drivers can confidently manoeuvre the heavy sacks of sugar directly into the holds of the ship."

Martin added: "The introduction of Grendia to our Silvertown operations has made an enormous difference, improving loading times by 15 per cent."

**Contact Mitsubishi Forklift Trucks UK at [www.mitsubishi-forklift.co.uk](http://www.mitsubishi-forklift.co.uk)**

# Tight Fit for Hyster

Packaging firm Saica Pack has received three new compact Hyster Fortens forklifts fitted with specialist attachments for paper handling duties at its Milngavie site in Scotland. The Saica Pack operation in Milngavie near Glasgow manufactures 28 million square metres of corrugated fibreboard packaging per year.

The 36,720m<sup>2</sup> facility produces a range of products from simple cases to complex structural packaging designs with flexo-print (up to six

colours with multipoint gluing). It serves the Scottish whisky industry, other renowned Scottish branded products and the food, drink, electronics and industrial sectors.

Ross Yuill, Saica Pack's corrugator manager, who has been based at the site for more than 20 years, said: "Recycled paper comes into the site on large rolls, which have to be stored in a narrow pre-production warehouse. Few companies could provide forklifts with the compact footprint and capacity we

needed to operate."

Barloworld Handling already had a presence on the site and was able to supply space saver versions of Hyster Fortens forklifts with lpg engines for clean indoor use. Two S5.5FTS Fortens were selected, delivering a length of only 2.699m (to face of forks) with a 600mm load centre.

One of the trucks unloads up to four lorries a day and is fitted with a standard single paper clamp and cab. Reels are then transferred to the narrow warehouse where they are stacked vertically up to four high.

A tippler paper clamp is fitted to the second Hyster S5.5FTS forklift, which can rotate the paper reel from vertical to horizontal and vice versa for storage and transportation. An onboard computer system helps manage inventory.

The solid tyre Hyster trucks have a 4.3 litre lpg engine and the Hyster DuraMatch transmission, which delivers

direction changes without using the brake pedal or stopping the truck.

Ross said: "The Fortens trucks are short but powerful, and have proven to be robust in this demanding operation. The drivers like the trucks, which provide accurate manoeuvring in the tight spaces of the warehouse, ensuring paper roll damage is kept to a minimum."

A solid tyre S2.5FT Hyster Fortens truck is also in operation, transferring bails of waste cardboard from the die cutting process to a despatch area. This operating space is also tight, requiring a 2.5 tonne lift capacity truck with a 1.43m wheelbase and 500mm load centre.

Ross said: "We have received a consistently good service from Barloworld and the trucks have proven to be reliable in this demanding application."

Contact Barloworld on 0800 137449 [www.barloworld.co.uk](http://www.barloworld.co.uk)



Saica Pack has received three new Hyster Fortens forklifts.

# INNOVATIVE ENGINEERING

By Neil Ormrod, director, ITO Europe

ITO Europe, the latest overseas arm of Japanese manufacturer ITO Koki, was launched at this year's AEGPL Congress and aims to offer true innovation to the lp gas industry.



The Great East Japan Earthquake and tsunami caused tremendous damage.

ITO Koki was formed 1953 in Osaka, Japan, and has grown considerably to become the leading supplier of gas equipment in Japan and many other Asian countries. Production is centred at two main sites in Shiga and Osaka in Japan.

Cell manufacturing was introduced in the main manufacturing site in Shiga, enabling up to 2,500 automatic changeovers to be produced daily. The Ito Koki product range covers lpg and natural gas products, including regulators, governors, solenoid valves, hose assemblies, tanks and vaporisers.

ITO f System Corporation is the overseas arm of Ito Koki, which has expanded into Korea, China and Vietnam since 1999.



Neil Ormrod.

The latest expansion has seen the formation of ITO Europe Ltd, based in Buckinghamshire, which was launched at this year's AEGPL Congress in Bucharest, where tremendous interest was shown in its new and unique products.

Our aim is to introduce the Ito Koki range to Europe with a targeted marketing approach

alongside exhibitions. At the forthcoming World Gas Forum in Doha, Ito Koki has been asked to present a paper to the congress on its innovative and award winning products.

In many cases, innovation is used as a meaningless piece of jargon – innovation is not copying somebody else's product, nor is it coming out with a new idea that adds nothing to the market. Innovation is about introducing new ideas and methods that bring additional and fresh aspects to products and services.

I have heard and worked with many people who talk of being innovative over the years, but today I am actually working for a company that is innovating. Take automatic changeovers, for example. Ito Koki began manufacturing these in 1964 and had sold in the region of 8 million by 2007.

There is nothing original in bringing a new automatic changeover onto the market, such as the TAX range from Ito Koki – apart from having some of the best performance curves ever measured and a range from 6kg/hour through to 50kg/hour. The innovation comes in the remote telemetry operation of this range, all the performance and sizes, plus remote signalling to the home, to the office or to the lp gas company. This is innovation and efficiency, and all 12 references have been certified to EN 13786 by BSI

Laboratories in Loughborough.

Innovation does not need to be on a major scale; as an example, look at pigtail hoses. If a cylinder falls over, even with excess flow valves, the hose can break and lp gas can pour into the atmosphere. Ito Koki hoses have tension triggered stop valves that will prevent lpg from entering the hose.

This was ably seen during the recent earthquake and tsunami in Japan – cylinders were floating around on the waves, but the Ito Koki mechanism prevented the disaster from becoming even worse. The recent Great East Japan Earthquake and tsunami caused tremendous damage and devastation to a wide area and



The PA system has been used widely during the recent destruction.



TAX automatic changeover.

millions of people. But the other side to this chaos was the reconstruction, the emergency centres and the morale of the population, and lessons learned for the future. Ito Koki has played a major role in this recovery.

The PA system has been developed by Ito Koki and used widely throughout the recent destruction. It mixes air with lpg and produces a type of synthetic natural gas – it has similar calorific values and burning values as natural gas and can be adjusted to the required mix.

