

CPA BULLETIN

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FEATURES

IN THIS ISSUE:

- | STARS OF THE FUTURE
- | ANNUAL CPA GOLF DAY
- | PLANT OPERATOR CARDING



P7 NEW CPA CHIEF EXECUTIVE



P20 CPA CONFERENCE 2024



P42 USE OF HYDROGEN



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CONTENTS

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FEATURE STORY



CONTENTS

From the President	5
Association News	7
Vertikal Days	23
Skills	25
Plant Theft	26
Training & Certification	28
Publications	31
Policy	32
News from CPA Members	33
Legal	37
ESTA	40
Guest Article	42
Q&As	44
Special Interest Groups	47
RPA News	48
CPA Contacts	50
New CPA Members	51

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FROM THE PRESIDENT



Brian Jones

TAKING THE ASSOCIATION FORWARD

I am very pleased to advise that Steven Mulholland has been appointed to the position of CPA Chief Executive. Many of you will already be familiar with Steven, as he has been a CPA Council Member for 10 years and the CPA Chair for over six years.

Steven has a tremendous amount of experience in our industry, having run his family business Mulholland Plant Services for many years, and he officially takes up his new role as CPA Chief Executive on 12th August. You can read more about Steven's appointment on page 7.

Just as this issue of the CPA Bulletin was sent to press, the CPA Stars of the Future Apprentice and Trainee Awards were hosted near Coventry. This was the 12th year of the awards which have become one of the CPA's flagship events and one that we're very proud of, in recognising the future stars of our industry.

This year's awards saw 80 very impressive nominations and almost 300 people attended the event, including the nominees themselves, their families and partners, training providers, employers and our wonderful sponsors and judges.

May we take this opportunity to congratulate all the nominees and winners and wish you every success in your future careers. Testimony to the success of the awards is that many previous Stars of the Future award winners have gone on to secure senior positions in the construction plant industry.



CPA CONFERENCE
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The conference will run alongside a small, targeted exhibition.
Contact Lisa Collins on 07956 649390 or email lisa@lisaacollinscommunications.co.uk for further details.

Construction Plant-hire Association
www.cpa.uk.net

We look forward to catching up with CPA members at Vertikal Days at Newark Showground in September and before we know it, the CPA Conference will also be here. This year's Conference is being hosted on 7th November 2024 and the theme is 'Shaping the Future: Insights for the Plant-hire Sector'. CPA members can take advantage of a 50% discount on the standard ticket price and you can read more about it on page 20.

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ASSOCIATION NEWS

NEW CPA CHIEF EXECUTIVE

We are pleased to confirm that Steven Mulholland has been appointed to the position of CPA Chief Executive. He will commence his new role on 12th August 2024.

Many of our members will be familiar with Steven, as he is the current CPA Chair and has been a CPA Council Member for 10 years. He has a great deal of experience in the construction plant industry, having run his family business Mulholland Plant Services for many years.

CPA President Brian Jones said: "On behalf of CPA Council, I congratulate Steven and I wish him every success in his new role as CPA Chief Executive. Steven has a tremendous amount of experience in the plant rental industry and having been the CPA Chair for over six years and a Council Member for several more years, is familiar with the Association, the CPA team and many of our members.

"Steven has formed part of several working groups, including the Plant Sector Representative Organisation (PSRO) and those carried out with CITB. He has also

been a board member of the Scottish Plant Owners Association (SPOA) for many years. I am confident he will lead CPA to new levels of support for our members' businesses."

When Steven officially starts his new role as CPA Chief Executive in August, Brian will work closely with Steven, supporting and engaging with him as a part of the team in the early months of his tenure.

Steven Mulholland said: "I am delighted to continue my work with the CPA and look forward to commencing my new role as Chief Executive. In my view, the most important factor is continuity. CPA Council Members, CPA staff, along with the Executive Team, have all done a fantastic job to get our Association to where it is today. It has grown in numbers and improved in professionalism in the services we are able to offer members, and this must continue in an ever-changing world."



In other developments, Adam Godwin will also become a Director of CPA reporting directly to the Chief Executive. Currently the CPA Communications Manager, Adam has been employed by the CPA for over 19 years and has been involved in a full range of CPA activities during this time.

EVENTS GALORE!

It's been a busy few months in our sector, with the CPA team represented at various industry events across the country. We caught up with several of our Scottish members at ScotPlant in Edinburgh, before we exhibited at Rail Live at Long Marston Rail Innovation Centre in June.

The following week we were at **Hillhead** in Derbyshire, which was held over three gloriously sunny days. 11th July saw one of our flagship events take place - the **Stars of the Future apprentice awards** - and you can read a full report from page 10. Just as this issue of the CPA Bulletin was going to press, we hosted the **Annual CPA Golf Day** at Rutland Water Golf Course



with proceeds raised going towards the Lighthouse Club Construction Industry Charity.

We look forward to meeting up with more members at **Vertikal Days 2024** which will be held on 11th and 12th September at a new venue - Newark Showground. You'll find the CPA team on stand 316.

CONNECT WITH US

If you're on social media, connect with the CPA. We now have social media accounts across six channels:

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LIFETIME ACHIEVEMENT AWARD FOR BRIAN JONES

CPA President Brian Jones was recognised for his outstanding contribution to the rental industry at the 2024 European Rental Awards.



He was awarded the European Rental Association (ERA) Lifetime Achievement Award at a prestigious awards ceremony hosted in Lisbon, Portugal, during the ERA's Annual Convention.

This prestigious accolade is awarded to an individual whose career achievements have had a profound impact on the rental sector. The awards are jointly organised by the European Rental Association (ERA) and International Rental News (IRN) magazine.

Brian has worked in the rental industry for over 50 years. He was elected to the CPA Council over 30 years ago and has been CPA President since 2017.

His career in plant-hire began in 1971 when he joined Stephenson Plant Hire in Ruabon, North Wales as a Hire Desk Clerk. He subsequently worked for Hewden Stuart for 40 years where he held a number of positions including National Sales Manager and Head of Business Development. He has also run his own company Delyn Consultants Limited working predominantly in the utilities sector.

Brian said: "It is an absolute honour to receive the Lifetime Achievement Award and I would like to thank the European Rental Association and International Rental News for hosting a fabulous convention and awards event. I have worked in the industry for over 50 years now and have been



involved with the CPA for over 30 years, and I can honestly say that I enjoy working in the industry today as much as the first day I started in the early 1970's. There have been many developments along the way, but it is the people who make our industry what it is."

The ERA Awards 2024 were judged by Nina Aasland (CEO, Naboen), Stéphane Hénon, (President, European Rental Association and Managing Director, Loxam), Hervé Rebollo (Director General, DLR), Murray Pollok (Managing Editor, International Rental News), José Cuadrado (Managing Director, Yanmar Compact Equipment - Europe, Middle East and Africa) and non-voting

Chair Michel Petitjean (Secretary General, European Rental Association).

