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CONTENTS

OCTOBER/NOVEMBER 2007

4	NEWS
6	EQUIPMENT
8	VESSEL MANUFACTURE & REFURBISHMENT
12	RISK ASSESSMENT
14	AGRICULTURE, HORTICULTURE & LIVESTOCK REARING
15	FORKLIFT TRUCKS
16	WATER HEATING
17	PRODUCTS
20	AUTOGAS
22	TRAINING
24	WORLD VIEW
26	SPECIALIST SERVICES

THE VOICE OF THE INDUSTRY ARE YOU UP TO DATE?



Faye Spiers
Editor

It's that time of year again. I will soon begin work on the LP Gas Directory 2008, and need readers to visit the Directory website and check their company's entries are correct for next year.

If your company is not listed on the website, or its contact details have changed during the course of 2007, please visit either www.lpgasdirectory.com/add_listing1.asp or www.lpgasdirectory.com/login.asp and add your business or edit its details.

Companies listed on the LP Gas Directory website will be pleased to learn that it currently receives an average of over 1,200 unique visitors every week from the UK and around the world, all potential customers for your business.

Entries are free, so it's worth checking that your listing is correct, as we only publish the details of companies that have logged in during the past year in the hardcopy version to make sure that our information is as up to date as we can make it. You can also enhance your company's profile by including a logo, a quarter page enhanced entry or a display advertisement.

I am regularly emailed by potential customers asking for the details of installers and dealers in their area, so it's worth adding your particulars even if you're a small business or lone trader.

If you have any queries about the website or your entry, you can phone me on 01323 646076 or email me at faye@prg ltd.co.uk and I'll be happy to help.

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FRONT COVER PICTURE AGRICULTURE, HORTICULTURE & LIVESTOCK REARING

See page 14



innergy LPG Short Listed

One of the lpg industry's fastest growing new businesses, innergy LPG Ltd, has been revealed as one of four finalists of the Startups Awards 2007, offering the company a chance to win a £5,000 prize. innergy LPG, which is based in Leeds, West Yorkshire, is a distributor of Calor Gas and Air Liquide industrial gases.

The short-listing judges for the awards were impressed by innergy LPG's concept, potential and achievements to date, placing the business among a handful of finalists plucked from hundreds of entries. The Startups Awards comprise 16 categories, each showcasing the top new businesses in the UK. Endorsed by the Department of Trade and Industry (DTI), the fourth annual Startups Awards are organised in conjunction with NatWest.

Award winners will be unveiled at a ceremony at the Royal Garden Hotel in Kensington on October 31.

Gez Walsh, innergy LPG's commercial director, said: "We are thrilled to be a finalist and very much look forward to the event in October. It's great that all our dedication and hard work has been recognised by Startups.co.uk, and we are delighted to be in with a chance of winning the much-coveted NatWest Startups Business of the Year prize. This is not only an endorsement of our achievements, but also recognition that the lpg industry has room for innovative and progressive companies. We are grateful for all the support we have been given from our key partners – Calor Gas, Air Liquide and HSBC – and are looking forward to progressing our ambitious development plans."

Startups.co.uk is an independent online resource for budding entrepreneurs. To be eligible to enter the awards, businesses must have been trading for less than three years, be privately owned and employ



Gez Walsh, commercial director, and Maurice Gardiner, operations director, innergy LPG Ltd.

fewer than 60 people. The judges look at a wide range of criteria, in particular business success, either by increase in sales and unit volume; market research and identification of customer focus; organisational and team building effectiveness; strategic planning; overcoming obstacles and barriers to success; visionary leadership, and social and community responsibility.

Contact innergy LPG Ltd on 08458 382388
www.innerylpg.co.uk

Company Fined for Neglect

ICL Plastics Ltd has been fined £200,000 at the High Court in Glasgow for four health and safety violations involving the neglect of buried lpg pipework at its site in Maryhill, Glasgow, leading to an explosion and the collapse of the building in 2004.

The Health & Safety Executive charged that the company failed to carry out sufficient risk assessment or have a proper system to inspect and maintain the pipework.

"HSE/HSL drew on their investigative and forensic expertise to identify the cause of the explosion as a leak from a corroded pipe carrying lpg," said Stewart Campbell, HSE director Scotland. "The lpg then accumulated in an unventilated room, and the ignition of this lpg caused an explosion of sufficient force to cause the building to collapse.

"The dangers posed by buried pipes can be overcome by a systematic

approach to risk management and the findings of the investigation reinforce the need for effective arrangements for maintenance, renewal or repositioning of buried pipes. HSE strongly advises that buried metallic pipes are effectively corrosion protected and maintained, or replaced either with over ground pipes or buried plastic pipes constructed and installed to the appropriate standards."

LPGA Supporting CO Awareness Week

A campaign is being run this autumn to help raise the general public's awareness of the risks associated with carbon monoxide. The LP Gas Association (LPGA), along with representatives from the natural gas, solid fuel and oil industries, as well as appliance

manufacturers and CORGI, has been participating in the Carbon Monoxide Consumer Awareness Alliance (COCAA).

On October 15–19 2007, the alliance will be taking part in CO Awareness Week, which will be launched by HSE Minister, Lord

McKenzie, and Barry Sherman MP, who chairs the All Party Parliamentary Gas Safety Group. The COCAA has produced a CD toolkit to support the week, copies of which can be obtained from the COCAA on 08704 012258.

Triscan Acquires VBi

Triscan Systems Ltd, an IT systems company serving commercial fleet operators and forecourts, has announced its acquisition of the business and certain assets of VBi Ltd.

"Through this acquisition, Triscan takes a market leading position within the fuel management sector and remote payment technologies market," said Gary Strange, Triscan's service delivery director. "The Triscan name has been synonymous with quality and innovation within its core markets and we are very keen to continue to build upon this reputation through continuous improvement to our support services."

The acquisition will allow Triscan to develop its product offering, particularly its data services capability and support services.

"We see the vast installation base of Triscan equipment as an opportunity to assist our customers in obtaining critical information regarding their fleets and fuel usage," said Gary. "Through the introduction of our data services programme, we can provide our customers with tremendous opportunities to improve the operational efficiency of their fleets and, for many, to ensure the collection of clean data to support duty rebate claims."

Contact Triscan Systems Ltd on 08452 253100
www.triscansystems.com

TM Withdrawn

The LP GA has withdrawn Technical Memorandum 79 – the carriage of dangerous goods and use of transportable pressure equipment regulations 2004. The memorandum was published as interim guidance pending a review of Codes of Practice 2 – safe handling and transport of lpg in road tankers and tank containers by road, and 27 – carriage of lpg cylinders by road.

Both these codes have been republished.



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METER PROVIDA EXPANDING RANGE

The Fusion Group, known globally for its pe pipe and Fusamatic jointing systems, is now expanding into the lpg equipment market under the banner of Meter Provida. Meter Provida is the specialist metering division of the Fusion Group and has been supplying equipment into the lpg market for over six years.



Meter Provida is expanding its product range.



Richard Smith, lpg business development manager, Meter Provida.

natural gas industry and is well known for the reliability of its products and second to none service levels," said Richard Smith, lpg business development manager at Meter Provida, who has recently been appointed to drive the company's lpg division forward. "As an ISO9001 registered company, our reputation and quality is always our highest priority."

The company is expanding its current product range and manufacturing or supplying a range of equipment required for connecting tanks to appliances.

"Meter Provida is one of the UK's predominant suppliers of gas control equipment into the

The company is expanding its product range to include all types of tank kits and metered estate equipment, including first, second and third stage modules.

"Working with an enthusiastic team at our Chesterfield and

Halesowen depots, we intend to provide a service which will surpass others," said Richard. "Using the most reliable equipment available, we will be able to offer all the equipment required for vapor installations, from a standard single domestic property to bespoke multiple distribution systems. The aim is to become a 'one stop shop' where you can order everything you need for a job and have it all delivered from stock to your destination, when it's required."

