



# INSIGHT



## BUSINESS RATES FULL SYSTEM RESET NEEDED

The quarterly magazine from the Tank Storage Association

Also in this issue, we look at the impact of flange guards on hazardous area zoning and welcome the opening of The National Centre for Process & Manufacturing (NCPM).



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

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### Peter Davidson

Executive Director, TSA

Welcome to the Winter edition of TSA Insight.

In this issue of the magazine, we reflect on our sector's achievements and challenges in 2020. Our members have shown incredible planning, resolve and resilience during the coronavirus pandemic, maintaining the flow of bulk liquids into and out of the UK. The response has also demonstrated the sector's crucial importance to resilience within supply chains by providing additional storage for transport fuels whilst demand was suppressed. As we look ahead, the Tank Storage Association will continue to provide up-to-date support, information and intelligence to assist its members and the wider tank storage community in navigating future challenges. In the meantime, I hope you enjoy this new edition of Insight and don't forget to follow us on Twitter and LinkedIn to keep up to date with all our latest news.

# Contents

## 05 In focus

TSA thanks Martyn Lyons, CEO of Inter Terminals, and congratulates Sarabjit Purewal, Principal Specialist Inspector, Health and Safety Executive.

## 06 The Year in Review

TSA's Executive Director, Peter Davidson, reflects on achievements and challenges in 2020.

## 8 Our Future (Coronavirus) Workplace

Process Safety Consultant, Ian Travers, tells Insight about workplace protection.

## 10 Ensuring supply chain continuity with effective fuel infrastructure management

Richard Campbell at Adler and Allan discusses the steps that could be taken to reduce the impact of this uncertain time.



Page 10

## 14 UM Terminals enhances customer service with roll-out of Client Central Services

One of the UK's leading bulk liquid storage specialists has rolled out an innovative customer service solution.

## 16 40 years at the forefront of valve and piping material supply to the energy sector

John Bell Pipeline (JBP) expand their Core-6 Industrial GRP Composites division and highlight their latest project.

## 19 Understanding the impact of flange guards on hazardous area zoning

RAS Ltd explore the impact flange guards on hazardous area zoning.

## 21 TSA reaction to Ten Point Plan for a Green Industrial Revolution

## 22 Oikos hosts first ship powered solely by LNG

## 24 Reynolds Training Services and CATCH UK Proudly Unveil the National Centre for Process & Manufacturing

Reynolds Training Services and CATCH UK have announced the opening of The National Centre for Process & Manufacturing (NCPM).

## 30 Business Rates – Full System Reset Needed

David McCausland, Partner and Head of Rating, Lease Advisory team at Farebrother, tells Insight why a full system reset is needed.



Page 22

## TSA News:

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## 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 now take place online.

- 10 December 2020: TSA SHE Committee
- 19 January 2021: TSA HR Committee
- 25 February 2021: TSA Customs & Excise Expert Committee
- 15 April 2021: TSA SHE Committee
- 20 April 2021: TSA HR Committee

For more information on TSA's meetings, write to [info@tankstorage.org.uk](mailto:info@tankstorage.org.uk)

**TSA's Future Vision Report is available at [www.tankstorage.org.uk/publications](http://www.tankstorage.org.uk/publications)**



## In focus

### The end of an era

Martyn Lyons, CEO of Inter Terminals, will be leaving the business at the end of 2020. As well as Inter Terminals, Martyn has been at the heart of the Tank Storage Association for many years and served as Chairman, Board member and Council member. His influence, expertise and guidance have been instrumental to the success and growth of the association.

Peter Davidson, Executive Director of the TSA, commented: "On behalf of the TSA Secretariat, Board, Council and all our Committees, I would like to sincerely thank Martyn for all that he has done for the association and the wider bulk liquid storage sector over the years. We wish him all the very best in the future!".

### Queen's Birthday Honours 2020

Sarabjit Singh Purewal, Principal Specialist Inspector, Health and Safety Executive, has been awarded the honour of Officer of the Order of the British Empire (OBE) for services to health and safety and to cyber security.

Peter Davidson, Executive Director of the Tank Storage Association, said: "The Tank Storage Association has worked with Sarabjit on a number of issues and projects in these very important areas and he is highly respected in the sector and beyond. On behalf of everyone at the TSA, I send my heartfelt congratulations to Sarabjit on receiving this very special recognition."

Martyn Lyons  
Chief Executive, Inter Terminals



# THE YEAR IN REVIEW

**A message from  
TSA's Executive  
Director, Peter  
Davidson,  
reflecting on  
achievements  
and challenges  
in 2020.**



**I**do not believe any of us could have imagined what 2020 would bring when we returned from our Christmas and New Year holidays. The year started normally enough – struggling through dark evenings and poor weather, attending meetings and planning diaries for the weeks and months ahead. We then started to hear reports of an outbreak of a novel coronavirus. As the weeks went by, we learnt more about the new coronavirus (COVID-19).

The World Health Organisation seemed more prominent in the news and the UK Government began to issue wider advice followed by an unprecedented lockdown – something that none of us had experienced before. While for our TSA team the impact was minimal – as we are used to working remotely – for our members it was substantial, with pandemic plans updated and implemented, non-operational

staff relocated to home working and strict measures in place to safeguard the health and safety of key workers, necessary to maintain operations.

At such times, information is key. The TSA immediately established a line of communication with Government through the Department for Business, Energy & Industrial Strategy's (BEIS) downstream oil team and kept members informed and up to date with a weekly COVID-19 bulletin – this is still published and shared today. Significant issues were raised and discussed during twice monthly calls with BEIS, tackling subjects such as the changeover to summer grade gasoline, relaxation of tanker driver hours, MOT and ADR exemptions and statutory inspections, together with extensions to industry initiatives such as the Petroleum Driver Passport and Safe Loading Pass Scheme.

Our members have shown incredible planning, resolve and resilience during this challenging time, maintaining the flow of bulk liquids into and out of the UK. The response has also demonstrated the sector's crucial importance to

resilience within supply chains by providing additional storage for transport fuels whilst demand was suppressed. I am confident that this response has been noted, and valued, by Government.