When presenting Brian with his Lifetime Achievement Award, Michel Petitjean praised Brian for the significant contribution he has made to the rental industry and the leading role he has played in one of the most respected and oldest rental associations in the world - the CPA.

The shortlisted companies for the ERA Awards were from 11 countries and included representatives of the rental industries in Iceland, France, Germany, Portugal, Spain, the Republic of Ireland and the UK.



UK'S TOP CONSTRUCTION PLANT APPRENTICES RECOGNISED AT CPA STARS OF THE FUTURE EVENT

The future of the construction plant industry is in safe hands judging by the outstanding quality of the entrants at this year's Stars of the Future awards hosted by the Construction Plant-hire Association (CPA).



A total of 80 nominations were received for the CPA Stars of the Future apprentice and trainee awards 2024. The awards identify some of the industry's brightest up-and-coming talent and its future leaders across various occupations including Plant Mechanics, Plant Technicians, Hire Controllers, Lifting Technicians, Plant Installers, Plant Operatives and Young Plant Operatives, as well as those who mentor the apprentices.

Almost 300 people attended the awards ceremony which was hosted at the Heart of England Conference and Events Centre in Fillongley, near Coventry, by former TV newsreader, presenter and journalist Merryn Myatt. This was the 12th year of the acclaimed apprentice awards and this year's nominations were judged by a total of 13 judges from the CPA and across the industry.

The CPA is the leading trade association for the construction plant sector in the UK, with over 1,900 members who supply around 85% of hired plant to the construction

industry. The awards ceremony was held in association with event sponsors **GAP Group** and **L Lynch Plant Hire & Haulage**, and award sponsors and supporters **ACOP Group**, **JCB**, **Liebherr**, **L Lynch Plant Hire & Haulage**, **M O'Brien Plant Hire**, **NOCN Group**, **Plant Planet**, **Southern Hoist Services**, **Sunbelt Rentals** and **Wolffkran**.

On the day, the winners of each national category were as follows:

- **National Plant Mechanic of the Year (Level 2)** - Bethan Whittaker of KJ Services and Bridgend College
- **National Plant Technician of the Year (Level 3)** - Morgan Wardle of Banks Plant Solutions and Askham Bryan College
- **Hire Controller of the Year** - Millie Scott - Young of Sunbelt Rentals
- **Young Plant Operative of the Year** - Josh Jones of L Lynch Plant Hire & Haulage
- **Plant Operative of the Year** - Reece Stray of L Lynch Plant Hire & Haulage
- **Lifting Technician of the Year** - Zac Bradshaw of Commhoist

CPA STARS OF THE FUTURE AWARDS 2024

- **Plant Installer of the Year** - Hayden Chappell of Southern Hoist Services
- **Individual Apprentice Mentor of the Year** - Steve Gwynn of Sunbelt Rentals
- **Group Apprentice Mentor of the Year** - Dave Rogers of L Lynch Plant Hire & Haulage
- **Best Personal Statement Award** - Shannon Weiss of Finning UK and Finning Academy
- **Judges' Special Award** - Tom Williams of CBL and Bridgend College

Stars of the Future was originally introduced to recognise outstanding Apprentice Plant Mechanics and Plant Technicians, but the scope of the event has been extended over the years to reward other job roles in the construction plant sector. It is now widely recognised as the sector's premier event for recognising and rewarding trainees and apprentices who are earmarked as future leaders of the industry.



National and regional winners



CPA President Brian Jones said: “Stars of the Future is one of the CPA’s flagship events and one that we’re very proud of. We’d like to congratulate all the nominees and winners - it’s a tremendous achievement in itself for apprentices to be nominated by their employer or training provider for a Stars of the Future award. Testimony to the success of the awards is that many previous Stars of the Future award winners have gone on to secure senior positions in the construction plant industry.

“We would like to thank all our sponsors, without whom we simply could not stage such an event or reward our winners so considerably. Award winners received some fabulous prizes, including tool kits, machine training courses, iPads, an overseas trip to visit a Liebherr crane manufacturing plant in Germany, another overseas trip to one of Wolffkran’s manufacturing facilities in Luckau, Germany, and a VIP day courtesy of JCB. Special thanks also go to each and every one of our 13 judges for the time they took in going through all the nominations so thoroughly,” he continued.

Stars of the Future had a two-tier judging process - the CPA selection panel and a panel of external judges who decided the

eventual winners of each category. The external judging panel included **Arran Willis** of **Liebherr-GB**, **Siôn Morgan Jones** of **ACOP Group**, **Kirsty Archbold-Laming** of **Southern Hoist Services**, **Leigh Sparrow** of **Vertikal Press**, **Graham Black** of

Earthmovers Magazine, **Tim Brownbridge** of **BAM Nuttall**, independent judge **Rob Allen**, **Georgina Williams** of **JCB** and **Sean Scarah** of **Balfour Beatty**.

Graham Black, Editor of **Earthmovers Magazine**, who was part of the external judging panel, said: “It was a genuine honour to be asked to be a CPA Stars of the Future judge once again and the quality of the candidates was exceptional this year. Our job as judges was to identify the mega stars of the future and what often separates these high-achieving individuals is their video submission that they submit as part of their nomination.

“One of the reasons for this long-standing event is to attract more Plant Mechanics, Plant Technicians, Plant Operators and other occupations into our industry. Stars of the Future has been a great success and it was fantastic to see so many outstanding individuals in the room during the awards ceremony,” he continued.



STARS OF THE FUTURE 2024 WINNERS



The complete list of **Stars of the Future 2024** category winners and those who were highly commended is as follows:

LEFT: PLANT MECHANIC OF THE YEAR - NORTH

Sam Ellis, Flannery Civil Engineering, Askham Bryan College - Winner

RIGHT: PLANT MECHANIC OF THE YEAR - MIDLANDS

Luke Sutton, Synergy Hire, National Construction College East - Winner

Luke Divit, Marubeni-Komatsu, NSCG Stafford College - Highly Commended

Tyler Hartles, Marubeni-Komatsu, NSCG Stafford College - Highly Commended



LEFT: PLANT MECHANIC OF THE YEAR - SOUTH

Award accepted on behalf of **Josh Thomas**, Liebherr-GB, NSCG Stafford College - Winner

Joe Mustey, Earlcoate Construction & Plant Hire, National Construction College East - Highly Commended

Luke Piggott, Vp Brandon Hire Station, Myerscough College - Highly Commended

Mike Kinnane, Sunbelt Rentals, Myerscough College - Highly Commended





LEFT: PLANT MECHANIC OF THE YEAR - SCOTLAND

Kai Blackburn, Ord Industrial & Commercial Supplies, National Construction College Scotland - Winner

