



# Contractors Mechanical Plant Engineers

## NATIONAL NEWSLETTER

=====

**Welcome to another edition of your National Newsletter.**

### CMPE NEWS

#### **CMPE Branches please note.**

At the last National Council Meeting held on Saturday 18th October it was decided to increase the annual membership subscription to:-

Full Membership to be £60.00 per year.

Retired Membership to be £35.00 per year.

To take effect from 1st November 2025

Half (50%) of the above annual subscription fees to be remitted to the Honorary National Treasurer each year by 30th June from the Branch Honorary Treasurer.

=====

#### **CMPE Wessex Branch**

Wessex Branch will be holding their Annual Christmas Party on Saturday 13th December 2025.

This is always a very enjoyable occasion and reservations are being taken by Angie Farrington who can be contacted at [info@mjfarrington.co.uk](mailto:info@mjfarrington.co.uk)

=====



## **CMPE 62nd National AGM Weekend - June 2026**



### **CMPE 62nd NAGM Weekend 19th—21st June 2026**



**The Stanwick Hotel**  
West Way  
Stanwick  
Northants  
NN9 6QY



The current National Vice Chairman Gerry Hill is pleased to host the 62nd NAGM of the CMPE at The Stanwick Hotel.

Nestled amidst the breathtaking Northamptonshire countryside, The Stanwick Hotel is a charming gem that combines the allure of a mock Tudor house with the elegance of bespoke renovations. With two acres of landscaped gardens, a restaurant, bars and built around two beautiful courtyards.

Rushden lakes shopping centre is just 4 miles for anyone wanting to explore.

#### **Costs:**

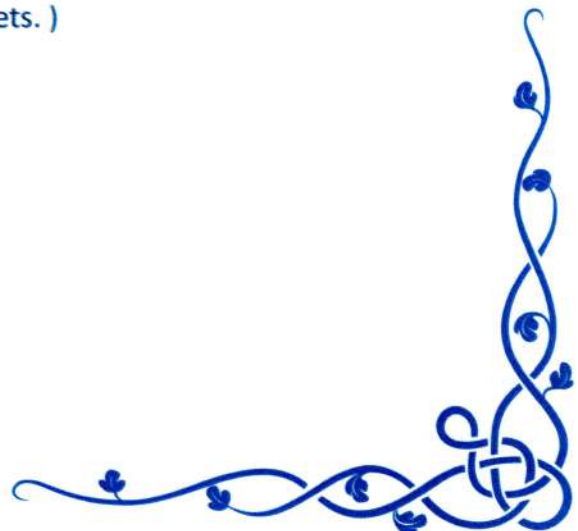
(Weekend costs do not include Dinner Dance Tickets. )

Couples weekend £350.00

Single weekend £295.00

Saturday night B&B £125.00

Dinner Dance Tickets £45.00 per person.





More information regarding this weekend shall be circulated when more details are available. However we are taking bookings from now.

The CMPE National Annual General Meeting Weekends are a great way to socialise and are always an enjoyable experience. Your support as always is greatly appreciated.

**How to Book:**

Please email or phone Grace Tidbury to book your room and advise of any dietary requirements.

[cmpesecretary@gmail.com](mailto:cmpesecretary@gmail.com)

07473 264539

Payments should be made to:

The Contractors Mechanical Plant Engineers

Sort Code: 20-42-58 Account No: 30801135

Reference: Your name DD26

**Costs:**

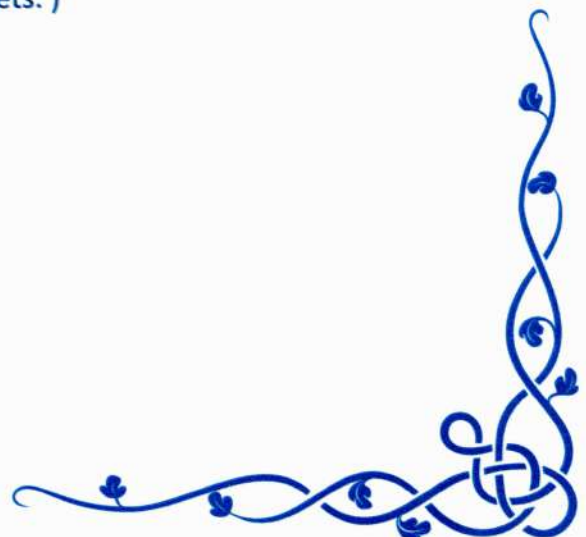
(Weekend costs do not include Dinner Dance Tickets. )

Couples weekend £350.00

Single weekend £295.00

Saturday night B&B £125.00

Dinner Dance Tickets £45.00 per person.





## Industry News

### **Government rejects blueprint to combat construction theft.**

The Home Office has decided that there is no need for construction machinery and power tools to be tagged or forensically marked.