Richard believes that quality is something everyone is entitled to and shouldn't cost the earth, and says all of the products supplied by Meter Provida are designed to be contractor friendly – easy to install and commission, and reliable enough to be 'fitted and forgotten'.

Assembly of Meter Provida's first stage modules and meter boxes takes place onsite in Chesterfield, and all assemblies are tested using its climate-controlled facility.

"Leaks have always been the bane of the installer's life, so we have carefully designed our products to have the minimum number of joints in order to have an installer friendly product," said Richard. "The easier the equipment is to install, the quicker an installation can be completed and, with less joints, installations will be safer."

The company has facilities for building bespoke assemblies at its Chesterfield depot. Both second and third stage



Assembly takes place onsite at Chesterfield.

assemblies can be supplied in either meter boxes or as units for building within properties (third stage only). Manifolled meter installations are also possible for flats or high-rise apartments. Tank kits can be supplied to either gas suppliers' own designs or as generic kits.

To complement the gas control equipment, pe pipework, fittings and the hire of Fusamatic jointing equipment can also be obtained from Meter Provida.

"The industry is ready for a supplier that can provide good quality equipment at a competitive price and, above all, is reliable. Meter Provida is the company to provide this," said Richard.



Facilities exist for building bespoke assemblies.

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INVITING OFFER FROM SCHNEIDER

Schneider Industry UK Ltd has extended an invitation to companies involved in the lpg industry to visit its factory in Airdrie, Scotland.



Reusing a vessel can save thousands of pounds.



Machine welding.

“A visit to the site would give any customer a greater understanding of the vessel manufacturing process and help them to realise the importance of quality UK produced vessels,” said Robert Cato, Schneider’s sales director. “Schneider Industry has been dedicated to supporting the lpg industry for 20 years, and most people in the industry are aware of our production of new vessels, but perhaps not fully aware of the sophisticated equipment that allows us to produce our quality product.”

Schneider’s site at Airdrie manufactures new vessels up to 2,000kg in capacity and keeps a working stock available for immediate despatch. Refurbishment is important to most lpg supply companies, and the ability to reuse a vessel and place it back in the marketplace looking as new can save a

business thousands of pounds. Schneider Industry has been offering lpg vessel refurbishment for many years and, as its facilities at Airdrie and Stoney Stanton both offer the service, the company is able to cater to the whole of the UK.

“Our Airdrie facility is known for new vessel manufacture, but the automated shot blast and powder coat facility can serve the refurbishment market just as well,” said Robert.

THE PROCESS

When a vessel arrives at Schneider’s Airdrie site, it will first be inspected externally to ensure that it will be fit for purpose, then the vessel is degassed and the valves are stripped. The threads are cleaned and calibrated, and the vessel is cleaned and inspected internally. New hood studs may need to be fitted or legs



Welding.



Rolling the vessel.

straightened.

The vessel is placed vertically into an automated shot blast machine and rotated, ensuring that, when it is removed, the surface is shiny. A zinc powder base coat is applied, and the vessel is placed in an oven to ‘part cure’ it. The vessel is then moved to an automated powder coat machine where an acrylic topcoat is applied, before spending a final period in a second oven to completely cure the topcoat, leaving a highly durable, high gloss finish.

Ultrasonic readings are taken around the surface of the vessel, and the valves hoods and logos are added.

ALTERNATIVE

Schneider’s Stoney Stanton facility offers an alternative. The site is dedicated to refurbishment and its location in the middle of England saves

transportation costs.

“The procedure of refurbishment is the same, with inspections and cleaning to the same standard. However, there is one key difference – the final coat is applied by hand,” said Robert. “This difference offers our customers the choice of having a wet painted vessel, which is preferred by some.

“Our aim is to make the process as easy as possible for our customers. We can collect as little as one vessel direct from our customers’ premises and can use our own equipment to load and unload our vehicles. The end result for our customers is that an unusable vessel leaves their yard and is returned within 10 days looking like a new vessel, but at a fraction of the cost.”

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Exacting Accuracy

BY Peter Norris,
general manager,
Clayton Commercials Ltd

Clayton Commercials has been established since 1973 and is one of the only UK lpg tanker manufacturers offering full in-house design and manufacturing facilities.

The last few years have seen an increase in demand for modern lpg trucks, both domestic delivery and bulk vehicles. Unfortunately for us as

a manufacturer, lpg tankers have a very long lifespan, sometimes 30 years plus, and so it is common practice to remount existing tanks onto new chasses every seven or eight years.

However, this practice is now less common because a modern tank is much more efficient than a tank body built ten years ago. This is due to a number of factors. For example, modern high tensile steel allows the designer to produce a stronger section whilst reducing



Articulated tanker fitted with the VTM200.



Tanker equipped with VTM150 turbine meter.

tare weight, which gives the operator the benefit of a 10–15 per cent increase in payload. This equates to 10–15 per cent less vehicles on the road, based on comparison to a modern tanker. It can be as much as 30 per cent in comparison to a tanker ten years old or greater, a massive reduction in the ‘carbon footprint’ for the whole operation.

The demand for improved accuracy in measuring lpg led Clayton to source a meter that would not only meet existing requirements but also exceed them if lpg were to become a ‘prescribed fuel’. The only equipment to meet this exacting

requirement is the VTM range of meters produced by ACME Fluid Handling in Australia, where lpg is a ‘prescribed fuel’.

Following 18 months of technical negotiations with a major UK lpg supplier, Clayton was awarded an order to install its bulk and mini-bulk fleet with state of the art equipment. The new vehicles incorporate the above design enhancements. With the efficiency gains and the lower ‘carbon footprint’, it will be the most modern lpg fleet in the UK.

Contact Clayton Commercials Ltd on 01704 894244
www.claytoncommercials.com

Investment Earning Success

Lakeland Tankers Ltd has recently opened a new tank fabrication facility in Barnsley, Yorkshire, following significant investment by its parent company, Newell & Wright. The new plant allows Lakeland to manufacture a wide range of lpg vessels to a variety of codes for both home and overseas markets, in sizes ranging from 2–25 tonnes.

Key elements of equipment include guillotines, rolls, plasma and submerged arc welding plant. A computer controlled plasma cutter



Lakeland has opened a fabrication facility in Barnsley.

allows plates up to 80mm thick on a bed 9m x 3mm to be cut in finite detail, and the process is carried out under a water bed.

After pre-weld preparation rolling, the vessels are welded using a column and boom submerged arc-

welding machine controlled by a single operator. Longitudinal and radial welds can be carried out on a semi-automated basis. Insurance engineers from an approved authority oversee the design and build, and monitor all key processes throughout.

“Lakeland continues to enjoy considerable success in the lpg industry, with significant orders for lpg semi-trailers forward into 2008, as lead times on some trailers can be as long as 12 months, depending on specification,” said Roger



The new plant manufactures a wide range of vessels.

Adams, sales manager at Lakeland Tankers. “Backed by our parent company, Newell & Wright, we continue to invest in products and manufacturing resources.”

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

Bespoke Service Reducing Downtime

Lpg tanker vessels require regular testing and maintenance to comply with industry regulations. Every year, a competent person must examine the delivery hose; every three years, an intermediate inspection must be carried out on the vessel, and every six years, the vessel must undergo a major periodic internal examination.

Whilst able to arrange delivery hose and intermediate inspections, Tasca Tankers Ltd focuses its business on organising six yearly periodic internal examinations, mainly for independent operators and lpg suppliers.

"Our ADR qualified driver collects the vehicle from site, as we appreciate that our customers' drivers hours are better used elsewhere than driving tankers to and from inspections. We do our best to reduce downtime," said David Peart, sales engineer at Tasca Tankers.



Lpg tanker after six-year periodic inspection and repaint.

The six yearly periodic inspections involve degassing the vessel and using non-destructive tests, including x-rays or ultrasound, to check for stresses and fractures in the structure. The relief valves inside the vessel are replaced and the vehicle is rebuilt and tested for leaks. Tasca Tankers then arranges for a Royal Sun Alliance engineer to witness the results for insurance company recertification.

