



Contractors Mechanical Plant Engineers

NATIONAL NEWSLETTER

Members,

A very warm welcome to the latest issue of the National Newsletter.

The end of Covid restrictions is now in sight, as the Government has indicated social distancing will be scrapped completely on 19th of this month and England can get back to as near normality as possible.

With this in mind, as an organisation which relies heavily on social activity, the CMPE may finally be able to hold branch and national meetings very soon.

As editor of this newsletter and being the current chairman of Preston & Fylde Branch, I am hoping to hold our long awaited Branch AGM on Thursday 5th August 2021 and this date has been provisionally booked with the Preston Marriott Hotel.

If any of the other branches around the country are putting plans together to commence your long awaited social programme, please forward your proposed schedule and I will ensure you get full coverage to all members.

David Nicholson
Editor.



NEW EMAIL ADDRESS

Please note the new email address for our National Chairman, Malcolm Saddington:-

malcolm@cmpe.co.uk

OBITUARY

It is with deep sadness that we announce the passing of Pat Moore who passed away on 1st June.

Pat was a very successful business woman and a long serving member and the backbone of Sussex Branch.

Pat established Hailsham Plant, a haulage and plant hire company in 1979 and was well known in our industry.

She was an avid lover of animals and tended many sheep and lambs and during her lifetime she helped to re-home many rescue dogs for a number of charities which she supported. Pat had also flown on Concord, something many of us would have aspired to.

Her cremation service took place to a restricted congregation on 18th June at the Service Chapel Ceremony Hall in Wealden.



NEW TRAINERS

CMPE has attracted two new fully qualified trainers who are assisting the National Registrar, David Holden in the allocation of our Certificate of Competence Cards (CoC).

They are:-

David Appleby - Plant Training Manager
Swinton Training Services Ltd
Office: 0161 7940915
Mobile: 07912 390397
Email: davidappleby.sts@outlook.com

Philip Confrey - Plant Training Manager & Director
Contrain Ltd - www.contrainltd.co.uk
Office: 01942 239689
Mobile: 07757 707784
Email: phil@contrainltd.co.uk

We wish them every success and we look forward to a long and productive relationship.



HAMPSHIRE BRANCH

News from Hampshire Branch.

It was nice to meet up again, although admittedly with reduced numbers last week. The Nags Head in Chichester on the south coast has served our branch well over the years, and even though a pint can cost £5.80..... it is worth it.

We all agreed the food and drink were as good as ever and so was the conversation. What pre-occupied us most after we chatted about who had received the vaccine, and if they had received the second jab yet, plus, what if any reactions we had, was the general topic of how busy everyone is at the moment. A good example of this is our branch chairman George Erasmus who seems to be trying to compete with Eddie Stobart with an ever-increasing lorry fleet. All this work is obviously leading to shortages of materials (especially steel, timber and cement down our way) as has been widely reported in the news and has perhaps been affecting other branch members? Our guest for the evening Pat predicts that due to the consumption of materials for HS2 and the Hinkley Point C nuclear power station, the shortage may continue for several years.

Personally, I'm a bit fed up with obtaining material quotes (at higher prices), placing my order with an expected delivery date, paying money to a supplier, and then being told there is a delay with my delivery. I estimate the productivity for myself, and my colleagues is poor.... currently as a result of spending time chasing updates on orders and rearranging plans. In a nutshell there's sometimes lots of effort and little reward to show for it. I'm curious as to whether other countries are similarly affected or if it is just the UK. I have a contact in France, and they inform me that they are not currently experiencing problems similar to here and my friend who imports timber and aluminium windows from Western Europe reports no problems so far.

This summer's weather is driving me bonkers. We have had so much rain and stormy weather down our way. I still have five trees that came down in the last storm at the end of May to clear from the field margins, and I'm behind on a fencing project and building an extension to my tractor shed. It's the worst summer's weather since 2014 I think and hay making which takes place on 1st July onwards is not even on the radar yet.

Anyway, roll on the 7th of July and another steak night with the boys down the Nags Head. I might go for the ribeye next time.

Alex Levitt.

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INDUSTRY NEWS

DfT approves plastic roads additive



An eco-friendly alternative to bitumen, made from recycled waste plastic, has been approved for use on UK roads.

