



INSIGHT

Tank storage provides an essential interface between sea, road, rail and pipeline logistics.

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**CERTAS ENERGY IS
FUELLING FUTURES
THE RIGHT WAY:
IN CONVERSATION
WITH WILMA
KELLY.**

The quarterly
magazine from
the Tank Storage
Association

Also in this issue, we look at careers in the
bulk storage and energy infrastructure sector
and the role of parks and clusters in the
energy transition.



Insight is published by the Tank Storage Association, the voice of the UK's bulk storage and energy infrastructure sector.

To contact the editorial team, please email info@tankstorage.org.uk

TSA Insight Team

Peter Davidson, Barrie Salmon, Nunzia Florio

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CONTACT

Tank Storage Association
Devonshire Business Centre
Works Road
Letchworth Garden City
Herts. SG6 1GJ
United Kingdom

Telephone: 01462 488232
www.tankstorage.org.uk

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Peter Davidson
Executive Director, TSA

Welcome to the autumn edition of Insight magazine. For this issue, as we look ahead to COP26 and beyond, we explore key developments in the UK energy transition and the crucial role of the bulk storage and energy infrastructure sector. TSA members are a critical part of the supply chain, ensuring the products of today and tomorrow reach their customers, and are already active in a number of areas that will drive success going forward. While ultimately investment and collaboration with Government and all partners will be pivotal as the UK transitions to a decarbonised economy, the sector is firmly focused on driving the opportunities of tomorrow. In this issue, we also explore training, careers and apprenticeships in the bulk storage and energy infrastructure sector as well as competence in process safety management. I hope you enjoy this new edition of Insight.

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News:

The Tank Storage Association has now launched a new Instagram account. Stay up-to-date with all our latest news by connecting with us @uk_tsa.

Online meetings and webinars

The COVID-19 pandemic has challenged our model of face-to-face meetings. To adapt and respond to the current situation, all of the following meetings will take place online.

- 5 October: TSA Council
- 6 October 2021: TSA SHE Committee
- 19 October 2021: TSA HR Committee
- 25 November 2021: TSA Customs & Excise Expert Committee

For more information on TSA's meetings, write to info@tankstorage.org.uk.

**TSA's Annual Review
of the UK's Bulk
Liquid Storage
Sector is available at
www.tankstorage.org.uk/publications**

TSA responds to Government's Transport Decarbonisation Plan

On Wednesday 14 July 2021, the UK Government published its plan to decarbonise transport by 2050.

The plan sets out the government's commitments and the actions needed to decarbonise the transport system in the UK and includes a pathway to net zero transport, the wider benefits net zero transport can deliver as well as the principles that underpin the government's approach to delivering net zero transport.

The plan follows on from "Decarbonising transport: setting the challenge", published in March 2020, which laid out the scale of additional reductions needed to deliver transport's contribution to legally binding carbon budgets and delivering net zero by 2050.

Alongside the document, the Department for Transport published a consultation on ending the sale of all non-zero emission HGVs from 2040, with lighter HGVs from 2035. The consultation closed on 3 September 2021. A "Jet Zero" consultation, setting out the Government's proposed approach and principles to reach net zero aviation by 2050, also ran until 8 September 2021. The plan further includes a commitment to consult on setting phase out dates for all non-zero emission road vehicles, with 2040 as a backstop, setting a path to a time when every vehicle on the roads will be zero emission.

Commenting on the publication of the transport decarbonisation plan, Peter

Davidson, Executive Director of the Tank Storage Association, said: "We welcome the publication of the plan and stand ready to work in partnership with Government to ensure that our sector can fully support and lead on the innovations that will be necessary to meet the UK's net-zero goals."

"TSA members are a critical part of the supply chain ensuring existing and future products reach their customers. While the bulk liquid storage sector and associated logistics are already active in a number of areas that will drive success going forward, ultimately, investment and collaboration with Government and all partners will be pivotal as the UK transitions to a decarbonised economy."

For a copy of the Transport Decarbonisation Plan, visit <https://www.gov.uk/government/publications/transport-decarbonisation-plan>



THE NATIONAL SECURITY AND INVESTMENT ACT

New laws will advance the UK's gold-star reputation as an attractive place to invest.



The National Security and Investment (NSI) Act, which received royal assent on 29 April 2021, will commence fully on 4 January 2022. This marks the biggest upgrade of investment screening in the UK in 20 years and brings the government's powers in line with those of many other countries. The NSI Act will replace the national security provisions of the Enterprise Act 2002, which will fall away once the Act comes into effect.

Ahead of the Act commencing, businesses and investors are urged to get ready for the changes by reading the published guidance to ensure a smooth transition to the new rules.

Bringing in new rules for investment screening is not a signal that the UK is reducing its appetite for foreign investment. It is an upgrade to the Enterprise Act 2002, to help cope with the demands of a modern economy. The Act is about ensuring investment in the UK can continue with predictability and transparency while protecting national security. It supports the UK's world-leading

reputation for being an attractive place to invest and improves the government's ability to protect the UK's national security.

The Act gives the government the powers to scrutinise and intervene in acquisitions of entities and assets that may pose risks to national security. All sectors are within scope of being assessed under the Act and some acquisitions of entities that carry out particularly sensitive work in 17 areas of the economy, such as in civil nuclear, transport, energy, quantum technologies, and defence, will have to notify and receive approval from the government before completing their acquisition. For other acquisitions of entities and of assets, any notification will be voluntary but notifying gives the benefit of a binding decision from the government on whether an acquisition will be called in for scrutiny.

The Investment Security Unit – a dedicated hub that sits within the business department – will run the investment screening and provide a single point of contact for businesses wishing to understand the Act and notify the government about acquisitions.

Once notified, the government will confirm whether a notification contains the necessary information. It then has 30 working days to decide whether to call it in for a more detailed assessment or to clear the acquisition. Once the Act has commenced, if the



HM Government

Investment rules are changing. Are you legally prepared?

National Security & Investment Act

government has not been notified of an acquisition that has occurred after the 12th November 2020 and it is within five years of the acquisition taking place, the government can issue a call-in notice for that acquisition within six months of becoming aware.

If an acquisition is called in, the government has 30 working days to assess whether any conditions are needed in order to address any national security risks. The government can extend this by another 45 working days if necessary, and the government and acquirer can mutually agree to further voluntary extensions. During this assessment, the government can impose interim orders (such as requiring the acquisition to halt until the assessment is complete). Most acquisitions are expected to be cleared without being called in.

Once a decision is reached, the government can clear the acquisition or, if necessary, impose conditions or block or unwind it through a final order. There are civil and criminal sanctions for non-compliance with the requirements of the Act. Any orders made by the government under the NSI Act may be challenged by taking the decision to judicial review.

In August 2021, the government consulted on a Statement – known as the NSI Section 3 Statement – which sets out the expected use of government's power to call-in acquisitions where there is a

suspected national security risk. The consultation has now closed and the government is analysing the responses. The final version of the statement and the government response to the consultation will be published this autumn.