Customers are issued with relevant documents, including relief valve, hose, non-destructive

testing and six-year periodic certificates. The vehicle is refilled with lpg, the meter is recalibrated and, if required, the vessel is repainted by an ICI Fleetwater approved painter. Tasca then delivers the vehicle back to the customer and it is ready to go straight back on the road.

Tasca can repair, remount and refurbish vehicles, and arrange for MoT and servicing while the vehicle is in the workshop. Tasca Tankers' paint shop provides a full livery design and paint service, and will provide graphics if decals are not available.

Tasca Tankers also builds trailers, vessels and rigid vehicles from scratch. The company's engineers can design bespoke vessels to suit any chassis purchased by the customer or alternatively in house manufactured running gear assemblies.

"Our core business is designing and building new vehicles, and we've exported vehicles all over the world designed to the relevant standards for that country," said David. "We produce bespoke vehicles from standard modular components, which can be easily replaced if they are damaged in an accident, minimising downtime. The components are made of aluminium, wherever possible, to minimise weight and maximise payload."

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ASSESSING THE RISK

By **Barrie Church, Global Energy Associates Ltd**

In general, the public perception of lpg is that it is safe and reliable to use for process plant and heating premises. Few will realise how widely it is used in commerce and industry, primarily because they rarely hear of an incident involving lp gas.

Nevertheless, the risk of an incident is always present. It has always been the responsibility of all non-domestic gas users to understand the ways in which gas is used on their premises and carry out a risk assessment in order to identify, control and/or remove any operational hazards.

This requirement is part of UK legislation, known as the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR), resulting from a European Directive known as ATEX. This Directive provides an integrated regime for the design, selection, testing and use of equipment in hazardous areas, and for the prevention of explosions.

There are, as you would expect, many clauses within this directive, but two essential considerations are mentioned below:

- Any escape and/or release, whether or not intentional, of flammable gases, vapours, mists or combustible dusts which may give rise to explosion hazards must be suitably diverted or removed to a safe place or, if that is not practicable, safely contained or rendered safe by some other method.
- Potential ignition sources, such as...high surface temperature...must not occur.

This presents a problem where surface temperatures could ignite the fuel. Furnaces, gas engines and turbines are examples of appliances that have high temperature

components as part of their design.

Since June 30 2003, all gas plant, including new or existing pipework systems, has had to comply with DSEAR, as appropriate.

With new plant, the responsibility rests on the final supplier to ensure that an appropriate level of information is provided to the installer and end user so that, in the first instance, the equipment is safely installed and, in relation to the end user, safely operated and maintained. This information must ensure that a sound basis for safety is available for incorporation into a risk assessment to be carried out by the end user.

With existing plant, the user must carry out his own risk assessment and any risks identified should have been dealt with and, in all cases, the designer/installer/end user is required to show that whatever means is adopted to comply with DSEAR is justified by risk assessment. It is only by performing a risk assessment that it can be determined whether or not certified electrical equipment [normally Zone 2] or other safety precautions are needed.

RISK ASSESSMENT

If you think risk assessment is expensive, try having explosions! Risk assessment techniques are widely used as a procedure by which designers, installers and contractors can try to ensure their methods are safe. It is also a

formal procedure in which the determination of the risks is set down and recorded.

- Risk assessment is the evaluation of a likelihood of undesired events and the extent of harm or damage, together with the judgments concerning their significance.
- Risk is the likelihood of a specified undesired event occurring within a specified period or in specified circumstances. It may either be a frequency (rate of occurrence) or a probability, depending on the circumstances.

PREPARING

There are several ways of preparing a risk assessment and no one system is better or worse than another. It all depends on what you want from the assessment and how you are to apply it. Some of these techniques are complicated to use for small installations and, in my view, the HSE booklet, INDG 163, provides a more practical analysis.

The basic steps given in HSE INDG 163 are:

- Look for the hazard, classify or identify it.
- Decide who or what may be harmed and how.
- Evaluate the risks arising from the hazards and determine whether the existing precautions are adequate or if more should be done. This includes identifying risk control measures, a determination of the risk, an assessment of the significance of the risk and the preparation of a control plan to reduce the risk.

It is, however, vital that plant and procedural risk assessments are reviewed from time to time, and especially when any change to the design or operation takes place.

IS IT SAFE?

In dealing with the directive within the UK, it has been accepted that part of the risk associated with gas pipework and plant is pressure related. Over the history of the gas industry, low-pressure gas installations have not created any major problems and certified [Zone 2] components have rarely been applied in the great majority of installations.

The Institution of Gas Engineers and Managers (IGEM) has prepared risk assessments to cover a general case for plants operating below 100 mbar in well ventilated areas. Individual plants would still need a risk assessment, but a generic assessment may be sufficient in many cases. The compliance with Codes of Practice and procedures are taken as a means of controlling risks.

Propane	
Odour	Distinctive smell
Explosive range	2% (LEL) and 10% (HEL) gas in air.
Main gas constituent	Propane
Specific Gravity	1.5 (heavier than air – air = 1)
Heat content	93.8 MJ/m ³ gross.
Safe temperature	Below approximately 4500C lp gas will not ignite under normal conditions.

There are several areas that a risk assessment must take into consideration and some essential guidelines are given below.

LOW-PRESSURE PIPEWORK

When correctly contained within pipework and used within appliances meeting recognised standards, lp gas should not pose an explosion/fire hazard. DSEAR does not apply to CE marked domestic appliances and low-pressure pipework installations in dwellings, but it does elsewhere.

Gas pipework standards have been developed in the UK over many years with the objective of long-term safe containment. These are encompassed in ISEM UP/2. In association with very sensitive soundness testing procedures, as given in ISEM UP/1, new and existing systems can be adequately validated for gas tightness from new and during their lifetime.

Metallic gas pipework systems are required to be cross-bonded to earth to remove any dangers of static discharges leading to ignition of any leakage. Plastic pipework is not permitted above ground inside buildings.

- All pipework and appliance components must be located in well ventilated environments, e.g. to installation standards, such as ISEM UP/2 for pipework and UP/10 for appliances, and any corrosion protection measures must be maintained.

For pipework operating at below 100mbar, a risk assessment should show that Hazardous Area classification is not necessary if pipework and/or gas controls are correctly installed, located within well-ventilated environments, tested, maintained and correctly checked for leakage.

LOCATION

Appliances should be located in a safe and secure location and where they will not be damaged by other activities. The use of a purpose-built plant room is preferred.

Risk assessment needs to identify:

- Safe access for the maintenance of burners, controls, etc – for example, safe access is necessary to take flue (combustion) gas readings
- Fire integrity with reference to the relevant Building Regulations
- Where an appliance is installed in the same area as other fuel-fired plant, or another air-consuming process, there should be adequate provision for combustion air and the correct discharge of products of combustion
- Any hazards that may develop from other installed plant.

MAINTENANCE

The uncontrolled release of gas during work is not permitted. In some cases, a small amount of controlled flammable gas may be released during work into a well-ventilated environment, e.g. when changing a small solenoid valve in a gas train.

Designers and employers are duty bound to ensure that the gas pipework system and plant/equipment can be safely commissioned and maintained. In cases of larger plant and gas pressures above 100mbar, written schemes or methodologies are essential. Consideration must be given to the adequacy of ventilation and removal of sources of ignition during such work. In addition, with lpg systems, there may be a need to flare off any unwanted gas prior to opening up pipework and pressure vessels.

TRAINING

For the purposes of gas operations, under the Health and Safety at Work Act, a competent person should have such practical and theoretical knowledge of the type of plant or systems that they work on to enable them to recognise defects or design faults that have a bearing on safety and which can reasonably be determined in the course of their work, and to assess their importance in relation to the particular function involved.

CORGI registration with the appropriate assessment modules is generally necessary if work on gas equipment is involved in domestic or commercial premises. Currently, CORGI registration is not needed to work on industrial plant.