In Japan, it was used to provide gas supplies back into hospitals and hot water and food for emergency centres, and ultimately used to supply gas back into people's homes whilst the ruptured gas supplies were reinstated. The system can be used in areas of devastation or as a temporary supply whilst maintenance is carried out on the mains supply.

Ito Koki has recently introduced the SR series of



SR vaporiser.

vaporisers, which requires no outside energy source other than air. Using columns of aluminium fins, sufficient heat is generated to vaporise large quantities of gas – a green way of generating energy whilst

enabling the purchase cost to be recouped within a few years.

Another innovation is the development of our propane air mixer for backing up energy microgeneration. If we can use lp gas as a backup source for a

natural gas engine, then lp gas becomes even more highly valued.

Ito Koki, as an innovative engineering company, would like to play a major role in improving the lp gas industry around the world by developing lp gas equipment. It is these innovations, and others that are in the pipeline, that set Ito Koki apart.

In some cases, Ito Koki products can appear over engineered and of a much higher quality than many of its competitors', but the aim of the company is to give the highest possible quality of products to fulfil the requirements of customers, not to manufacture to fulfil the requirements of low cost.

The world does seem to be driving down a low cost, 'me too' road – but innovation leads to future success.

**Contact ITO Europe Ltd on  
01296 655655  
www.ito-europe.com**

## Blackmer LGL150 Series

### High Differential Pressure LPG Pumps

- Ideal for high differential pressure liquefied gas applications:
  - Fuel dispensers
  - Aerosol filling
  - Vaporizer feed
  - Underground and aboveground tank applications
- Motor speed operation at 1,450 rpm to 1,750 rpm
- U.L. Listed for use on propane, butane and butane/propane mixes

A DOVER COMPANY

1803 Century Avenue SW, Grand Rapids, MI 49503-1530 USA

Process | Energy | Military & Marine

www.blackmer.com | +1 (616) 241-1611

# INTO THE TRENCHES

David Blakemore of Focus Consultants examines the pitfalls associated with installing lpg services in shared trenches.



David Blakemore.

The job started out as a straightforward metered holiday home site – run pipe into the trenches, install meters, test the work for soundness. The system was to be connected to lpg vessels at a later date, as the developer had not chosen his lpg gas supplier at that stage.

Once the vessels were onsite, we returned to connect the underground pipework to the vessel supply. By this time, all the trenches had been closed and reinstated.

Before starting work, our engineer carried out a further soundness test and found a significant escape – “the bottom’s dropped out of the gauge”. After much investigative digging, it was found that a 32mm line had been cut through with a power saw, leaving a totally open end.

Once the damage had been repaired and another pressure test carried out, it was apparent there had been significant water ingress into the underground pipework. Our engineer opened a purge point and was met with a fountain. There followed three days with an air compressor attached to the pipework drying it out.

Back at the office, a post mortem was held and we recalled that, at the start of the work, we were the first service contractors into the trench followed by a water engineer. On the day of our completion, the water engineer was still at work and was seen in the trench to be cutting water pipes to length with a power saw (the requirement to lay water services at 900mm seems largely to be ignored by

developers; we rarely see trenches deeper than 750mm.) It didn’t need Sherlock Holmes to draw the obvious conclusion, though why the water engineer chose not to report the damage caused to the gas pipe is still a mystery.

Further observations came from our engineer, who carried out the remedial work. All the services – electricity, fibre optic cables for TV and telephones, water and drains – were all too close together – “chucked in on

top of each other”.

This raised a question – who has the final responsibility for the correct installation of lpg pipework in shared trenches? Once the lpg installer has completed his phase of the work and left the site, he has no control over what happens in the trench.

As a result of this incident, and the resulting protracted conversations between ourselves, the developer and the water engineer, we decided to put in place an expanded ‘sign

off’ procedure. We have always spelled out the required trench specification in any quotation we send, and have a system of engineers worksheets with a space for the customer to sign on completion, but felt that work in shared trenches called for something more. We now have a form requiring the developer’s signature, which states:

- The lpg system is in place and tested (including partial installation if we have to wait for tank installation)
- Which other services are present in the trench at the time
- The position of any other services in relation to lpg pipes
- Any other services should be 250mm distant from the lpg service
- There should be an undertaking by the developer to lay the correct depth of sand over the lpg services
- There should be an undertaking by the developer to lay warning tape during trench closure work
- A photocopy of pages 41 and 42 of IGEM/UP/2 Edition 2 is included.

And so yet another file of forms is added to our office shelves. We are under no illusion that a piece of paper will ensure proper practice, but it records that we have properly discharged our responsibility.

Whatever happened to the days when business was done on a handshake?

**Contact Focus Consultants on 01434 608388**  
**www.focusconsultants.org**



Damaged 32mm pipe.

# METER BOX REGULATION

By Richard Smith, technical regulators sales manager, Clesse (UK) Ltd

There has been a lot of talk about the best method of distributing our propane – two stage or three? Whichever way is best, it's imperative that the best equipment to ensure reliance of supply and accuracy of metering is used.



Clesse's new meter box.

Clesse has redesigned the body of our highly praised BP2203 regulator to give the new BP2204 regulator both horizontal and vertical connections. The inlet is ½" BSPT and the outlet is ¾" BSPT, which enables a much neater installation and also utilises a push button reset for the UPSO, which minimises the possibility of an accidental OPSO trip by the customer when resetting.

As a bonus, the new connections on the BP2204 are the same dimensions as most medium pressure meter box regulators on the market today, so upgrading or replacing an existing failed regulator is a doddle. A like for like replacement is available off the shelf.

Should you want to use a three-stage system, Clesse has developed a range of regulators to cater for every occasion. For the third stage meter box market, we have designed a small 10kg/hr meter regulator with a manual reset mechanism for the UPSO.

Flow through this regulator is very impressive. The outlet pressure is fixed and not adjustable, so the temptation to 'fiddle' with the settings has been removed.

