

Contractors Mechanical Plant Engineers

NATIONAL NEWSLETTER

Roadmap to Recovery

On the 22nd February Boris Johnson delivered his 'Roadmap to Recovery'. This plan gives a staged return of the things we all hold dear. One element of particular interest is the phased return of live events and conferences ahead of all restrictions being lifted on 21st June.

Lockdown will start to end in England on **8 March**, when schools reopen, and two people are allowed to meet outdoors. On **29 March**, six people, or two households, will be able to meet outdoors – including in private gardens. Non-essential retail and outdoor hospitality are due to open on **12 April**, with all restrictions due to end by **21 June**.

Mr Johnson has called it a “one-way road to freedom”.

If we achieve all of the above without any surges in infection rates (which could possibly prolong the “Roadmap”), we should be able to start planning the long awaited return of National and Branch meetings sometime from August onwards.

STEP 1

8 MARCH

EDUCATION	BUSINESS / ACTIVITIES	SOCIAL CONTACT	LARGER EVENTS	TRAVEL
<p>Schools and colleges open for all students</p> <p>Practical Higher Education courses</p>	<p>Wraparound care, including after school sports, to enable parents to work</p>	<p>Exercise and recreation with your household or one other person in a public outdoor place e.g. picnic or coffee</p> <p>Household only indoors</p> <p>Care home residents in England can nominate a single named visitor for regular visits</p>	<p>Funerals (30 people)</p> <p>Weddings and wakes (6 people)</p>	<p>Stay at home</p> <p>No domestic or international holidays</p>

COVID-19 ROADMAP 2021


HM Government

STEP 1

29 MARCH


BUSINESS / ACTIVITIES

Organised outdoor sport
(children and adults)

Outdoor sport and leisure facilities

All outdoor children's activities

Outdoor parent & child groups
(up to 15 people, excluding under 5s)


SOCIAL CONTACT

Rule of 6 or two households outdoors

Household only indoors


TRAVEL

Minimise travel

No domestic or international holidays

COVID-19 ROADMAP **2021**


HM Government

STEP 2

NO EARLIER THAN 12 APRIL
At least 5 weeks after Step 1


BUSINESS / ACTIVITIES

All retail

Personal care

Libraries and community centres

Most outdoor attractions

Indoor leisure inc. gyms
(individual or household use only)

Self-contained accommodation

All children's activities

Outdoor hospitality

Indoor parent and child groups
(up to 15 people, excluding under 5s)


LARGER EVENTS

Funerals (30 people)

Weddings, wakes, receptions (15 people)


Event pilots


TRAVEL

Domestic overnight stays
(household only)

No international holidays





COVID-19 ROADMAP **2021**



HM Government

STEP 3

NO EARLIER THAN 17 MAY
At least 5 weeks after Step 2

 BUSINESS / ACTIVITIES	 SOCIAL CONTACT	 LARGER EVENTS	 TRAVEL
<p>Indoor hospitality</p> <p>Indoor entertainment and attractions</p> <p>Organised indoor sport (adult)</p> <p>Remaining accommodation</p> <p>Remaining outdoor entertainment (including performances)</p>	<p>Maximum 30 people outdoors</p> <p>Indoors: Up to 6 people or a larger group from 2 households only (subject to review)</p>	<p>Most significant life events (30 people)</p> <p>Indoor events 1,000 people or 50% capacity (whichever is lower)</p> <p>Outdoor events 4,000 people or 50% capacity (whichever is lower)</p> <p>Large seated outdoor venues 10,000 people or 25% capacity (whichever is lower)</p>	<p>Domestic overnight stays</p> <p>International travel (subject to review)</p>

COVID-19 ROADMAP 2021



HM Government

STEP 4

NO EARLIER THAN 21 JUNE
At least 5 weeks after Step 3

 BUSINESS / ACTIVITIES	 SOCIAL CONTACT	 LARGER EVENTS	 TRAVEL
<p>Remaining businesses, including nightclubs (subject to review)</p>	<p>No legal limit (subject to review)</p>	<p>No legal limit on life events (subject to review)</p> <p>Larger events (subject to review)</p>	<p>Domestic overnight stays (subject to review)</p> <p>International travel (subject to review)</p>

COVID-19 ROADMAP 2021

Industry News

Plant operator training centre opens in Birmingham



Balfour Beatty and Flannery Plant Hire have officially launched their training centre for plant operators in Birmingham.