If a risk assessment shows a problem area, there are two basic approaches – design the problem out or mitigate its effects. Minimising the number of joints or using superior quality joints is one possibility, but you still have joints! Mitigation can involve a number of alternatives, e.g. dilution ventilation, explosion relief, explosion suppression or gas detection, to provide the required level of gas safety in areas where a risk is identified. However, the chosen method does need justification by risk assessment.

Ventilation means that you need to know that everywhere that may contain a gas leak is scavenged. This means that tests, such as smoke or computer modelling, may have to be made to ensure air flows into all spaces. Directing airflows away from hot spots is also recommended.

In realistic terms, the most probable area where a leak could develop would be in the flexible pipe or at a booster gland seal. A starting point would be to evaluate what leak rate the design ventilation would dilute to 25 per cent LEL.

The most important factor is that the degree or amount of ventilation is directly related to the sources of release and their corresponding release rates. Thus, if optimal ventilation conditions in the hazardous area can be achieved, e.g. good space scavenging and possibly increased rates of ventilation in respect of the possible release rates, the smaller will be the extent of the zones (hazardous areas), in some cases reducing them to a negligible extent (non-hazardous area).

Proof of a well-ventilated area may be required; proof that the airflow sensor is working at start-up may be essential. In this sense, as with burners, it may be important to prove that the

flow switch is in the “no air” position prior to fans starting. We regard this as being an important feature in establishing proof of air flow for ventilation fans, i.e. that the detection device is operative and not stuck or held in the “made” position.

There are also safety implications for entry into confined spaces and a risk assessment is needed to ensure that the procedures are correct, such as verifying that the enclosure is free of gas leakage before entry.

Electrical equipment for use in hazardous areas must not give rise to ignition sources and the risk of explosion changes the design of the electrical boxes, etc. For the most part, gas units operate below 100 mbar and need not be zoned as hazardous (subject to risk assessment), but as the gas pressure rises above 2 bar, there may be an increasing need to use more expensive controls and zoning.

SUMMARY

- Gas systems and plant designed to UK and European standards have a high safety record. However, a risk assessment is required and a competent person should carry this out task. In the case of gas supplies above 100 mbar pressure and for specific specialised plant, a more detailed analysis is usually required. Companies, such as GEA Ltd, can carry out assessments for all types of gas plant and installations.
- Good operational procedures are essential for all gas work.
- Procedures must be prepared for validating the safety systems in commissioning, maintenance and servicing.
- Training in gas awareness and operational procedures, as well as specific plant training, is essential for management and operational staff. Companies, such as GEA Ltd, can carry out specialised health and safety gas training.

**Contact Global Energy Associates Ltd on
01780 481987
www.globalenergy.co.uk**

PRECISION ENGINEERING PROTECTS AGAINST LOSS

In the avian livestock and horticultural markets, the particular advantages of using lp gas in conjunction with well-engineered equipment are of paramount importance. Burning lp gas produces a highly controllable humid heat with no harmful by-products.



Maywick's SS225XL heater provides frost protection in glasshouses.

This is especially valuable in rearing avian livestock, as the humidity promotes good feathering and healthy birds. Humidity is also useful in glasshouse applications, coupled with the bonus of CO₂ generated by the combustion of lp gas in stimulating crop growth.

While the majority of commercial poultry producers rely on bulk gas tanks, cylinder gas from local dealers enables gamekeepers rearing small numbers of birds in remote sites to enjoy the same benefits as their larger counterparts.

The name Maywick has been associated with specialised lp gas-fuelled heating equipment for the livestock industry since the first brooders for poultry were introduced at the London Poultry Show in 1948, and its markets have been expanded to glasshouse frost-protection and heating in recent years.

The choice of heating systems for the avian livestock industry covers all requirements – from the largest commercial producers of broiler chickens and turkeys to small-scale enterprises, growing such specialist crops as ducks, quail and game birds. As well as a wide range of canopy brooders for spot heating, there are purpose-designed blown-air heaters for the growing number of poultrymen favouring whole

house heating.

Individual heaters for use in the horticultural sector are especially versatile compared with large fixed heating installations, enabling nurserymen to site them in areas where protection against possible frost damage is vital to preserve valuable crops.

Oil-fired heating systems are not common in the poultry industry, but their predominance in horticulture is being seriously challenged by the advantages of lp gas – the case for oil becomes substantially weaker when the expense of banded oil storage tanks and their associated maintenance costs, essential under the latest official regulations for oil storage, and the clean burning of lp gas and the greater efficiency of its heating systems are taken into account.

The prime requirements for any heater operating in a poultry house environment are excellent combustion, absolute reliability under varying conditions and precise temperature control at bird level. Burner design has to allow for potentially high levels of dust and down, so a satisfactory heater or brooder must incorporate a system for filtering combustion air before it reaches the burner. Maywick's many years of experience in the poultry industry has led to it developing filters that negate

this problem. Its range of canopy brooders comes with a choice of temperature control systems, enabling them to be used for background heating or for the 'spot brooding' in which the young birds select their own comfort zone, closer to or at a distance away from the brooder, and thus avoiding overcrowding. Concentrating the heat at bird level ensures that the chicks receive adequate warmth, whatever the background temperature in the rest of the house. The brooders are installed at average heights between 1 and 1.5 metres, giving the stockman a clear view of his young birds. The temperature controls available can be applied to individual brooders or to groups of brooders, and control may be high/low or on/off.

The increasing popularity of whole house heating for large-scale poultry production is largely a result of the high thermal efficiency of modern housing coupled with the development of efficient, reliable heaters. Maywick's 225,000 Btu/h (66 kW) SS225XL heater is available for installation within a poultry house or for fitting on an external wall, firing inwards. In both cases, it provides excellent heat distribution and can be used as part of a computer-controlled total

environmental system linked to ventilation, lighting, etc.

Glasshouse growers keen to protect valuable crops from frost are increasingly adopting the SS225XL heater. The low capital cost of the heaters and the seasonal nature of the need for frost protection makes such an investment an excellent insurance against possible crop downgrading or complete loss due to frost. Equally suitable for use in conventional glasshouses or in polytunnels, this heater can be suspended from roof trusses or sited on a purpose-designed stand. Using clean-burning lp gas, there is no risk of crop contamination from unburnt or partially burnt airborne particles, and the purity of the fuel means that heater maintenance requirements are minimised.

The horticulture and livestock industries are united in their demand for heating systems that are 100 per cent reliable. A failure could mean losses of thousands of pounds in ruined crops or dead birds, apart from the inevitable effect on customer goodwill. The reliability of lp gas suppliers in maintaining fuel supplies is matched by the reputation of Maywick in supplying dependable equipment, backed by an efficient and reliable after sales service.

**Contact Maywick Ltd on
01268 573165
www.maywick.co.uk**

UTILISING FLEXIBILITY AND CONTROL

Transporting lpg containers requires the right kind of load handling equipment, and safety and security are of paramount importance. Moffett has designed a range of truck-mounted forklift machines to meet the specific needs of the lp gas industry worldwide.



Moffett's truck mounted forklift.



The forklift can be dismantled in less than 60 seconds.

With its high lift capacity, robust design and wide range of attachments, such as clamps, different fork options and positioners, the Moffett truck-mounted forklift can handle industrial lp gas containers onsite or in the yard. The machines, which can be carried on the rear of virtually any truck or trailer combination without loss of valuable load space, can move most cylinder packs, pallets and pallet tanks, and are also suitable for large tank installations.

Safe and stable handling of goods means delivery-related damage can be eradicated altogether. Cylinders can be set down gently and exactly where needed, while manual handling is completely superseded by the Moffett truck-mounted forklift.

Moffett first invented the concept of the truck-mounted forklift some 40 years ago. Since then, the familiar red Moffett truck-mounted forklifts have

become the workhorses of the transport and logistics industries, transforming the way materials are handled around the world.