The Investment Security Unit can be contacted at investment screening @ beis.gov.uk for any queries ahead of commencement.

To understand what types of acquisitions are covered by the new rules, whether you need to tell the government about an acquisition and how the government will scrutinise the acquisition, visit <https://www.gov.uk/government/collections/national-security-and-investment-bill>.

For more information on the updated draft of sector definitions for the mandatory notification regime under the NSI Act and a statement on how the government proposes to exercise its new call-in powers, visit <https://www.gov.uk/government/publications/national-security-and-investment-act-draft-notifiable-acquisition-statutory-instrument>.



ENERGY TRANSITION ISN'T JUST ABOUT NEW TECHNOLOGIES - PARKS AND CLUSTERS HAVE A HUGE ROLE TO PLAY IN ENABLING THEM, TOO.

**Jay Brooks, Site
Director Industrial
Parks, px Group,
highlights the
role of parks and
clusters in the
Energy Transition.**

Jay Brooks, Site Director
Industrial Parks, px Group



Much of the noise coming from the energy sector at the moment is rightly centred around the Energy Transition - a phrase that means many things to many people. To px Group, which manages and operates high hazard environments across the UK, including at our Saltend Chemicals Park, near Hull, the Energy Transition represents a sensible recalibration of energy supply that reduces emissions to protect our environment whilst ensuring our quality of life is maintained at the same time.

However, as we're all looking forwards, talking about the future, and planning for growth in this new phase of industry, it's paramount we don't overlook what we do best and have been doing so well for years.

If you were to look up px Group in your favourite search engine, you would likely see numerous references to Saltend, which we purchased from BP in 2018. Since its formation as a multi-user chemical park, Saltend has benefitted from over £600m of investment and there is more to

come with exciting new projects on the table.

Saltend, a 370-acre site with a number of world-class traditional energy businesses like INEOS and Mitsubishi Chemical, has seen unprecedented growth in recent months thanks to investment from companies heavily involved in those 'newer' technologies that will play a crucial role in the energy transition. Rare earths (critical to the electric vehicle and wind turbine industries), hydrogen (a greener, lower emissions energy source) and renewable fuels (Vivergo is set to restart at the Park in early 2022) are all now part of the Saltend family.

Terminal Operations – a difference-maker?

Whether it's a company in the renewable fuels, chemicals, or hydrogen sectors, regardless of the sector the one thing we constantly hear from those on site or considering investing on site is how well-run the underlying infrastructure, or Terminal Operations, is.

Terminal Operations is often seen as unglamorous, and as a result, new companies, when assessing which sites to invest in for their facilities, can often overlook it. That could be down to a lack of due diligence, or even perhaps the sites themselves not making enough of a song and dance about the operational capabilities. But our recent experience has told us that



it can be the difference-maker.

Saltend handles over 2m tonnes of product each year, and that's made possible by the high-quality infrastructure on site. Bulk storage, tank farms, deep water jetties open to all on site to distribute liquids, and road tanker loading facilities that enable almost 250 road movements each day, are all parts of our infrastructure that may seem small, but when added up make the Park a big attraction for new investment. The fact that investors on site can contract px Group itself to do the Operations & Management on site is an added incentive for those considering setting up at Saltend.

What next at Saltend?

I think it's safe to say that bulk storage and tank farms don't set everyone's heart racing, but the reality is that our Terminal Operations is often at the heart of why new clients come to us. It's what we've been doing best for years but we're not resting on our laurels.

That's why we are investing even more to keep our storage and logistics infrastructure at the top of the class, including in excess of £10M to reduce fugitive emissions from jetty ship loading and storage tank management.

At the same time, we're prepping new land for development whilst also demolishing redundant tanks already on site as we gear up for new investments. Our clients, too, continue to invest in Saltend – INEOS for example has recently built two new large bulk storage tanks for acetic acid as well as new pipelines for jetty loading and unloading.

Beyond that, we're also looking to take the Saltend model elsewhere – both within the UK and overseas. Earlier this year we received new investment – and new ownership from – Aksiom Services Group, whose expertise we are exploring to see how we can access new markets, particularly in Europe. We're in early-stage discussions to do just that, which I hope reflects the considerable success the Park has experienced since 2018.

Of course – and there's no shame in admitting this – aside from the companies investing at Saltend, the technology that's being deployed, and the people on site, there's very little that is truly revolutionary about Saltend as a standalone site. But that's instructive in itself: getting the basics right – safety, efficiency, investment in services, quality infrastructure – will be the foundation of the energy transition, and Saltend is an embodiment of that.

For more information, visit www.pxlimited.com



CASE STUDY: DECOMMISSIONING A FUEL TERMINAL

**Adler and Allan
provides insight
with a case
study on the
full end-to-end
decommissioning
of a fuel terminal
asset.**



The client, a large forecourt operator, approached us about the demolition of one of their assets. The main challenge was ensuring the site was safe to work in which required the removal of any remaining fuel from site. As the site was situated on a waterway, we also needed to ensure no contamination occurred. Due to the area being hazardous, CompEx electricians ensured that the site was safe, and free of live cables or other hazards. We also had a number of operators with confined space certification to carry out the tank cleaning.

Our response

Due to the area being hazardous, CompEx electricians first ensured that the site was safe, and free of live cables or other hazards. The first phase was to remove all the residual fuel from the site, and carry out all the tank cleaning with confined space certified operators. Each tank had different fuels, including petrol, diesel and kerosene, and were capable of holding around five million litres of product. We drained all the tanks, took the fuel off site and then did

a man-entry clean on each tank to ensure they were gas-free and ready for demolition.

The second phase was to dismantle the pipework and structures. There was still about 20,000 litres of fuel in the pipes that needed to be removed before this could happen. In order to do this, all the valves were dropped and each area was sucked out, once the fuel was removed, we used gas monitoring wands to ensure there was no gas left inside. This was done a few weeks before the demolition started to allow any residual vapours to vent away.

In phase three we broke up the concrete and excavated the site. We also undertook ground testing and sampling to make sure there was no contamination.

The fourth phase was to remove all the pipe work from under the jetty, grade the site, remove the remaining buildings, carry out final soil testing before handing the site back to the client.

The outcome

The project was completed on time and on budget, safely and compliantly. We removed and disposed of all the waste liquid fuel, and managed the demolition of the physical assets. Our teams of highly qualified consultants and ecologists supported in the remediation of any contamination in the land, allowing it to be handed over primed and ready for redevelopment.

What the client said

"The decommissioning of the fuel terminal is one of the most significant projects we have undertaken. Adler and Allan were selected based on their excellent safety record and historic quality of service delivery. Their ability to provide in-house expertise across multiple disciplines was reflected in their highly competitive costs."

Infrastructure Manager (Health & Safety)

The Adler and Allan Difference

Adler and Allan has been a one stop shop from arranging the risk assessments and method statements at the start, right through to handing the land back to the client at the end of the project.