Scottish company MacRebur has had its plastic roads additive approved by the Department for Transport (DfT) for use in public highways.

MacRebur says that its product is the first of its kind to meet the standard for use in public roads, creating a new viable recycling solution for the UK government and councils across the country.

The announcement comes after four years of tests and trials conducted under the auspices of the municipal engineers' organisation ADEPT – the Association of Directors of Environment, Economy, Planning and Transport.

The ADEPT Smart Places Live Labs Programme in Cumbria assessed the use of waste plastic in asphalt, backed by funding from the DfT.

Toby McCartney, co-founder and CEO of MacRebur, said: “The announcement that our products meet the standard for use in public roads across the country is a huge step forward for MacRebur.

“Processing non-recyclable waste plastic destined for landfill and adding them into asphalt, our product offers a green alternative for road construction – with each km of road laid using up the equivalent weight of 740,541 single-use plastic bags.”

The MacRebur product – comprising granulated waste plastic plus a bonding agent – is used to reduce the amount of bitumen needed to create asphalt. One tonne of MacRebur mix offsets 9.18kg of CO2 emissions, it is claimed.

The statement confirming MacRebur's product's suitability for use, issued by Cumbria County Council and approved by the DfT, reads: “Cumbria County Council can confirm that all surfacing schemes, conducted as part of the ADEPT Live Labs trial in Cumbria and funded by the Department for Transport have been successfully completed.

“These trials were to assess the use of waste plastics in asphalt, and we are delighted to say that this asphalt which contained waste plastic derived additives, including that of products provided by MacRebur, have been manufactured to the principles of EN13108 in line with equivalent non-plastic asphalt, and all schemes have met standards in line with BS594987.

“Cumbria County Council can confirm that they will continue to use MacRebur waste plastic additives in schemes across Cumbria as we close off the Live-Labs trial process and move towards further use of waste plastics as a part bitumen replacement in future road surfacing schemes throughout Cumbria.”

MacRebur’s UK customers have included Balfour Beatty, which used its material for a cycle lane through the Queen Elizabeth Olympic Park in Stratford; house-builder Springfield which used 20 tonnes at a development in Elgin; and Flintshire County Council, which has worked with Breedon Southern for the resurfacing of a section of road in the Welsh town of Connah’s Quay.

MacRebur’s products are also in use internationally – including the USA, South Africa, Saudi Arabia, Australia and New Zealand – through licensing agreements.

Countryside adopts proximity cameras on forklifts



House-builder Countryside has adopted the use of collision avoidance technology for all telehandlers on its construction sites.

All forklift telehandlers across Countryside construction sites and factories are being fitted with Safety Shield cameras that can detect the human form and sound alarms when a machine gets too close.

The cameras can detect a human shape at a distance of one metre from the sides and three metres from the rear.

Countryside is working with Cheshire-based Safety Shield Global and national plant supplier Ardent Hire Solutions on the programme. Following trials last year, the technology is now being rolled out.

Countryside says that it is the first major house-builder to adopt these artificial intelligence cameras.

The Safety Shield records all video footage, collision alerts, driver behaviour, fatigue alerts, vehicle location and date and time of each alert. The system also benefits from global live streaming which enables the customer to look through any of the cameras in real time anywhere in the world at any time.

Volvo presents new 50-tonners



The EC530E and EC550E are “born to excel”, Volvo boasts, and offer the power and rigidity normally associated with 60-tonne machines.

The EC550E undercarriage has a long and wide lower frame, giving it extra stability when working with heavier loads, while the undercarriage on the EC530E shares the same transportation dimensions as Volvo’s 48-tonne EC480E.

They are powered by the Volvo D13J engine but combined fuel efficiency (of up

to 25%) is enabled thanks to these use of an electro hydraulics system – the Independent Metering Valve Technology (IMVT), which, thanks to intelligent electronic control offers both more precise operation and efficiency than a traditional mechanically coupled hydraulic system, Volvo says.

Further efficiency is gained from engine pump optimisation, which lowers engine speed while maintaining power, and an improved hydraulic pipework layout.