As these regulators are factory set, we need to take into consideration the pressure losses through meter box components. Propane is quite a dense gas, which we are trying to pass through a natural gas meter.

To give a quick example, if you are trying to pass 3m<sup>3</sup>/h of propane through a standard G4 (U6) meter, you will get a typical



Semi sub cut.

pressure loss over the meter alone of 0.9mbar. Add that to the loss through valves, bends and associated fittings and you will lose almost 1.5mbar over the meter box.

This plays havoc with the remaining pressure losses you have to contend with over the property/caravan. To avoid these losses, we 'tweak' the pressure setting to compensate for the loss, ensuring you get a full 37mbar at half load at the outlet connection of the meter box.

A test certificate is supplied with every meter box stating 'lock up' and set pressure and refers back to the serial number on the meter giving a unique certificate to a specific meter

box. For commercial properties, we can supply third stage regulators boxes to give up to 25kg/hr in standard wall mounted meter boxes.

A great deal of thought and time has gone into the design and development of these new regulators to ensure they perform completely to the latest European standards – we have to, as our technical manager in France is the chairman of the TC181 committee regarding technical lpg regulators! The downside is that development always costs.

Development is something that Clesse UK will not penny pinch on – we have a reputation for producing high quality gas control equipment that is second to none. This doesn't make us the cheapest in the marketplace – but we don't do cheap, we do reliable.

That's enough about the property end of the gas train. I'll now mention a bit about the higher-pressure distribution systems.

As I'm sure you've heard before, we do manufacture a

first stage module to complement our two and three stage modules. These are made at Drakes Broughton and, like all of our assembled units, including meter boxes, they are fully tested at the rated capacity of the installation.

We've moved away from using the old type of non-return valves as, to be honest, they didn't really work! We set the regulators and safety devices up in our assembly area to combat any possibility of standby streams tripping by accident.

If you're happy with the two-stage distribution system, we manufacture a neat first stage active/monitor/slam shut module. This gives all the features of a standard twin stream but with the added advantage of a back up regulator to stop any potential active regulator creep, which can be caused by dirt in the pipework. These modules have the option of a Rider stream, which allows any maintenance to be carried out without disrupting the supply, and are extremely reliable and compact.

There is, however, something that Clesse UK can offer that makes us different from other suppliers – first hand experience. With in excess of 50 years' worth of experience in the gas industry, we always have an answer to your problems. If it's continuity of supply with the minimum of fuss you need, trust Clesse to ensure it happens.

Contact Clesse (UK) Ltd on  
01905 842020  
[www.clesse.co.uk](http://www.clesse.co.uk)



Clesse's regulators cater for every occasion.

# XLR8 Splits Jaguar

SME Autogas in Edinburgh believes it is the first to convert a Jaguar XF to lpg.

Alan Wedgwood, lpg manager at SME Autogas: "I converted the car at the end of last year when it was only about four months old. To the best of my knowledge, it's the only one in the country on lpg and certainly in Scotland at the time."

SME Autogas has invested in original equipment diagnostic tools for Jaguar/Land Rover and Citroen/Peugeot, and converted the Jaguar's three-litre v6 engine using an XLR8 system. The system is suitable for all petrol engines and is capable of running a split fuel system to protect valves through the whole range or at the top end to give extra fuel on more powerful engines.

Alan said: "We used the fantastic XLR8 system supplied by Barry Kenworthy at Maple Garage in East Yorkshire and fitted a 69 litre doughnut tank in the spare wheel well. I had to add some split fuelling to keep the petrol management system happy, as the petrol system runs

a high-pressure fuel rail and the ECU picks this up. We also ran split fuel to add some protection to the valve seats, as we are not sure if Jaguar upgraded the valve seats on these cars.

"XLR8 is the only system with a built in split fuel capability on the market to the best of my knowledge. The car's management system was tricky to set up as it's very sensitive on fuel trims, but the car runs very well. I have been involved with the XLR8 system since it came to market over four years ago and have been able to have an influence on its development along with Barry."

Alex Hunter, who owns the Jaguar, said: "My gas conversion went extremely smoothly with very few issues and I'm really happy that I took the decision to convert to autogas. The installation is extremely neat and looks for all the world as if it was an integral part of the car's original equipment.

"The reliability is excellent and has never given a problem since it was installed in December. There were some adjustments required to the mixture, as the Jaguar XF

has two very sensitive fuel mixture sensors in the twin exhausts, which triggered the engine management light. However, after a few adjustments, which literally took a few minutes each, the system has settled down well.

"The mpg is about 10 per cent down on petrol but the cost of gas is about 50 per cent of the cost of petrol, so I'm saving around £40 per week on 62 litres of gas. I think the system will pay for itself in around 15 months at about 62 litres per week, so that makes it a fairly quick return on investment. Also, the usage costs are similar to those of a diesel car, without the noisy engine, the smelly diesel fuel and, of course, a cheaper car to buy in the first place.

I reckon my car was £5,000 cheaper than the diesel option to buy originally, and it will be cheaper to service and the fuel is much cleaner.

"Overall, I'm very pleased with the conversion and really glad I had it done!"

**Contact SME Autogas on 0131 443 3372  
www.sme-autogas.com**



SME Autogas has converted a Jaguar XF to lpg.

## JLM Achieves Standard

**JLM Lubricants, owned by GMS Lubricants in The Netherlands, is the first company to achieve the new TUV Rheinland Certification Standard for valve saver additives. The new standard was developed by HTW University of Applied Sciences (HTWdS) in Germany and TUV Rheinland.**

**Ian Humphreys at JLM said: "JLM has worked extensively with HTW University and TUV Rheinland to develop the testing procedures and guidelines, and provided the first product for testing against this new standard. As leaders in the industry for more than 11 years, GMS have many years of experience in providing leading edge products, and led the way in 2010 by being the first to have a fully finished valve saver additive formulation independently tested and proven to work. We have proven this yet again by achieving the world's first TUV standard for valve seat recession."**

The HTWdS has been involved in the testing and development of lpg and cng engines since 2005.