Ready to be dismantled and put into action in less than 60 seconds, such flexibility and control ensures the optimum utilisation of a transport fleet and its drivers, not least in tackling demanding load handling situations, such as difficult terrain, confined spaces, steep gradients or debris-covered areas.

Models for the lpg load handling industry are fitted with a safety system that is designed to limit the forklift's weight lifting capability if the machine is operated outside of its safe lifting range. Specially designed fuel and hydraulic tanks reduce the overall width of the machine, allowing it to operate with ease within depots, town centres, sites, factories and warehouses.

Further safety features include

a spark arrestor to prevent accidental ignition and an isolation switch to allow the driver to turn off the electrics. An insulated earth is also installed for increased safety. A hydraulic jib for lifting tanks and extra viewing mirrors can be added as attachments, depending on individual load positioning needs.

A wide range of equipment is included as standard – flashing beacon and work lights for greater driver safety; reverse beeper and safety belt; differential lock for better grip on rough terrain; machine management system; advanced hydraulic filtration system for cleaner oil, and easy drive regulator to prevent stalling.

Ergonomically, operator comfort is advanced, with increased floor and seating space. The operator interface delivers good control with specially designed pedal and steering wheel positions, while a

conveniently located valve lever and dash ensures that driver fatigue is kept to a minimum.

Moffett boasts high quality factory production processes in Ireland and Holland, and an unparalleled sales and after-sales service. The firm also operates a fast spare parts delivery network, together with a portfolio of advanced new machines and expert servicing.

In 2004, Moffett made an €8 million investment at its plant in Dundalk, Ireland, as part of a major ongoing programme to create a 'centre of excellence'. This included a centralised component centre for Moffett truck-mounted forklifts and a state-of-the-art paint facility.

Part of the global HIAB dealer network, Moffett has built a reputation for creating solutions to any logistics challenge.

Contact Moffett Engineering Ltd on +353 429 359500



A safety system limits the lifting capability if operated outside a safe range.

COMPENSATING FOR THE WEATHER

By Nick Stevenson, managing director, Keston Boilers Ltd

This year, Keston Boilers celebrates the fifth anniversary of its top-selling C40 and C55 boilers. Nick Stevenson, managing director at Keston, discusses the benefits of weather compensation technology in conjunction with lpg boilers.

Keston has always had innovation at the forefront of its business, so it's hardly surprising that the C40 and C55 – both pioneering powerhouses of the boiler world – have proven to be such a huge success. As technical experts, Keston ensured that the capacity to tap into advanced controls was built into the C40 and C55 from the very beginning. Not only do these controls allow installers to optimise the efficiency of condensing technology but, used properly, they can deliver significant fuel cost savings for the customer, and help reduce the impact on the environment.

One of the most significant savings for lpg homeowners can be achieved by optimising weather compensation technology. This is good news for lpg customers who generally pay higher prices for their fuel as a result of supply, transportation and market factors.

Keston Boilers is resolute that controls, and in particular weather compensation devices, are the key for getting the most out of an lpg condensing boiler – after all, what is the point of installing this technology if it is not being used properly?

ULTIMATE EFFICIENCY

Generally speaking, installers will design a heating system to an 82°C flow to deliver enough heat in the depths of winter. However, if the system can accommodate lower flow temperatures, the condensing boiler will deliver even greater efficiency for more of the time.

You could look to replace your radiators as a solution or install underfloor heating throughout the home, which has a much

lower flow temperature, thus allowing the boiler to condense for longer. However, this would incur a significant cost and, for most boiler replacement jobs, is quite unnecessary.

An engineer will design a system for a -1°C outside temperature, or sometimes lower. Yet, when you consider the heating season in the UK, the outside temperature will only be at this design condition for perhaps two weeks of the year. Therefore, for 50 of 52 weeks of the year, the radiators are running at a higher temperature than necessary, resulting in customers missing out on potential additional efficiency savings from their new condensing boiler beyond those they already receive.

In mild winter conditions, the boiler will still drive the flow temperature up to 82°C only to then be switched off by the room thermostat when the required room temperature is exceeded. When the room temperature drops back to below what is required, the boiler fires again striving for an

Keston C40.



C40 controls.

82°C flow temperature, and so it goes on. In fact, this temperature fluctuation in the room when the boiler stops and starts also affects your comfort level.

KEY TO COMFORT

Keston believes weather compensation technology is the key to avoiding this unnecessary stop/start operation and keeping the boiler efficiency even higher. Such is the company's belief in this technology that it feels perhaps the government should make it a mandatory feature across the boiler market. So it goes without saying that all of Keston's current range of boilers have built-in weather compensation controllers as standard – in fact, it is the only manufacturer to do this. Other boiler manufacturers sometimes offer this as a plug-in feature on selected models, but at a significant additional cost.

The controller works in conjunction with an outside sensor, which closely monitors outside temperature and adjusts the boiler flow temperature accordingly when serving a heating demand. The built-in controller pushes the flow temperature to as cool as possible, so the return temperature will be such that it allows the boiler to condense as much as possible without

compromising the level of heat in the property. Maintaining a low running temperature means the boiler will be condensing longer, making heating affordable all year round, not just during the colder months.

HAPPY HOMEOWNERS

Installers specifying weather compensation technology need to be mindful of two things. Firstly, when installing the outside weather sensor, it needs to be sited avoiding direct sunlight, as this may affect its accuracy. Secondly, customers will need to be fully advised on how weather compensation works, and that their radiators will only be heated to the level needed for the outside temperature that day.

Activating weather compensation technology means radiators may only feel warm to the touch, although they will be constantly ticking over to keep the room temperature 'just right'. Indeed, customers with weather compensation can feel the radiator in the morning to gauge just how cold the weather is outside that day.

The benefits will become clear when they understand that maintaining an appropriate temperature at all times will increase comfort levels, reduce the wear and tear on the boiler and have a positive impact on the environment. It is such a simple and effective way of providing these benefits, customers may even ask – why haven't we done it earlier?

**Contact Keston Boilers Ltd
on 0208 462 0262
www.keston.co.uk**

Voller Appoints Distributor

Voller Energy Group plc has appointed Unipart's Leisure & Marine division as the official distributor for its Emerald fuel cell system, which operates on lp gas. Unipart Group is one of Europe's leading independent logistics, parts and accessories companies.

Mark Dowland, general manager of Unipart Marine, said: "Green issues are becoming a greater concern and we are delighted to be working with Voller to invest in the early adoption of clean technology solutions that will build towards mass market products."

The first Emerald fuel cell will roll off Voller's new production line in Basingstoke in 2008, but the company has already received its first order. GenQuip plc, a UK supplier of welfare cabins, has ordered 20 Emerald systems to be installed in its mobile Groundhog 360 welfare cabins.

Investors and analysts can see the Emerald system installed in a GenQuip cabin, and in a Beneteau 411 sailing yacht and MCL motorhome, at a series of events Voller is holding in October at St Katherine's Dock, London.

"The significance of these installations is that this is the first time that fuel cell systems have been available that operate from commonly available fuels," said Stephen Voller, Voller's chief executive. "These installations, which do not need large hydrogen tanks, produce fewer emissions, reduce maintenance and servicing, and are much quieter than traditional generators."


Contact Voller Energy Group plc on 01256 813900

www.voller-energy.com

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Upgrading at Loch Ness

An Andrews Hi-Flo lpg-fired storage water heater has been installed to upgrade the domestic water heating system at the prestigious Inchnacardoch Lodge Hotel, which overlooks Loch Ness. Andrews says Hi-Flo storage water heaters are ideal for installation in situations where demand for hot water peaks at specific times due to their fast recovery rate, and the newly installed unit provides ample hot water for the 15 bedroom hotel and a three bedroom flat, whatever the level of demand.

