

# Contractors Mechanical Plant Engineers

## NATIONAL NEWSLETTER

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### CMPE NEWS

Welcome to another edition of your National Newsletter.

### National AGM Weekend

What a great weekend it was. After those attending had settled into their rooms at the Alma Lodge Hotel in Stockport, on the Friday evening we headed to the "Congress Suite" for a buffet and entertainment by a five piece band.

David Hodges, our new National Chairman, sang lots of songs from his American Songbook catalogue whilst Jo Lester also sang towards the end of the evening.



*David Hodges & band*



*CMPE Members dancing away*



*Preston & Fylde Branch*



On the Saturday morning the Annual General Meeting was held and you can read all about this in the minutes now being circulated.

Saturday afternoon we had a couple of mini coaches take us to the Trafford Centre in Manchester for an afternoon's shopping. This was a good laugh as neither coach driver knew the way to the main entrance. After circling the car park numerous times with cries of "just let us out here and we will walk the rest of the way" we eventually made it to a different entrance. No harm done as the coaches later took us back to Stockport to get ready for the evening session.

Early Saturday evening we all met in the "Regis Suite" for our Annual Dinner Dance with a full 16 piece band. Well, what can I say, what a fabulous night it was. The meal was first class, the camaraderie was excellent, the band was in top form with Jo Lester and David Hodges singing more tunes from the American Songbook plus many others.



Wessex Branch with David Hodges & Jo Lester





*Glasgow Branch*



*Guests of Manchester Branch*





*Glasgow Boys in Tartan Dress (Don't they scrub up well)*



*16 Piece Band with Jo Lester*





*David Hodges & Band*



*The end of the evening*

Jo Lester has been singing & performing in clubs around Manchester with her fathers big band The Art Lester band, and has appeared in Coronation Street and Last of the Summer Wine. When her father died 24 years ago Jo kept the band going. Her father Arthur had run the band for 60 years professionally. Jo met David Hodges 16 years ago but she had sung with David and his trio as a guest prior to that . Both have sung in Vegas at the German/American Club just off the strip as guests of Bob Howard, Frank Sinatra's guitarist for many years and who was originally the leader of The 5th Dimension from the 60s. David has been guesting there yearly for 20 plus years.



# CMPE

Contractors Mechanical Plant Engineers  
Staffordshire and Midlands Branch



## The 2023 Muckshifters Open *Golf Tournament*

Date: Thursday 21st September 2023

Venue: Kings Norton Golf Club  
Weatheroak Hall,  
Brockhill Lane,  
Alvechurch,  
Birmingham, B48 7ED  
*Just off junction 3 on M42*

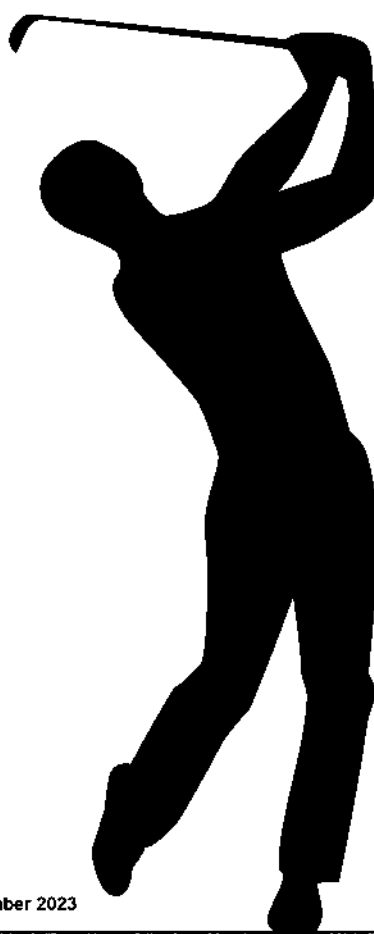
**Refreshments on arrival**

**18 Hole Stapleford  
(Really good course)**

**Evening Meal  
Presentations  
Members and Guests Prizes**

*See attached application form*

**Total for the day £50.00 each**  
*Evening Meal Non-Player £17.00  
Buggies by direct arrangement  
with Golf Shop/Pro on 01564 822635*



PLEASE BOOK AND RETURN PAYMENT BEFORE 7th September 2023

**RING NOW:**  
**MR SIMON KAVANAGH - 07831 865165**  
**MR CHRIS MILLER - 01384 262400**



## Application Form

	Name	Contact	Information	Handicap
Player 1	_____	_____	_____	_____
Player 2	_____	_____	_____	_____
Player 3	_____	_____	_____	_____
Player 4	_____	_____	_____	_____

Play as an individual pair or team and we will arrange teams of 4 as per golf club requirements for the day. Opportunity to meet colleagues.

