



Contractors Mechanical Plant Engineers

NATIONAL NEWSLETTER

CMPE NEWS

Preston & Fylde Branch:-

On Thursday evening of 5th August, Preston & Fylde Branch held their long awaited AGM at the Preston Marriott Hotel.

Many subjects were discussed, reports given by officers, and a new committee was formed.

The first committee meeting since January 2020 is scheduled for Thursday 2nd September and our first monthly meeting is scheduled for Thursday 7th October.

A full programme of dates for branch meetings, committee meetings, and events, has been scheduled as well.

The meeting closed at 9.20pm and all members attending were served sandwiches & chips (twice cooked) which were extremely nice.

Editors Note:-

This first part of the newsletter is always reserved for any branch or member who wishes to contribute an article for circulation. So now the branches are starting to become active once again this space is reserved for you, be it just the advance notice of a branch meeting, what you did at your last meeting, or something you wish other members to know, this is where you can have your say. Just send your written article to the editor and we will do the rest.

Industry News

Highways England rebrands as National Highways.



Above: Nick Harris, CEO of National Highways

After just six years of being Highways England, the government organisation that oversees the motorways and trunk roads of England has to change its stationery all over again.

Highways England is being renamed National Highways, even though it only looks after roads in part of the nation – the England bit.

The rationale given for claiming national authority is that it has a role in setting highways standards for the whole of the UK, even if the actual work is devolved to the regional governments in Scotland, Wales and Northern Ireland.

At the same time, Nick Harris has finally been officially given the job that he has already been doing for six months. He has been acting chief executive of Highways England since February, when predecessor Jim O'Sullivan completed his six months' notice period. He now becomes the first chief executive of National Highways.

A civil engineer, Nick Harris joined Highways England in 2016 from the water industry. Chair Dipesh Shah said that over the past few months he had proved to be "a steady hand".

Transport secretary Grant Shapps has faith in him. "Nick will be an excellent CEO," he said.

Looking after motorways and trunk roads in England used to be done by the Department of Transport until it created the Highways Agency in 1994. This changed its name to Highways England in 2015, with a new regulated funding arrangement based on five-year terms. We are currently in Road Investment Strategy 2, or RIS2, which runs from April 2020 until March 2025.



UK sets out course for hydrogen power.



The government has published a plan that it hopes will promote the production of hydrogen as a major source of low carbon fuel.

The UK's first Hydrogen Strategy sets the foundation for how the UK government will work with industry to meet its ambition for 5GW of hydrogen production capacity by 2030.

Current thinking is that hydrogen could replace natural gas in powering around three million UK homes and be a core low-carbon power source for transport and industry.

Government analysis suggests that 20-35% of the UK's energy consumption by 2050 could be hydrogen-based if the country is to meet its target of net zero emissions by 2050. Business & energy secretary Kwasi Kwarteng said: "Today marks the start of the UK's hydrogen revolution. This home-grown clean energy source has the potential to transform the way we power our lives and will be essential to tackling climate change and reaching net zero. With the potential to provide a third of the UK's energy in the future, our strategy positions the UK as first in the global race to ramp up hydrogen technology and seize the thousands of jobs and private investment that come with it."

The government asserts that hydrogen can be made as safe as natural gas. As the hydrogen economy develops, all necessary assessments will be carried out and measures put in place to ensure that hydrogen is stored, distributed and used in a safe way, it says.

It is already working with the Health & Safety Executive and energy regulator Ofgem to support industry in hydrogen heating trials. These trials, along with the results of a wider research and development testing programme, will inform a UK government decision in 2026 on the role of hydrogen in decarbonising heating. If a positive case is established, by 2035 hydrogen could be playing a significant role in heating people's homes and businesses, powering cars, cookers, boilers and more.

In tandem with the drive to hydrogen, the Department for Business, Energy & Industrial Strategy is promising grants totalling £40m for the development and demonstration of low carbon alternatives to diesel for construction machinery. While low carbon biofuels like hydrotreated vegetable oil (HVO) are becoming increasingly prevalent, they are still defined as diesel and therefore lose the red diesel tax rebate next April in construction applications (though farmers and fairgrounds are exempt).