Our in-house expertise has seen us deliver services from gas freeing and removal of fuel from the site, to CompEx electricians removing the electricals in hazardous areas, teams of highly qualified consultants and ecologists supporting in the remediation of contaminated land, and ultimately demolition.

We have a wide range of assets at our disposal from vacuum and fuel tankers for fuel removal, and demolition equipment for the breakdown of the tanks.

We also have the infrastructure to get our people wherever they are needed, with depots and equipment nationwide.

Adler and Allan has been a one stop shop from arranging the risk assessments and method statements at the start, right through to handing the land back to the client at the end of the project.



For more information, visit www.adlerandallan.co.uk



APPLICATION NOTES: MEETING TERMINAL REQUIREMENTS FOR FUEL LOADING

The application team at Scully Signal discusses EN13922 Compliance with IEC61508 – Overfill Prevention and Grounding Verification System Overview.



The ATEX Directive (ATEX) sets out the minimum safety requirements for equipment used in explosive atmospheres. However, it does not assess the safety function of the system.

The latest revision of BS EN13922:2020 now requires safety-critical components, such as overfill prevention sensors and loading gantry control monitors, to meet a minimum of safety integrity level 1 (SIL 1) according to IEC 61508 functional safety standard. It requires only self-declaration by the manufacturer, with no independent certification. IEC 61508 functional safety standards focus on the ability of the system to correctly perform its safety function, which should be certified by an accredited functional safety agency.

The spill of hazardous liquids and the potential ignition of explosive atmospheres from static electricity pose two of the biggest hazards and risks in tank truck loading operations. Without provisions to prevent loss of containment and/or accumulation

and uncontrolled discharge of static electricity, the risk of these hazards is often unacceptable due to the potentially severe consequences.

To mitigate the risk, overfill prevention and grounding verification systems are utilized. They normally consist of one or more sensors, a logic controller, and a final control element to ensure operations remain safe, efficient, and profitable. It is vital to have a solution that provides automatic protection by preventing spills, which can negatively impact personnel safety, the environment, and financial liability.

Application Notes

To reduce risk, electronic safety systems designed to provide automatic protection against the above-mentioned hazards are selected and implemented.

Safety Directives and Functional Safety

Overfill prevention and static grounding systems for tank truck loading should comply with the following directives and standards:

- **ATEX Directive (ATEX):** ATEX sets out the minimum safety requirements for equipment used in explosive atmospheres and is based on the IECex standards. Its purpose is to ensure equipment, such as overfill sensors and control monitors, cannot pose an ignition risk in an explosive atmosphere. ATEX does not assess the safety function of the



system, i.e., its ability to detect liquid product and stop product flow.

- **BS EN13922 Overfill Prevention Systems for Liquid Fuels:** BS EN 13922:2020 overfill prevention systems for liquid fuels sets out the minimum requirements for the design of the system and components. This requires only self-declaration by the manufacturer. Independent certification is not required on the ability of the system to perform its safety function. The latest revision of BS EN13922:2020 now requires safety-critical components, such as overfill prevention sensors and loading gantry control monitors, to meet a minimum safety integrity level 1 according to IEC 61508 functional safety standard.
- **IEC 61508 Functional Safety:** Functional safety standards focus on the ability of the system to correctly perform its safety function, i.e., detect the hazard and apply automatic protection, and ensure under fault condition that the system fails in a predictable and safe manner. An accredited functional safety agency should conduct a functional safety certification to provide impartial assessment of the safety system's design and performance. This safety standard defines four levels of safety integrity, with each level (1

to 4) providing a magnitude of risk reduction. The higher the safety integrity level, the lower the probability that the safety system will fail to carry out the required safety function. Functional safety assesses both systematic failures resulting from inadequate design, processes, and procedures by the manufacturer, as well as random hardware failures like electronic component failure. Systematic failures are assessed by conducting failure modes effects and diagnostic analysis and surveillance audits on the equipment manufacturer's internal processes and procedures. A safety integrity level (SIL) is awarded for systematic capability. The higher the rating for systematic capability, the less probability of systematic failures in design by the manufacturer. Random hardware failures are assessed by proven in-use data and by conducting a failure mode effects and diagnostics analysis to assess hardware design and failure rates of electronic components. A safety integrity level is awarded, and the failure rates are published for each system component. The publishing of failure rate data for each safety-critical component allows end users to specify systems based on safety integrity and risk reduction. The entire safety system should be verified to ensure the necessary safety integrity level and targeted

risk reduction has been met. Probability of failure on demand should be calculated using the failure rates of each system component and other factors, such as proof testing. System components assessed and certified to IEC 61508 validate the equipment manufacturer's declared level of safety, risk reduction, and reliability for their system—and provides a level of assurance to the user. Specifying systems with IEC 61508 functional safety certification ensures compliance with the minimum requirements set out in EN13922:2020, requiring overfill sensors and control monitors must meet and, if possible, exceed safety integrity level 1.

Challenges

Design and manufacture key components to meet SIL requirements that normally consist of one or more sensors, a logic controller, and a final control element:

- The sensor detects the hazard, such as the level of liquid product in a tank truck compartment.
- The logic controller processes the signal from the sensor and decides what action to take.
- The control element — such as a loading pump, control valve, or preset meter — controls the flow of product into the tank truck compartment.

Solutions

The Scully system provides two safety-critical functions:

1. Detect liquid product filling beyond the safe fill level of the tank truck compartment to prevent loss of containment and resulting product spill.
2. Verify and monitor the static grounding connection to prevent the accumulation and uncontrolled discharge of static electricity in explosive atmospheres.

Scully overfill prevention sensors are mounted in each tank truck compartment through an aperture in the man lid assembly and are set at a predetermined safe level. Static grounding connections are also made to the tank truck chassis to prevent the accumulation of static electricity during the loading process. Each overfill sensor is wired to the socket at ground level and provides the connection interface to the Scully Intellitrol® control monitor on the loading gantry via a plug and cable assembly. The Scully Intellitrol® automatically and continuously monitors each overfill prevention sensor and the static grounding connection during the loading process 30 times per second. Scully has been assessing and certifying against IEC 61508 for several years. The Intellitrol®2 controller and its sensors are certified as SIL 2 capable device and certain configurations of our ST-15 tank truck overfill system is certified as SIL 3 capable.

Key Benefits

Under any unsafe condition, such as wet sensor condition, loss of

grounding, or component failure within the critical electronic circuitry, the system will stop product flow and shutdown the loading process. This automatic protection prevents both potential spills that can impact the environment and financial liability, and the ignition of explosive atmospheres from the uncontrolled discharge of static electricity, thereby ensuring operations remain safe, efficient, and profitable.

Implementation

Scully employs a consultative approach and provides customized solutions to meet each terminal's unique needs and satisfy their requirements (e.g., loading capacity, regional certification requirements). This includes a site survey, equipment determination, project scope, and costs to deliver a turnkey proposal.