Due to the pandemic, we also had to cancel our inaugural Associates Day, our President's Lunch and most crucially our annual Conference and Exhibition. I would like to thank all of our members, exhibitors, sponsors, delegates and presenters for their understanding and the enormous support that they have shown us in response. We are confident that the Conference and Exhibition will return in 2021 and are planning ahead for a successful event. While priorities have been focussed on dealing with the pandemic, the TSA has been very active in many other areas. Throughout the year, we have responded to a number of consultations on issues such as the UK Global Tariff, freeports, post-pandemic economic growth, red diesel, the UK's 2025 border strategy, as well as a call for evidence on business rates. We have also updated the members area of our website to deliver clear, accessible and informative content to all our

Full and Associate Members as well as targeted content for members of our numerous Committees.

We are also enormously proud to be nearing completion of three important initiatives:

- Our Council have supported and signed our Commitment to Good Major Hazard Leadership. The TSA led this initiative for the COMAH Strategic Forum and was the first to adopt the new Charter.
- TSA's Significant Indicators will be reported and published internally from Q1 2021, providing health and safety representatives, as well as senior management teams and boards, greater visibility of safety performance in our sector.
- We have developed and are nearing publication of a framework for good Environmental, Social and Corporate Governance, with a supporting Council Commitment.

In 2020, we also welcomed several new members – Stanlow Oil Terminal, Grain LNG, Heathrow Hydrant Operating Company, Penspen, M.Gaze and Co., and Industrial Chemicals (ICL) – and many valued

associate members including TesTex, Briggs Marine, WSG, Flotech and SMI. We are thrilled to be working with all our new members.

Looking ahead to 2021, we know that it is likely to be another busy year for the Tank Storage Association. At the time of writing, we are still uncertain as to our future trading relationship with the EU. We also expect renewed focus on decarbonisation and the energy transition with the UK assuming the COP26 Presidency, in partnership with Italy, and co-hosting the COP26 Summit on 1-12 November 2021 in Glasgow. Finally, I would like to personally thank Barrie Salmon and Nunzia Florio in the TSA secretariat for all of their exceptional work and commitment through the year, we are well regarded and respected by our peers because of all that they do. Great thanks also to the TSA Board, Council and Committees for all their continued help, guidance and support.

The TSA looks forward to continuing to work together, growing our strong and diverse membership, reputation and authority across the sector and beyond.

# OUR FUTURE (CORONAVIRUS) WORKPLACE

**We are on the cusp of two new innovations, the availability of rapid case screening and of mass vaccination. But it is not yet time to let down our guard on workplace protection.**



**T**his is perhaps a good time to take stock of our world of work under the omnivorous presence of Covid 19. We are on the cusp of two new innovations, the availability of rapid case screening and of mass vaccination. But it is not yet time to let down our guard on workplace protection.

## What we have learnt so far?

We know what it means to work in the presence of a hazard we cannot see or readily detect. This is not unlike process safety hazards where the storage and transport of large volumes of hazardous substances never allows any time for being lax in how we safeguard people, the environment, and business assets from an ever-present threat of catastrophe. Viruses, just like gasoline, don't have ambitions or intentions, the hazards they present are intrinsic and if not managed carefully can and will cause significant harm.

We have also learnt about risk perception and relative safety. In an environment, where people interact in the same space, there is no such thing as absolute safety. Rather it is a question of sufficiently safe workplaces and activities. We all now are fully aware of what 2m distance looks like and whether colleagues are properly wearing face coverings or just half-hearted about protecting others. So, the effectiveness of some control measures is self-evident. This underlines the key issue about effective transmission protection – that it is all about behavioural safety. This concept is not new but still remains difficult to ensure compliance at all times the unseen hazard is present. So, group working, peer pressure and safety culture all come into play to either support or undermine protection.

We have become skilled at adjusting our working location, and what minimal staffing levels look like to ensure that business can be sustained. But just like a backlog of postponed NHS elective medical treatments will lead to additional suffering in the general population, we need to be careful about handling postponed maintenance,

training and even recruitment, so that a decision to cancel or postpone and setting post-recovery priorities are informed by risk assessment and evaluation.

We also now recognise that working from home has both personal benefits and disadvantages for mental health and well-being. The initial euphoria of not having to attend a workplace and endure a daily commute is now wearing thin as many people realise mixing with colleagues in the workplace is socially and mentally beneficial and supports innovation and business improvement. I no longer think that the forecast of permanent downsizing of office spaces as people permanently work remotely is inevitable.

### **What of the near future?**

With infection levels remaining high the immediate or medium term lifting of restrictions is unlikely as it probably will be mid to late 2021 before widespread vaccination starts to impact on community infection levels. More immediately, much greater availability of rapid community and workplace screening should have a greater impact on workplace infection control. Inevitably, this

will lead to increased detection levels and consequently larger numbers of employees having to self-isolate than is currently the case. Rapid screening will no doubt reveal previously undetected symptomless cases and increased workplace absenteeism. So, it would be wise to start preparing for this reduced workforce capacity now. Employers also should be developing workplace testing protocols for both employees and contractors to cover the frequency of testing and to set up strategies to deal with multiple contacts who need to self-isolate within the same workplace. This could have significant impact on shift working where a whole shift may need to isolate at the same time.

The ultimate availability of Covid 19 vaccines raises some interesting employment law issues. Although the Health and Safety At Work Act requires employees to cooperate with their employer in workplace protection measures it seems unlikely that employers could make vaccination a condition of employment or even require employees to disclose their vaccination history against their will. This is not, for instance,

permissible or practised now for influenza vaccination which also carries a risk of transmission in the workplace. Employers, should however, once available, facilitate vaccination of the workforce and allow time off or even pay for vaccination where it is a charged for service where this becomes a reasonably practical way of reducing workplace risk of infection.