Leeona McEwan, GAP Group, National Construction College Scotland - Highly Commended



RIGHT: PLANT MECHANIC OF THE YEAR - WALES

Bethan Whittaker, KJ Services, Bridgend College - Winner

Ethan Williams, KJ Services, Bridgend College - Highly Commended



RIGHT: NATIONAL PLANT MECHANIC OF THE YEAR

Bethan Whittaker, KJ Services, Bridgend College - Winner

Award accepted on behalf of

Josh Thomas, Liebherr-GB, NSCG Stafford College - Highly Commended



RIGHT: PLANT TECHNICIAN OF THE YEAR - NORTH

Morgan Wardle, Banks Plant Solutions, Askham Bryan College - Winner
Ethan Hopwood, Allan J Hargreaves Plant Engineers Ltd, Preston College - Highly Commended
 Award accepted on behalf of
Thomas Joynt, Sunbelt Rentals, Myerscough College - Highly Commended
Subhaan Nawaz, Bachy Soletanche, Midland Group Training Services - Highly Commended



LEFT: PLANT TECHNICIAN OF THE YEAR - MIDLANDS

Courtney Price, SMT, Reaseheath College - Winner
Shannon Weiss, Finning UK, Finning Academy - Highly Commended
Oliver Voss, Watling JCB, National Construction College East - Highly Commended
Owen Van Greuning, Marubeni-Komatsu, NSCG Stafford College - Highly Commended



RIGHT: PLANT TECHNICIAN OF THE YEAR - SOUTH

Harry Totman, Liebherr-GB, NSCG Stafford College - Winner
Thomas Fuentes-Moreno, Vp Brandon Hire Station, Myerscough College - Highly Commended
Jack Southam, Southern Cranes & Access, National Construction College East - Highly Commended



FAR LEFT: PLANT TECHNICIAN OF THE YEAR - SCOTLAND

Louie Masson, Pat Munro (Alness), National Construction College Scotland - Winner

LEFT: PLANT TECHNICIAN OF THE YEAR - WALES

Award accepted on behalf of
Tom Williams, CBL, Bridgend College - Winner

RIGHT: NATIONAL PLANT TECHNICIAN OF THE YEAR**Morgan Wardle**, Banks Plant Solutions, Askham Bryan College - Winner**Courtney Price**, SMT, Reaseheath College - Highly Commended**Harry Totman**, Liebherr-GB, NSCG Stafford College - Highly Commended**RIGHT: HIRE CONTROLLER OF THE YEAR****Millie Scott-Young**, Sunbelt Rentals - Winner**Lauren Jobson**, Sunbelt Rentals - Highly Commended**FAR RIGHT: YOUNG PLANT OPERATIVE OF THE YEAR****Josh Jones**, L Lynch Plant Hire & Haulage - Winner**Lewis Ensor**, L Lynch Plant Hire & Haulage - Highly Commended**FAR LEFT: PLANT OPERATIVE OF THE YEAR****Reece Stray**, L Lynch Plant Hire & Haulage - Winner**LEFT: LIFTING TECHNICIAN OF THE YEAR****Zac Bradshaw**, Commhoist - Winner

RIGHT: PLANT INSTALLER OF THE YEAR

Hayden Chappell, Southern Hoist Services
- Winner

Arran Heath, Wolffkran
- Highly Commended



LEFT: INDIVIDUAL APPRENTICE MENTOR OF THE YEAR

Steve Gwynn, Sunbelt Rentals - Winner

Bill Munday, Earlcoate Construction & Plant Hire - Highly Commended

Tony Jenkins, Marubeni-Komatsu - Highly Commended

RIGHT: GROUP APPRENTICE MENTOR OF THE YEAR

Dave Rogers, L Lynch Plant Hire & Haulage
- Winner

Jo Stamp, Sunbelt Rentals
- Highly Commended



FAR LEFT: COLLEGE OF THE YEAR

Bridgend College - Winner

Myerscough College - Highly Commended



LEFT: AWARD FOR FUTURE INTERNATIONAL DEVELOPMENT

Courtney Price, SMT, Reaseheath College - Winner



ABOVE: BEST PERSONAL STATEMENT AWARD

Shannon Weiss, Finning UK, Finning Academy - Winner

LEFT: JUDGES' SPECIAL AWARD

Award accepted on behalf of
Tom Williams, CBL, Bridgend College - Winner

A BIG THANK YOU

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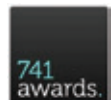
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#CPAStars2024

ANNUAL CPA GOLF DAY 2024

18th July marked the Annual CPA Fundraising Golf Day hosted at Rutland Water Golf Course which has an 18 hole Championship course on the edge of Rutland Water near Oakham.



It was a gloriously sunny day and we were delighted to welcome over 30 players to the event, making up a total of 10 teams. Proceeds from the event will go towards the Lighthouse Club which provides emotional, physical and financial support to the construction community and their families. Special thanks to Ceryn Turner, Regional Ambassador for the Lighthouse Club, for supporting and attending the Golf Day.

Those taking part in the Golf Day were greeted by a huge Lighthouse Club branded RSP Suction Excavator provided by Force



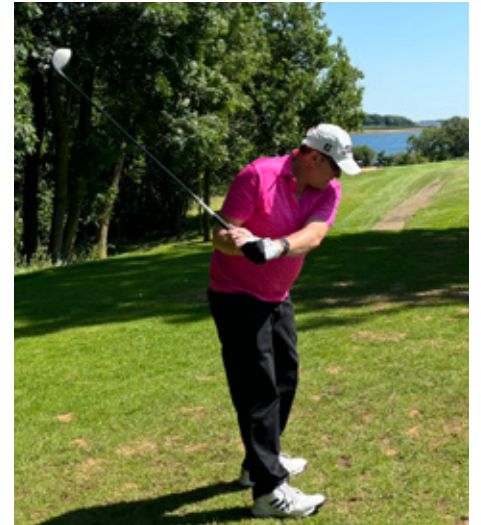
One, who took part in the Golf Day. The unit has already been showcased on some of the leading construction sites across the UK to raise awareness of the Lighthouse Club's work, and it was brought along to the Golf Day to show additional support. The striking Lighthouse Truck is available to hire across the UK through the Force One team. Each time the vehicle is hired, Force One make a donation to the charity.

Special thanks also go to the Golf Day sponsors, who have helped boost the charity donation, namely headline sponsor **Thomas Group**, **Global Crane Services** who sponsored the Longest Drive and **RSP UK Suction Excavators** who sponsored Nearest the Pin. Thank you also to the many companies who supported the event by submitting golfing teams.