Ministers have decided to side with equipment manufacturers who benefit from equipment theft (since it generates more sales for them) rather than builders who suffer or the police who are losing the war on crime without legislation.

The Home Office has finally begun to take the next steps on the Equipment Theft (Prevention) Act 2023.

The legislation, as initially drafted as a private members' bill in June 2022, was designed to combat the theft of all terrain vehicles, specifically farmers' quad bikes. The act gave Home Office ministers the power to introduce secondary legislation that would mandate improved security measures such as forensic marking, immobilisers, and mandatory record-keeping.

Quad bikes and all-terrain vehicles are specified in the act but some hoped that secondary legislation would enable it to be expanded to cover other equipment, from diggers to power tools. But it is not to be.

Sarah Jones MP, minister of state for policing and crime, has decided that the requirement for tagging will only extend to all-terrain vehicles and removable global positioning systems.

Proposals to include mandatory immobilisers and to extend the scope of the legislation to cover larger agricultural and construction equipment, as well as hand-held power tools, will not be taken forward at this time, the Home Office said.

The government decided that extending the regulations to larger machinery and to tools was considered too complicated.

Superintendent Andrew Huddleston of the National Rural Crime Unit, based at Northumbria Police HQ, worked with Greg Smith MP in the drafting of the original bill and was subsequently part of a team drafting proposed secondary legislation. He told The Construction Index two years ago that the legislation was never meant to be just about quad bikes.

"This bill is absolutely targeting the construction industry. Period," he said. "If you look at the thefts we are getting across the board, we see more stolen construction equipment than agricultural."

The plan envisaged by Huddleston and former Conservative government's policing minister Chris Philp. was for professional power tools to be required to have some sort of forensic marking enabling ownership to be traced – perhaps something as simple as Smart Water, although their legislation would have avoided mandating specific brands or schemes. Larger machinery will likely be required to have immobilisers fitted.

However, certain manufacturers considered the legislation a threat since they and the insurance companies benefitted from the crime epidemic.

As Lord Blencathra told the House of Lords during passage of the primary legislation: “Let the message go out to a minority of manufacturers that their sales strategy of selling equipment which can be easily stolen so that they can sell replacements over and over again is coming to an end.”

Huddleston said he and the National Rural Crime Unit faced resistance when trying to persuade manufacturers to help make their products traceable and less attractive to thieves. He told us two years ago that some had stopped talking to him. “I am disappointed at manufacturers’ responses,” he said.

The Construction Equipment Association (CEA), which represents the UK’s off-highway equipment manufacturers, acknowledged that “for many manufacturers, the decision to narrow the focus will come as welcome news, given the practical and engineering challenges of applying uniform standards to construction”.

The CEA owns the Construction Equipment Security & Registration Scheme (CESAR), voluntary machine tagging scheme launched in 2007. More than 80% of domestic UK construction equipment manufacturers now fit CESAR tags as standard, and the scheme is approaching its 700,000th registered machine.

Some had hoped that the Equipment Theft (Prevention) Act 2023 would, by default, see the CESAR laggards get on board. For the power tool sector, however, there is no industry-wide scheme or initiative to act as a springboard.

CEA chief executive Viki Bell said: “The government’s decision reflects the complexity of developing security regulations that apply consistently across multiple equipment types. It is essential to recognise that the UK’s construction equipment industry already leads by example in theft prevention and traceability through self-regulation.

“The CESAR scheme remains the recognised benchmark for equipment marking and identification, and we are pleased that its standards have helped inform the proposed regulations for ATVs and GPS units. The CEA will continue to work collaboratively with government and law enforcement partners to share best practice and support efforts to reduce machinery theft across all sectors.”



## Investment for Jarvie Plant.

Jarvie Plant has invested in a substantial amount of new machinery from Scot JCB this year.



Grangemouth-based Jarvie Plant has added 168 new JCB machines to its hire fleet this year, including 73 JCB generators as well as tracked excavators, backhoe loaders, telehandlers, site dumpers, compaction rollers and one wheeled excavator.

Jarvie Plant has also rolled out JCB's LiveLink telematics system across its entire JCB fleet, providing real-time data to support preventative maintenance and environmental reporting. Plant and service

director Drew Grant explained why: "Our clients increasingly need to report on CO<sub>2</sub> emissions and demonstrate efficiency. LiveLink allows us to give them that data, while also helping us prevent faults before they happen. In critical areas like power generation, that reliability makes all the difference."

Its fleet also now includes Safety Shield human-form recognition technology to help protect against site workers being struck by machinery.



## Kubota consolidates dealers.

Kubota (UK) is expanding the territories of two of its dealers as part of a consolidation in the southeast.