Summary

Safety systems are vital in protecting people and the environment, ensuring operations are safe, efficient, and profitable. Equipment manufacturers and end users should strive to design, manufacture, and specify systems to the highest possible levels of safety and certification.

For more information on Intellitrol®2 and other Scully systems, visit www.scully.com. Scully Signal Company has over 85 years of Overfill Prevention Systems and electronic liquid handling experience, providing the ultimate dependability, service, and safety. Contact us today for support or questions about your terminal equipment, overfill prevention, grounding, and safety needs: www.scully.com. Tel.: +1 800 272 8559. Email: sales@scully.com.



E10 petrol now being served at fuel pumps across Great Britain

E10 has become the new standard grade of petrol across forecourts in Great Britain from 1 September 2021. According to the Department for Transport, E10 petrol – which is blended with up to 10% renewable ethanol and made up of materials such as low-grade grains, sugars and waste wood, making it greener than existing petrol – could cut transport CO2 emissions by 750,000 tonnes per year, which is the equivalent of taking 350,000 cars off of UK roads.

It is estimated that over 95% of all petrol vehicles are compatible with E10, with a small number of older vehicles, including classic cars and some from the early 2000s, still able to access E5 petrol in the 'Super' grade.

Transport Secretary Grant Shapps said: *"Every journey matters as we drive forward the green industrial revolution, which is why the rollout of E10 is so important. It'll help us cut road greenhouse gas emissions and meet our ambitious net zero targets.*

"Although more and more drivers are switching to electric, there are steps we can take today to reduce emissions from the millions of vehicles already

on our roads – the small switch to E10 petrol will reduce greenhouse gas emissions as we accelerate towards a greener transport future."

In Northern Ireland, it is expected that the introduction of E10 will happen in early 2022, subject to legislative approval.

Motorists are encouraged to use the government's free online E10 checker to see if their vehicle is compatible.

For more information about the announcement, visit <https://www.gov.uk/government/news/fuelling-a-greener-future-e10-petrol-available-at-pumps-from-today>.

To use the government's free online E10 checker, visit <https://www.gov.uk/check-vehicle-e10-petrol>.

KEEP CALMcloud AND CARRY ON

Reynolds Training Services mix-in the best online training and competency tools with CALMcloud.



**KEEP
CALMcloud
AND
CARRY ON**



As we all know, the key to maintaining safe operations within the high hazard sector is the prevention and mitigation of our defined Major Accident Hazards. That's not only a legal requirement and a moral imperative, it's also the basis of good, safe and profitable business.

Competence is the principal quality we need to demonstrate our readiness to do whatever is necessary to keep our workers, our sites, our environment, our customers and the public safe.

During our twelve years in business at Reynolds Training Services, the driving force behind everything we've done – and continue to do – is improving competence in the sector and providing the tools to help demonstrate this effectively.

The simple fact is: competent workers are more efficient and effective in their roles, so ensuring high levels of competence is in everyone's interest.

Providing ongoing development is

crucial because the demonstration of competence is critical. Therefore, we deliver this through our blended learning approach 'On Your Site', 'On Our Site' and 'Online'.

We take the decades of dedication and expertise offered by our staff at Reynolds – and tailor our training to deliver it at a company's own site. We then add to that the real-world, hands-on experience offered by the resources at our state-of-the-art National Centre For Process & Manufacturing training facility. Finally, we mix-in the best online training and competency tools with CALMcloud.

What is CALMcloud?

The name CALMcloud stands for 'Competency Assessment Learning Management in the cloud'. It is an online portal for training and for managing competence.

We know that many companies in our sector face a complex problem in managing their employee and contractor training and occupational competence. Some of the questions they need to ask include:

- Has everyone been trained to the same standard?
- Are all certificates up-to-date?
- Do we have records of all training undertaken, irrespective of supplier or platform?

All of which highlights the importance of being able to monitor the training levels within a workforce. Such

vigilance is crucial in ensuring there are no gaps in knowledge and skills - which could, of course, impact on the safety of the whole terminal or refinery.

The challenge is to keep track of renewal dates and monitoring occupational competence for multiple roles across multiple sites, for employees and contractors, all while keeping senior management informed with relevant and up-to-date reports.

CALMcloud is designed to encompass and easily track all staff training undertaken - including online training, videos, instructor-led training, competence assessment tracking and mentoring, along with tools that can track and monitor CPD (Continuous Professional Development).

Keeping training records up-to-date can be an onerous task, since those records will inevitably be in different systems and from different suppliers. Gathering them all together in one monitored and updated place helps make life simpler for those tasked with managing the competence of their workers.

This can also be an effective tool for the career development of the workers themselves. Roles can be assigned to individuals, populating their training needs with the agreed training and competence requirements.

So, everyone knows what training

they need to progress to the next step in their career.

CALMcloud was built from the ground up to help employers address all of this in an efficient and user-friendly way. We designed and built the system based on what we knew businesses and learners needed and in a way they could access it all simply and cost-effectively.

What CALMcloud offers

Companies experience several 'pain points' when managing their employees' training and competency, so we looked to address those. That's why CALMcloud's features include:

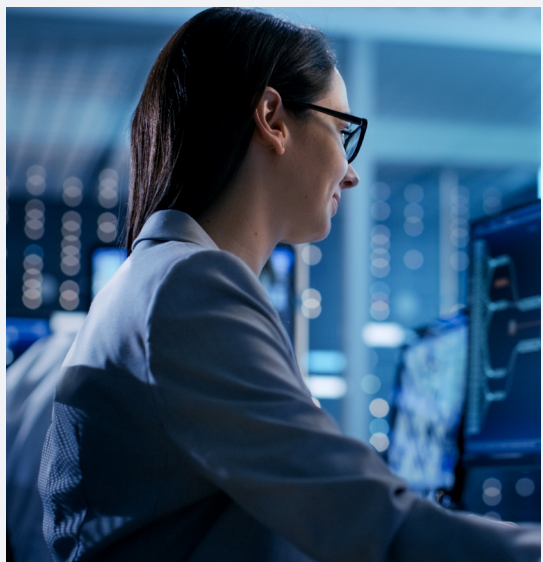
- Training materials are stored and accessible by authorised trainers, including PowerPoints, videos and pdfs.
- All training records (including for attendance, feedback and written question papers) are easily associated with training sessions.
- A comprehensive reporting system which provides real time customisable data, including the tracking of expiration dates, which makes the scheduling of training more efficient.
- Tracking progress of all learners against specific training goals and both internal and external standards.
- Developing training for specific roles and associating this to relevant personnel, which then populates their training record

with the required competencies.

- An entirely cloud-based system which can be accessed 24/7 from any location or any device, by trainers, assessors, mentors, administrators and individuals, all of whom can access the same records and achievements easily and instantly and can even have a live view of progress being made.

All of which combines to help make the maintenance and management of competence a simpler, more efficient and safer process. Which, in turn, can lead to greater process safety!

To learn more about the innovations that we have pioneered at Reynolds training, why not visit us at www.reynoldstraining.com. And, of course, if you're interested in learning more about CALMcloud and our commitment to competence, visit www.calm-cloud.com.