### **The New Normal**

The new normal working over the next few years will be a combination of adjusted working patterns and arrangements, a continuation for probably at least a year, of social distancing, wearing of face coverings and increased cleaning and hand sanitisation and of normalised Covid testing in the workplace. This will eventually give way to mass vaccination and a demonstration of a significant and sustained reduction in community infection levels which will allow for a lifting of physical restrictions and a resumed normality – at least until the next global pandemic.

For more information on assessing Covid-19 risks in the workplace, visit: <https://www.covsafe.co.uk/>

# ENSURING SUPPLY CHAIN CONTINUITY WITH EFFECTIVE FUEL INFRASTRUCTURE MANAGEMENT

**Logistic operations need to be prepared to ensure their business continuity.**  
**Richard Campbell at Adler and Allan discusses the steps that could be taken to reduce the impact of this uncertain time.**



**W**ith the continuing pandemic forcing different areas in the country into varying levels of restrictions, logistics companies are dealing with ongoing fluctuating demand. According to a report by Waitrose, the ongoing pandemic has caused an increase in online shopping. It states that the number of consumers in the UK who do a weekly grocery shop online has doubled since the coronavirus lockdown and 60% of people are shopping online for groceries more often.

Logistic operations need to be prepared to ensure their business continuity. Richard Campbell at Adler and Allan discusses the steps that could be taken to reduce the impact of this uncertain time.

## Ensure your maintenance schedule is adhered to

It is now more important than ever to maintain your existing fuel infrastructure to ensure Britain keeps moving. Ensuring your maintenance schedules are up-to-date now will leave you free to concentrate on fulfilling demand.

Routine maintenance requirements do not increase with increase in use, it runs on time, not capacity. Fuel tanks should be inspected every one, three, six, 12, 36 and 72 months. The Department for Transport confirmed that there was to be no change in the legislation regarding ADR tank testing.

The three yearly intermediate inspection should be completed within three months either side of the specified test date (Reference: ADR book 2019 Ref 6.8.2.4.3). The six yearly period inspection should be completed by the specified date.

Apart from the tanks themselves, the Fuel Storage Regulations cover separators, bunds and associated pipe work, with standards set and enforced by the Environment Agency, EN standard EN858-2 states that separators should be serviced

at least twice a year.

It is critical, now, more than ever, to ensure that maintenance schedules are not missed for the compliance and safety of your operation, so you can continue to fulfil demand.

### An increase in demand

An increase in use of your fuel infrastructure will likely mean that your remedials will be higher. The inspections identify parts that are not fit for purpose, and remediation work is either suggested or imposed depending on the severity of defect found. Parts that are more likely to require replacement with increased use are filters and gauges for example.

Every day of downtime can cost some national supermarkets in the region of £1m in lost revenue, and that doesn't take into account the added paperwork pressure.

### An increased possibility of leak or spill

An increase in demand will inevitably increase the possibility of a leak or spill. A spill of a substance capable of harming the environment and/or human health could result in a criminal prosecution by the relevant regulator under various statutory regimes. It could also lead to civil

It is critical, now, more than ever, to ensure that maintenance schedules are not missed for the compliance and safety of your operation, so you can continue to fulfil demand.



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Having an emergency response contract will ensure that if an incident does happen, it can be dealt with swiftly and compliantly.

**You need a partner that can be flexible and work around your business to minimise disruption and downtime.**

claims for nuisance or negligence from residents and other businesses affected by the incident.

Not only can site owners and any employees or contractors tasked with facilities management be held personally liable in a criminal court for spills, non-compliance with legislative obligations can generate massive downtime at your site, huge fines and multiple private claims.

3,000 pollution incidents last year involved oil or fuel and with an average fine of £30,000 the penalties can be steep. Having an emergency response contract will ensure that if an incident does happen, it can be dealt with swiftly and compliantly.

#### **Emergency fuel delivery**

With fluctuating demand, having an emergency fuel delivery supplier available 24/7, 365 able to supply any volume or range of fuel types anywhere in the UK and its own fuel stores will prevent costly business stoppages and interruptions associated with running out of fuel.

#### **Brexit**

It has been widely reported that a no deal Brexit will not impact fuel supply, but it could

impact the routine delivery of food and medicines. The UK imports 40% of its food, with around a third coming from EU member states.

In a letter sent to logistics groups, Mr Gove warned of queues of up to 7,000-trucks-long blocking the roads leading into Dover and Folkestone, and delays of up to two days for lorries waiting to cross the Channel if no deal is reached. It is believed that up to 60 percent of hauliers might not have the correct paperwork on January 1. This will inevitably cause disruption in medical and food supplies. Ensuring your fuel infrastructure is safe and compliant will leave you free to focus on the paperwork required to navigate Brexit.

### **Ensuring you are there when the nation needs you most**

2020 has certainly been challenging for the logistics industry and with Brexit uncertainty, it doesn't look to be getting any easier. However, there are steps you can take to ensure continuity of service.

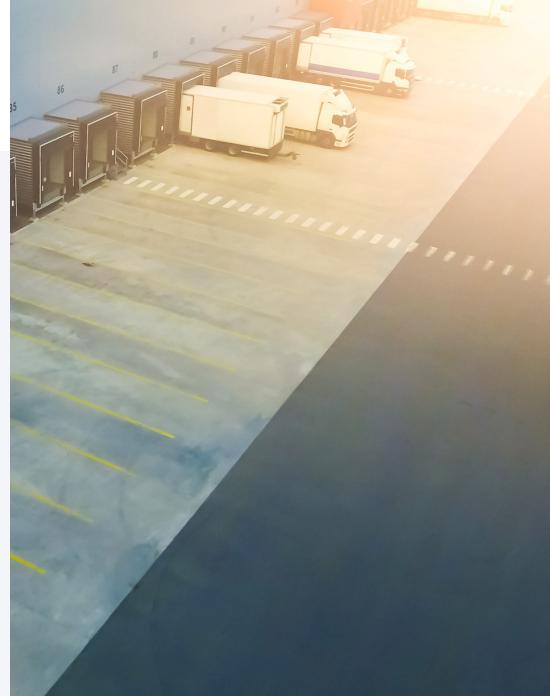
Making sure maintenance requirements are met will ensure the compliance and safety of your operation. If the worst does happen and you experience a spill, the maintenance record will stand

you in good stead with the authorities.