The new system offers a range of smart functions, including creep mode (for precise lift-and-carry work) and optional Comfort Drive Control (CDC), which allows the excavator to be steered using the joystick rollers instead of the pedals.



Police set up plant theft unit

A new privately-funded police unit has been set up to combat plant theft.

The Opal national intelligence unit has set up a unit called ACE – Agricultural & Construction Equipment – funded by equipment manufacturers and insurance companies.

It comes two years after the collapse of the Plant & Agricultural National Intelligence Unit (PANIU), which was folded because the police were longer prepared to fund it.

Opal was established in April 2019 and is based at West Mercia Police Headquarters, under the leadership of DCC Amanda Blakeman, the national policing lead for serious organised acquisitive crime (SOAC). It has a team of 10 that liaises with police forces and industry partners nationwide to combat organised theft.

Its new ACE unit will work to reduce the theft of stolen construction and farm machinery and recover stolen equipment, both nationally and internationally.

Officers from ACE will work to develop, collate and co-ordinate intelligence to identify and disrupt organised criminality.

The unit is funded by donations from the Construction Equipment Association, the Agricultural Engineers Association and insurance companies Allianz, Aviva, Axa, HSB Engineering Insurance, NFU Mutual and QBE.

Detective Inspector Ernie Locke, Opal National Intelligence Unit (SOAC), explained: “ACE sits under the Opal umbrella and benefits from a dedicated intelligence team...By working smarter and in partnership with law enforcement agencies, government agencies, business and industry also, academia it will deliver a whole system approach in tackling agriculture and construction equipment theft. It is anticipated that ACE team will continue to grow as their contribution is recognised in this area of criminality.

“Our role has many facets including problem-solving skills, delivering the four Ps strategy of prepare, prevent, protect and pursue, identifying emerging threats and intelligence on a regional, national and international level. By working collaboratively, sharing best practice and the timely sharing of information, the ACE unit will help reduce agricultural and construction equipment theft.”

The Construction Equipment Association (CEA) has spent the past couple of years working on a successor to PANIU, which was hosted by the Metropolitan Police Service. PANIU was set up in 2008 and over 10 years recovered 824 machines to the aggregate value of more than £17m. Statistics for its final year of operation, 2018, show that 650 mini excavators were stolen that year, 463 site dumpers, 236 tractors 229 rollers and 137 telehandlers.

CEA chief executive Rob Oliver welcomed the launch of the new unit: “Stakeholders through the industry have been keenly awaiting this initiative to come to fruition, so it is great that it is now in operation with the partnership with Opal. We will be engaging with companies and organisations, such as CITS (Combined Industry Theft Solutions), to support the work of ACE in what is an evolving criminal threat”.



'Never seen anything like it' says JCB as demand bounces back

JCB is on a recruitment drive in the UK as global demand for its machinery surges past pre-pandemic levels.

JCB had to let go about 1,500 people at its UK factories when the Covid pandemic took hold in spring 2020. But as market demand has returned, so have the jobs.

The company said that most new machines are now sold out until next year. “We have never seen anything like it” said chief executive Graeme Macdonald.

JCB's shop floor work force has increased by more than 25% since March 2020.



It is now advertising for 500 new shop floor employees at its 11 plants in Staffordshire, Derbyshire and Wrexham – on top of the 850 shop floor jobs already created so far in 2021.

It is also offering an additional 300 agency employees permanent JCB contracts – which will bring the total number of agency shop floor employees given permanent jobs this year to 1,000.

This is JCB's second big recruitment drive of 2021, having previously held one at the start of the year.

Chief executive Graeme Macdonald said: "The recovery continues to gather momentum and we have tens of thousands of new machine orders sitting on our books stretching well into next year. We have never seen anything like this in the 75-year history of JCB. As well as earning a competitive salary with the opportunity for overtime and enhanced shift allowances, there is great potential for new recruits to progress to permanent roles with JCB."



First plastic rail sleepers laid on Wiltshire tracks



Network Rail has used composite railway sleepers on its main line tracks for the first time.

Railway sleeps made from recycled waste plastic have been installed across the weight-restricted Sherrington Viaduct, between Salisbury and Warminster.