The Hi-Flo direct-fired storage water heater supplies the 15 guest rooms and the kitchen, and provides all the hotel's domestic hot water. It is installed in the boiler room, situated at the

rear of the hotel, with a conventional vertical flue system. Operating on lpg, the Hi-Flo water heater has a capacity of 295 litres and a recovery rate of 788 litres per hour through a temperature rise of 44oC. It was installed by plumber, Keith Fraser, and gas engineer, Rod Adams.

The water heater is fitted with the Andrews Hydrojet Total Performance System. This is incorporated in the cold inlet dip tube and is designed to increase turbulence and performance, and reduce sediment build up and thermal stacking. The design of the tank precludes legionella colonisation, even with a build up of debris, as water at the bottom of the tank reaches at least the same temperature as



Inchnacardoch Lodge Hotel.

the rest of the heater.

The Inchnacardoch Lodge Hotel is situated in Fort Augustus, a picturesque village at the eastern end of Loch Ness, and most of the thirteen guest rooms have stunning views over the loch. Built as a hunting lodge in 1878 by Lord Lovat of Lovat, the Clan Fraser chieftain, the building has undergone a number of changes of use but, in 1953, it was transformed into a hotel, offering a full range of

accommodation and services to guests from around the world. Since then, successive owners have continued to refurbish and upgrade its first class facilities and it now offers the ultimate in comfortable Scottish country house style.

Available for vented or unvented systems, Andrews Water Heaters are constructed with a heavy gauge steel tank, Vitraglass® lining and appliance grade enamel external coating. Non-CFC foam insulation ensures low standby losses and models are available for use with conventional, fanned or balanced flues.

Contact Andrews Water Heaters on 08450 701055
www.andrewswaterheaters.co.uk

Bringing Hot Water to the Field



Rinnai Infinity water heaters provide hot water for temporary facilities.

Wessington Cabins, a leading commercial manufacturer of portable offices, showers, and toilets blocks, has installed Rinnai Infinity continuous flow gas water heaters in its latest delivery of top end temporary facilities.

The Infinity range offers hot water provision at predetermined temperatures, is digitally controlled and eliminates the need for shower mixers and additional thermostatic devices. Infinity

heaters are available in lpg versions and provide reliable and dependable heating of high volumes of hot water in places that do not enjoy the benefits of a fixed mains gas supply.

Wessington shower units are constructed using glass reinforced plastic body panels, allowing high standards of maintenance and cleanliness. They satisfy the short-term need of many commercial organisations to

provide necessary services when staging a public event, like a show or festival, or when site facilities are required on a construction or refurbishment site.

All of the showers in the six-cubicle unit can be used at once, with no loss of temperature or pressure. If the water pressure is low, or the unit is connected to a bowser for its water supply, a variable speed pump is fitted that maintains a constant pressure to the gas heaters and showerheads.

"The Rinnai units are neat and don't take up a lot of room," said Andrew Blackford, Wessington's production manager. "They offer a much more sophisticated solution than less expensive units and their reliability has been outstanding. Set up is easy too – they have automatic ignition and they just keep on going, making post installation callouts to fix heater problems a thing of the past."

One Rinnai 26i, or two 16i continuous flow water

heaters, are the most popular choice for Wessington Cabins, as even the smaller unit is capable of simultaneously heating enough water for two showers, greater capacity being achieved by simply piggybacking more units, as required. Compact size – about the same as a suitcase – means that it does not require a large 600C storage tank, which would be impractical with space at such a premium.

Every unit has an integral user-selectable temperature controller that holds the water temperature within +/-10°C of its set point, eliminating the risk of scalding, an essential health and safety consideration. And the Infinity heater, unlike most of its competitors, draws air for combustion from outside, via a co-axial flue. This means that the Infinity is room sealed and does not require the fitting of extra air vents in the floor or walls.

Contact Rinnai on 01928 531870
www.rinnaiuk.com

ATEX Approves Raven

TouchStar Technologies has launched an ATEX-approved version of its Raven device, which provides a powerful and rugged mobile computer. The acronym, ATEX, comes from the French atmosphères explosible (explosive environments). To qualify as a potentially explosive atmosphere, the area must contain flammable substance(s) and air and be under atmospheric conditions.

An explosive environment would at first appear to include anywhere liquid fuels, flammable gases and explosives are stored or used, but explosions can occur in less obvious places, such as where there are large amounts of dust or even flour suspended in the air. The Raven mobile computer has been ATEX-certified for use in Zone 2 conditions (full approval designation – CE Ex II3G EEx nL

IIC T4X). In addition, the product's accessories meet the latest associated apparatus certifications.

TouchStar handheld computers are in regular use in refuelling stations, airport aprons, factories and enclosed spaces, each of which represents a specific explosive risk, and TouchStar designed the Raven to eliminate arcing and static electricity. All internal

TouchStar's ATEX approved Raven.



circuitry and mechanical parts are rigorously tested, and sparking sources are eliminated. External sockets and plugs are also designed and manufactured to avert sparking. The durable polycarbonate shell is treated to ensure that static accumulation is not a danger.

The TouchPC Raven offers

high-end mobile computing performance within a lightweight, sleek design, says the company. Whilst designed to be predominantly vehicle-mounted, it utilises a quick-release mechanism allowing the user to detach it from the vehicle and switch to a portable mode of operation. Key features include:

- Multiple connectivity options (SD and CF cards, serial, etc)
- Onboard GPS for vehicle and personnel tracking
- Onboard GPRS for optimum communication
- Rugged build, environmentally sealed polycarbonate case
- Vehicle mounted or portable, with quick-release bracket
- Easy to program Windows CE.NET platform
- Large high-resolution touch screen.

Contact TouchStar Technologies Ltd on 0161 874 5050 www.touchstar.co.uk

BeefEater Offsetting for Consumers

BeefEater has announced it will be offsetting carbon emissions for five years on any barbecue purchased in the UK from January. Whilst gas barbecues are not considered to be more harmful to the environment than any other type of barbecue, BeefEater is

responding to a growing demand from environmentally aware consumers for products in which they can have confidence and that provide a neutral carbon footprint.

BeefEater has joined forces with Carbon Clear, a leading carbon management

organisation, to offset any emissions by investing in sustainable energy and carbon reduction projects in the developing world. Carbon Clear will invest BeefEater's payments into dedicated sustainable energy and carbon reduction projects.

BeefEater plans to help

stores promote this exclusive feature with a range of 'green' POS material that will also give consumers the opportunity to continue offsetting emissions after the first five years.

Contact BeefEater on 01420 478888 www.rgc.co.uk

BarbeSkewing to Perfection

BarbeSkew, a new product that combines a conventional barbecue with a spit roast, has been launched into the leisure market. Instead of a grill above the flames, as with a traditional barbecue, the BarbeSkew automatically rotates food on skewers ensuring it cooks thoroughly but doesn't burn. Larger produce, such as fish

and burgers, can be cooked in a rotating cage.

The BarbeSkew is the brainchild of entrepreneur, Ed Wray, who spotted a niche in the market while eating barbecued food at a party. "On a traditional barbecue, the food is placed on the grill – it burns. It's turned over – it burns. And then it's taken off the grill – uncooked.



And what are you left with? Burnt, uncooked food. The BarbeSkew not only prepares food properly, but the chef can have a drink and chat with guests without worrying about constantly turning food over."

Contact BarbeSkew on 01273 776393 www.barbeskew.co.uk

Alternatche Comprising Prins

Alternatche Fuel Systems Ltd, the sole UK distributor for Prins Autogassystemen BV, has announced that, after attracting significant investment, the company was renamed Prins Alternatche in September.

"The new name will shine a spotlight on the Prins VSI lpg system as the first choice in UK motoring for quality, safety and regard for the environment," said Will Putter, Prins Alternatche's

commercial director. "We will broaden our supply of top quality, OEM approved lpg fuel systems to corporate clients, fleets and individuals through stronger communication of the benefits of automotive lpg, including the compelling case for lpg as an environmentally friendly fuel."

Alternatche directors, Dave King and Will Putter, have been joined by a new chairman, Rory

MacParland of DandelYon, the founder of smart LPG. They say that the company's commitment to its existing installer network will be strengthened by the changes, and there will be increased focus on technical support, training and direct marketing to consumers.