The Operator Skills Hub, a year in development, expects to deliver the first Trailblazer plant operative apprentices in 2021, with 30 young people in its first year.

The purpose-built facility will also deliver refresher and supplementary courses to experienced operators.

The centre will use simulators as well as semi-autonomous vehicles to prepare plant operators and apprentices for digitally-enabled construction sites.

Andy Ormerod, managing director of Balfour Beatty's Plant & Fleet Services business, said: "With real and growing skills shortages across our industry, inspiring young people has never been more important. Our new Operator Skills Hub provides a unique offering – one that will revolutionise the way in which we up-skill plant operators and equip them with modern, digitally enhanced tools to support a safer, more productive construction and infrastructure industry".

"Over the last year, we have been proud to partner with Flannery and collaborate with our peers, valued supply chain partners and local communities in order to create this truly immersive and exciting educational experience; providing a central resource to benefit major construction and infrastructure projects, such as HS2."

Flannery Plant Hire managing director Patrick Flannery said: "As one of the largest providers of operated plant in the UK it is imperative that we are able to provide a consistent, quality training experience for operators. It is clear that as the industry continues to adopt and drive innovation, we have to engage operators, helping to retain our industries best talent and ensuring they have the tools to deliver value on-site".



Red diesel ruling: no grace period for finishing reserves



Users of red diesel will not be allowed to use up old stock after the tax rebate expires on 1st April 2022, the Treasury has decided.

The budget statement this week was accompanied by publication of the Treasury's response to the consultation that it held on the red diesel tax rebate last year.

Users of off-highway machinery currently pay just fuel duty of just 11.14p per litre. Their state-subsidised diesel is dyed red to distinguish it from the regular diesel on which road users pay duty of nearly 58p per litre (on top of the retail price).

At the 2020 budget 2020, the government announced that it intended to remove the entitlement to red diesel and rebated biofuels from April 2022, excepting use in agriculture and rail vehicles.

After consultations, more exemptions have been added: travelling funfairs and circuses, amateur sports clubs, fishing and water freight vessels, and golf clubs.

Construction, however, is still losing access to the discounted fuel on 1st April 2022.

The government said this week that not only will those losing the rebate not be allowed to buy red diesel on or after 1st April 2022, they will not be able to use any. Storage tanks must be emptied and flushed out ahead of the deadline so that enforcement inspectors can clearly tell the difference between illegal red diesel and standard 'white' diesel.

Vehicle and machinery with red diesel already in their tanks on 1st April 2022 will not have to be flushed out – they can be used – but any red diesel put into machines after that date will be liable for forfeiture and penalties.



Tax breaks for machinery investments



Above: Rob Oliver, chief executive of the Construction Equipment Association

One of the highlights of the 2021 spring budget is an incentive for companies to spend money on new plant and machinery.

Chancellor Rishi Sunak announced in his budget statement that, beginning in April 2021, a new super-deduction for companies investing in new equipment over the next two years.

This will cut companies' tax bill by 25p for every pound they invest in new equipment, the chancellor said, meaning that they can reduce their taxable profits by 130% of the cost. This is worth £25bn to companies over the two-year period the super-deduction will be in full effect.

Rob Oliver, chief executive of the Construction Equipment Association, said "The announcement of a 'super deduction' for capital investment should stimulate decisions from companies currently undecided about their expenditure plans. For every £100 they spend they will receive a tax credit of £130. The ability to carry back company losses for three years against earlier profits will also help the cash flow of many companies.