You need a partner that can be flexible and work around your business to minimise disruption and downtime, whether conducting routine maintenance, quickly and effectively dealing with your spill incident or delivering additional fuel.

Adler and Allan can keep you remain compliant and operational. If you need to conduct routine maintenance on a Sunday or you have a spill on a Friday night, we will be there for you, so that you can continue to be there for the nation.

For more information, visit [www.adlerandallan.co.uk](http://www.adlerandallan.co.uk)



If you need to conduct routine maintenance on a Sunday or you have a spill on a Friday night, we will be there for you, so that you can continue to be there for the nation.



# UM TERMINALS ENHANCES CUSTOMER SERVICE WITH ROLL-OUT OF CLIENT CENTRAL SERVICES

**One of the UK's leading bulk liquid storage specialists has rolled out an innovative customer service solution.**

**O**ne of the UK's leading bulk liquid storage specialists has rolled out an innovative customer service solution. UM Terminals' Client Central Services team can provide customers with a wealth of important information including real-time data to make critical business decisions.

The service combines the best of technology with the knowledge of a team with over 115 years' experience between them.

Based out of its Regent Road Terminal in Liverpool, the new service integrates all weighbridge and administration from across UM's 8 terminals. A dedicated portal gives clients instant access to essential weighbridge documentation and current stock levels for

each tank. They also have a secure log-in and can access their data 24/7, 365 days a year via a desktop, tablet or mobile device.

Lynn McCoy, UM Terminals' Client Central Services Manager, said: "We looked at all of the administration going on across our UK sites and started to think about how we could streamline and bring it all together.

"The key was not just about centralising the service, but ensuring that we maintained the same quality of personal service that customers were used to.

"We worked closely with our Group Business Intelligence Developer Adam Pierce to create a whole new way of working.

"Our weighbridge in particular had previously depended upon a lot of manual reporting, but which has now been moved online. Whereas before, there would have been lots of paper trails, we have now moved to a paperless solution in which information is stored electronically. The upshot is clearer, more accurate and faster information."

UM Terminals' Managing Director, Bryan Davies



We have combined a very experienced team, with strong commercial and operational know-how, with cutting edge IT solutions.

The central control room at the Regent Road Terminal is filled with banks of screens giving Lynn and her team visibility of the different weighbridges along with immediate access to all customer information, such as current stock levels, via the client portal.

Lynn said: "We are one important link in the supply chain. Our job is to look after our customers' products and their movement in and out of our terminals.

"Sometimes we don't know until the last minute when they are going to be coming in. Operational planning and flexibility are key in a fast-moving environment like UM Terminals. At terminals like Portbury in Bristol and Gladstone in Birkenhead we can regularly be handling over 40 vehicles a day."

Bryan Davies, Managing Director of UM Terminals, said: "We have to continually look for ways to innovate and enhance our customer service in what is a very traditional industry.

"We want to add value to the service we provide our clients and we believe the Client Central Services function has been a game-changer in

providing customers with real-time data when they need it to assist their decision-making.

"We have combined a very experienced team, with strong commercial and operational know-how, with cutting edge IT solutions.

"It means our team is able to keep pace with the constant flow of customer requests and allows us to provide a one-stop shop bringing together stock information, contracts and invoices and various other information and data.

"Rather than having to deal with different departments, the beauty of Central Client Services is that customers have a single point of contact.

"Even during Covid-19, when we have been working remotely, the quality of customer service has remained the same."

Lynn added: "While we have had a really positive response from customers to the centralised service, we know there is even more potential in the future to develop the client portal and the kind of reporting we can offer our customers. Ultimately, our job is to listen to and meet

the needs of our clients."

UM Terminals currently has a capacity of over 300,000 cubic metres of bulk liquid storage across 280 tanks of varying sizes. 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. Services include blowing, blending, heating, processing and sampling among others.

The company, which employs 63 people, recently rebranded from UM Storage to UM Terminals 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.

For more information, visit [www.umterminals.co.uk](http://www.umterminals.co.uk)





The Core-6 Industrial GRP Composites division continues this theme of service and innovation with the addition of an in-house GRP cutting and fabrication facility.

**A recent project for an established piping customer reflects our commitment to developing our offering as we grow into this expanding market.**

## **40 years at the forefront of valve and piping material supply to the energy sector**

TSA Associate Member John Bell Pipeline (JB) have a reputation for service and innovation.

For over 40 years we have been at the forefront of valve and piping material supply to the energy sector. Supplying Valves, Pipe, Fittings and Flanges to many tank storage sites throughout the UK, Ireland and Africa.

Our Core-6 Industrial GRP Composites division continues this theme of service and innovation with the addition of an in-house GRP cutting and fabrication facility. A recent project for an established piping customer reflects our commitment to developing our offering as we grow into this expanding market.

Our client's engineer approached us to develop a bespoke inspection platform for a chemical process plant within the marine environment.

The five key drivers for this project were a structure that was non-slip, anti-corrosive, non-conductive and that could be fabricated quickly and installed on site without the need for heavy craneage. Furthermore, it was important that it was a maintenance free solution and supplied in kit form as site access was limited.