Contact Prins Alternatche on 02380 222500 www.alternatche.co.uk



L-R: Gerald Ladkin, John Merison BMC Ltd; Stan Cherkowski, LPG Conversions Ltd, and Jonathan Porterfield, eco cars.

Delivering eco cars

eco cars in Desford has delivered three new lpg Ford Transit vans to John Merison Building Maintenance Contractors in Coalville.

John Merison's fleet manager, Gerald Ladkin, said: "We have been running lpg vehicles for years now, as we have our own lpg storage tanks at our base and our fuel cost savings are substantial. We are a forward-looking company and we want to do our part in reducing the emissions from running our fleet. We own and operate factory fitted lpg Ford Transits and Connects but, as these vehicles are no longer available from Ford, we contacted eco cars for a way forward."

LPG Conversions (Midlands) Ltd sourced three 2.3 Duratec petrol Transits from Ford for eco cars and, three weeks from the order, the converted vehicles were ready for collection from the company's base in Heanor. The vehicles have an 82-litre lpg tank fitted under the rear of the van, as well as the standard petrol tank, so load space is unaffected.

"The three year warranties from Ford and BRC and the speed of delivery from eco cars convinced us that this was the way forward to acquire three brand new lpg Transits for our large fleet," said Gerald.

The BRC conversion system fitted by LPG Conversions (Midlands) is under a parts and labour warranty, and Ford's warranty is unaffected as the system is approved by Ford Europe.

Contact eco cars on 01455 828843 www.eco-cars.net



Chrysler 300C converted to lpg by Greenfuel.

Chauffeuring Awareness

As well as the LP Gas Association (LPGA) and BP LPG UK, Greenfuel (Monkton Combe) Ltd were at the European Limousine & Chauffeur Show at the NEC, Birmingham, in September with a Chrysler 300C limousine the company had converted to lpg for Elite Limousines. The limousine, the fourth of Elite Limousines' fleet to be

converted to lpg, was shown in prime position at the entrance to the exhibition.

Daren Oram, owner of Elite Limousines, said: "Since converting the first two vehicles to lpg, my monthly fuel costs have gone down from around £1,200 to about £750."

Mike Chapman, autogas manager at the LPGA, who attended the exhibition, said:

"We had a stand at the show with assistance from BP, which was also in attendance. The organisers were very keen to promote lpg to improve the environmental image of these large limousines. Whilst the overall number of visitors was not as high as other shows we have exhibited at, the number of serious enquiries was easily the highest of all the shows we have been to."



Alternattech Celebrating in Style

Manchester Offering Green Badge



Alternattech chartered a 75ft motorboat for its dealer day out.

Alternattech Fuel Systems Ltd took its Prins dealers on a day out in August in appreciation for their continued support. The company chartered a 75ft motorboat, two jet skis and an 8.5m 300bhp rib.

Among the guests were Wilbert Ernste of Prins Technical, James Kaye, a BTCC driver and the owner of an emissions laboratory, and Mike Chapman of the LP Gas Association, as well as representatives from Yuejin UK and Proton Malaysia.

"Alternattech's dealer day out this year was exceptional, with great weather, fine water and plenty of free booze!" said Will Putter, commercial director at Alternattech. "The day started with Pimm's and breakfast on the Southampton River, and we slowly progressed to Osborne Bay, just off the Queen's home at Osborne House on the Isle of Wight.

"The worst jet skiers of the day were the C-Free lpg boys, who managed to come off the skis on average every two

minutes! As the day progressed, we were entertained by the Blades aerobatic team and had the best seats in the house for the P1 powerboat racing off Cowes from the water.

"Everyone had a good day, and Alternattech would like to say thank you to all its Prins VSI dealers for their business," said Will.

Contact Alternattech Fuel Systems Ltd on 02380 231112 www.alternattech.co.uk

Manchester City Council has introduced a Green Badge parking scheme, which offers a 25 per cent discount on the cost of an annual season ticket for parking in all NCP Manchester Ltd's main car parks to drivers of vehicles with emissions of less than 120g/km of carbon dioxide. Vehicles with an LPG Conversion Certificate and emissions of less than 150g/km recorded in the vehicle's V5 logbook will also receive the discount.

Councillor Neil Swannick, executive member for planning and environment at Manchester City Council, said: "Manchester has committed itself to becoming the greenest city in Britain, and this is just one of the steps that we are taking that will have a direct impact on emissions. While using public transport is the best way to travel, we recognise that this isn't practical for everyone, so we have identified cheaper parking as a great way to reward drivers who help us to cut climate change emissions and improve air quality by making responsible vehicle choices.

"Cutting emissions is an urgent priority and, while driving a low emission car already means lower fuel bills and car tax, I hope that adding cheaper parking to existing benefits will encourage more people to buy greener models."



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LPGT&A Developing Caravan Course



Candidates can build up a portfolio of gaswork experience.

According to the National Statistics Office, there are approximately 4,000 caravan parks throughout the UK. With the bulk of caravan park appliances running on lpg, onsite operatives have a unique requirement that is not covered by conventional gas training.

LPG Training and Assessment Ltd (LPGT&A) provides training and assessment specific to the mobile home and leisure parks industry. For those wishing to gain the necessary skills to become a caravan park engineer, LPGT&A has teamed up with Logic Certification to develop a new entrants course, bringing candidates up to a level ready to take their Accredited Certification Scheme (ACS) and become CORGI registered.

Ian Oultram from LPGT&A said: "The caravan park and mobile home market is large, but very niche. At LPGT&A we understood that there was a massive need to provide operatives working in this field with relevant training. In the past, operatives were required to travel long distances to undertake courses that were often irrelevant – basically natural gas with an lpg handover. Natural gas and its appliances are alien to a park engineer, who has no use for them.

"Our new entrants course, exclusively for the caravan market, is based on Logic Certification's Approved Prior Learning (APL) course. The course is intended for operatives with plumbing, heating, pipefitting or similar skills that can be transferred to the gas industry, and in this case, specifically to lpg for caravan parks. The course is recognised

by CORGI under its qualification requirements for entry into the ACS scheme. The APL programme provides both theory and practical training, followed by core gas safety (CCLP1) assessment."

The programme consists of both practical and theoretical training, applied in real life situations where candidates can build up a portfolio of gas work experience. The initial training covers lpg safety core and the four most popular caravan appliances.

After successful completion of the first part of the programme, candidates are awarded an APL qualification recognised by CORGI. This permits an operative to progress to the ACS scheme.

"To enable LPGT&A to offer this service across the UK, as well as overcoming the prohibitive cost of travel and accommodation for parks, we have converted a 7.5 tonne truck, with six separate bays equipped with a full range of appliances – all well known brands used in the static caravan market," said Ian. "The LPGT&A vehicle is one of a kind, bringing training facilities to installers at their place of work –

further enhancing the relevancy of the course.

"It is not only the UK that has a thriving mobile home and leisure park industry. Europe – and in particular France – has a large number of sites. We recognised this potential market and, with help and support from Logic Certification, developed a course specifically for the continent. The course had to be translated into French, an extra challenge that LPGT&A and Logic Certification rose to.

"We have been particularly impressed with Logic Certification; its approach is friendly and understanding. In order to get our courses right, it was imperative that we worked with a certification body willing to listen to our needs. LPGT&A identifies with the forward thinking ethos of Logic Certification."

Mark Krull, marketing director at Logic Certification, said: "At Logic Certification we pride ourselves on being at the forefront of training. We are happy to take into consideration any industry requirement, providing a bespoke service – we understand that one size doesn't fit all. The caravan park and mobile homes market is a large one and it is important to us to be a part of this sector. We are very happy to work with LPGT&A which, like us, is committed to taking the gas industry forward, providing services that are relevant to industry."