There were some impressive glass awards up for grabs for the winners of the competition. The competition was an individual stableford, together with a team stableford competition. Prizes were awarded for the winning individual and team, as well as nearest the pin.

Congratulations to **Thomas Group** who were victorious as team winners. **Ross Webb** of **London Tower Cranes** won the individual competition and **Reece Baker** of **RSP UK** won the longest drive. **Matthew Keane** of **London Tower Cranes** won nearest the pin. Many congratulations to the winners who are pictured on the facing page.

To register interest for participating in or sponsoring the CPA Fundraising Golf Day 2025, please email chris.cassley@cpa.uk.net



The winners on the day!



TEAM WINNERS:
Thomas Group



INDIVIDUAL WINNER:
Ross Webb, London Tower Cranes



LONGEST DRIVE:
Reece Baker, RSP UK



NEAREST THE PIN:
Matthew Keane, London Tower Cranes



The participating teams



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CPA CONFERENCE 2024



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Delegate tickets are selling fast for the CPA Conference which is being held on Thursday 7th November 2024.

The theme of the one-day event is **'Shaping the Future: Insights for the Plant-hire Sector'** and the conference is being hosted at the Heart of England Conference and Events Centre in Fillongley near Coventry.

Delegate tickets can be booked online at <https://www.cpa.uk.net/events/cpa-conference-2024> and CPA members can take advantage of a 50% discount on the standard ticket price of £80 plus VAT.



Merryn Myatt will be hosting the CPA Conference 2024. Merryn - a former television presenter, newsreader and journalist who previously worked with the BBC, ITV and Channel 4 - has hosted the CPA Conference for several years. This year Merryn will have a co-host - **Peter Haddock** - who is well known throughout the plant-hire industry as a content, social media and PR specialist, journalist and vlogger.



The CPA Conference 2024 will bring together a number of panel speakers discussing how organisations can shape the future of the plant-hire sector. Merryn Myatt and Peter Haddock will lead a number of interactive

panel debates discussing key topics such as innovation, decarbonisation, digitalisation, skills, business growth, succession planning and mental health and wellbeing in the construction sector.

Last year's CPA Conference theme was 'Facing the Challenges' and the CPA Conference 2024 has moved on to discussing how attendees can help shape the future of the industry and provide solutions.

As well as attending the Conference, delegates will also have the opportunity to engage with exhibitors from many of the UK's leading construction plant equipment manufacturers, suppliers and construction services providers.

Speakers

The speakers confirmed so far include:

- Co-host **Merryn Myatt** of Perris Myatt. Merryn is a former TV newsreader, presenter and journalist
- Co-host **Peter Haddock** of Content With Media. Peter is a content, social media and PR specialist, journalist and vlogger
- **Andrew Eggesden**, Group Equipment Deputy Director, Soletanche Bachy
- **Beth Doel**, Advanced Technical Trainer, Reaseheath College
- **Brian Jones**, President, CPA
- **Carl Hassell**, Group Director of Skills, NOCN Group
- **Chris Cassley**, Policy Manager, CPA
- **Chris Harvey**, Director, Hire Exchange
- **Dani Saveker**, CEO and Founder, Glas Method
- **David Graham**, Co-Founder, Hire Exchange
- **Deborah Madden**, Engagement Director, CITB
- **Jamie Charles**, Lead Economist, Oxford Economics
- **Jamie Morris**, Technical and Managing Director, Gaia



- **Katie Kelleher**, Technical and Development Officer, CPA
- **Kathryn Adams**, Commercial Director, Prolectric
- **Steve Kerslake**, Trustee and Founder, Construction Sport

Exhibition Opportunities

The Conference will run alongside a small, targeted exhibition.

Confirmed exhibitors at the event so far include headline sponsor **MHM Group**, plus **ACOP Group**, **Acrow Bridge**, **CESAR Powered by Datatag**, **CITB**, **Capja**, **Conquip**, **Explore Plant and Transport Solutions**, **GGR Group**, **Genquip Groundhog**, **Parksafe Group**, **Plant Planet**, **Plantworx**, **Point of Rental Software**, **Prolectric**, **Record360**, **Rouse Services**, **Scottish Qualifications Authority (SQA)**, **Spartan Solutions**, **Thomas Group**, **VUE Group** and **WOLFF Onsite**.

The exhibitor packages also include attendance at a pre-conference dinner on the evening of Wednesday 6th November 2024, sponsored by **Point of Rental Software**. This presents an excellent networking opportunity.

Please note only a very limited number of exhibition spaces remain available. For more information on exhibiting, please contact **Lisa Collins** on **07968 840390** or email: lisa@lisacollinscommunications.co.uk

PANEL SESSIONS

There will be a total of five panel debates throughout the day, notably:

PANEL SESSION 1: The Plant-hire Sector in 2024 - Where the Industry Currently Sits in the Wider Economic and Political Context - An opportunity to hear first-hand on how the sector is currently performing, the wider political and economic context, and what we can expect to see moving forward.

PANEL SESSION 2: The Innovative Plant-hire Company - Insights into Current and Future Developments and Innovations in the Sector - The plant-hire sector is experiencing a period of huge change and developments as the challenge of decarbonisation and the impact of digitalisation and AI become increasingly a feature of the sector.

PANEL SESSION 3: Expanding the Skills Base - Where do we Stand in the Battle for Skills, What Progress is Being Made in Attracting New People to the Industry - Especially Women? - The fight for skills remains as important as ever, with construction competing against a range of other industries. This session will explore what progress is being made in the plant-hire sector, and what more needs to be overcome, both in attracting but also retaining talent.

PANEL SESSION 4: Growing your Business - What Next? The Challenge of Growth and Succession Planning - The plant-hire sector remains an attractive place for growth and investment. This session will explore the growth strategies that firms are deploying, plus how companies can approach the challenge of succession planning.

PANEL SESSION 5: Focus on Mental Health and Wellbeing in the Construction Sector - Construction remains one of the most vulnerable sectors to ill health, both physical and mental. This session will hear directly on the work the Lighthouse Club engage in and hear the practical steps companies are taking to help their workforce.

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LAST FEW EXHIBITION SPACES LEFT

The conference will run alongside
a small, targeted exhibition.
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for further details.



SELL-OUT VENUE FOR VERTIKAL DAYS



Vertikal Days 2024 will be held on **11th and 12th September** at its new venue - **Newark Showground**. Located in Nottinghamshire, the showground covers 126 acres, with the Vertikal Days event held on the 1km long Vulcan Runway. The site offers visitors a new layout with the largest exhibition space, both outdoor and inside the Marketplace than ever before.

It will be the 17th year for the Vertikal Days event (18 years since its debut at Haydock Park in 2007) and the Organisers have confirmed that the 2024 show is already a 'sell-out', growing year on year, and becoming the largest lifting equipment event in Europe for 2024.