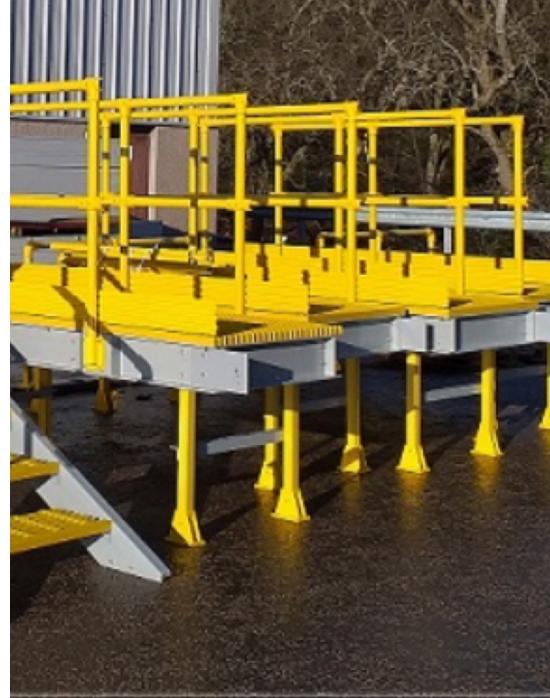
Core-6 worked with the client to develop a composite GRP platform including stairs to either end, complete with handrails. Over a matter of days, it went from concept, to full build drawings approved for fabrication, which then took place in the Core-6 facility at Inverurie. The fabricated platform was shipped in several sections on completion and delivered to site. On arrival the pieces were offloaded and moved in to place then adjusted by hand following the instructions provided. All pieces were marked ready for installation, making this process easy to follow and fully supported by the Core-6 fabrication team.

The fabrication, delivery and installation took around 2-3 weeks and met all of the client's project deadlines.

The platform is now operational and will require little more than a wash-down periodically to maintain its 'as new' appearance.

If you have similar applications or are restricted by weight, corrosion or conductivity issues please contact the **Core-6 Composites** division on 0800 8766668.

For more information, visit [www.jbpipeline.co.uk](http://www.jbpipeline.co.uk)



Core6 Composites is the premium GRP product supplied by John Bell Pipeline.

**JBP**  
John Bell Pipeline

**CORE6**  
GRP Solutions

**TSA Associate Member John Bell Pipeline (JBP) have a reputation for service and innovation.**



# European Bulk Liquid Storage Summit

29th - 30th September 2021// CARTAGENA, SPAIN

Increasing Ports' Competitiveness in the context of  
Energy Transition

## KEY TOPICS

- Outlook on European Tank Storage Markets
- Addressing Transportation Processes and Challenges
- Strategic Investments in Infrastructure to Improve Competitiveness
- Digitalisation in Ports and Terminals
- A Deep Look Into Non-European Chemical Industries and Their Impact Upon the European Storage Market
- EU Green Deal and its Effect Upon the European Storage Market
- The Untapped Potential of Liquid Natural Gas
- Circular Economy and Bioeconomy in the Energy and Chemicals Storage Sector

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## SITE VISIT PARTNER PORT OF CARTAGENA



On the afternoon of Tuesday 28th September conference attendees will have the opportunity to visit the Port of Cartagena

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# UNDERSTANDING THE IMPACT OF FLANGE GUARDS ON HAZARDOUS AREA ZONING

The use of flange guards is becoming more prevalent in the chemical industry, including where the formation of flammable mists can create the potential for an ignited release. Flange guards provide a surface for sprays of liquid to coalesce, removing fine droplets that could present an ignition risk. While some might argue that installing flange guards removes the hazard, and therefore the hazardous area zone, it isn't that simple. In this article we discuss the challenges associated with flange guards and highlight the implications of this equipment on risk management.

Flange guards can appear to be a quick fix and an easy way to reduce the extent of hazardous zones, but it is important to consider that there is limited information available on their use and applicability. There is also limited evidence of their

functionality, i.e. testing to ensure they perform sufficiently. The impact of flange guards on hazardous zoning requirements is also unclear within industry guidance, and there are no internationally recognised standards for this equipment. It is therefore imperative that careful consideration is given to the potential impacts on major accident hazard management where flange guards are installed.

Flange guards may indeed remove the hazards associated with flammable mist formation on pipeline flanges themselves, but they do not remove those hazards from other equipment, such as valves, that may be located nearby. It is in most instances, therefore, not appropriate to remove a zone based on the installation of a flange guard. As with any change, unintended consequences must be considered; is there potential for other hazards to be introduced

by the use of flange guards? Furthermore, where flange guards are installed, they are vulnerable to accidental removal, failure to be replaced correctly (or at all) following maintenance and general mismanagement that can impact their integrity. Failure of a guard can re-introduce the potential for a release that could result in flammable mist formation.

The installation of flange guards does however reduce the frequency that a flammable mist could occur and therefore site LEVEL from a hazardous area perspective. They are also an effective measure in demonstrating that risk is being managed to As Low As Reasonable Practicable (ALARP) and show that steps are being taken to reduce risk, as long as they are implemented and managed correctly. Nevertheless, with the lack of standardisation and guidance available, it does not

seem appropriate to use them as a zone reduction measure.

Where flange guards are in place, they should be managed as any other safety critical equipment would be managed on high hazard sites. There should be a robust management system in place for their design, installation, inspection and maintenance. Isolation and permitting procedures should be followed when they are removed, and their maintenance regime must be suited to their criticality.

There has been some attempt to develop guidance on the use of flange guards, however at present there is a lack of international recognition. Evidence points to flange guards becoming more prevalent in the future, and

certainly, under the right specification, a useful measure for controlling flammable mists. But before hazardous area zones can be managed and classified differently on the basis of flange guard installation, time should be spent developing a suitable standard and more guidance on their applicability and functionality needs to be available. Until then, using flange guards to remove hazardous zones should be treated with caution and robust systems should be in place to identify where their installation is appropriate.

For more information, write to [enquiries@ras.ltd.uk](mailto:enquiries@ras.ltd.uk)



## TSA reaction to Ten Point Plan for a Green Industrial Revolution

Last month, the Prime Minister announced his vision for a net-zero UK, setting out an ambitious Ten Point Plan for a Green Industrial Revolution. The blueprint, covering areas from energy and transport, to the natural environment, green finance and innovative technologies, will be followed by more detail in the Energy White Paper, Heat and Buildings Strategy and the Transport Decarbonisation Plan. With the UK taking the COP26 Presidency, and co-hosting with Italy the COP26 Summit on 1-12 November 2021 in Glasgow, the Government has also committed to establishing a "Task Force Net Zero", though no further detail at the time of writing has been offered.