PROCESS SAFETY COMPETENCE IS LIKE AN ICE CREAM...

Richard Roff, Chair of the Process Safety Management Competence Programme Board, discusses competence in process safety management.

Richard Roff, Chair, PSM Competence Programme Board



For this title, I have paraphrased that of a presentation I saw about 25 years ago which was probably already a reuse; readers may recognise the adage but if not, I will return to it later to explain. In this article I would like to discuss competence in process safety management and the need for organisations to keep returning to this.

Readers of Insight will already know that some of the hazardous materials stored for society and their quantities mean that catastrophic incidents could happen. In considering operations in the UK and across the world, such events have occurred in recent memory. This should prompt organisations to think about their continuing capability to manage those risks – asking “do we still have the right competence?” on a regular basis.

Very many people are familiar with James Reason’s Swiss Cheese model: to prevent losses, several layers of protection or barriers are needed – although each has some unreliability,

these are less likely to coincide, so reducing the chance of loss. In his images, Reason showed these as like slices of Swiss Cheese with holes as ‘unreliability’. When thinking about catastrophic incident hazards such as flammable, toxic or ecotoxic materials then people ‘knowing what they are doing’ can be seen as one of those layers – a barrier to incidents.

When broken down, such competence should include knowledge ranging from the material hazards through proper understanding of equipment design and operation, to the need for inspections and maintenance. It should also cover how to recognise when things aren’t going as expected and what to do then. Drawing these subjects together under the banner of process safety management (PSM) can give organisations an opportunity to help their people to understand the interactions between these aspects and how they deliver the outcome of safe and environmentally secure operations; it also allows consideration of all organisational levels from the most senior to the least.

Many organisations have been prompted to embark on training or education programmes to build competent teams but these programmes are sometimes once-off, sometimes covering much of the organisation but potentially missing newcomers or organisational change. This can also fail to account for physical changes to equipment or changes to business model. Most safety-

management theories recognise that barriers will begin to degrade and competence is no different; other priorities come up, training budgets can be reallocated, a critical mass of knowledge can remain but the hole in the Swiss Cheese layer is increasing in size all the while. Management can find out about this degradation through audit, but it can also be discovered through incident – usually adverse events and occasionally very serious. Organisations that deliver ongoing competence updates to their people will reduce the risk of the latter and probably reap benefits of more efficient operations too as teams revisit the 'right way' and the reasons behind that.

Senior management teams should ask themselves:

- Am I (still) competent in process safety management as it relates to my business?
- How do I know my teams are (still) competent?
- What are our processes for maintaining competence over time and through change?

If the answer to the first question is 'I am not sure' at best, then this can be a good place to start; after all, what interests the leaders will eventually interest the whole organisation.

The UK PSM Competence Programme Board (of which TSA is a member) was set up in 2010, in the light of major incidents such as the Texas city BP disaster and the

Buncefield fire at the Hertfordshire Oil Storage Terminal. The motivation for establishing the board was a desire to make business leaders in industries with potentially catastrophic incident hazards aware of their critical role in establishing a process safety culture with appropriate processes in their organisation. Senior leaders needed to better understand what PSM was, and their role in establishing those safe processes. These concerns were backed-up by the findings of the HSE in their investigations, which found a lack of knowledge and understanding amongst leadership teams.

Since then, the board's vision has broadened to the following: that, through education, competence and knowledge of PSM techniques, all levels of staff understand what could go wrong in their organisation and their own part in delivering what must go right to prevent catastrophic incidents.

I have chaired the board since 2015 and I would summarise our work as follows: trying to make sure that the lessons learned the hard way in the process industries are widely understood, and that information is easy for organisations to access, in the hope that they won't have to learn the same way.

The PSM competence programme now includes industry standards for competence in process safety management at three levels:

- Leadership

- Management and engineering
- Operator and technician levels

Training that meets these standards is available for organisations of any size to access, in a manner best suited to their needs through Cogent Skills which has supported the board in its work since its inception. Whilst I recognise that training is available from many sources, if you think the programme could be valuable to you in upskilling your teams or maintaining your own, or their competence over time, please visit <http://www.cogentskills.com/psmcpcb/>

Finally, returning to the confectionery... process safety competence is like an ice cream - If you don't keep licking it, you will have a mess on your hands!

Author

Richard Roff CEng FIMechE, Group Process Safety Director for Costain, joined the PSM Competence Programme Board in 2014 and has been Chair since May 2015. The Board is made up of senior industry representatives and stakeholders from trade associations, professional bodies and the Health & Safety Executive. Richard is also a member of the technical advisory committee of the Hazards Forum.

For more information about the PSM Competence Programme Board, visit www.cogentskills.com/psmcpcb/. For more information about the Hazards Forum, visit www.hazardsforum.org

CERTAS ENERGY IS FUELLING FUTURES THE RIGHT WAY: IN CONVERSATION WITH WILMA KELLY

Wilma Kelly, HSE Director and TSA Vice President, discusses Certas Energy's objectives and ambitions for the future.

Wilma Kelly, HSE Director,
Certas Energy



Certas Energy is the largest independent distributor of fuels and lubricants in the UK, supplying commercial, agricultural, industrial and public sector customers as well as domestic customers nationwide. Wilma Kelly, HSE Director and TSA Vice President, explores Certas Energy's ambitions for the future and highlights the innovation, partnership and expertise that will be key to drive success going forward.

What are Certas Energy's objectives and ambitions for the future?

From new products and digital innovations to sustainability goals and future fuels, our objectives are firmly focused on driving our customers' future. Indeed, our objective is always to deliver the energy that homes, farms, and businesses rely on, while responding to the changing needs of the market with innovative solutions. We provide a convenient supply of high-quality, carefully sourced products while also offering expert advice for customers on the

solutions that best meet their needs. Our ambition for the future is to continue enabling our customers to smoothly integrate alternative fuels, such as renewable liquid fuels as they manage their energy transition, and to become more environmentally responsible in ways that make sense for their business. Our Carbon Offsetting initiative, for example, allows our customers to invest in carbon-reducing projects across the world, run by our partners at Carbon Footprint Ltd., in order to balance out their carbon footprints. We are continually innovating too, sourcing the latest fuel solutions that can help our customers achieve their emissions reduction goals while balancing their bottom line.

Certas Energy's parent company is DCC, a leading international sales, marketing and support services group operating in 20 countries with the purpose to enable people and businesses to grow and progress.

DCC has identified four pillars for future sustainability reporting. Within each of these pillars there are relevant targets and metrics for non-financial performance. This reporting framework is aligned to the UN Sustainable Development Goals, as well as to relevant elements of the GRI and SASB reporting standards. And our strategy is structured around these four core pillars:

1. First, climate change and the energy transition, to help

customers reach net zero by supplying them with renewable and lower-carbon forms of energy and by helping them become more energy efficient. We will lead by example and have accordingly set targets to reduce our own carbon emissions to net zero in line with the Paris Agreement.