Previously, track across the viaduct would be fitted with wooden sleepers, as concrete would be too heavy for the

structure. Hardwood is considered not sustainable and from next month creosote-treated softwood sleepers will be banned. On this viaduct, the only alternative is to use plastic instead of wood.

An EU-wide creosote ban in 2013 had an exemption for railway sleepers until 31st July 2021. Softwood sleepers will no longer be used in this country from that date.

The new rail sleepers are manufactured from locally-sourced plastic waste by Sicut Ltd in the UK, under licence from Rutgers University in New Jersey, USA. Sicut is using a blend of materials that might otherwise end up in landfill. The company has supplied its sleepers to railways overseas but this is its first UK contract.



Network Rail's Wessex route director, Mark Killick, said: "This is an exciting development; use of these recycled sleepers on the Network Rail Wessex route is a first for the overground railway network in Britain. Rail is already one of the greenest ways to travel, but we're committed to even greener and better journeys whether this be changing how we maintain the lineside or finding innovative ways to improve the railway by reusing materials and reducing landfill."

Sicut chief executive William Mainwaring said: "Having proven that our products meet the performance required of modern rail track infrastructure we look forward to working closely with every Network Rail Route and Region to deliver the commercial and environmental savings promised by our technology, while at the same time helping the UK deliver on its commitments on carbon reduction and plastic waste proliferation."

Network Rail said that the plastic sleepers were maintenance-free and recyclable. They do not split, rot or degrade and can resist water, oil, chemicals and fungi. Designed for more than 50 years of use, when they are eventually replaced, they can be re-used or recycled to make new sleepers or other composite products.

Concrete sleepers remain in use across most of the rail network, however. They are recycled by Network Rail at its March recycling yard, for construction aggregate and other purposes.



US concreting equipment makes UK debut



A Dorset construction project is making use of US concrete finishing equipment that has never previously been seen in the UK

Allen Work Bridges are being used by main contractor Faircloth Construction to smooth large concrete pours for the base slab of a distribution centre under construction in Wimborne.

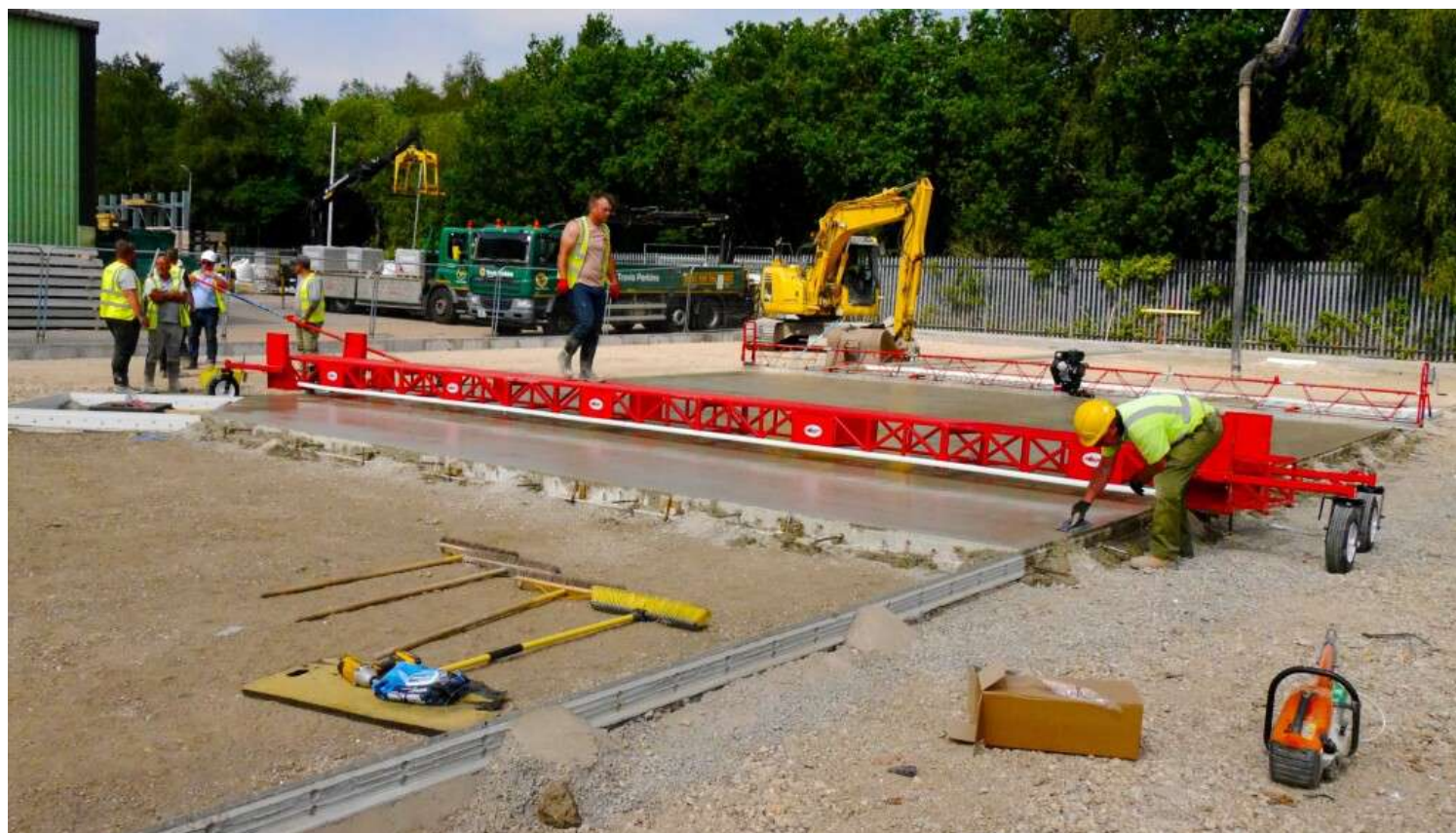
Faircloth is using the bridges over concrete slabs