Commenting on the announcement, Peter Davidson, Executive Director of the Tank Storage Association, said: "Meeting these ambitious commitments will undoubtedly require well-coordinated efforts and collaboration between Government and all partners. TSA members are a critical part of the supply chain ensuring existing and future products reach their customers. As

essential partners in the energy transition, we stand ready to work with Government and are determined to ensure that our sector can support and facilitate access to the broad mix of solutions that will be necessary to meet the UK's net-zero goals."

As part of conversations to explore future opportunities and challenges, on 19<sup>th</sup> November, the TSA took part in an online roundtable with MPs on the Business Energy and Industrial Strategy (BEIS) Committee to discuss the Government's current industrial strategy, investment, jobs, skills, exports as well as environmentally sustainable growth.

The TSA has set out its vision for the future, incorporating areas for action and key recommendations, in its recent report *Enabling the energy transition: the role of the bulk liquid storage sector*. For more information, visit [www.tankstorage.org.uk/publications](http://www.tankstorage.org.uk/publications)

For more information on the Ten Point Plan, visit [www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution](https://www.gov.uk/government/publications/the-ten-point-plan-for-a-green-industrial-revolution)



The Oikos facility has been operating since 1936 on Canvey Island, Essex. For over 80 years we have been importing, handling, storing and delivering our products safely and securely and have an excellent track record in health, safety and

**The Oikos facility  
is located around  
40 miles east  
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Canvey Island,  
Essex, on the  
north side of the  
River Thames.**

## Oikos hosts first ship powered solely by LNG

The first ship powered solely by LNG unloaded at the iconic Oikos jetties on the River Thames earlier this Autumn.

The ship, Ramanda, from the Gothia Tanker Alliance series of vessels based in Sweden, offers significant environmental benefits and lower costs, with LNG use significantly reducing Carbon Dioxide emissions, Sulphur Dioxide output by close to 100% and Nitrogen Oxide particulates by 85%.

Tony Woodward, General Manager of Oikos Storage Ltd., said: "It is imperative that the whole fuel supply chain plays its part in tackling climate change. By hosting multi-fuel greener vessels and developing the port and storage infrastructure for the next generation of fuels, we are proud to be playing our small part in the decarbonisation of the fuel sector and the country's critical national infrastructure."

For more information visit [www.oikos.co.uk](http://www.oikos.co.uk)

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Design • Supply • Install



# REYNOLDS TRAINING SERVICES AND CATCH UK PROUDLY UNVEIL THE NATIONAL CENTRE FOR PROCESS & MANUFACTURING

**The NCPM offers the very latest equipment emulating the conditions learners will go on to find in any contemporary bulk storage or processing facility, mirroring operational and maintenance standards around the world.**

Here, at Reynolds Training Services, we're proud to announce the opening of The National Centre for Process & Manufacturing (NCPM).

The NCPM offers the very latest equipment emulating the conditions learners will go on to find in any contemporary bulk storage or processing facility, mirroring operational and maintenance standards around the world.

Our impressive system consists of a range of SIL-rated equipment, including tanks, pumps, pipes, filters, meters, radar and servo gauges with independent high-level sensors linked through to a Remotely Operated Shut Off Valve (ROSOV); control is achieved via either the Emerson Delta V or Honeywell Experion Distribution

Control Systems. This has all been designed to allow for transferring liquids internally and externally emulating road, rail and shipping as well as internal or external pipeline transfers, reproducing the exchanges that happen in Process and Storage facilities worldwide.

The NCPM is a state-of-the-art Tank Farm and Process Plant training facility which is the product of a strategic partnership between ourselves at Reynolds Training and the national skills centre at CATCH. The NCPM cements our joint commitment to providing exceptional training in an industrial environment. The mission of the NCPM is to bring 'real world' experience to our joint provision, giving learners the ability to train in a full scale replicated environment where we can emulate real world processes within the high hazard sector and associated industries.

Every one of us at Reynolds Training is excited to expand our horizons,



Every one of us at Reynolds Training is excited to expand our horizons, playing our part in training young people, as well as reskilling and upskilling experienced adults.

playing our part in training young people, as well as reskilling and upskilling experienced adults; all to provide and maintain a competent and qualified workforce for our industries' future.

### **Real time, real world workflow**

The NCPM is changing the way people learn. We're providing the unique blend of knowledge and hands-on operational skills underpinned by experience that is needed to not only launch your career, but enhance it, underpinning full work life competence.

This is why we offer advanced safety and technical training for careers across operations, maintenance, control & instrumentation, process and occupational safety, management and quality control.

Within the NCPM, our experienced Reynolds Training instructors help businesses and learners build knowledge, skills and experience relevant to their site, industry and sector. Then, within this, we're able to blend-in a range of human factors and behaviours demonstrating competence.

Specifically, our Tank Farm

and Process Building offer an emulated environment for transferring, processing and storing bulk liquids, while receipt and discharge can replicate a wide range of operations including road, external and internal pipeline, ship and rail transfers, allowing discharge of raw material into any of our tanks, through an array of pipes, actuated and switched valves.

The material can be metered, filtered, stored and transferred into the Process Building for processing. It can then be transferred back to any tank in our Tank Farm and, ultimately, delivered to a waiting vehicle, ship, train or transferred out via external pipeline.

That's a real time operation, emulating the whole process life-cycle from raw material to finished product. The cutting-edge equipment and associated controls we offer at the NCPM align directly with a range of industries within the UK and internationally.

### **Forty years of expertise**

By combining the forty years of expertise and experience that Reynolds Training and CATCH have gained in industrial

training, the NCPM represents our joint focus, which is very much on developing contextualised training in a live operational environment.

The NCPM was realised due to a £250,000 investment by Reynolds Training Services Ltd and supported with additional funds from a £195,000 grant from the Government Local Growth Fund, secured by the Humber LEP as part of the Government's commitment to the Northern Powerhouse.