Volker Witte at the Automotive Powertrain Institute at HTWdS said: "One of the main reasons we developed this laboratory type testing standard is so all valve saver products can be tested, measured and compared in exactly the same way. Here, we are capable of reproducing the most demanding driving conditions to really put these types of products through their paces."

"The JLM Valve Saver Fluid proved very convincingly that it provided very good protection in stopping the excessive valve seat recession found during testing."

Contact JLM Lubricants on +31 725 616464  
www.jlmlubricants.com

## Move for WCRLPG

**UKLPG Approved Installer WCRLPG has moved to new premises in Reepham, Norfolk.**

**Owner Mark Wain said: "We are having an extremely good year and have moved to new premises in a much newer unit. I intend to expand my staff and add a**

**training classroom for installations, as well as a display area, larger stores, more ramps and a customer waiting room.**

**"Currently, we undertake new lpg installations with kits from AG, Zavoli, Prins, etc, and servicing is provided for**

**all makes of lpg installations, including servicing and fault diagnosis for the public and trade. We also carry out inspections for UKLPG on old and new installations."**

Contact WCRLPG on 07799 472798  
www.wcrlpg.com



RMS has been supplying twin streams for over five years.

## RMS Extends Range

Re-Manufacturing Services Ltd (RMS) has increased its twin stream range to include units from 40kg to 210kg capacity with 750mb outlets in both above and underground formats. Also available are 40kg and 120kg units in single cut format with 75mb outlets.

Peter Roberts at RMS said: "The Clesse range of regulators and OPSOs have demonstrated exceptional reliability and are now widely specified by most major lp gas companies. We have been supplying twin streams to metered estates for

over five years and this success has meant that our range has been continually increased.

"Aboveground units are mounted on unistrut brackets and the units for underground tanks are floor or bracket mounted with a GRP kiosk. All have test points fitted for operational checks. Special requirements, such as different outlet pressures or relief valve protection, can also be provided."

**Contact Re-Manufacturing Services Ltd on 01792 224000 [www.rmsgaseng.com](http://www.rmsgaseng.com)**

## Ideal Offers Lpg Evomax

Ideal Commercial has launched its new Evomax LPG, a boiler built to the same specifications as the company's existing Evomax, but with specialist modifications to the gas management system for lp gas.

Comprising four models from 30kW to 80kW, the Evomax LPG range can be used within a number of cascade arrangements, with configurations available up to

Ideal Evomax LPG.

480kW. The range includes remote indication, BMS control, hours run, frost protection and weather compensation.

Connections are positioned at the rear, and the boilers can be arranged in back-to-back or inline cascades. They also come with a two-year parts and labour warranty.

For those installations with more specific requirements, the Evomax LPG is designed to work with the same option kits as equivalent natural gas models, including a selection of insulated frame and header kits, a choice of room sealed and open flue systems, and the lmax W modulating sequencer and room sensor. A programmable room thermostat, outside sensor, tank sensor, safety interlock and pump kit are also available.

**Contact Ideal Commercial on 01482 492251 [www.idealcommercialheating.com](http://www.idealcommercialheating.com)**



# New Home for BES

Mail order and online plumbing and gas products distributor BES will consolidate its operation under one roof in 2012. Work has already begun on the new 77,000 sq ft base in Birmingham, which will merge BES' two current units totalling 38,000 sq ft.


BES general manager Jerry Witherstone said: "The success we have had over the years allows us to face the future with confidence, and the decision to move into our new HQ was a logical one in the circumstances. We've been struggling in the current offices and warehouses for a while as the business has continued to grow and, despite the current economic climate, the loyalty of our customer base has meant that we could take this major step in our development now."



BES will consolidate its operation.


"We're looking forward to being able to take advantage of the upturn when it comes from spanking new premises with the latest equipment installed that will allow us to meet our customers' requirements better than ever."

Contact BES on 0800 801090 [www.bes.co.uk](http://www.bes.co.uk)




## LPG, OIL, PLUMBING GAS & HEATING SUPPLIES

*Mail Order*



**Quality  
LPG Products  
at LOW Prices**



**LOW PRICES 15,000 PRODUCTS NEXT DAY DELIVERY**

freefone **0800 80 10 90**  
freepost **FREEPOST BES**

freefax **0800 28 11 88**  
website **[www.bes.co.uk](http://www.bes.co.uk)**

# Introduction & Welcome...

Joining UKLPG in mid May seems like a distant memory, particularly as the summer starts to give way to autumn; there is a definite nip in the air and even the most die hard of us will by now, have given in and turned on the central heating.

As autumn takes a firm hold many of us will be thinking back to the harsh weather and extreme temperatures experienced last year and in preparation for a repeat again this year will have been planning for such an eventuality. David Carver of Carver Gases has kindly shared his experiences with us of this difficult time.

The UKLPG AGM and Members meeting took place in September, with many of you joining us at Shrigley Hall in Macclesfield. The Board were confirmed for the next two years, details of which are outlined and we welcomed Jem Aldridge of Autogas Limited as he takes his seat on the Board for the first time.

In addition to Jem joining the Board, UKLPG are also looking at how to improve the service to our approved autogas installers, one of the ways we intend to do this is by redesigning the DRIVE web site, read about our planned changes in the Autogas News article.

Our Technical Team have not been resting on their laurels either, with a newly published Code of Practice 22 and 29 now available for purchase and amendments made to Codes 2, 27 and 26, these are available from the on-line shop on the UKLPG web site. Code of Practice 25 is currently under review and a draft version is available to view in the 'Working Documents' section of the Members Lounge.

Continuing the technical theme, an update is included on the Pipe work Replacement Programme, a difficult and costly subject but one that we as an industry must address if we wish to avoid legislation.