Kubota construction machinery dealers Shellplant and Boss Plant Sales are having their territories expanded from 1st January 2026.

Northamptonshire-based Shellplant will add Norfolk and Suffolk to its existing sales area, while Hertfordshire-based Boss Plant Sales will assume responsibility for neighbouring Essex.

They take over from Hosplant, which currently has Essex and East Anglia.



“We are delighted to be able to increase the territory of these two exceptional dealers, as we continue to grow our product range across the construction business,” said Rob White, Kubota (UK) construction division manager. “This is an exciting time for Kubota, with the addition of larger excavators, wheeled excavators and compact tracked loaders to the line-up.”

Shellplant is investing £3.5m in its base in Earls Barton, with larger workshops and storage areas. Co-owner and managing partner Julian Payne said he was “absolutely thrilled to be entrusted with this additional Kubota territory of Norfolk and Suffolk”.

He said: “This expansion represents a great opportunity for our future growth. Our new depot will support not only our additional territory but will allow us to handle the new Kubota products that will be available early next year. Our aim will then be to have additional premises within our new territory, to fully support our projected sales growth in Norfolk and Suffolk.”

Boss Plant Sales managing director Graham Stansfield has previous experience of working with customers in Essex. “Everyone at Boss Plant Sales is thrilled with the opportunity and I personally am looking forward to getting in touch with customers from years ago and meeting new businesses,” he said.

“We have invested significantly in premises and facilities since we started, and just two months ago have taken on another 1.5 acres of secure storage and warehousing, to assist with the increasing range of products from Kubota,” Stansfield added.



## **£2.7bn sunk on scrapped transport projects.**

A National Audit Office report reveals that the government has written off £2.7bn over the past two years on cancelled transport projects.



Since 2023, several of the Department for Transport’s major projects have been cancelled due to affordability pressures and changes in government priorities.

Since April 2023, the amounts written off from cancelled road and rail projects have totalled £2.7bn. These write-offs include money that has been spent designing and starting to deliver activity that has now been stopped, and the reduction in the value of assets.

A report by the National Audit Office this week on Department for Transport (DfT) spending provides a breakdown of the money sunk on cancelled projects.

These include:

- HS2 Phase 2 – £2,171m
- All-lane-running smart motorways – £62m
- A303 Amesbury to Berwick Down (Stonehenge tunnel) – £224m
- A1 Morpeth to Ellingham Dualling – £68m
- A27 Arundel Bypass – £67m
- A358 Taunton to Southfields – £67m.

A further £46m was wasted through the cancellation of four other highway schemes – the A5036 Princess Way, A47 Great Yarmouth Junction Enhancement, M27 Southampton Junction 8 and the A27 Worthing & Lancing Improvements.

Across HS2, Network Rail and National Highways, the DfT spent £20.4bn on capital projects in the year to March 2025 plus £20.9bn revenue expenditure.

In August 2025, DfT published its draft RIS3 plans (for National Highways' third five-year road investment strategy period). This set out an intention to place greater focus on the maintenance and renewal of the road network, and on managing the infrastructure that already exists, rather than tackling congestion or adding capacity by building new roads or bypasses.

---

## M O'Brien freshens fleet with new Kobelcos.

M O'Brien Group has taken delivery of 32 new Kobelco excavators for its construction and plant hire businesses.



M O'Brien has refreshed its fleet through a £4.5m order with Kobelco distributor Molson Equipment to replace older machines that are being sent to auction.

The 32 new machines include several SK210LC-11E models, some with long reach attachments. All of the new machines are equipped with Hill Engineering hydraulic couplers and Strickland Manufacturing buckets. Xwatch hazard detection technology has also been installed on selected models to add an extra layer of protection alongside Kobelco's camera and display systems.

---





## **Contractors Mechanical Plant Engineers**

### **National Chairman**

Michael J Farrington - [info@mjfarrington.co.uk](mailto:info@mjfarrington.co.uk)

Tel: 023 8084 4588

### **National Vice-Chairman / Chairman Elect**

Gerry Hill - [unipas1987@gmail.com](mailto:unipas1987@gmail.com)

Tel: 07740 487007

### **National Secretary**

Grace Tidbury - [cmpesecretary@gmail.com](mailto:cmpesecretary@gmail.com)

Tel: 07473 264539

### **National Registrar**

Denise Holcroft - [denise@vmrtraining.co.uk](mailto:denise@vmrtraining.co.uk)

Tel: 01772 782455

### **Newsletter Editor**

David Nicholson - [cmpepreston@gmail.com](mailto:cmpepreston@gmail.com)

Tel: 07903 848200

### **CMPE Website**

[www.cmpe.co.uk](http://www.cmpe.co.uk)



01772 782 455 : 01772 783 533