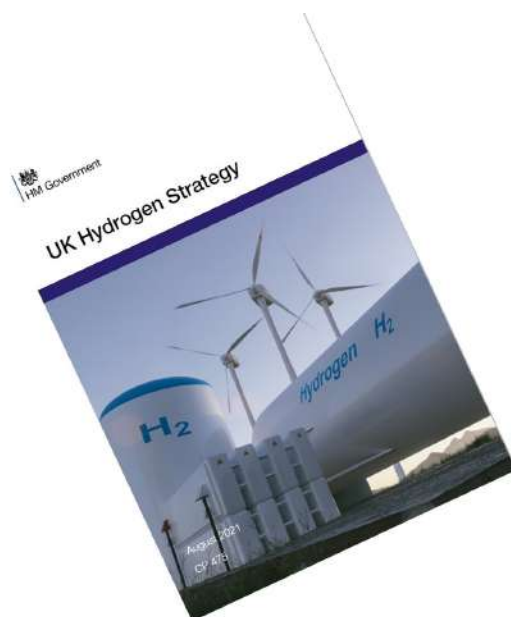
Among those in the UK exploring hydrogen as a source of power for construction machinery is JCB which has produced a prototype 20-tonne 220X excavator powered by a hydrogen fuel cell. Owner Lord Bamford's son Jo Bamford has set up Ryze (formerly Ryse) Hydrogen to develop hydrogen fuel cell technology, as used by Northern Ireland bus manufacturer Wright Bus, also owned by Jo Bamford.

Elsewhere in the world, US engine manufacturer Cummins has begun testing a hydrogen-fuelled internal combustion engine. And Volvo Group and Daimler Truck have officially launched a joint venture to develop hydrogen-based fuel cell technology to power heavy goods vehicles.

The UK government's approach to hydrogen is based on its previous approach to offshore wind. One of the main tools used by government to support the establishment of offshore wind in the UK was the contracts for difference (CfD) scheme, which incentivises investment in renewable energy by providing developers with protection from volatile wholesale prices and protects consumers from paying increased support costs when electricity prices are high. Based on this, the government has launched a public consultation on a preferred hydrogen business model which, as with offshore wind CfDs, is designed to overcome the cost gap between low carbon hydrogen and fossil fuels, helping the costs of low-carbon alternatives to fall, as hydrogen usage grows. Alongside this, the government is consulting on the design of a £240m Net Zero Hydrogen Fund, to support the commercial deployment of new low carbon hydrogen production plants across the UK.

Other measures included in the UK Hydrogen Strategy include:

- collaborating with industry to develop a UK standard for low carbon hydrogen giving certainty to producers and users that the hydrogen the UK produces is consistent with net zero while supporting the deployment of hydrogen across the country
- a review to support the development of the necessary network and storage infrastructure to underpin a thriving hydrogen sector
- assessing the safety, feasibility and cost-effectiveness of mixing 20% hydrogen into the existing gas supply. Doing so could deliver a 7% emissions reduction on natural gas
- launching a hydrogen sector development action plan in early 2022 setting out how the government will support companies to secure supply chain opportunities, skills and jobs in hydrogen.



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UK distribution for Chinese powered access.



AJ Access Platforms, based in South Wales, will initially offer Zoomlion's full line of electric scissor lifts, ranging from 6.5- to 15.7-metre working height. The Zoomlion boom lift range is expected to be available from stock in 2022.

With 2020 revenues of nearly US \$10bn, Zoomlion is one of China's three biggest construction equipment manufacturers, behind Sany and XCMG.

Jason Liu Jian Cun, general manager of Zoomlion Access, said: "We are really excited to extend our partnership with AJ Access in UK. Their professional experience in the access industry and profound knowledge of the market will contribute to the further growth of Zoomlion products and service in the region."

AJ Access managing director Richard Saunders said: "As emission rules are tightened, demand for intelligent and robust electric and hybrid MEWPs has never been higher. We are thrilled to represent Zoomlion Access and showcase their innovative and high-tech construction equipment to our well-established customer base in the UK."



NFDC orders members to ditch diesel.



Demolition contractors have been directed by their trade association to use biofuel instead of diesel.

The National Federation of Demolition Contractors (NFDC) said that its 140 members “will be expected to phase out the use” of diesel and switch to hydrotreated vegetable oil (HVO) fuel, or an alternative low-carbon solution.

NFDC plans to monitor the transition, effective from now until December 2022 when all members will be required to demonstrate their efforts to comply, it said.

NFDC members will be required to demonstrate that their supply of HVO fuel comes with proof of sustainability documentation.

NFDC chief executive Howard Button said: “A number of our members have already adopted HVO fuel in favour of red diesel and we commend them for taking the moral, environmental and social responsibility to reduce carbon on demolition projects. We are confident that our full membership will readily make the change alongside their clients, suppliers, and subcontractors within the value chain.”

The federation said that as a ConstructZero partner, it would “take a firm lead in recommending further demolition sector-specific action”.



Three Case dealers expand their reach.



M&M Plant, Riverlea and Warwick Ward have all secured a larger area.