"I believe that the 'super deduction' is based on a scheme successfully introduced in Slovakia. We look forward to reviewing the details, but on the face of it, it looks like it will be a great time to renew the machine fleets of plant hirers and contractors. These tax concessions are clearly a quid pro quo for swallowing a corporation tax hike in the future".

Clive Docwra, managing director of property and construction consultancy McBains, said: "The 'super deduction' in tax may encourage construction firms to invest."



PAL cards replaced by app



The International Powered Access Federation (IPAF) says that moving away from plastic cards for trained operators to a smart phone application is a ‘game-changer’ for site safety.

IPAF’s ePAL is set to be launched in April 2021 – a digital IPAF PAL Card, operator log book and operator safety guides.

It will also allow operators to receive the latest IPAF safety information and best practice guidance, and will ultimately allow construction managers to verify an operative’s qualifications, as well as for the operator to log and share their equipment time.

It will be available for Apple iOS and Android devices and will be updated with additional features as usage demands and developing technology allows.

IPAF’s PAL card (standing for powered access licence) is not actually a licence, as one is not required, but it is an industry-recognised proof of competence in the use of mobile elevating work platforms (MEWPS) and mast climbing work platforms (MCWP). In 2020, IPAF passed the landmark of issuing two million PAL cards globally.

The ePAL heralds the end of paper certification of qualifications and logging of machine time and replace the printed paper version of IPAF’s operator safety guide. IPAF expects that it will speed up the processing time and resource required to issue training candidates with their PAL card and certification, which at present must be replaced each time a new machine category qualification is added or part of the training is renewed.

IPAF chief executive Peter Douglas said: “When IPAF launched the PAL card as a plastic credit card-sized identification containing the holder’s name, photo and categories of machine they were qualified to operate, it was revolutionary. Since then technology has evolved, which makes this latest step forward possible.

“Today the latest plastic PAL cards are all smart capable, can be used to secure access to machines for authorised and trained personnel, and most recently the cards were updated to be able to carry the CSCS [Construction Skills Certification Scheme] holographic logo, giving access to all Build UK sites to qualifying operators.

“Therefore this wholesale move from a plastic PAL card to a digital one is a natural evolution. Developing an operator app has been a key priority for IPAF since I took up post in 2019, and we were excited to team up with IPAF member Trackunit to bring its considerable technical expertise to bear to roll this out.”

Søren Brogaard, chief executive of Trackunit, the Danish telematics firm that helped develop the app, said: “This will be a real game-changer for the industry.”

Taylor Woodrow (Vinci) health and safety manager Alan Woodage said: “The introduction of ePAL and digital PAL cards is another great integration of digital technology welcomed by Vinci Construction UK. As we embrace more digital technologies we become many things: more sustainable, better connected, more engaging and, ultimately, efficient.”

Plant Machinery

JDW invests £250K in Caterpillar



JDW has invested £250,000 in a pair of new Cat 320 excavators, a mid-size 23-tonner.

The company's prime business is site clearance and it runs Cat machinery for earthmoving works, including a 2019 D6N LGP dozer, which performs the majority of its site clearances, and 320 excavators that load the material onto its Scania 450 8x4 tipper trucks for carting spoil off site.

However, the older machines were no longer fuel efficient by modern standards. The new Cats use up to 20% less diesel. They also have improved safety features, including cameras.

In addition to site clearance, HS2 is providing full time work for JDW's road haulage division. It is currently delivering thousands of tonne of gabion stone to HS2 sites across the Midlands, using its four Scania tractor units with Weightlifter aggregate tipping bodies.

“We are delighted to be reporting such optimistic and encouraging news at this time,” said JDW director John Jones.

Open-top telehandlers



Snorkel is now offering all of its rough terrain telehandlers in an open cab version as an alternative to its standard enclosed cab.

The Snorkel telehandler models SR626, SR1442, SR1745 and SR1065 come with a choice of an open cab, or a fully enclosed cab with heat and air conditioning.

Above: The open-cab version of the Snorkel SR626 (badged as the SR5719 in North America)

On the full electric, lithium-ion battery powered SR626E, both cab types are available but there is no air conditioning in the enclosed cab.