Diet Preference

Trophies for Members

Trophies for Guests

Arrival 12.30pm

First Tee 1.30pm

Evening Meal 6.30pm

*Payment cheque to CMPE Staffs & Mids*

Post to Chris Miller c/o Miller Plant, Pedmore Road, Dudley DY2 0RL

*Staffs & Bank Transfer to Lloyds*

CMPE Mids

Sort code 30-96-27

Account no 00149281

Last date for payment 7th Sept 2023

### NOTES:

Arrival from midday

Playing in 4 balls

Playing blue/red courses

Playing off yellow tees

1st tee reservation at 1300hr

Tee closure 10 minutes prior

**BUGGIES TO BE BOOKED DIRECTLY**

**WITH THE PROFESSIONAL SHOP on 01543 822635**

Please make your way to the visitors car park,  
follow the path to the professional shop to advise you are here.

**THANK YOU**

The barrier exit code is: 52134

## **INDUSTRY NEWS**

### **Shapps challenges Bamford to accelerate hydrogen power.**

Energy secretary Grant Shapps has challenged JCB owner Lord Bamford to get his hydrogen-powered diggers on site within the year.

Grant Shapps visited JCB Power Systems in Derbyshire last Thursday to get the low down on how the construction industry is moving away from fossil fuels.

He then visited JCB's Staffordshire proving ground where he drove a prototype hydrogen-powered JCB backhoe loader and had a go at refuelling it.

JCB has built more than 50 prototype hydrogen combustion engines for use in construction and agricultural equipment and several machines are currently in testing.

Mr Shapps said: "This is a unique prospect that works well, and I've challenged JCB by the middle of next year – by 2024 – to be operating some of these on our roads and on construction sites. And JCB told me that it will be happy to try and achieve that objective, and good luck to them."

Mr Shapps was hosted by JCB chairman Lord Bamford and chief executive Graeme MacDonald. He was told how JCB had launched a range of battery-electric compact machines, with more than 20,000 units already sold. He was shown how battery-electric technology was largely unsuitable for heavier equipment due to the higher energy demands, and the longer working hours of such machinery in remote locations where access to grid connections is limited.

Mr Shapps added: "JCB operates in two fundamentally quite difficult areas to decarbonise: construction and agriculture. I have to say they're making decarbonisation look easy, and I've been very impressed with what I've seen."

Lord Bamford said: "It was a pleasure to show the secretary of state the great progress JCB's British engineers are making in developing a zero-carbon solution to power our future machines. They need to be powered by something other than fossil fuels in the future and super-efficient, affordable, high-tech hydrogen combustion engines with zero emissions can be answer for the construction industry and agriculture. What's more, they can be brought to market quickly using our existing supply base."





## MPs call for big road schemes to be axed.

A cross-party committee of MPs has recommended that the government drop major new road construction projects and prioritise better maintenance of the existing network.



A report from the House of Commons transport committee today says “there has been a consistent theme of overly ambitious portfolio planning, and National Highways has overspent and underdelivered”.

Citing contentious projects such as the Stonehenge Tunnel and the Lower Thames Crossing, the MPs say that “schemes have been consistently pushed back”. The Department for Transport and National Highways should aim lower, the report says, and not try to take so much on in each of the road investment strategy (RIS) regulatory periods.

Instead, they should focus on maintenance and renewal.

The report, *Strategic road investment*, says: “The existing strategic road network (SRN) is ageing and requires significant renewal work in places, while many users want to see better day-to-day maintenance and upkeep of the network. Future investment should be focused on renewing older parts of the SRN and ensuring that resources are available to run the network in a way which better meets the needs of the drivers and industries that rely on it. The portfolios for RIS 3, RIS 4 and beyond should prioritise investment in the maintenance, renewal and resilience of existing assets over brand new projects.