Feel free to drop in to say hello to the Construction Plant-hire Association (CPA) team on stand 316.

Lots to See

Visitors this year can look forward to new product launches from the major crane, aerial lift and telehandler manufacturers, as well as the latest technological advances, from software to ancillary products. Twenty-seven 'first time' exhibitors will join the 2024 event which include producers of aerial parts, glass-lifting, the latest generator technology and many more.

A few exhibitors will give live demonstrations from their stands so visitors will see the latest product developments in real time. Look out for Tadano's new hybrid crane demonstrating its battery power, and Torquer's new HALO system which is being demonstrated on an Ainscough mobile crane. On the aerial side of things, IPAF will have a demonstration area in the centre of the showground promoting safe loading and unloading practice which continues to be the number one cause of accidents currently reported.

The show is dedicated solely to the lifting and working at height industry, and an ideal opportunity for rental companies, utilities,

major contractors and end users who visit the show to see and hear about the latest developments. Staying true to its roots, visitors will also benefit from everything being complimentary - from parking and entry, through to refreshments and catering.

A full 24-page guide to the event will be published in the September issue of Cranes & Access magazine, which will highlight the many new product launches and a complete guide to every exhibitor.

The Marketplace Pavilion

Located centrally within the showground, the Marketplace Pavilion is almost a show within a show and will include an even more comprehensive mix of companies displaying the very latest in ancillary products and services related to cranes, access equipment and telehandlers, such as safety equipment, software, innovative components, rigging solutions, training suppliers, financial solutions and electronics. It will also feature the main Marketplace café serving complimentary tea, coffee and soft drinks all day - a great place to network or simply sit for 10 minutes.

CIG/TCIG Open Meeting

A joint Crane Interest Group (CIG)/Tower Crane Interest Group (TCIG) open meeting will be hosted by CPA on Thursday 12th September 2024 from 10am-12pm in the Cedric Ford Pavilion at Newark Showground during Vertikal Days. For further details, please email **Rob Squires** at rob@cpa.uk.net

A meeting will also be organised by IPAF and further details will be released nearer the time. Both the CPA and IPAF will be welcoming members and non-members to their stands.

With sunshine in the logo, the team are always hopeful of bright weather, but we're assured by the team at Newark that whatever the weather, the quality and reliability of the ground will serve us well.



Visitor Badges are Online

Visitors can now register and download their badge from the website at www.vertikaldays.net

The Newark site covers 126 acres with the Vertikal Days event spanning the 1km long Vulcan runway and surrounding land.

Event Opening Times

Wednesday 11th September 2024 - 10:00 to 17:30

Thursday 12th September 2024 - 10:00 to 16:00

Venue Information

Vertikal Days Event, Newark Showground, Lincoln Road, Winthorpe, Newark, Nottinghamshire, NG24 2NY

What Three Words:

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Tickets Include:

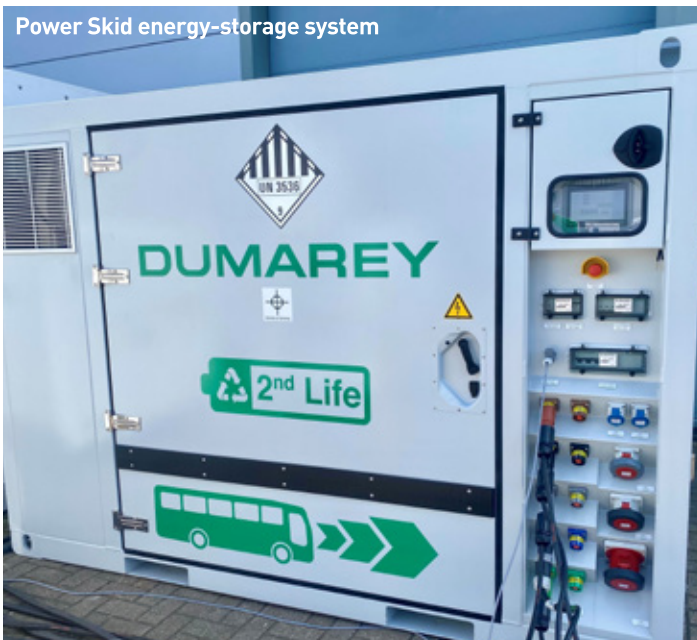
Two-day pass to the show • Car parking • Demonstrations • Seminars • Workshops • The latest issue of Cranes & Access magazine • Hot lunch • Refreshments



PowerSkid

First time exhibitor, Dumarey Green Power will showcase the PowerSkid battery energy-storage system.

Power Skid energy-storage system



Midi Crane

The Trailer Crane Company will be launching the largest towable crane in production, the Midi LS15.17. With 15m height under hook, a 1,500 kg lift and a 17m reach lifting 500 kg at the nose, the LS15.17 is ideal for housebuilding and, at 3.5 tons, can be towed on the highway by a pick-up truck, large 4X4 or a suitably sized van.

The highlight from Haulotte UK will be the New 16EPRO electric articulated boom and the universal active anchorage safety device FASTN that can be installed easily on all types of MEWPs.



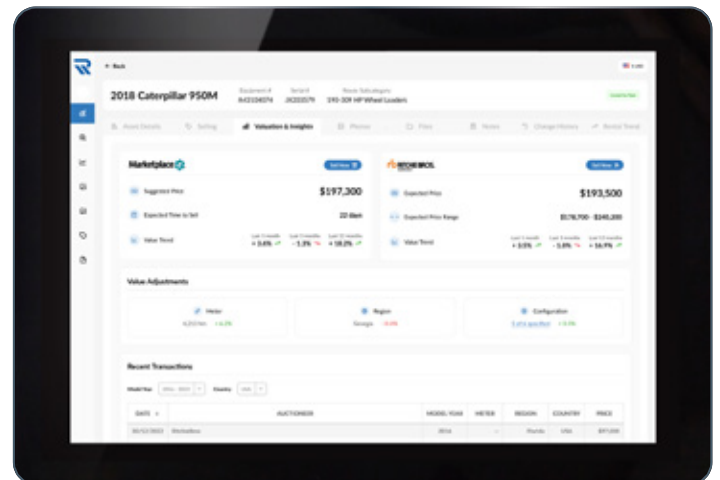
JOVOO V14
Electric Boom Lift

JOVOO V14

Another first-time exhibitor MORN GROUP will show the JOVOO V14 electric boom lift.

Rouse Fleet Manager

Rouse Services/SmartEquip will showcase the Rouse Fleet Manager, a real-time fleet management and valuation insights platform with access to the Ritchie Bros. selling channels all in one easy-to-use platform.