that are being poured and finished using a truss screed system. The wheeled bridges travel across the ground spanning the wet concrete, allow the concrete finishers full access to apply finishing processes such as bull floating and applying chemical spray.

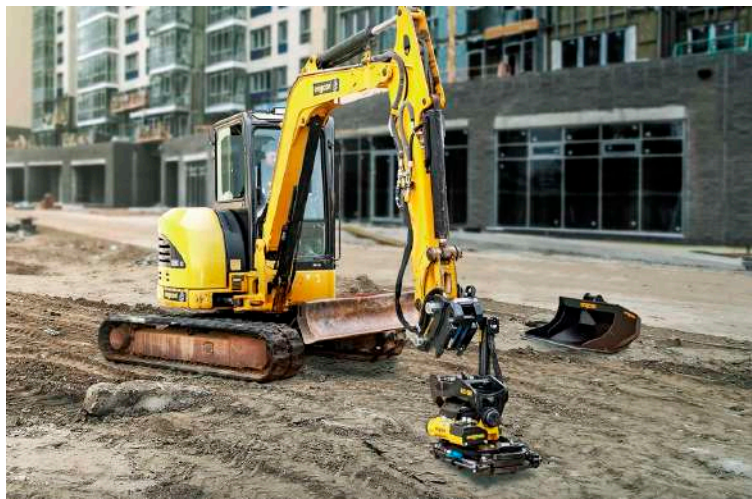
Allen Work Bridges are made by Allen Engineering Corporation in northeast Arkansas, in the USA. They have been brought to the UK by concrete equipment supplier Speedcrete, whose managing director Peter Dod was previously responsible for bringing the Bunyan Striker roller screed system to the UK from the USA in the 1980s.

Speedcrete has purchased Allen Work Bridges to hire out or sell in the UK market. The Wimborne site is its first project.

Speedcrete says that the work bridges speed up numerous processes, including: applying curing compounds, texturing, floating and surface inspections. It also saves time if you can walk straight across a large wet concrete area rather than having to walk around it all the time.



Automatic quick hitch now available for smaller excavators



Tiltrotator manufacturer Engcon has developed a quick hitch system for attachments on excavators as small as two tonnes.

Coupling hydraulic tools onto excavators without the operator having to leave the cab has been standard on larger machines for years. But with the latest innovation, Engcon's automatic quick hitch S40 now covers the entire range from two- to 40-tonne of machines.