The open cab version features the same design and layout as the enclosed version and has a mesh grid to protect the operator.



US batteries to power Komatsu excavators



Komatsu plans to begin commercial production of battery-powered excavators within the next three years after signing a deal with a US battery firm.

Komatsu has signed a collaboration agreement with US battery producer Proterra to electrify its small and medium-sized hydraulic excavators.

Proof of concept tests starting will start this year, with commercial production following on in 2023 or 2024.

Proterra is considered a leader in commercial vehicle electrification technology, supplying power systems for electric buses. It has fleet of more than 500 electric transit vehicles in North America. It will now work with Komatsu to optimise its battery system for hydraulic excavators, which require a higher output.

Komatsu introduced its hybrid hydraulic excavators in 2008 and last year launched its PC30E-5 electric mini excavator, a 4.7-tonne machine.

The collaboration with Proterra is expected to take this to another level.



Gem joins Cast network



Kent-based Gem Plant Sales has been appointed a distributor for Cast Loaders and Worky-Quads in the southeast of England.

The Italian-made machines are primarily targeted at agriculture, and sold through agricultural machinery dealers, but have applications in landscaping and construction.

Cast Loaders and Worky-Quads are manufactured by Cast Group in Italy.

Gem Plant Sales, run by Graham Mortimore in Ashford, Kent has been given the territory of London (south of the Thames), Kent, East and West Sussex, Hampshire and Surrey. The Cast 33T Loader with telescopic boom is powered by a Kubota D1305 30 bhp engine. Standard features include hydrostatic 4- wheel drive, 10 function joy-stick controls and electric differential lock.

Within its product range, Cast Loaders also has the battery-powered Model 800 Eco which is 4- wheel hydrostatic drive with telescopic boom. There are 140 attachments available for the loaders.

Worky-Quads are compact skid steer loaders for working in confined areas. Power options include Honda petrol engines, Kubota diesel engine and battery powered. Remote control is also available.



The big grip



Groundforce Attachments claims that its new excavator-mounted articulator is capable of handling larger and heavier loads than anything else on the hire market.

The Articulator 5000 has a lifting capacity of five tonnes and with 360° endless rotation. It can manipulate, manoeuvre and rotate steel masts, beams, poles, timber baulks and concrete pipes up to up to 20 metres long.

A central ram delivers one tonne of pushing force to secure the load and is fitted with a failsafe mechanism.

Telescopic legs, a central stabiliser pad, a compact tilt rotator and four individually adjustable feet combine to allow the Articulator 5000 to adjust the size of its grip while remaining sturdy.

The Articulator 5000 is designed for mounting on excavators or road rail vehicles of between 14 and 35 tonnes. It is Network Rail approved (PA05/07081).

Groundforce Attachments' director James Burchell said: "With the Articulator 5000, we have met a unique need as there is nothing else in the hire market that handles the weights or sizes that it can."



Volvo hooks up with Rototilt



Volvo Construction Equipment has agreed to start producing excavators that are ready for Rototilt tiltrotator attachments.

Rototilt's control systems and sensors will now be able to communicate with Dig Assist, Volvo's factory-installed excavation system.

"Volvo CE is partnering with Rototilt through a global development agreement," said Rototilt UK general manager Malcolm Long. "This is very positive and brings tremendous benefits to our customers with Volvo machines, as well as to Volvo dealers."

The agreement applies worldwide, and the technical solution has been developed jointly by the two companies.

Volvo users also now have access to Rototilt's QuickChange quick coupler system and SecureLock quick coupler safety system.

Volvo's excavator models EC250 and EC300 are the first out of the factory that are Rototilt-ready.

Introducing the Komatsu PC88MR-11



Komatsu has refreshed its 8.5-tonne midi excavator as part of a Stage V makeover.

The new Komatsu PC88MR-11 is built on the foundations of the PC88MR-10 but with a cleaner 50.7kW engine and faster work speeds.

Simone Reddi, Komatsu Europe product manager for midi excavators, says: "This is

not just a simple model update. The PC88MR-11 introduces several improvements in digging performances and structure.