“Our dealers are long-standing Case partners and their territory expansions represent our commitment to providing customers with the best possible support for all Case solutions,” said Joseph O’Grady, business director, Northern Europe, for Case Construction. “I am looking forward to working with all of our dealers in their expanded territories. Our customers will be in the hands of established experts who really know the market and have reached an “advanced” status in dealer standards.”

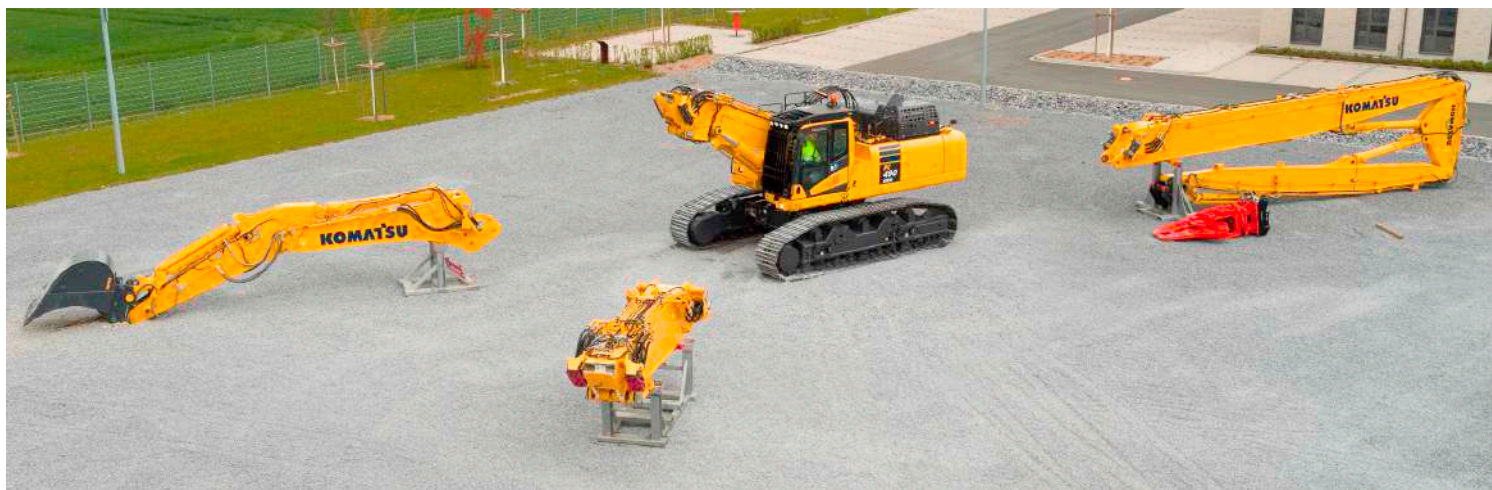
Riverlea’s territory expands to include all of South Wales, Herefordshire, Gloucestershire and North Wiltshire. M&M Plant extends its coverage to Dorset, Avon and Hampshire (South West). Warwick Ward expands into Northumberland, Tyne & Wear, County Durham, North Yorkshire (East), East Riding of Yorkshire, Oxfordshire, Berkshire, Hampshire (North East) and Wiltshire (East).

O’Grady added: “I am delighted that these three dealers continue to provide Case customers with the highest level of customer experience and are able to demonstrate their wealth of product knowledge effectively. In addition to the customer benefits, these territory expansions will generate employment opportunities across our dealer network, as they seek to expand their sales, service and parts teams to grow their offering in line with their expansions.”



Quick-change high-reach.

Komatsu Europe boasts that its new K100 boom change system, which allows operators to reconfigure their PC490HRD-11 machine without leaving the cab, offers “a new level of demolition project efficiency”.



Simon Saunders, working gear product marketing manager at Komatsu Europe, says: “Listening to demolition contractors showed us that the industry is looking for a significant improvement in efficiency. At Komatsu, we took up this challenge, asking ourselves how to translate our own capabilities into the best business benefits for our customers.”

He adds: “With the introduction of the patented K100 boom change system, we believe that our customers can fully benefit from the versatility built in to every Komatsu HRD machine, enhance site safety, and reduce project time.”

With six different working configurations, from the 32-metre extended high-reach through the 28-metre high-reach to the medium reach and digging equipment, the PC490HRD-11 already offers a range of configurations. The K100 boom change system makes these capabilities more accessible, eliminating the need to manually handle heavy hydraulic hoses or to carry out manual work at height when changing the machine’s configuration.

Komatsu suggests that, used to its maximum effect, the K100 system could even allow the PC490HRD-11 to carry out both primary demolition as well as site clearance, perhaps even removing an extra machine from the site



CONTRACTS & TENDERS

Latest tender for A9 dualling gets under way.