ABOVE: The Rouse Fleet Manager Tablet

The Midi LS15.17



SKILLS

At the time of writing, the UK is a few days away from the General Election, and when this edition of the CPA Bulletin is published, the outcome will be known. Whatever the outcome, skills and training will be an important part of any government's priorities, particularly with all parties seeing skills, training and education investment as part of the solution to improved UK productivity.

From a technical skills perspective the landscape is still slightly fragmented but there is still a focus on apprenticeships, with all parties agreeing that apprenticeship numbers need to be increased over the coming years.

Apprenticeship starts (2022/23) increased modestly from the previous year up 2.5% to 200,550.

Higher Level Apprenticeships increased significantly from the previous year, up 9.1% to 70,780. The growth in Higher Level Apprenticeships can certainly be explained by the significant expansion of Degree Level Apprenticeships that have been established and developed by Employer Trailblazer groups and The Institute for Apprenticeships and Technical Education (IFATE).

Further information can be found at <https://explore-education-statistics.service.gov.uk/find-statistics/apprenticeships>

In relation to technical skills and training in plant, Apprenticeships and Skills Bootcamps remain an important way to recruit new entrants into the industry and upskill the existing workforce. Apprenticeship numbers and Skills Bootcamps will need to expand over the coming years to ensure we have the skilled workforce to meet the demand of major projects including some of the following:

- Sizewell C
- HS2 (Phase 1)
- Lower Thames Crossing
- Other major infrastructure transport projects

To get a sense of some of the potential skills and education priorities from other parties, Labour have stated they will establish Skills England to support the implementation of their skills and education priorities. They have also indicated a continued commitment to the growth of Apprenticeships, and to support this, and the wider skills agenda, they will introduce a Flexible Growth and Skills Levy to replace the existing Apprenticeship Levy. The expectation is that these funds would support wider training and skills priorities and support the growth of apprenticeship numbers overall.

Whatever the outcome of the election, let's hope the next Government has technical skills and training at the heart of its skills and education agenda. Our sector, like all sectors, needs additional funding, and importantly, more flexibility within existing funding streams to support our skills and employment shortages. All parties have indicated they want to build more houses, improve our transport infrastructure, improve our water infrastructure and build our energy infrastructure. Plant will be at the forefront of all these projects so let's hope the next Government continues to support and effectively fund the technical skills and education system.



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PLANT THEFT

CESAR REVIEW MEETING

The Construction Equipment Association (CEA) arranges and holds periodic meetings, where the financial supporters, including the CPA, are informed of the progress of the specialist police units they are funding. The units are the National Construction and Agricultural Theft Team (NCATT), which is an operational unit, and Opal ACE, which is an intelligence gathering unit.

The most recent meeting was held on 6th June 2024, and both police units gave the following updates.

NCATT Update

Superintendent Andy Huddleston informed the group that compared with last year, there were 113 thefts - for all classes of construction and agricultural plant and equipment in May 2024, down from 172 in May 2023, with a similar reduction in April, with 111 thefts in 2024, down from 162 in 2023.

Since 1st January to 5th June 2024, the unit had recovered 81 items of construction attachments, tools, and plant worth over £1.2m.

Superintendent Huddleston mentioned that the Leica survey equipment system was particularly being targeted by Organised Criminal Groups (OCGs) due to their high value, and easy transportation.

With his liaising with Government on the secondary legislation for the Equipment Theft (Prevention) Act, Superintendent Huddleston reminded the group that due to the General Election, the secondary legislation will be delayed until the new government is in place.

Opal ACE Update

Detective Chief Inspector Lee Newman-West informed the group that a dedicated intelligence analyst had been appointed and was working with significant effect with the NCATT unit.

Opal ACE are currently collaborating with the National Crime Agency (NCA), British Transport Police, and Greater Manchester Police.

The area which, at the time of the meeting, seemed particularly at risk was Yorkshire, where generators, small plant and dumpers are being particularly targeted.

It was mentioned by both presenters that both the NCATT unit, working in tandem with Opal ACE, have successfully helped recover plant, make arrests and disrupt Organised Criminal Groups (OCGs).



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NCATT'S OPERATIONAL SUCCESSES - MAY/JUNE 2024

Throughout the months of May and June, NCATT have been instrumental in assisting, identifying, or recovering agricultural or construction plant and equipment, as well as disrupting OCGs.

These successes have been in conjunction with various police forces, and their specialist units including Cheshire Rural Crime Team, Essex Rural Engagement Team, North and South Yorkshire Police, as well as West Mercia Police. In addition to those operations, NCATT also recovered construction plant in Gloucestershire and Gwent, whilst helping to identify stolen plant found in London.

Their successes for this two-month window are listed below:

Date	Police Force	Result
9th May	Assisted Essex Rural Team	Recovery of a stolen dust suppression system, power washer, heavy bucket, and heavy breaker
13th May	Assisted South Yorkshire Police	Recovery of a stolen JCB roller in the back of a stolen Mercedes Sprinter along with a stolen Ifor Williams plant and flatbed trailer, cable drum trailer and water bowser

22nd May	Assisted Cheshire Rural Crime Team	Recovery of a stolen Timberwolf chipper from an address in Manchester
29th May	Assisted South Yorkshire Police	Recovery of a Indeco hydraulic breaker and a stolen Ford Transit linked to being used to steal plant and agriculture machinery
14th June	Assisted North Yorkshire Police	Recovery of a stolen Kubota U17 excavator with a stolen trailer
24th June		Recovery of a stolen Takeuchi and Kubota excavators from Gloucestershire
25th June		Recovery of a stolen Kubota excavator from Gwent, Wales
27th June	Assisted West Mercia Police	Recovery of two stolen Ifor Williams trailers
28th June		Helped to identify a brand new JCB CT160 roller which was recovered in London

Investigations are currently ongoing of the latest recoveries.

GROWING RISK TO SUPPLY CHAIN BY CYBER THREAT

A recent report has been published by the Information Commissioner's Office (ICO), which has been drafted to help companies understand the growing threat of cyber-attacks - whether by Organised Criminal Groups (OCGs) or rogue states - on companies supply chains.

The ICO's report has highlighted the growing trend of cyber criminals targeting major organisations' IT systems by penetrating their security systems via third parties' systems, with one security company reporting a 300% increase in cyber-attacks on their client's supply chains since COVID ended, and another report from two years ago, found that less than half of companies had carried out any form of risk assessment on their supply chain.

It is recommended that organisations must prioritise their own internal security procedures, whilst encouraging their supply chains to take similar steps on security procedures, including staff education.