The whole dig-loading cycle is improved, increasing production, giving the feeling of a faster machine. Last but not least, this latest Komatsu midi excavator features the European debut of the brand new EU Stage V Komatsu 2.4 litre engine with KDPF (no SCR needed). Enjoy lower fuel consumption, higher performances and unrivalled efficiency.”

Other improvements include a redesigned blade for better dozing, the repositioning of the low/high gear switch for better ergonomics, and an automatic change-over valve for higher comfort when changing attachments, the manufacturer says.



Contracts Awarded

GMI wins £40m Goole train factory contract



Siemens Mobility has awarded a £40m contract to build its new rail manufacturing site at Goole to Leeds-based GMI Construction.

Siemens' new factory in Goole will have 860,000 sq ft of manufacturing, commissioning, warehouse buildings and stabling sidings, as well as a four-storey, 54,000 sq ft office building.

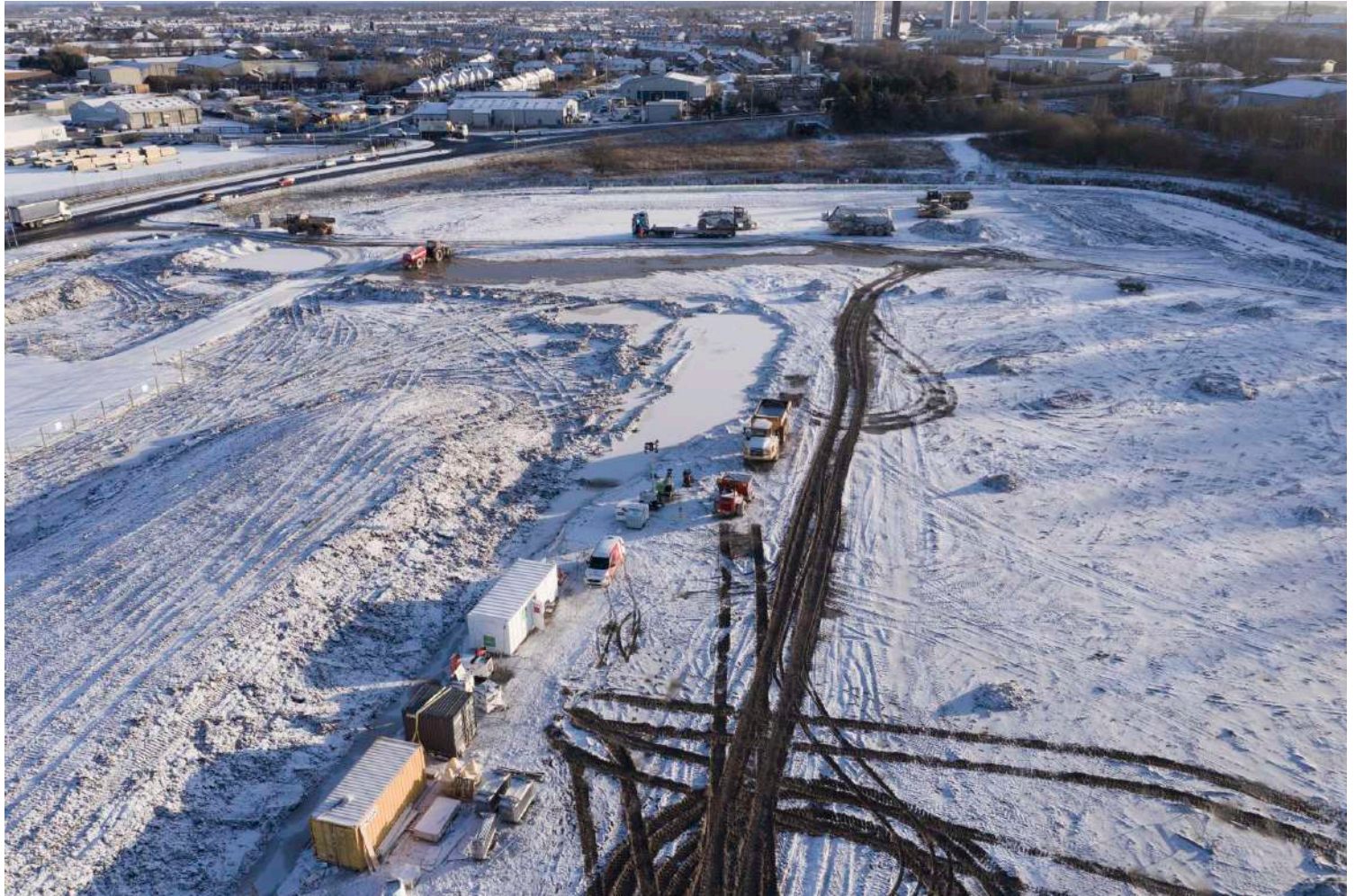
Above: CGI of the Tube train type to be built in the factory