2. Second, the safety of the people we deal with and the communities we serve. We ensure this by operating safely and preventing pollution.
3. Third, the development of our people and, more widely, society. We contribute in this area by providing career and other development opportunities to a diverse range of people and by supporting selected community groups using our financial and non-financial resources.
4. Fourth, our commitment to high standards of governance and compliance, which preserves our licence to operate, giving us the opportunity to add value to our stakeholders. We have identified a series of metrics, which are aligned to the UN Sustainable Development Goals and to SASB and GRI reporting standards, to measure our progress in these areas.

Indeed, at Certas Energy we know that being sustainable takes more than

a policy and a sense of purpose, so we're making sustainability a business reality. And we are committed to being a responsible business. Supply chain integrity measures, in line with modern slavery requirements, are at the centre of our efforts, and we are firmly committed to being a diverse and inclusive employer that empowers all colleagues to reach their full potential.

In order to reach our ambitions for the future, we are also clear that membership in a trade association, such as the Tank Storage Association (TSA), provides us with a powerful industry-wide voice where and when it matters the most. At such an important time for the bulk storage and energy infrastructure sector, I have also recently taken on the role of Vice President of the TSA and have been working together with our members to champion this incredibly vibrant and innovative industry as it leads on the opportunities of tomorrow!

What is your outlook on the global bulk liquid storage market, its potential and growth drivers vis-à-vis other markets across the world?

As businesses navigate their path to net zero emissions, demand for bulk fuels will shift from fossil fuels to alternative energy sources, from electricity to hydrogen and sustainable liquid fuels. Sustainable liquid fuels - particularly blended biofuels and

synthetic fuels - will have a significant cross-sector role to play within the energy transition period and beyond. Against this background, the scale up and commercialisation of low carbon sustainable fuels is essential to reach net zero GHG emissions. Indeed, it is widely accepted that future transport solutions will encompass a wide range of technologies and that low-carbon sustainable liquid and gaseous fuels will play an essential part for sectors, for example, that have limitations in using electricity directly, such as some sections of long-distance heavy-duty on and off-road transport, as well as aviation and maritime transport, potentially making up a significant share of transport energy demand in 2050.

The global bulk liquid storage market has incredible growth potential and there is a great deal of innovation taking place in the alternative fuels space. As the deadline of net zero carbon by 2050 draws closer, there are already several drop-in alternatives to diesel, such as Hydrotreated Vegetable Oil (HVO), for example, that are taking the spotlight as a solution to keep us all moving while reducing emissions.

At Certas Energy, we are committed to fuelling the future success of our customers by helping them to navigate a successful energy mix transition. And we pride ourselves on offering fuel solutions that balance quality, value, safety, and sustainability, thereby contributing



At the heart of our vision is a shared behavioural-based approach to safety.



**SAFETY FIRST
VISION ZERO is
the vision that
brings all our
divisions together
as one business
to create a world
class health and
safety culture.**

to the longevity of all the industries we operate in. We are on this journey together with our customers in the global bulk liquid storage market, and we work hard to support their growth with our expertise.

What are the opportunities and challenges that the post-COVID 19 period presents for the industry?

At Certas Energy, safety has always been the number one priority across all our operations. For us, this means taking care of our colleagues and partners, as well as the environment in which we operate. When the COVID-19 pandemic hit, our safety-first mindset helped us to be prepared in the face of a new challenge. And we continue to reassure our customers with our commitment to safety – we have shown them what we do best! Right now, the challenge ahead is clear: as we strive towards net zero, the pace of change must be quick. New regulations, new fuels and new ways of working must all be integrated and fully understood to succeed and achieve net zero goals. For Certas Energy, as a fuel distributor, the challenge is to provide our customers with the best possible support to enable a smooth transition. In this light, we continually strive to improve and to provide the products and services that industry can rely on and grow with.

In the context of the Energy Transition, what are the biggest

challenges in terms of maintaining safety and environmental performance whilst meeting the UK Government's objectives for Net Zero?

The enduring principle of health and safety law is that those who create risks are best placed to control them. Therefore, robust risk assessment and sound health and safety credentials will be vital to technologies and products' ability to gain the confidence crucial to their successful introduction and expansion. In this context, with future solutions expected to encompass a wide range of low-carbon technologies, a supportive and well-informed policy framework will be key to drive success and to meeting the UK Government's objectives for net zero. Meanwhile, industry must continue to seize the opportunities of tomorrow by driving the development of low-carbon vehicle technologies.

Against this background, it is vitally important that we have the right combination of skills, knowledge and expertise to deliver on future opportunities. In addition, as many of the health, safety and environmental hazards will have been encountered in other environments, we collaborate with our partners, developers and other industries to ensure we put safety first. For Certas Energy, in the context of safety and environmental performance, this means agility to adapt to a new energy mix, one

which is as diverse as our customer base. It also means adapting to new regulations in safety compliance as well as adapting our operations, infrastructure, and investment programmes to introduce new products and services.

How can the industry ensure that the opportunities for the future can be seized?

At Certas Energy, we believe that collaboration is the key to success. We see it as essential to work cooperatively with government bodies, suppliers, customers, and industry peers to develop an aligned and long-term approach. Indeed, knowledge-sharing and education are invaluable tools that help us all to develop the skills we need to keep the liquid fuels and bulk liquid fuels storage industries thriving. Only then can we source the solutions fuel that our customers are looking for and optimise those fuels for accessibility and performance, even after long periods of storage.

With a culture of strong safety and compliance principles, Certas Energy is leading from the front. Tell us more about the SAFETY F1RST and Doing the Right Thing Initiative.

We have recently launched SAFETY F1RST VISION ZERO. It is the vision that brings all our divisions together

as one business to create a world class health and safety culture, in which every single individual works towards our goal of Zero harm. At the heart of our vision is a shared behavioural-based approach to safety. Using the SAFETY F1RST principles already embedded in our business, we have refined our approach to HSE awareness and compliance to drive greater individual understanding and a shared responsibility. This means Zero Harm to our people, to our business, to our communities and to the planet. Health and safety not only begins with the right rules, regulations, and standards, but, crucially, with the right mindset. To support our SAFETY F1RST VISION ZERO initiative, we have recruited an extended team of SAFETY F1RST Champions right across our business. We are also part of the Institution of Occupational Safety and Health's (IOSH) Vision Zero campaign aimed at eradicating all work-related injuries and illnesses. And we are asking everyone to play their part, to speak up, to inspire others and to lead by example!

For more information about Certas Energy, visit Why Certas Energy: <https://certasenergy.co.uk/my-business/why-certas-energy/>

BULK LIQUID STORAGE TERMINAL TECHNICIAN APPRENTICESHIP PROGRAMME

The Oil & Pipelines Agency and Exolum now have two groups of apprentices who have gone through the Bulk Liquid Storage Terminal Technician (BLTT) training process.