Contact LPG Training and Assessment Ltd on 08456 442039, and Logic Certification Ltd on 0208 839 2439 www.logic-cert.com



The bulk of caravan park appliances run on lpg.



BPEC has moved to new premises in Derby.

BPEC Accrediting New Centre

As part of Eastleigh College's £13 million redevelopment project, Ian Palmer, operations manager for certification at BPEC Certification Ltd, officially opened the college's cutting edge gas training and assessment facilities in July.

"The centre has been granted approval by BPEC for the college's full range of qualifications, and staff are to be congratulated on its incredibly high standard," said Ian. "Brian Frampton, course manager for ACS training and assessment, has worked extremely hard over the last few months to design the layout and prepare all the assessment materials required by BPEC."

Eastleigh College is able to offer ACS training and assessment in domestic, commercial catering and lpg courses, NVQs 2 and 3 gas installation and maintenance, and NVQs 2 and 3 in plumbing, along with a range of other courses relevant to industry needs.

BPEC, which offers training packages and accreditation services across the UK, offers accredited courses on lpg changeover training at over 35 colleges and training centres in the UK. The company is now operating from one central site in Derby, having amalgamated its two previous sites in Coventry and Edinburgh.

"All BPEC Certification approved assessment centres are continually examined to ensure that high standards are maintained and procedures are carried out in accordance with a series of strict requirements," said Ian.

Contact BPEC Certification Ltd on 08456 446558 www.bpec.org.uk/certification

Investing in Industry's Future

Since its opening in October 2006, Calor's training centre, based at its customer operations centre in Stoney Stanton, Leicestershire, has attracted over 1,200 students from across the UK.

The centre has been developed by Calor to provide training for everyone from gas installers to sales staff, both locally and UK-wide, and boasts four specially-developed training bays, a fully equipped technical room, a gas emergency training site, a conference suite and an outdoor vessel training area.

"The outdoor vessel training area is beyond comparison in the UK," said training manager, Phil Alexander. "With over 15 combinations of bulk tank training installations, including vessels fitted with Calor's leading edge "Think Tank" equipment – technology that fully automates the ordering and delivery of gas via mobile telemetry."

The centre continues to gear up to provide comprehensive



L-R: Andrew Robotham, MP; Phil Alexander, training manager; Alex Davis, managing director, and Henry Betts, central operations manager, Calor Gas Ltd.

training for anyone working with lpg, covering everything from appliance installation and servicing to the latest in central heating boilers and gas cylinders, and from alfresco and caravan products to gas safety and bulk-tank installations.

In the nine months since its opening, the centre has been busy. Calor's successful project to recruit former armed services personnel and retrain them as engineers has provided over 30 ex-service personnel with alternative employment and training.

The centre continues to run its

successful "Dealing With Gas Emergencies" course. The three-day training course provides CORGI registered engineers with the knowledge and skills required to attend and deal effectively with any lpg emergency. So far, over sixty engineers and contractors have successfully completed the course, and more courses are planned for later in the year.

Alex Davis, Calor's managing director, said: "We are enormously proud to be making such a positive investment in the future of the UK's lpg industry. It has long been recognised that there is a

national shortage of gas engineers and, by creating a specialised skills centre, we will not only be contributing the development of the industry, but really putting Stoney Stanton on the map as a national centre of excellence."

Some exciting new opportunities are in the pipeline for the next twelve months, says Calor, including its continuing partnership with Vaillant Ltd, the boiler manufacturer, to deliver training to engineers and sales colleagues in high efficiency, eco-friendly, gas central heating boilers. Training in gas safety and lpg products will remain a key focus for the training centre over the next twelve months and beyond.

"At Calor, we really understand that the customer is at the heart of everything we do, so having the best trained and motivated workforce ensures that our customer gets a better choice every time," said Alex.

Contact Calor Gas Ltd on 01926 318760
www.calor.co.uk



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Protecting Rural Choice

The National Propane Gas Association (NPGA) in the USA is urging its members to contact senators and voice support for an amendment to the FY2008 homeland security appropriations bill, which it says would exempt thousands of small businesses and rural farms that use propane from the requirements of new Department of Homeland Security (DHS) chemical security regulations.

The amendment would prohibit DHS from applying its new regulations to small businesses and rural

communities that house less than 24,000 gallons of propane. The NPGA says this would save thousands of rural propane customers and businesses that are not security risks from having to comply with another burdensome and expensive government rule.

As currently written, the new DHS rules will affect all propane suppliers and customers that store over 1,785 gallons of propane. Millions of rural, agricultural and small business customers use propane in the USA.

The NPGA says that the 1,785-gallon threshold limit will

result in customer requests for more frequent deliveries of smaller amounts of propane, leading to higher fuel bills and longer driver hours. An estimated 136,000 customers would have to comply with the rules.

The NPGA represents approximately 3,500 companies, including producers, wholesalers, transporters and retailers of propane, as well as manufacturers and distributors of associated equipment and appliances.

www.npga.org

Peru Hosting 13th Lpg Seminar

Purvin & Gertz Inc will hold its 13th annual Latin America Lpg Seminar in Lima, Peru, on November 5-8.

The lpg industry in South America is challenged by high international lpg and oil prices that have stunted growth rates in end user markets, and retail companies are having to work harder to manage and grow their businesses. The seminar will cover such issues as the expansion of the Camisea lpg project in Peru, the gas crisis in Argentina and the pipeline disruptions in Mexico, and how they will affect supply, demand, trade, marketing strategies and pricing.

Speakers at the seminar will cover topics ranging from the growing global surplus of lpg to new lpg supply projects, the impact of high prices on the South American lpg market, the state of the waterborne shipping market, promising markets for new growth and the outlook for supply, demand and pricing.

"We are very excited about the upcoming event, as it marks our first time to hold the Latin America Lpg Seminar in Peru," said Craig Whitley of Purvin & Gertz, who will be presenting an overview of Latin American markets at the seminar.

"Whether you are new to the industry or a seasoned industry veteran, we promise you'll benefit from attending this important seminar. We take pride in providing attendees with a great educational experience, one that includes in depth market analysis and coverage of the most important issues facing our great industry."

Contact Purvin & Gertz Inc on +1 (713) 236 0318 www.purvingertz.com

Japan Importing

Astomos Energy Corp, a joint venture between Idemitsu Kosan Co and Mitsubishi Corp in Japan, has agreed to purchase lpg from the ConocoPhillips operated Bayu-Undan gas field off southern East Timor. It will be the first time that a Japanese supplier has bought lpg from the field.

Astomos will buy 1.2 million tonnes of lpg over one year and will have the option to extend the deal through 2009 and beyond. The agreement will mean a reduction in the company's annual imports from the Middle East from 80 per cent to 55 per cent.



Bayu-Undan gas field off southern East Timor.

First Lpg Taxi in GCC

Mowasalat, the vehicle manufacturer in Qatar, has launched its first lpg fuelled taxi in Doha in partnership with Woqod, the lpg supplier. It is the first time that lpg has been used as a road fuel in the Gulf Cooperation Council (GCC), which consists of Saudi Arabia, Kuwait, Bahrain, Qatar, United Arab Emirates and Sultanate of Oman.

The taxi will be used on a trial basis, and more will be introduced next year if the

experiment is a success.

"We are planning to introduce 30 to 50 lpg fuelled taxis next year," said Jassim Saif Al Sulaiti, Mowasalat's managing director. "Our remaining fleet of taxis will also be converted to this system in a phased manner, depending on the success of the experiment."

The company also has plans to introduce lpg fuelled buses in Doha next year.

Mark Vidler, Woqod's marketing manager, said:


"Woqod will now assist Mowasalat in the running of autogas on a larger number of vehicles to assess the performance improvement and to see if even wider use of autogas is applicable. Conversions need to be carried out carefully, and we intend to work with Mowasalat and government bodies, especially Civil Defence, to certify professional companies for these conversions."

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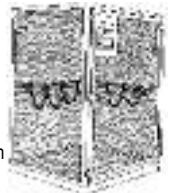


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