Advocating on behalf of the industry is one of the major roles UKLPG undertakes on behalf of members. Investing time meeting with senior civil servants and Ministers continues to raise the profile of LPG and ensures that the affects of regulation and legislation are minimised or avoided completely if at all possible. Our regular 'One Voice' article provides an update from Whitehall.

And finally, I want to say how lovely it was to meet so many of you at the AGM and thank you for the kind words of encouragement. I would like to invite any of our readers to contribute an article to these pages, or if time doesn't permit simply give me a call and I will do the leg work on your behalf, after all without you I wouldn't be here!

Jo Preston

## Safety in the installation and use of gas systems and appliances

Amongst the items in HSE's Newsletter is the announcement of a new issue of the Approved Code of Practice L56 "Safety in the Installation and use of gas systems and appliances" supporting the Gas Safety (Installation and Use) Regulations. It can be accessed from <http://books.hse.gov.uk/hse/public/saleproduct.jsf?catalogueCode=9780717664191>

The Regulations affect a wide range of people, from those installing, servicing, maintaining or repairing gas appliances and other gas fittings, to suppliers and users of gas, including some landlords and so this ACOP should be considered essential reading.

The HSE-approved class of persons that gas engineering businesses are required to be a member of changed from CORGI Gas Registration to the Gas Safe Register on 1 April 2009. This third edition has been produced to reflect this change and also updates references to appropriate standards, ACOps, guidance and relevant information sources.



## UKLPG The Board

Following the recent Annual General Meeting, the 42nd of the Association, the following people were confirmed as UKLPG Board members for the term 2012 - 2013.

From January, Nikki Brown from Cavagna UK takes the role of Chair, Nikki is joined by Henry Cudbon of Flogas who becomes the Vice Chair with Pat Ardis of Cambrian Gas remaining in the role of Treasurer. Other Board members include Martin Welsh - BP Gas, Stephen Rennie - calor Gas Ltd, Richard Smith - Clease (UK) Ltd, David Asquith - Countrywide Farmers P.L.C, Steve Walsley - Northern Gas Supplies, Phil Turkey - Shell Gas Ltd and Jem Aldridge - Autogas Ltd.

All have served on the UKLPG Board previously having an impressive 18 years between them, with the exception of Jem Aldridge who joins the Board for the first time.

Jem is currently the General Manager at Autogas Limited who have been members of UKLPG since their inception in 2000. Operating from offices in Sambourne Warwickshire, Autogas Limited is the leading supplier of automotive LPG to UK forecourts.

Jem said "I am delighted to be joining the Board of UKLPG and I will be using my extensive knowledge of the UK autogas market to represent this section of the industry. This remains a significant and important market for LPG companies and suppliers and at a time of ever increasing fuel prices, has an even greater role to play in the mix of UK road fuels".



# Winter Fuel Review

Last year's extremely cold weather together with snow closed roads severely tested the industry's ability to meet the needs of the consumer, whether an increase in demand from domestic customers or farmers looking to avoid additional disruptions to their business, the LPG industry worked hard to meet its responsibilities.

As we head into winter we talk to David Carver from Carver Gases to find out what plans they have in place to deal with the snow and ice should we have a repeat of last year.



“ CarverGases operates across a 30 mile radius of their depot in Wolverhampton supplying both domestic and commercial businesses, who use LPG for heating, industrial processes, powering cars and FLT's. Our staff worked really hard last year to minimise disruption for our customers and we are committed to providing a smooth operation throughout the coming months regardless of what the weather holds.

Our experience has shown us that there isn't a secret to achieving this it is about having enough tanker, lorry and driver capacity together with a committed team of staff. The temptation is always to get that extra sale and absorb it in the current level of vehicle

utilisation. However there comes a point at which the business becomes over committed and money needs to be spent on a new tanker or the number of customers needs to be cut, neither is an easy decision.

We also know which of our customers will use more LPG as winter hits, so we work with all of our customers to help them to plan what they may need.

Having the right number of drivers is also key, not always a straightforward task. Firstly they have to be ADRI qualified and secondly they need to be able to find tanks which are often in very remote locations; snow covered ground is not the best time for a new driver to learn his route! Nor is it a good time to find that a part on the truck, which you hoped would see you through another season, is not going to make it to the end of next week - do not skimp on vehicle maintenance in the summer.

Customers' ability to pay the bills is another big issue for the smooth running of deliveries, for small businesses cash flow is critical and there can be a fine balance between ensuring that no one is left without heat and keeping the business operating. This will become more of a challenge as the cost of energy rises - more and more people will be looking at ways to save energy and spend less.

I have talked about the customers and the importance of ongoing dialogue and I've talked about the vehicles themselves and the need for continuous investment - well the most important asset we have are our people, we couldn't achieve anything without them.

So here at CarverGases we take the health and well being of our staff very seriously, I know many other businesses that utilised the relaxation by DfT, of the rules on the number of hours lorry drivers are permitted to drive - well we didn't and we will try to avoid it if it happens again this year. Indeed one could ask is this ruling justifiable if it can be suspended when conditions are at there very worst or merely an example of the over regulation I believe we suffer.

When the roads are snow covered and temperatures drop - this is when the conditions for drivers are at there very worst and when they need to be most alert, I therefore believe that driving extra hours, on icy roads, carrying a dangerous load should be avoided if at all possible.

Together with our customers we try to forward plan as much as possible so whatever the weather throws at us, as a business we continue to give a great service. ”

## Cylinder Retrieval

Cylinders remain probably the most recognisable face of the LPG industry and one of the areas that creates the most debate. With an estimated 8 million cylinders in circulation at anyone time it stands to reason that a percentage of these will find there way into the waste stream and with soaring steel costs, how many of these then end up in the hands of unscrupulous scrap metal dealers?

This isn't a new concern but with the current value of metal, pressure on the environment and encouragement to minimise waste the issue is as important as ever.

So after so many years and so many discussions is it actually possible to find a resolution to this age old problem that meets the needs of all concerned?