Further information on this can be found on the ICO's website on www.ico.org.uk



THEFTS AND FRAUDS REPORTED BY MEMBERS

- 12th April - GT Access had a **Skyjack SJ6826** stolen from New Co-op Arena in Manchester.
- 2nd May - Eagle Platform's customer had a **Niftylift 170 trailer-mount** stolen from Coleridge Road in Sheffield.
- 3rd May - NCATT circulated a warning against **Simon Rogers** of **Wagama Estates** regarding stolen matting.
- Between 8th May - 3rd July there have been a number of attempted frauds. The fraudsters have claimed to work for Bspake Europe, Buxted Construction, C S Mason, D S Watson Civil Engineering, E G Group, E J Taylor & Son, GKL Group, HH Construction, Harringtons Builders, Jagger Construction, Maypine Construction, MBS, MDS Civil Engineering, Mead Construction, Munnings

Construction, NEG Services, RC Civils, Spencer British Engineering or Wagama Estates.

The names used have been Arthur Fitzpatrick, Barry, David Taylor, Edward or Edward Taylor, George Wright, John, Mark or Mark Nannery, Robert Larson, Sam Broughton, Samantha or Samantha Taylor, Sarah Marsh or Wimpiest, Sharon Cullen, Simon Rogers, Stuart Ray, or Raymond Trav.

The site addresses given are in Basildon, Benfleet (Essex), Bishop's Stortford (Hertfordshire), Bradford, Castleveale (Birmingham), Corby, Crowland (Lincolnshire), Gateshead, Keston (Bromley), Orpington, Tilbury, or Wakefield. The NCATT and Opal police units have been informed of all these occurrences.

- 14th May - NCATT circulated a warning against **Anthony William Cavanagh** of Bootle in Merseyside.
- 17th May - NCATT circulated a warning against **Anthony James Clements**.
- 7th June - Elvington Plant Hire had a **Wacker Neuson RD80 roller** and an **Indespension trailer** taken from a site in Oldham.
- 14th June - Quattro Plant had a **Manitou MT993 telehandler** stolen from Forst Hill Industrial Park, London.
- 25th June - NCATT circulated a warning against **Craig Forbes** using the company names **Forbes Fencing Ltd, FF Equi Arenas**, and **AM20 Driving Solutions**.

TRAINING AND CERTIFICATION

PLANT OPERATOR SCHEMES RED CARD



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Background to Red Cards

The concept of what is commonly known as the 'red card' came into being for Plant Operators at the launch of the Construction Plant Competence Scheme (CPCS) back in 2003. CPCS was formed by the then CITB-CTA scheme along with Lantra Awards and National Plant Operator Registration Scheme (NPORS), in line with the construction industry's CSCS card scheme requirement.

CPCS introduced a two-stage carding process which comprised of a trained operator card - denoted by a red-coloured card and a competent operator card - denoted by being blue in colour, hence the industry adoption of the terminology of red cards and blue cards.

The red card was attained by undertaking any relevant training and the resultant skills and knowledge being assessed by an end test. The red card was non-renewable with a limited validity and for which the card holder had to attain in that time, the National (or Scottish) Vocational Qualification (NVQ/SVQ) relevant to the item of plant they were tested on. The VQs are competence-based qualifications, attained through work place-based evidence.

Red Card Site Acceptance

An ongoing issue remains however that red card holders are in some cases being refused entry to site as either the organisation's policy or site management perceives that all red card holders are novices with limited skills and experience. This is not always the case, for which the aim of this article is to provide some clarity as to red card holder's abilities with example of various circumstances as to their stage of operational competency.

In the first situation, the individual is a novice and undergone training and have to demonstrate a basic set of skills and knowledge at the point of testing on the machine. They will naturally have limited ability to work at site level and who would require a certain period under supervision to apply their learnt skills in the workplace. Without this transition period however, they will be unable to attain sufficient site experience to achieve the VQ, which prevents them from achieving the blue card within the red card validity period.

The next situation is that a red card holder, although new to a category of machine, may already have sufficient site-experience through other trades, or is carded and experienced on other

machine types and may become competent on the machine in a very short time, but will not have yet attained the VQ.

The final situation is a competent operator who is experienced on the category of plant but is not carded e.g. coming from another sector and without having the VQ and needing to access the workplace, would only be eligible to go through the red card route and again, potentially unable to access site to carry out operating activities.

A key factor with the last two situations is that the NVQ/SVQ qualification process requires evidence of operational ability from the workplace which is then mapped against the qualification standards by an approved assessor. This is a process that takes time to achieve, to which the red card holder could be very capable but in the process of attaining their evidence or awaiting to be signed off.

There have been situations however where, although red card holders are accepted on some projects, that a red card holder may not have the required ability for a particular activity and therefore this is a skills issue rather than a carding issue. This should also apply to blue card holders who may also not have the ability to carry out certain functions without additional training.

Assessing All Cardholders

Although the industry through the Construction Leadership Council (CLC) is advocating VQ achievement as the indicator for competency, the guidance to the Construction, Design and Management Regulations (CDM) says that: 'Sole reliance should not be placed on industry certification cards or similar being presented to them as evidence that a worker has the right qualities'.

It then details the process to ensure that the individual should be assessed on their level of existing health and safety skills, knowledge, training and experience and then compare them with what they will need for the activity and provide additional training to take up any shortfall. CDM does however endorse the attainment of the VQ as a measure of competence. The two CSCS-alliance plant card schemes - CPCS and NPORS - on their respective websites offer learning content material which can be used to support an internal assessment process.

Young Plant Operators

There is also a perception that young plant operators e.g. under the age of 18 cannot legally operate equipment on site. This is not the case and the 'Management of Health and Safety at Work Regulations (1999): Regulation 19 - Protection of Young Persons' states that employers need to assess any particular risks to young people before they start work by taking into account their inexperience, their lack of awareness of potential risks and their potential immaturity.

They should also not undertake activities which are beyond their physical or psychological capacity, or where there is a risk of accidents which it may reasonably be assumed cannot be recognised or avoided by them owing to their insufficient attention to safety or lack of experience or training.

The regulations also state that there should be no risks to their health from extreme cold or heat, noise or vibration. Naturally, young people may need more supervision to make sure that they do not act irresponsibly or take short cuts which put themselves and others at risk but getting young people onto site as plant operators is a key step to ensure a future workforce.

Summary

What this article is indicating is that red card holders should not be written off just based on the fact that they hold a red card, but an assessment (desktop and/or observational) should be made as to the extent of their learning journey, from basic training to operational competency, is taken into account. With a shortage of operators for certain machine types and in trying to attract new blood, the blanket refusal not to use red card holders or young persons may not be helpful long term to industry.