“Being able to connect hydraulic tools without leaving the cab has recently become an increasing desire even for the smaller machines. The problem has been to fit all the smart technology in such small brackets, but we have now solved that in a good way,” said Fredrik Jonsson, development manager at Engcon Group.

The new machine hitch has the same safety features as the larger and earlier models in Engcon's machine hitch programme.

To coincide with the launch of the new machine hitch, the EC206 tiltrotator has also been updated for excavators in the 4-6 tonne weight class with a new tilt top that is adapted for Engcon's automatic quick hitch system. This means that the driver can attach and detach the tiltrotator without leaving the cab.

Like Engcon's larger tiltrotators, ground pressure is required to be able to open the bucket lock under the tiltrotator on the new S40 hitch. Built-in sensors detect that the bucket axles are in their correct position and if something goes wrong the system warns with sound and light signals inside the cab and outside the machine.

EC-Oil automatic connection of hydraulic, electrical and central lubrication is included as standard when purchasing a machine hitch, tiltrotator and Engcon's control system. This makes it possible to connect the tiltrotator or other hydraulic tools to the machine hitch without the need to leave the cab. As an option, it is also possible to connect the ground pressure function on the machine hitch and a locking function, which means that the machine's swing function is blocked if the tool is connected incorrectly.



Sirius goes for Kobelco excavators



Land remediation contractor Sirius Group has invest £1.2m in a batch of Kobelco excavators as part of its fleet renewal programme.

Leeds-based Sirius Group has bought four SK300LC-11 Kobelco excavators, one SK350LC-11 and a single SK230SRLC-10.

All six excavators have been supplied with additional upgrades including heavy-duty belly guards and side impact protection, Miller hydraulic couplers and MST buckets.

The SK350LC and three of the SK300LC

excavators have also been fitted with heavy-duty screen guards to protect the cab from damage when undertaking demolition works.

The machines were supplied by Molson Equipment's newly opened depot in Darlington.

Sirius' plant director Stuart Kirk said: "We operate on a nationwide basis but are predominately centred around Yorkshire, the northeast and the northwest. The fact that Molson have opened a depot in the northeast in addition to their established base in

Warrington means we essentially have a local dealer should there be any issues over the life of the machines. We think this will be a massive benefit to the group as we rely on the service and back-up from dealers in our region."

Sirius opted for Kobelco excavators after studying other brands. "The Kobelco meets our requirements for build quality with well-known and proven components," Stuart Kirk said. "Molson have delivered the machines with an extended three-year, 6,000-hour warranty and service agreement. This shows their confidence in the product and far exceeds the warranties we get from other brands, giving us the confidence in both the machines and the after sales support from Molson."



CONTRACTS AWARDED

Kier wins £50m HS2 Crewe enabling works



HS2 Ltd has appointed Kier Construction to deliver highways and utility work on Phase 2a of the high speed rail project, which will take the UK's new high speed railway north of the West Midlands.

Kier Construction has won 'enabling civils works – package 2' contract, otherwise known as ECW2.

The £50m programme will be awarded in two stages and includes a range of early works designed to reduce disruption during the main build stage of the project. This includes highways works and associated utility diversions as well as a range of environmental and other surveys along the 36 mile stretch of route from Birmingham to Crewe. The second stage of the work will be awarded in 2022.

Today's contract award follows the start of procurement for the design and delivery partner for 2a last month and the award of the early environmental works contract earlier this year.

HS2 Ltd procurement director Andrew Cubitt said: "Kier will play a vital role in delivering the next stage of Britain's new high speed railway, taking the route north from Birmingham to Crewe and I'm really pleased to welcome them to the team."

Mark Pengelly, group managing director at Kier Infrastructure, said: "Being appointed to deliver this early works package allows us to build on our existing relationship with HS2 Ltd and implement lessons learned from Phase 1. We already deliver a range of projects in the area and our work on Phase 2a will provide increased employment opportunities for both local people and our local supply chain partners."

The ECW2 package was awarded via the government's existing Crown Commercial Services construction works and associated services framework.



South Staffs to get £1bn logistics park



Developers have unveiled plans to invest £1bn on a huge logistics park near Birmingham.

Oxford Properties and Logistics Capital Partners (LCP) have formed a joint venture to acquire a 734-acre site northwest of Birmingham, which they will develop into a new logistics hub with associated rail freight terminal, known as West Midlands Interchange.