Well I believe it is, despite competition between operators, those involved have shown an unprecedented commitment to resolving this issue. The final details of the solution are yet to be hammered out, but I am very positive that if nothing else a 'code of conduct' for cylinder retrieval and an easier means to contact cylinder supply companies will be agreed and that those operators working within this market will sign up - after all self regulation is better than legislation.





# AutogasNews

Autogas continues to be a significant and highly visible market for LPG and here at UKLPG we are committed to supporting this sector of our business. Since its launch in June 2010, 168 companies have become Approved Autogas Installers and thanks to the support of the UK Insurance industry, the Vehicle Register now has over 46,000 vehicles listed, who together spend approximately £64m\* on autogas per annum, not an insignificant amount I'm sure you will agree.

But for those of us operating within this sector it's simply not enough, we want more people to convert to LPG and for those that do make this decision we want them to use approved installers and get their vehicles on the register.

It is estimated that there are around 160,000 LPG vehicles on UK roads, meaning that we need to educate and persuade over 100,000 LPG drivers to get their vehicles inspected and put on the register, whilst at the same time extolling the benefits of autogas from both a cost point of view and environmental one.

Well how are we at UKLPG planning on helping tackle this? Firstly by using the DRIVE web site. We all know that most people now enjoy internet access and use it as their first port of call when searching for information, currently the DRIVE web site receives over 15,500 visitors every month and continues to hold it's top 5 ranking on all major web search engines. UKLPG is investing in a new and updated DRIVE web site that will be specifically developed using both current visitor information and information that aims to not only educate people to the benefits of autogas but help them through the entire decision making process. Work is already underway on this new site and we hope it will be ready in early 2012.

We know that cost is a major factor in making the decision to convert to autogas and so the UKLPG team continue to meet with appropriate Ministers and senior civil servants to lobby for tax differentials on LPG, with Lisa Thomson meeting with the Treasury on 27th September.

And finally following requests from systems suppliers working within the LPG industry UKLPG are introducing an Approved Autogas Systems Supplier programme. In order to achieve approval, systems suppliers will be required to meet a stringent set of quality and customer service standards which will in turn help the decision making process for those considering a conversion for their vehicle. Discussions are currently taking place with systems suppliers and we will bring you news on this in the next edition.

(\*based on LPG price of 77.2ppl in a vehicle averaging 12,000 miles per annum)



## One Voice - Lobbying Activity

Our lobbying and advocacy activity on behalf of the industry has continued in earnest over the summer and highlighted here are some key developments in policy and progress by UKLPG on your behalf. As we head into autumn some critical reports, consultations and recommendations from influential government departments are expected which could dramatically affect our industry. The Policy Update page in the Members Lounge of the website and the monthly Policy eUpdate will provide a snapshot of UKLPG activity.

Following the Parliament's return from summer recess, in the second week back MPs will complete their final consideration of the Energy Bill on Wednesday 15th September before heading into the conference recess, and we will report on progress in our Policy Update emails. This will shortly be followed by a consultation on the much anticipated Renewable Heat Incentive expected some time in October.

Although it seems some time ago now, the 2011 Budget announced a new Fair Fuel Stabiliser to replace the current escalator for fuel duty. UKLPG has been working behind the scenes on behalf of LPG Autogas and has now secured a meeting with Dharminder Chattha from the Treasury who heads up this programme. During the summer UKLPG also held informal meetings with the officials at the Department of Transport, the feedback being that Autogas is best placed to position itself on its 'clean' merits rather than purely a carbon one. Taking this advice on board UKLPG will be targeting a meeting with DEFRA.

As previously reported UKLPG has been responding to various consultations, many focused on the legislative and safety elements of being defined a Major Hazard Industry. There is always a lot going on in this area which includes our role in pipe work replacement, COMAH, Carriage of Dangerous Goods and ADR to mention a few. This continues to be critical work, and UKLPG is currently organising to meet with Judith Hackett, the Chair of the HSE, to discuss the industries' issues.

# Pipe work Replacement Programme Update

Following the explosion at ICL Plastics plant in Glasgow in 2004 and the subsequent inquiry by Lord Gill, UKLPG together with the Health & Safety Executive (HSE) agreed to a comprehensive programme which will see the replacement of underground metal pipe work by commercial customers with newer more robust Polyethylene (PE) pipes.

Buried metallic service pipe work can corrode over time and it was agreed that the oldest and least well maintained and those in the most corrosive soil would be replaced first. The target for replacing this higher risk pipe work is 2013 and to support this, HSE and UKLPG members agreed to cooperate in getting customers (who actually have responsibility for the pipe work) to take part in a survey to help prioritise which pipe work should be replaced first.

It has been estimated that 18,000 commercial premises fell into the overall programme, of these 4,000 or so may be classified as being at higher risk. To date 50% of these higher risk customers have either replaced their pipe work, or it has been established that in fact it does not need replacing at all, as it was liquid service or already PE. So two years in, we are halfway through dealing with the higher risk customers. A User Information Sheet No. 25 – LPG Installation Record and Documentation is available from the UKLPG web site.

There remain concerns however those customers who never responded to the questionnaire in the first place, or where they did but the pipe work material can't be identified. The industry is working with the HSE to resolve these.

HSE have a central database of all commercial sites identified as having metallic pipe work and they ask that each gas supply company works closely with them so that they can know which

commercial customers have already undertaken the necessary work, or already have PE pipes. In turn the HSE has said that they will advise gas supply companies of the risk level of each customer and keep these records updated. UKLPG continues to play a role in ensuring that this data flow works smoothly as it is critical to understanding progress over the next few years.

Experience to date suggests that the number of trained engineers is not an issue for the industry, the key is persuading customers of the need to do the work and this was discussed in depth at the autumn members meeting. Whilst the safety, maintenance and replacement of industrial LPG pipe work remains the responsibility of the site operator, the gas supplier also has responsibility if they own the pipe work. In parallel with this replacement programme for commercial and industrial consumers a web based questionnaire (<http://www.uklpg.org/advice-and-information/safety-check/>) has been developed to help domestic customers decide if they need to talk to their supply company about replacing their pipe work. This is available on the UKLPG website and it is important that gas supply companies advise their customers of it. Discussion took place at the autumn meeting on how best the industry can address metallic pipe work with its domestic customers and this will be followed up by the UKLPG Board.