Transport Scotland has begun the hunt for a contractor to dual the next phase of the A9.

It has published the contract notice for the £115m Tomatin to Moy stretch of the A9 Dualling project.



Minister for transport Graeme Dey launched the procurement process for the most northerly section of the Scottish government's £3 billion programme to dual the A9 between Perth and Inverness.

"Creating employment and training opportunities that benefit the people and communities surrounding this project is a key focus for this significant investment in Scotland's infrastructure that intends to deliver improvements that bring economic, social and environmental wellbeing to the area," said Dey, speaking at a virtual event for the construction industry.

“This new construction contract will help deliver our shared vision for Scotland - a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It will also set out new aspirations for carbon reduction in construction and revitalise employment opportunities through a wide range of skills and training initiatives and educational engagement, throughout the duration of the construction phase.”

The A9 Dualling: Tomatin to Moy project involves the creation of nearly 20 miles of continuous dual carriageway south of Inverness once complete. Among the other aims are to support small and medium-sized enterprises (SMEs) through subcontract opportunities, create new jobs including apprenticeship and graduate posts, prioritise the use of electric/ low or zero carbon emissions vehicles on site, use renewable energy sources, wherever possible, to power site office and compound facilities and introduce carbon emission measurement, monitoring and reporting including potential carbon reduction targets.

The project will also improve greater connectivity for public transport, with upgrades to approximately 10 km of non-motorised user routes to encourage active travel such as walking and cycling.

Dey added: “Today’s announcement is welcome news for the Scottish construction and tourism industries, as well as the communities which line the route. This project will help stimulate economic growth aiding Scotland’s recovery from the Covid-19 pandemic. I have no doubt this new contract will build on the excellent work that our teams have achieved to date, and in doing so, will continue to unlock far reaching sustainable benefits through the delivery of this significant/ infrastructure project.”

Transport Scotland anticipate that the construction contract for the third section of the A9 Dualling will be awarded in the second half of 2022.

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Costain confirmed for £220m A1 scheme.

Highways England has finalised the appointment of Costain for £220m of upgrades to the A1 in the North East.

Costain will design and manage the construction of the A1 Birtley to Coal House and A1 Morpeth to Ellingham improvements and is already working with Highways England to deliver the A1 Scotswood to North Brunton project.

Costain and its design partner Jacobs were brought onboard in January, though the value hadn't been decided at that time.

Malcolm Bell, programme director at Costain, said “These critical projects are supporting the region’s economy by improving traffic flow, connecting businesses and communities. Our use of digital tools to improve productivity and effectiveness throughout the programme will enable the timely delivery of safer, greener and more efficient roads.”



Tim Gamon, regional delivery director for Highways England in Yorkshire & the North East, said: “We’re delighted to be working with Costain and Jacobs on these two major upgrades, both of which will be a massive boost for the region’s economy, creating jobs during construction and assisting the region’s future growth. They will also increase capacity along the existing carriageway, meaning safer, smoother, more reliable journeys for thousands of people using these sections of the A1 every day. Bringing a wealth of expertise to our latest schemes, we look forward to working with them to progress both for the wider benefit of the region.”

The £220m A1 Birtley to Coal House project is due to start main construction later this summer and be complete in 2024/25. It runs past the Angel of the North and carries the A1 over the East Coast Main Line.

The A1 Morpeth to Ellingham project is due to start construction between July and September 2022 and end in 2024/5. Highways England will upgrade eight miles of the A1 to a dual carriageway between Morpeth and Felton, including construction of a new dual carriageway bypassing the existing A1 between Priests Bridge and Burgham Park.



Morrison signs for £47m Wallyford school.



ABOVE : Artist's impression of the new school

Preparatory works have already begun on site for a new secondary school in Wallyford, with main works to begin in August 2021.

East Lothian Council's development partner, Hub South East Scotland, will deliver the new build and has appointed Galliford Try subsidiary Morrison Construction as main contractor, with JM Architects leading on design.

Additional secondary school provision is needed due to housing development swelling the school roll in the area. The project is part of Phase 1 of the Scottish government's £2bn Learning Estate Investment Programme (LEIP).

The building has been designed to complement the neighbouring primary school with extensive glass, access to natural light and brick-clad facades. Community spaces, sports facilities and a day centre for older people are also planned.

Eddie Robertson, managing director of Morrison Construction Building Central, said: "We are delighted to have reached financial close on the new Wallyford learning campus, a fantastic project for our partners Hub South East and East Lothian Council and the first to reach site through the Scottish government's Learning Estates Investment Programme."

Construction works are programmed for completion in summer 2023.



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