Oxford and LCP will jointly invest around £1bn to bring forward the project over several years. Oxford will provide most of the money; LCP will act as development manager.

Planning consent has already been secured by the vendors, which allows for the delivery of around 8 million sq ft of logistics space and provides flexibility around the project timeline and scale of units. Infrastructure works are expected to start in the first half of 2022 with the first buildings starting on site later next year ready for occupation in 2023.

The site can accommodate new warehouses ranging in size from 200,000 square feet to more than a million square feet, with building heights up to 30 meters.

West Midlands Interchange is on the M6 motorway but as part of wider infrastructure improvements, Oxford and LCP will build a new link road to connect the A5 and A449.

In addition, the project will create a new strategic rail freight interchange, to provide intermodal access for occupiers.

John Pagdin, head of UK Logistics Capital Partners, said: “West Midlands Interchange is a fantastic opportunity to build out a uniquely positioned development scheme, allowing us to offer occupiers every possible size, scale, configuration and specification of unit with none of the usual planning delays or uncertainties often associated with schemes of this nature.”

Oxford Properties is a Canadian company. Last year it announced plans to put £3bn into the European logistics sector over the next five years. Its first move was the acquisition of a 15-acre site in Heathrow alongside LCP.

The site was acquired from the shareholders of Four Ashes Ltd, a three way partnership including Kilbride Holdings and Grosvenor.



Blyth gigafactory clears planning



Planning approval has been granted for a £2.6bn battery factory to built on the site of the former Blyth power station in Northumberland.

Manufacturer Britishvolt has been cleared to build the UK's first battery gigaplant, with a gross internal floor area of 386,357m².

The project will be built in three phases each of 10GWh to a total capacity of 30GWh by end-2027 onwards. ISG was named main contractor for the project last year, with a contract understood to be worth £300m.

The factory will have the capacity to produce 300,000 lithium-ion batteries a year for the electric vehicle market, the manufacturer says.

Its construction will regenerate the 92.2-hectare disused coal stocking yard of the former Blyth power station.

Property and construction consultant Ridge & Partners led the planning application process, working alongside consulting engineer Rolton Group and quantity surveyor Gardiner & Theobald as well as construction contractor ISG.

Rolton project director Allan Rose said: "What a fantastic result for Britishvolt, to see their planning proposal approved unanimously. This is a true milestone for such an ambitious project with "doing the right thing" at the heart of all motivations and on the road to developing the UK's green economy. It's a brilliant opportunity for Northumberland, the northeast and the UK's evolving automotive industry."

Britishvolt chairman Peter Rolton said: "This is a huge win, not only for Britishvolt, but also the people of Northumberland. The Gigaplant will bring with it much need employment, totally regenerating the area. Britishvolt has a strong social values agenda, as well as a world-class environmental, social and governance framework. At our very heart is doing the right thing. This project is the right thing for UK plc, and its people, on the roadmap to a low carbon, sustainable future."



Pavement work starts on Preston road scheme



Main contractor Costain has given the pavement work on the Preston Western Distributor Road to Aggregate Industries.

Aggregate Industries has started to lay more than 90,000 tonnes of asphalt that will be needed to construct the £200m Preston Western Distributor Road (PWDR) over the next 15 months.

Aggregate Industries is the sole supplier for pavement works on the Lancashire County Council scheme, delivering all the ready mix and aggregates.

The PWDR is the first major new road to be constructed in the area since the original Preston Bypass in 1958. This 13.3km road around the east side of Preston became the M6, Britain's first stretch of motorway. The PWDR runs to the west of the city, linking Preston and southern Fylde to a new junction on the M55. It is scheduled to open in early 2023.

SiteBatch Technologies, an Aggregate Industries unit that manufactures and supplies cementitious mixtures, has commissioned one of its mobile continuous mixing plants on site, to supply 80,000 tonnes of hydraulically bound materials (HBM) to the project.

Paddy Murphy, managing director of contracting at Aggregate Industries, said: "Our aim is to deliver the works on time and on budget, identifying efficiencies where possible, whilst ensuring that we keep everyone safe by implementing industry-leading health and safety standards."



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