Left to right: Calum Cook (OPA), Rain San Pedro (Exolum), John Williams (Exolum), Fraser MacBrayne (OPA), Stuart Adams (OPA).



We have been very impressed by the quality and delivery of the apprenticeship and we firmly believe that the quality and experience of our newly qualified BLTT apprentices will be a great asset to our business. They will help us to ensure that we continue to grow and develop new talent to take on critical operational roles. There is no other apprenticeship available which has been designed by the sector (through TSA) that delivers the skills that our sector industry desperately needs.

We have invited OPA and Exolum apprentices to talk about their experiences of the BLTT apprenticeship to enable readers to appreciate how invaluable this apprenticeship is to the industry.

Calum Cook, OPA Operator Technician Apprentice

I was employed by the OPA in June 2019 under the role of apprentice operator technician at Campbeltown. I felt that this was an excellent opportunity for a young person who had just finished school and was looking for a career in my local area. When I first started with the OPA, I

completed three months learning and gathering experience and learning from my fellow employees on site. This helped me gain an understanding of the OPA and the type of work they do. Then in September 2019, we started our apprenticeship training at the CATCH facility near Grimsby with Reynolds Training Services. Our apprenticeship was split into three phases with phase one focusing on health and safety, phase two focusing on terminal operations and plant and equipment and phase three being our Bulk Storage Operator Technician (BSOT) qualification with it being split into two parts, the knowledge side, and the competency side.

"This apprenticeship has given me important skills which I can build upon throughout my career in an industry which is ever changing and improving."

"I would also like to thank the OPA for giving me this great opportunity at such young age and for their support and trust that they have given me throughout this apprenticeship. I would highly recommend this apprenticeship scheme to other companies in this industry to put apprentices through as the service that Reynolds Training Services provides is not only very professional but gives you the best start to your career in this industry."

Fraser MacBrayne, OPA Operator Technician Apprentice

I am currently an apprentice operator

for the OPA at the Campbelltown Depot. I am currently completing the last few weeks at college before I conduct my End Point Assessment which would mean I will have finished my apprenticeship. When the job was first advertised, my first thought was what a great opportunity! I found it very interesting to know I would be working alongside the MOD and fuelling the Navy. Coming straight out of my physics exam in school to getting a phone call asking if I wanted the job was very surreal thinking of my career ahead. I was very excited to start my new job with the OPA and I'm very glad to have been given the opportunity.

I then started my college a few months in down at Reynolds training centre in Grimsby. This was a big change for me because I was leaving home at 16 and being away for several weeks at a time. Although this was a great learning experience for me being able to do this and live away. I learnt so much while I was at the training centre and being able to take all the knowledge I had learnt back to site and use this in my hands-on training on site.

Through the BSOT (Phase three) knowledge questions were conducted at home throughout the pandemic which made things a little harder having to do online training. A few months down the line we were then called back to site which was a lot better because we could continue our training and following our mentors

round site. It was then time to travel back down to the training centre and finish our BSOT performance which was very good because we were able to use the new BPCS system and perform transfers on the plant.

Once we had finished our BSOT performance we then looked into our End Point assessment which is my end goal to complete the apprenticeship and be fully qualified. My next steps for looking towards the future, is to continue my training and gain experience on site to widen my knowledge.

Rain San Pedro, Exolum Operator Apprentice

Before starting my apprenticeship with Exolum, I had very little knowledge about the bulk storage industry and how fuel is transported around the country. When I was offered the opportunity to become an apprentice with Exolum, I was ecstatic and keen to start my new career.

The beginning of the apprenticeship was mainly classroom based and we were shown multiple presentations that highlighted the importance of Health & Safety within the industry and the major consequences that could happen. During this time, I was trained in using different types of hazard identification techniques used mainly in the downstream industry that highlight/identify hazards and controls. At the training facility, I frequently used the replicated Storage Tank Farm. The Tank Farm is

Rain San Pedro, Exolum Operator Apprentice



commonly used for training purposes and helps apprentices become familiarised with signs, equipment, procedures, etc.

Occasionally, during the training, to demonstrate that I had fully understood, the assessor would conduct a visual assessment and I would have to conduct the task that had been given in the Tank Farm e.g. risk assessments, isolation, use of equipment.

Since joining the Exolum scheme, I have gained deeper insight into the downstream industry by understanding the major consequences that can happen which can vastly damage the people, the environment, assets and the reputation of an organisation. For this reason, equipment on sites is regularly maintained and professionally



serviced to meet the Competent Authority's regulations, helping to eliminate/reduce leading indicators. As the apprenticeship scheme progresses, the visits to sites have provided me with more familiarity within the bulk storage environment and the various equipment used in the industry.

Exolum has opened opportunities that have helped me gain valuable skills and knowledge that will massively benefit me throughout my life and career.

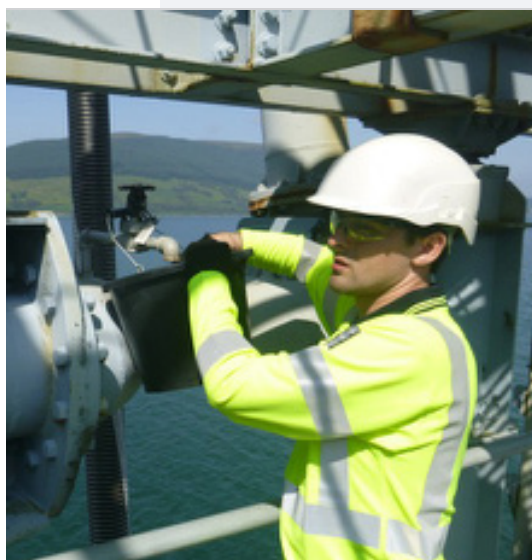
For further information, visit <https://exolum.com/en/careers/>

Stuart Adams, OPA Operator Apprentice

I am an apprentice operator for OPA at their Loch Striven depot near Dunoon on the west coast of Scotland. I decided to apply for the role because it looked like a good opportunity in my local area for someone to work while receiving training at same time. I also applied because I thought it looked interesting due the amount of ships that come into our depot and getting to work with them and being able to see what they do. These are the main reasons why I applied for the job which I was lucky enough to get.

I started with the OPA in June 2019 which gave me 3 months site experience before starting my apprentice training in September. I felt these 3 months on site, before starting my training, was helpful as it gave

Stuart Adams, OPA Operator Technician Apprentice.



"Overall, I feel that the apprenticeship has provided me with a great job in my local area and great training that I wouldn't be able to get anywhere else."

me a good amount of background information before starting my training. The apprentice training has been conducted by Reynolds training services which is situated just outside Grimsby in North East Lincolnshire.

The apprenticeship is split into 3 phases, with phase 1 taking place from September to December of 2019. During this phase we learnt about high hazard industries and real work environments, Process operations, equipment and engineering basics, industry related hazards and risks, process variables and process calculations. Through phase one, I felt that I really gained a lot of knowledge about how a fuel terminal is run. The training in phase one has also really made me aware of the hazards and risks of where I work and why it is important to always follow procedure and to always wear the correct PPE.