John Reynolds, co-creator of the NCPM, also commented: "Here at Reynolds Training, we are all proud to be founding members of the NCPM. This new equipment epitomises the modern tank farm and associated safety features and control equipment. There is no better training available for a safe and secure career in the high hazard sector - including process manufacturing, bulk storage, petro-chemicals, oil & gas or pharmaceuticals."

David Talbot, co-creator of the NCPM, said: "The continued investment in the NCPM facilities by both CATCH and Reynolds Training means that we are one giant leap closer to cementing

our vision to be a national skills centre and technical services hub for energy intensive and energy producing industries in the clean growth era."

Stephen Parnaby OBE, Chair of the Humber LEP, said: "We are thrilled to contribute towards The National Centre for Process & Manufacturing through our allocation of the Local Growth Fund. This new facility will enable more learners to access high quality training, focused specifically on the chemicals and renewables sector, in an environment that mirrors conditions in industrial settings. This will benefit many across the Humber area, who wish to develop their skills in this important sector."

### **More about Reynolds Training Services**

Reynolds Training Services is a leading provider of training and competency assessment for the high hazard sector and associated industries, it is accredited by the world's leading awarding bodies to run a range of globally-recognised technical, process and occupational safety (health and safety) courses and qualifications. They also bring the same skills and experience to their own range of bespoke courses to sites both nationally

and internationally.

### **More about CATCH**

CATCH is a national skills centre and membership hub for the energy intensive and energy producing industries. Comprising membership services, technical services, contractor competency and skills training, they bring together industry and training providers to facilitate the very best in health & safety and technical training, plus assessment.

### **More about the Local Growth Fund**

Local Enterprise Partnerships are playing a vital role in driving forward economic growth across the country, helping to build a country that works for everyone. That's why by 2021 Government will have invested over £12bn through the Local Growth Fund, allowing LEPs to use their local knowledge to get all areas of the country firing on all cylinders.

Some additional key facts

- There are 38 LEPs covering the whole of England
- The government has awarded £9.1bn in three rounds of Growth Deals to local areas to drive economic growth.
- LEPs are investing in a wide

range of projects including transport, skills, business support, broadband, innovation and flood defences.

### **More about Northern Powerhouse**

Some Northern Powerhouse key facts:

- The Northern Powerhouse is a key aspect of this Government's approach to addressing the productivity gap in the North and ensuring a stronger, more sustainable economy for all parts of the UK.
- The government has awarded £3.4bn in three rounds of Growth Deals across the Northern Powerhouse.

The mission of the NCPM is to bring 'real world' experience to our joint provision, giving learners the ability to train in a full scale replicated environment where we can emulate real world processes within the high hazard sector and associated industries.

**The NCPM is a state-of-the-art Tank Farm and Process Plant training facility which is the product of a strategic partnership between ourselves at Reynolds Training and the national skills centre at CATCH.**



To find out more, visit [www.reynoldstraining.com](http://www.reynoldstraining.com)

RTS Managing Director, John Reynolds



2<sup>nd</sup> Annual

# Tanks & Terminals 2021

Oil & Gas 4.0: Integrating your tank operations with the latest inspection, cleaning and maintenance technologies to optimise business performance

*“Science can amuse and fascinate us all, but it is engineering that changes the world.*

*Isaac Asimov*

**16<sup>th</sup> – 18<sup>th</sup> March 2021 | Middle East – Gulf Standard Time (UAE)**

This will be a hybrid conference. If there are travel restrictions in March 2021, you will have the option of joining live **VIRTUALLY** through our platform.

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- Tackling the IMO 2020 Sulphur Cap
- **Managing the Integrity of Atmospheric Storage Tanks**
- Digital Port
- **Replacement of Ageing Tanks**
- Applying Automated Tank Cleaning Systems
- **Analysing the Impact of Terminals' Supply Chain during Uncertain Times**

## Why You Cannot Miss This Event

The surge of new terminals being built alongside the aging ones in the region has produced stiff competitions within the oil and gas industry. This results in terminal operators facing intense pressure in optimising their storage tanks operational efficiency. They are urged to look for efficient ways to prolong storage tank's life span with a range of maintenance strategies, inspection methods, and corrosion protection. At the same time, the terminal owners are grasping to find new technologies to maximise the storage capacity at their terminal.

## Sponsorship & Exhibition, Contact:

Sara Delgado: [SaraDe@marcusevansau.com](mailto:SaraDe@marcusevansau.com)

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## Join the voice of the bulk liquid storage sector

TSA champions the UK's bulk liquid storage sector and its role in supporting growth and prosperity.

We have several membership levels available for bulk liquid terminals, distribution terminals and hubs, as well as equipment and service suppliers.

Join us. Choose your membership at [www.tankstorage.org.uk/join-us](http://www.tankstorage.org.uk/join-us)



TSA offers a range of membership benefits, including weekly political and media updates sent directly to your inbox.

To receive all the latest information, news and guidance, visit [www.tankstorage.org.uk/join-us](http://www.tankstorage.org.uk/join-us)

To find out more, write to [info@tankstorage.org.uk](mailto:info@tankstorage.org.uk)



# BUSINESS RATES – FULL SYSTEM RESET NEEDED

**Business Rates,  
or non-domestic  
property tax, is a  
major outgoing for  
all TSA members.  
The annual  
taxation level in  
England is very  
high, at over 50%  
of rental (rateable)  
value.**



**B**usiness Rates, or non-domestic property tax, is a major outgoing for all TSA members. The annual taxation level in England is very high, at over 50% of rental (rateable) value. It has been a successful revenue raiser for Government for hundreds of years. It has a collection rate of over 95%. It is hard to avoid. But fewer ratepayers now pay more and more. The burden is unfair. A full system reset is needed.

## Covid 19

With the impact of Covid 19, it was quickly unrealistic for the Government to expect to receive the usual £25bn plus inflation Business Rates income for 2020/21. The total income may only be £15bn, with half of all ratepayers currently paying nothing. Business Rates has been a very important Covid 19 rapid response tool for the Government, and so is unlikely to be scrapped.