GMI will construct the factory building itself and the 4.5km of rail track needed for connection to the main railway line.

This project is part of the first phase of investment in Siemens Mobility's £200m train manufacturing plant and rail supply chain village.

Siemens Mobility has also contracted a further £10m to other UK suppliers. Mace was appointed in autumn 2019 to provide project and cost management services. CR Reynolds is undertaking enabling and Premier Modular has supplied temporary site offices.

Siemens has a £1.5bn contract with London Underground to design and build a new generation of trains for the Piccadilly line.



Above: The site of the planned factory in Goole

Site agreed for Midlands battery gigafactory



Plans are being drawn up for the construction of a gigafactory at Coventry Airport.

The Midlands has aspirations for a lithium-ion battery factory to support electric car manufacturers, to match that under development in Northumberland.

Coventry City Council is set to enter a joint venture partnership with Coventry Airport Ltd to develop proposals for a massive battery at Coventry Airport. The aim is to get an outline planning application submitted later this year, while discussions are held with battery suppliers and car manufacturers to secure the long-term investment needed.

They say that battery production could start by 2025.

In Northumberland, a start-up company called Britishvolt plans to invest £2.6bn in the UK's first battery gigaplant. As previously reported, ISG has been given the job of building it and is expecting to start construction this summer on a 95-hectare site that was formerly the site of Blyth power station.

The West Midlands Combined Authority has formally endorsed Coventry Airport as the preferred site for the regions' gigafactory. The airport site could accommodate up to 4.5 million sq ft of commercial space, making use of the large areas of hard standing and existing development.

Coventry City Council leader George Duggins said: "Coventry has emerged as a world leader in battery technology. The city is home to the UK Battery Industrialisation Centre, world-leading research institutions and it's clear to me that Coventry is the right location.

"Coventry Airport sits at the heart of this powerful automotive research cluster and is the obvious location for a UK gigafactory. It will immediately plug in to a mature automotive supply chain and skills eco-system. The green industrial revolution is coming, and I will continue to work tirelessly to ensure that Coventry is right at the heart of it. We have the site, the skills and the pedigree to make this work."

The UK government has made up to £500m funding available for a gigafactory, for which the West Midlands plans to bid.

West Midlands mayor Andy Street said: "I have been utterly obsessed with securing a Gigafactory for the West Midlands due to the huge economic and job benefits it would bring, and so I am delighted we have announced our preferred site and taken a huge leap forward today.

"The point I have been ferociously lobbying to government is that the West Midlands is the natural place for a UK gigafactory as we are already home to the country's biggest car manufacturer, Europe's largest research centre, the UK's only battery industrialisation centre, and a world-leading supply chain. By announcing the site now and driving forward with a planning application and a joint venture, we are showing how united and serious the region is about making this happen.

"The next step is to submit the case to government to win the funding required, and discussions are already well under way with the UK's leading car makers and battery suppliers across the globe to put together the strongest bid possible."

The joint venture between Coventry City Council and Coventry Airport Ltd is expected to be approved by Coventry City Council's cabinet at a meeting on 23rd February.