Phase two started in mid-January after we had time home around Christmas and New Year. Phase two was much more about terminal specific knowledge and types of operations that take place on site. For example, we learnt about Tank farms, jetties, interceptors, vapour recovery units and how to conduct tank and pipeline inspections. To do this training we used the small plant area that there is at Catch. This was helpful as it is the same as any fully operating tank farm but just on a smaller scale but all the principles for how it works is the same. We also visited Exolum Killingholme and both east and west

terminals of Inter terminals. I found these particularly helpful as I could see what we were learning about in the classroom on a fully operational site as it was working. For example, at Exolum Killingholme, we were able to conduct a pipeline inspection on a pipeline that is fully operational and is used on a regular basis.

Overall from phase 2, I learned a lot about specific equipment on site and how they should be operated and how to conduct testing on specific equipment and what to do if you don't get a result you are looking for. Unfortunately, we didn't get to go on as many site visits as we should have done due to the Coronavirus pandemic. Due to the Coronavirus we all had leave the training centre at CATCH and return home, but we were able to continue with our class room learning by using Microsoft Teams. This was essential as it meant we did not fall behind with training.

Phase 3 is also known as the BSOT level 3 Diploma. We started this at the beginning of June 2020 while still working from home. As the BSOT level 3 Diploma is split into two sections, Knowledge and Competency, this meant that we could start the knowledge section while still at home. This is as far as we have got on our apprenticeship.

Overall, I feel that the apprenticeship has provided me with a great job in my local area and great training that I wouldn't be able to get anywhere

else from trainers that have a vast range of knowledge and experience in this industry. I would encourage any young person that has an opportunity to apply for an apprenticeship similar to mine to do it as, you get a job and an education of that job at the same time.

For further information, visit:
<https://www.cloudonlinerecruitment.co.uk/oilandpipelines/>

John Williams, Exolum Operator Apprentice



UM TERMINALS MEETS CUSTOMER NEEDS WITH INDUSTRY-LEADING ACCREDITATIONS

UM Terminals has secured two important accreditations as part of its ongoing commitment to meeting customer needs.

Jo Winning, UM Terminals' Quality Planning & Performance Manager



UM Terminals has secured two important accreditations as

part of its ongoing commitment to meeting customer needs. The bulk liquid storage specialist is now Halal certified at its Regent Road facility in Liverpool.

It has also successfully completed the accreditation process for FSSC 22000, the certification scheme for Food Safety Management Systems, for its Regent Road and Gladstone Dock sites.

The scheme uses international and independent standards such as ISO 22000 and ISO 9001 as well as technical food sector requirements.

Jo Winning, UM Terminals' Quality Planning & Performance Manager, said: "We are delighted to have secured both the Halal certification and the FSSC 22000 accreditation. It is important for our customers that we not only maintain our existing accreditations, but also look to add to them where appropriate. The process of gaining the Halal certification was

in direct response to a request from a major existing customer to meet a new food storage requirement that they had. We had to undertake a considerable amount of training and worked closely with the Halal Food Authority to ensure that we were able to meet strict criteria."

Jo, who first joined UM Group in 2007 and later specialised in Quality Management, said: "It is essential that we have the best possible Quality Management systems in place and ensure that we have all the required accreditations and certifications governing the products that we store for our clients."

"It is a continual process of learning and auditing and, as with the case of the Halal certification, innovating where appropriate to meet new requirements of our customers. We can never rest on our laurels. A lot of the certifications need to be renewed on an annual basis. It is also not just about gaining the various accreditations – it is also about ensuring that our colleagues have the necessary training and development to be able to ensure that the various standards are adhered to. It is a real team effort."

Vic Brodrick, UM Terminals' Commercial Director, said: "As a business, we are committed to a continuous programme of investment to guarantee that UM Terminals is best placed to meet the needs of our customers today and tomorrow."

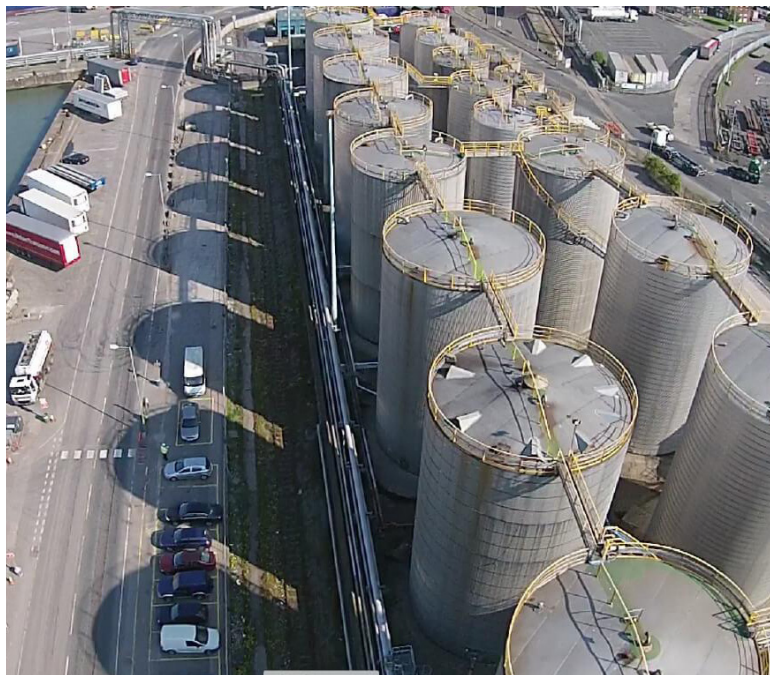
In addition to the new Halal certification and FSSC 22000, UM Terminals is ISO 9001:2015 accredited.

The company also holds various industry assurance schemes including UFAS (Universal Feed Assurance Scheme) and FIAS (Fertiliser Industry Assurance Scheme). It is also COMAH accredited for terminals handling hazardous liquids.

UM Terminals operates out of 8 terminals, strategically located across the UK, handling over 40 different products. It currently has a capacity of over 300,000 cubic metres of bulk liquid storage, but the plan is to grow this to over 400,000 cubic metres. Product solutions include vegetable oils, industrial, food and feed, chemical, fertiliser, fuels, biofuels and base oils.

The company, which employs 63 people, rebranded from UM Storage to UM Terminals last year to better reflect the range of services the company offers its clients. It is part of the UM Group which has a distinguished history stretching back almost 100 years.

UM Terminals has completed the accreditation process for FSSC 22000, the certification scheme for Food Safety Management Systems, for its Regent Road and Gladstone Dock sites.



For more information, visit www.umterminals.co.uk



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The voice of the bulk storage and energy infrastructure sector



CONTACT US



Tank Storage Association
Devonshire Business Centre
Works Road
Letchworth Garden City
Herts. SG6 1GJ
United Kingdom

www.tankstorage.org.uk



T. +44 (0)1462 488232



info@tankstorage.org.uk

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