The Retail, Leisure and

Hospitality sectors are all exempt from rates in 2020/21. There has been no rates relief for other sectors: nothing for vacated Offices, Warehousing, Bulk Liquid Storage. In the Chancellor's Spending Review on Wednesday 25<sup>th</sup> November, to support businesses in the near-term, the Government has decided to freeze the business rates multiplier in 2021-22, a rates bill saving of 0.5%.

## Fundamental Review

The Government is undertaking a fundamental review of the business rates system. This followed a Conservative Manifesto commitment, promising to "reduce the overall burden of business rates".

The Government is considering responses to the Call for Evidence, where hidden away on page 11 was an announcement that the next Revaluation would take place on 1<sup>st</sup> April 2023, and "to reflect the impact of COVID-19 more closely, this revaluation will be

based on property values as of 1 April 2021".

A final report setting out the full conclusions of the Review is expected in spring 2021. The questions covered reliefs, the multiplier, valuations, transitional arrangements after a Revaluation, plant and machinery, valuation transparency, rating appeals, maintaining the accuracy of rating assessments, the billing process, and exploring alternatives to business rates.

The Plant & Machinery questions are of particular interest to the TSA.

- What evidence is there that the business rates treatment of P&M affects investment decisions?
- Are the current P&M principles and regulations still relevant?
- How could these be updated?
- What would the effect of any proposed changes be?
- What evidence is available on the benefits of exempting certain types of P&M?
- What challenges would the implementation of wider exemptions for P&M pose?
- How might those be addressed?
- How can business

investment be supported through the business rates system?

- How effective would business rates changes be compared to other available measures?
- How could the business rates system support the decarbonisation of buildings?
- What would the likely impact of any changes be compared to other measures, including other taxes, spending or regulatory changes?

#### TSA 2020 Response

Paul Sewell of MUA Property Services and I offered to help the TSA to produce a response to the Plant and Machinery questions in the Call for Evidence.

We are both members of the UKPIA Rating Panel, and we act for a number of TSA member clients.

The main request was for a Review of the Plant & Machinery Rating legislation. The TSA has been here before, having led similar requests in 2009 and 2014.

As part of any new P&M Review, the TSA wishes to widen the exemption for

P&M to include expenditure required for upgrades required as part of changes to legislative arrangements, such as the requirements of the COMAH Competent Authority Containment Policy.

When he announced the terms of reference, for the full last P&M Review in 1991, the Minister Mr Michael Portillo said, 'Much of the existing law has remained substantially unchanged for almost 30 years and has become outdated as a result of technological change.' This sentence fits perfectly again today, almost 30 years later.

The main assets at Bulk Liquid Storage Terminals are Storage Tanks. These are rateable if the tank built volume is above 400 m<sup>3</sup>, as set at the last P&M review, an increase from 200m<sup>3</sup>. The TSA 2020 response has argued that this 400m<sup>3</sup> threshold for rateability is now too low.

The 1993 P&M Report stated, "Technology for designing and moving plant has advanced since the 200 cubic metre threshold was set, and the practical experience of individual members of the Committee suggests that items as large as 400 cubic metre can now be moved with ease."



The Government is undertaking a fundamental review of the business rates system. This followed a Conservative Manifesto commitment, promising to "reduce the overall burden of business rates".

## A report following the Call for Evidence is expected from the Government in spring 2021.

The photo on the next page, courtesy of Stolthaven Dagenham, shows a 5000m<sup>3</sup> factory built tank being lowered onto a prepared foundation. The tank was lifted from a river barge out of view on the right of the photo. It may be unrealistic to expect all tanks under 5,000m<sup>3</sup> to be de-rated, but we need a Review. Tanks far larger than 400m<sup>3</sup> "can now be moved with ease".

### **2023 Revaluation – a conclusion?**

A report following the Call for Evidence is expected from the Government in spring 2021. I hope that a P&M Review is included, and that it can be conducted with agreed changes implemented prior to the next Rating Revaluation in 2023. A tall order, but possible, based on the speed with which Covid 19 vaccines are being delivered. A full reset of the Business Rates system, is urgently needed.

#### *Author*

**David McCausland**, Partner and Head of Rating, Lease Advisory team, Farebrother. David has over 30 years' Business Rates experience in the Bulk Liquid Storage sector. Farebrother is also an Associate Member (Supplier) of the TSA. For more information, contact David McCausland via email at dmccausland@farebrother.com

**In the Chancellor's  
Spending Review, to  
support businesses  
in the near-term,  
the Government has  
decided to freeze  
the business rates  
multiplier in 2021-22,  
a rates bill saving of  
0.5%.**



It may be unrealistic to expect all tanks under 5,000m<sup>3</sup> to be de-rated, but we need a Review. Tanks far larger than 400m<sup>3</sup> "can now be moved with ease".

**This photo, courtesy of Stolthaven Dagenham, shows a 5000m<sup>3</sup> factory built tank being lowered onto a prepared foundation.**



**E**uropean Bulk Liquid Storage Summit, 29<sup>th</sup> & 30<sup>th</sup> September 2021 // Cartagena, Spain (with exclusive opportunity to visit the Port of Cartagena on 28<sup>th</sup> September).

Now on its 8<sup>th</sup> edition, ACI's European Bulk Liquid Storage Summit will once again gather senior representatives from oil and chemical companies, port authorities, terminal operators, technology suppliers as well as other influential stakeholders across the value chain to discuss the latest market advancements, developments

& business opportunities. Join us in Cartagena, Spain on 29th & 30th September 2021 for a highly interactive and informative conference, whilst enjoying the networking opportunities with your peers. Conference attendees will also receive the opportunity to join a complimentary pre-conference site visit to the Port of Cartagena. Spaces are limited, register your attendance today to avoid disappointment!

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Conference Website: <https://www.wplgroup.com/aci/event/european-bulk-liquid-storage/>

Latest Agenda: <https://www.wplgroup.com/aci/event/european-bulk-liquid-storage/else8-mkt-agenda/>

## European Bulk Liquid Storage Summit

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## The voice of the bulk liquid storage sector

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