The industry has taken its responsibilities seriously and is making good progress with its highest risk customers. It is important that we maintain momentum, seek as much support from the HSE as possible and continue to work with our customers to ensure their gas is delivered and used in a safe and secure manner.

## Members



## Lounge

### New Members...

UKLPG would like to welcome the following: FG Gas Engineering affiliate membership



### Dates for your diary...

17th May 2012 - UKLPG 5th Annual Conference, Redworth Hall Hotel, County Durham.

## Control of Major Accident Hazard - COMAH

The responsibility for enforcement of the Control of Major Accident Hazards (COMAH) Regulations is the Competent Authority (CA). The CA comprises of three organisations, the Health & Safety Executive (HSE), the Environment Agency (EA – for England & Wales) and the Scottish Environmental Protection Agency (SEPA).

As part of UKLPG's ongoing relationship with the HSE, we are committed to supporting our members who are affected by these regulations.

The regulations ensure that businesses, "take all necessary measures to prevent major accidents involving dangerous substances and limit the consequences to people and the environment of any major accidents when they do occur"  
(LPG is classed as a dangerous substance.)

The Regulations split into Lower Tier and Top Tier operators, the difference being the quantity of LPG stored, Lower Tier is 50 – 200 tonnes and Top Tier is 200 + tonnes.

Lower Tier operators are required to notify certain basic details to the HSE including:

- Name & Address
- Name of person in charge
- Details of dangerous substances on site
- Site activities
- Environmental details

Lower Tier operators must take all measures necessary to prevent major accidents and limit their consequences to people and the environment and must have a major accident prevention policy.

Top Tier Operators must undertake the above and in addition:

- Prepare and submit a safety report and update it after any significant changes.
- Prepare and test an on site emergency plan which must be supplied to local authorities for their off site emergency planning purposes.
- Provide certain information to public (who could be affected by an accident) about activities.

In addition to the above operators must also consider National Security and commercial and personal confidentiality.

To support UKLPG members to meet these regulations and to be confident in our discussions with the HSE on COMAH regulation, UKLPG will shortly be holding a FREE workshop to look at how companies can best meet these requirements. To ensure that this workshop is tailored to meet the needs of our members and to provide the best return on their time, UKLPG will be writing to all members to request information on their COMAH status - so watch out for the information request!

## LPG PLANT

### JOHN WIGFULL & Co Ltd

First Hangings, Blaby Road,  
Enderby, Leicester LE19 4AQ  
Tel: 0116 286 2287  
Fax: 0116 275 1232  
email: wigfullr@btinternet.com

Design, Assessment and Maintenance  
of all types of LPG Installations

LPG Dispenser Calibration Service

LPG System Testing

Member UKLPG and APEA

## FOR SALE

### Samuel Maritime Limited

LPG Cylinders, Bulk Tanks,  
Road Tankers, Equipment etc.

Tel/Fax: 01246 555938  
Mobile: 07951 693798  
Email: samuelo@btconnect.com

visit us @  
[www.lpgasdirectory.com](http://www.lpgasdirectory.com)

## CONTRACT FILLING

SUPPLIERS OF CAR/GAS (AUTOGAS)  
& SKID UNITS  
BULK LPG DELIVERIES UP TO  
18 TONNES  
CONTRACT AND CYLINDER FILLING

### CARDIFF GAS

Sully Moors Rd, Sully, Vale of Glamorgan CF64 5RP  
Tel: 029 2034 3222 / 01446 420444  
Fax: 01446 721999

## VALVES

**REDCORP** LPG SHEAR VALVES

- 1" nominal size for 80 l/min
- 25 bar pressure rating
- Seats in both directions
- Shuts fully irrespective of impact direction
- Non-spark brass construction

RISBRIDGE LTD, 25 Trowers Way,  
Holmethorpe Ind Est, Redhill, Surrey RH1 2LH  
Tel: 08456 442323 Fax: 08456 442453

## PIPEWORK



### Job too big?

Do you need help to  
fulfil a larger contract?

We will install above or below ground  
Agricultural, Industrial, Commercial  
LPG pipework on your behalf.  
Qualified engineers.

Phone HAT LTD 01507 522280  
Est 1976

## STORAGE, DESIGN & INSTALLATION

**OLD PARK ENGINEERING SERVICES LTD**  
WOODS LANE, CRADLEY HEATH, WEST MIDLANDS B64 7AN  
Tel: 00 44 (0) 1384 412550 Fax: 00 44 (0) 1384 410784

- Design, Fabrication, Installation and maintenance  
of Bulk storage L.P.G. installations for industrial  
users, Aerosol manufacturers and Resellers.
- Design & fabrication of Destenching columns  
to PD.5500 Cat 2.
- Design & Fabrication of L.P.G. Vaporisers.
- Design & Fabrication of L.P.G. Regulator Stations.

For more information please contact:  
Graham J. Cornforth - Mobile: 07799 118887  
Email: [graham@oldparklpg.co.uk](mailto:graham@oldparklpg.co.uk)  
Richard Beet - Mobile: 07799 118886  
Email: [richard@oldparklpg.co.uk](mailto:richard@oldparklpg.co.uk)  
[www.oldparklpg.co.uk](http://www.oldparklpg.co.uk)



## AIR/GAS LEAK DETECTION



- Non-inflammable
- With corrosion inhibitor
- Non-toxic and biodegradable
- Free from oils, halogens, salts, metals and CFCs (since 1973)
- Propellant: Compressed Air
- Totally safe to user, equipment, environment and ozone layer
- Can with 360° valve - spray at any angle from upright to inverted
- NATO Stock No: 4910-99-930-4489
- For sub-zero ambient temperatures down to -45° use GOTEC LT45

**Gotec Trading Limited**  
Boulton Road  
Pin Green  
Stevenage  
Herts SG1 4QL  
Telephone 01438 740400  
Fax 01438 740005

At the press of a button - GOTEC LDS is instantly ready to locate the smallest low pressure leaks from compressed air and every other gas - quickly, reliably, safely and conveniently.