“Providing the level of day-to-day running and upkeep that meets the needs of SRN users will require revenue funding alongside capital investment in more costly renewal and repair projects. The government must, therefore, make sufficient provision for both revenue and capital maintenance funds. This funding could be gained by cancelling complex, costly enhancement projects.”

It goes on to say: “There has been a consistent theme of overly ambitious portfolio planning, and National Highways has overspent and underdelivered. Despite delays in RIS 1, an even more ambitious portfolio was chosen for RIS 2. Schemes have been consistently pushed back into the following RIS portfolio, and some projects initially planned for RIS 3 (2025–30) have already been pushed back to RIS 4. Rather than the efficiency and certainty which road periods were meant to introduce, this has led to confusion and uncertainty. While current inflationary costs were unexpected, changes to the smart motorways programme and legal challenges to projects on environmental grounds could have been better anticipated given longstanding criticism.”

Anti-roadbuilding lobby group Transport Action Network, which was among 55 organisations that submitted evidence to the committee, welcomed the MPs' report.

Its director, Chris Todd, said: "The committee's call to consider 'cancelling complex, costly enhancement projects' to free up funding for filling potholes will be welcomed by the public, however they travel. This must include local authority roads, which are in a terrible condition.

"In a week that has seen roads in northern England under water, while those in the Med are on fire, it's time to recognise the need for more funding to protect existing transport networks from runaway climate change. The moment has come to bring National Highway's plans for a future of ever bigger roads down to earth."

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## National Highways commits to hydrogen for Lower Thames Crossing.



National Highways is planning to buy and stock hydrogen to fuel the construction machinery that will build the Lower Thames Crossing.

National Highways expects the Lower Thames Crossing to become the first major UK infrastructure project to use hydrogen to power its heavy plant.

It says that its plans will establish "a hydrogen ecosystem" in the Thames Estuary.

National Highways is aiming to buy the supply, storage and distribution of more than 6,000 tonnes of hydrogen to use on the project, which is expected to replace 20 million litres of diesel. Projects such as HS2 have trialled small hydrogen generators but the Lower Thames Crossing would be the first in the UK to use the fuel on a large scale to power its major construction vehicles such as excavators and dump trucks.

The project also plans to use electric plant for static or slow-moving machinery, where a mains connection is possible and in smaller equipment where battery solutions are viable. Other renewable fuel sources and biofuels may also be used.



A tender notice has been published seeking a contractor to supply hydrogen to the proposed Lower Thames Crossing scheme. The procurement covers the production, delivery and storage on site of low-carbon hydrogen for use by main contractors on the project to fuel their construction plant and equipment.

The tender notice states: "Making hydrogen easily available could displace over one third of the diesel forecast to be used during construction."

Lower Thames Crossing executive director Matt Palmer said: "The proposed Lower Thames Crossing is designed to be the greenest road ever built in the UK, with the aim of being carbon neutral in construction. At the heart of these plans is the use of clean low-carbon hydrogen power, and by using it on such a large scale to power our heavy construction machinery that is traditionally hard to electrify, we can significantly reduce our carbon footprint, accelerate the construction industry's shift away from diesel, and help kick start the creation of a hydrogen ecosystem in the Thames Estuary."

Alasdair Reisner, chief executive of the Civil Engineering Contractors Association, said: "We have a shared challenge to drive carbon out of the construction industry, finding alternatives to diesel is vital. The journey will be difficult unless we start to make progress now and the leadership shown by the Lower Thames Crossing to use hydrogen at this unprecedented scale shows it can be done, and invites others to take a similarly bold step forward."

Thames Freeport, which is next to the proposed tunnelling compound, has been identified as a potential hydrogen supply site. Thames Freeport chief executive Martin Whiteley said: "As well as offering attractive business incentives and significant amount of shovel-ready land for development, the freeport has a mandate to support levelling up, innovation and moving to net zero. Thames Freeport stands ready to play a leading role in developing the region's hydrogen ecosystem."

The Lower Thames Crossing is a proposed new road and tunnel across the river Thames east of London. The detailed examination of the Lower Thames Crossing by the Planning Inspectorate began on 20th June 2023. If the plans are approved, construction is currently expected to start in 2026.



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