=====

Five share £800m TfL road works



Transport for London (TfL) has selected five contractors for a highways construction works framework.

The contract, expected to be worth £800m over the next six years, includes both new construction and renewal works on roads, footpaths and cycleways on the TfL road network.

The five companies awarded contracts as part of the framework are:

- Costain
- Eurovia Infrastructure
- FM Conway
- Tarmac Kier JV
- VolkerFitzpatrick
-

The framework runs for six years from April 2021 until March 2027, for use by TfL, London boroughs and other authorities whose developments impact on the TfL road network.

TfL is responsible for only 5% of the road network in the capital (the boroughs look after the rest) but TfL's roads include the red route network and carry 30% of the traffic.

Nick Fairholme, TfL's director of project and programme delivery, said: "Our network of red routes are the arteries of London's road network and play a vital role in helping people get around the capital safely, whether they are walking, cycling, getting the bus or driving.

"This new contract framework will help us to deliver further vital walking and cycling schemes across London, and ensure that these important infrastructure assets on our road network are safe and well maintained for years to come."



Everton gets permission to build new stadium



Everton FC has secured planning permission to build a new stadium at Bramley-Moore Dock.

Liverpool City Council simultaneously approved plans for a community-led legacy project at Everton's historic Goodison Park.

Councillors approved construction of a £500m, 52,888-capacity waterfront stadium and an outline application for a £82m scheme to redevelop Goodison Park.

Laing O'Rourke has a pre-construction services agreement (PCSA) for a design and build contract with the club. Everton's stadium development director is former Laing O'Rourke project leader Colin Chong.

The location of the planned stadium is Bramley-Moore Dock, in Peel's Liverpool Waters site. The brick, steel and glass design by New York architect Dan Meis is said to take inspiration from the old maritime warehouses nearby.

Peel L&P's director of development for Liverpool Waters, Darran Lawless, said: "Everton's new stadium is a once-in-a-lifetime opportunity for the whole city and a major catalyst for not only the Liverpool Waters development but the regeneration of the northern part of the city and Goodison Park.

"The design improvements that Everton have made as part of the revised planning application include exciting new public realm features such as a new stepped terrace, and opening up the historic waterfront which at present is inaccessible by members of the public.

"These plans complement our own efforts to make the entirety of Liverpool's waterfront a place for thriving businesses and communities by creating thousands of new jobs, new homes and a destination for world class leisure and tourism."

Cllr Wendy Simon, acting mayor of Liverpool, said: "I welcome the planning committee's resolution to approve Everton FC's application to build a new stadium on Bramley Moore Dock.

"The club has undertaken a huge amount of work to understand the many ecological, transport and heritage issues connected to this site and I applaud their approach to listen to all the relevant bodies to help inform their design.

“This resolution to approve is a big step forward for the club to realise a 25 year dream to relocate from Goodison Park, and this development would unquestionably be a dynamic catalyst for our wider ambition to regenerate this long neglected part of North Liverpool and create much needed jobs.

“Of course, we now await feedback from the Secretary of State on whether he wishes to call in the application for determination but the city council is committed to supporting a development that will economically benefit this city for decades to come and help fast-track our post-pandemic recovery and our City Plan.”

Everton has been advised by CBRE and has worked with the Liverpool Planning Authority, Historic England and other stakeholders for the past 12-months as part of the planning process.

Following the city council's approval, the plans are now automatically referred to the secretary of state at the Ministry of Housing, Communities & Local Government, which has 21 days to decide whether to call in the planning decision for review.



CMPE Branches





Contractors Mechanical Plant Engineers

Acting National Chairman

Malcolm Saddington - malcsaddington@uwclub.net

Tel: 01257 252132

National Secretary

John Robinson - johnr@cmpe.co.uk

Tel: 07974 357844

National Registrar

David Holden - dholden30@btinternet.com

Tel: 07813 895875

Newsletter Editor

David Nicholson - cmpepreston@gmail.com

Tel: 07903 848200

CMPE Website: www.cmpe.co.uk