# Tankgas Equipment Ltd

Specialist Stockist & Distributors to the LP Gas Industry



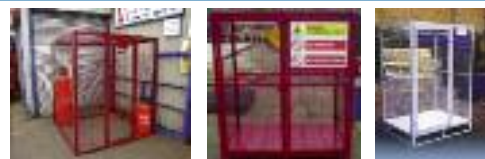
- RegO:** World's most comprehensive range of Industrial Regulators, Valves and Equipment
- Smith Pumps:** Positive Displacement LPG Pumps
- Liqua-Tech:** Flowmeters
- Full Circle:** Swivel Connectors and Flowmeter Vent Flanges
- LG Equipment:** GasGuard Refuelling Nozzles
- Manchester:** Self Fill FLT Cylinders
- Rochester:** Float Gauges & Remote Systems

Tel: 0121 506 2760 Fax: 0121 506 2769  
Email: [info@tankgas.co.uk](mailto:info@tankgas.co.uk) Web site: [www.tankgas.co.uk](http://www.tankgas.co.uk)

## SECURITY CAGES

### GAS BOTTLE STORAGE CAGES

FIXED FRAME UNITS AND LOOSE BOLTED FLAT PACKED



QUALITY COMPLIANT STORAGE FOR YOUR CYLINDERS  
STANDARD SIZES AVAILABLE FOR NEXT DAY DELIVERY UK MAINLAND  
ANY SIZE CAGE OR COMPOUND BUILT TO ORDER

TOOLBOXES DIRECT 9-37 WESTMOOR STREET CHARLTON LONDON SE7 8NR  
(T) 0208 858 3602 (F) 0208 858 7414  
Email: [toolboxesdirect@aol.com](mailto:toolboxesdirect@aol.com) [www.toolboxes-direct.co.uk](http://www.toolboxes-direct.co.uk)

QUALITY • VALUE • SECURITY

Advertisement  
Enquiries

prg

Tel: 01323 411044  
Fax: 01323 411050  
email: [tracey@prgltd.co.uk](mailto:tracey@prgltd.co.uk)

Visit us @ [www.lpgasmagazine.co.uk](http://www.lpgasmagazine.co.uk)

# REGISTER AS AN LP GAS READER

*LP Gas* contains everything you need to keep up-to-date with the latest issues facing the lp gas industry – everything from autogas to training to product features.

If you have not registered as an *LP Gas* reader in the last two years, complete and return the form below to receive your six issues a year, and your free copy of the annual LP Gas Directory.



## PLEASE PHOTOCOPY AND RETURN THE COMPLETED FORM TO

PRG Ltd, The Point, College Road, Eastbourne, East Sussex BN21 4JJ. Or by fax on: 01323 411050

International subscribers will be charged an annual £40 fee for postage and packaging

Full name:

Job title:

Company:

Address:

Post Code:

Telephone:

Fax:

Email:

Website:

## 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:**

**DATE:**

# ELAFLEX



## The lightweight hoses drivers are asking for!

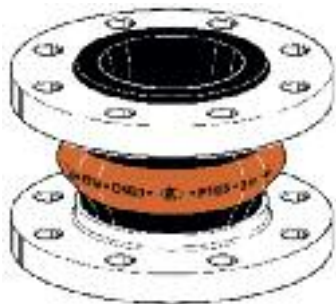
### We offer on-site hose testing

- ◆ A cost effective professional, documented approach
- ◆ Testing to UIS 24 (CoP 14)
- ◆ Testing of your ACME threads
- ◆ Refitting of hoses
- ◆ Certifying of hoses
- ◆ Supply of new LPG hoses
- ◆ The work is done by our trained/certified LPG engineer.

The Pressure Systems Safety Regulations require that an LPG installation be properly maintained in good repair so as to prevent danger. This includes the hoses being maintained within a recognised test regime. Based on UKLPG UIS 24 this would include annual testing.



ELAFLEX LPG Orange band product transfer hoses to EN 1762



LPG expansion joint/  
other types available

ZVG 2 lightweight nozzle/plasticiser free hose & ARK 19 safety break, reconnectable u/ pressure



### The benefits

The work is done ONSITE at your premises, so no hassle sending the hoses away, waiting days and having the vehicle off the road. Little downtime as your vehicle will be ready same day.

### Elaflex products

- ◆ ZVG 2 lightweight LPG nozzles.
- ◆ Gasguard GG10 high flow bulk LPG Nozzle.
- ◆ Safety break coupling ARK 19.3. Non rusting. Reconnectable under pressure!
- ◆ Dry disconnect gas couplings to EN13175 from our partner Mann Tek.
- ◆ LPG rubber bellows/expansion joints.
- ◆ Orange band LPG hoses to EN 1762 for liquid and Vapour, for use on tankers, dispensers, skids and factories.
- ◆ LPG plasticiser free dispenser hoses.
- ◆ Hoses are fully marked for traceability.
- ◆ Lightweight, service life – guaranteed.

Elaflex hoses are guaranteed and backed up with technical advice. Call us now for more details or have our representative call you.

**Call us now:**

**Tel: 01992 452950**

**Mob: 0781 063 7250**

**Fax: 01992 452911**

**NEW ONLINE  
CATALOGUE**

Configure your own hose  
assemblies and nozzles

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

**ELAFLEX Ltd**

**Hoddesdon**

**Herts, EN11 0PA**

**[sales@elaflex.co.uk](mailto:sales@elaflex.co.uk)**

**[www.elaflex.co.uk](http://www.elaflex.co.uk)**