INDUSTRY COMPETENCE AND FRAMEWORKS PROGRAMME

Following the tragic fire of Grenfell Tower a number of years ago, the issue of industry competence was raised from the subsequent investigations and reports, with a lack of competence a cited factor of the tragedy. This has led to legislation that imposes minimum requirements of those involved in building works, with the Building Regulations etc. (Amendment) (England) Regulations 2023 stating that under competence: General requirement; that any person carrying out building work or any design work must have - where the person is an individual - the skills, knowledge, experience and behaviours necessary.

Being overseen by the Construction Leadership Council (CLC) Competence Steering Group, in essence a series of competency frameworks are being devised for a large range of occupations that ultimately will identify the skills, knowledge, experience and behaviours (SKEBs) required for each sector and relevant occupations.

The relevant SKEBs will be devised by a sector-defined 'Super Sector' groups, with various specialist federations and organisations acting as a lead organisation and who will provide the required content and entry routes etc. for each occupational SKEB.

Plant operations are in scope for the competency frameworks and will be undertaken within the Civils Super Sector programme, with the lead organisation being the Plant Sector Representative Organisation (PSRO), for which CPA are an active partner of the PSRO and who will be leading on the core element of the work along with CITB.

The PSRO have already devised a competency framework for the requirements of card schemes, which will be used as the basis of the super-sector frameworks. Once the plant operations framework is in place, the PSRO will work with CITB and the existing plant card schemes to adopt and adjust their standards and delivery content to meet the framework requirements.

CITB PLANT OPERATIONS SHORT COURSE DURATION TRAINING STANDARDS

Training Standards Development

As reported in previous CPA Bulletin articles, the Construction Industry Training Board (CITB) have been developing and introduced a set of short-duration training standards for the operation of plant categories and from which plant grant payments are now based on.

CPA technical staff have been fully involved in the development of the standards and CPA are supporting their adoption by the sector as a means of ensuring sufficient skills are learnt to safely and

efficiently operate plant, and create a level playing field for plant training.

CITB launched the first set of new standards last year for the categories of excavator 360, forward tipping and rear tipping dumper/truck, ride on roller, telehandler, plant marshaller and slinger/signaller. Further categories are in development and due for release near the end of the year. For employers to be able to claim grant, basic training will need to be against the relevant standard that is delivered by a CITB-approved training organisations (ATO) and lead to a CPCS and NPORS card.

Training Durations

The working groups for each standard consist of industry representatives, with many groups chaired by CPA members. The new standards, although initially based on existing training criteria, were comprehensively updated to reflect the changes and increasing responsibilities of plant operators.

This includes dealing with the new technologies and safety aids, eco-operating principles and increased knowledge on efficiency, safety and health requirements. Naturally, this has increased the training content and to ensure that each trainee is given sufficient time to effectively learn the content of the standard, that each working group made a recommendation as the typical length of course that would be required.

It was also to address a common CPA member and industry complaint that on returning from a training course, their operators lacked the required skills and for which the employer had to carry out additional training before their operators could be put to work.

In a bid to negate this inefficient situation, each working group adjusted the training durations so that training is 'done properly and only once', with the CITB grant there to support the increased durations.

However, since the launch of the first tranche of standards, CITB have reported a low take-up of the standards and in discussions with their ATOs and employers, it appears that some employers are reluctant to lose their operators for too long and only seek the minimum basic training before getting their operators back onto site.

The low take-up also means that some training providers are not offering the new standards, further limiting national availability. The CPA and PSRO are in discussion with CITB to seek a way of finding a solution but also in promoting the benefits of the industry-devised effective training standards for plant operators, coupled with sufficient grant so that employers are not out of pocket.

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PUBLICATIONS

CRANES ALONGSIDE RAILWAYS

Following the completion of the work carried out by a CPA-led working group in collaboration with Network Rail (NR) on their publication; CIV0063: Piling, Drilling, Crane, MEWP, and SMPT operations adjacent to the Railway, the CPA's crane technical consultant is currently updating CPA Documents; CPA1402: Requirements for Mobile Cranes alongside Railways and CPA1801: Requirements for Tower Cranes alongside Railways.

These updates will be reviewed by the working group for amendments prior to their release and are intended to both complement and provide an easier reference to the requirements of the NR CIV0063 publication.

Mobile Crane Operator Hours

The Crane Interest Group (CIG) are carrying out a survey on mobile crane operator hours in order to update the CPA CIG 2308 publication: Tendering Management & Operation of Mobile Cranes to understand the typical practices in UK mobile crane rental regarding the management of crane operator hours. This survey is crucial for providing guidance to customers and rental companies on minimising incidents related to fatigue. CIG 2308 covers various aspects of mobile crane operations including procurement, legal requirements and safe practices. This document is essential for ensuring compliance with good practice guidelines and statutory requirements, providing a comprehensive framework for mobile crane operations.

Wind and Lifting Operations

An ongoing CIG development project involves the planning and control of lifting operations in windy conditions. This joint effort with the Tower Crane Interest Group (TCIG) intends to blend theoretical and practical approaches to address the fundamental risks of crane operations in wind. The topics will cover aspects such as load assessment for wind sensitivity, tagline use and the risks of electro-mechanical, below-the-hook, load-handling devices. The project will result in the release of a technical information note (TIN) to highlight the key points.

Understanding wind effects on crane operations is critical as even small changes in wind speed can have significant impacts on safety. The finalised TIN will include planning for various wind speeds and their effects on crane stability and load control, emphasising the importance of proper assessment and planning to mitigate risks.

ILLAPG Initiatives

The CPA Secretarial support being provided to the President and Joint Chairs of the Industry Lead Lifting AP Group (ILLAPG) is proving fruitful and is resulting in several advancements of outputs from the group.

The ILLAPG-dedicated website is near to being launched and the concept of a member charter has been approved and due to launch in early 2025. Once operational, the website will host information



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on upcoming meetings, documents and other relevant content for the group. This platform will significantly enhance their communication and resource-sharing capabilities.

The most recent ILLAPG meeting

took place on 27th June 2024, hosted by Skanska. The meeting was well attended, having over 20 participants in person and an additional 40 participants joining online.

A 'Hands Off, Step Away, Safe Space' (HOSASS) video has been filmed onsite at an HS2 location and awaiting the final edit before wide release to industry. The video is part of an industry campaign by the ILLAPG to provide guidance on how slinger/signallers should act after attaching accessories to a load and follows the fatality of a slinger/signaller when a load being lifted became snagged, which then fell onto the slinger. The initial response to the HOSASS initiative has been very positive, indicating its potential impact on improving lifting safety practices.

The ILLAPG are also making progress on several schedules of common loads documents. The current common lifts document is due for review at the end of 2024 and will be revamped accordingly. A Piling Lift schedule document is currently being reviewed by the Piling Federation and a publication titled 'Fit Out, Lift and Shift' document is expected to be ready in late 2024. A guidance document providing risk assessment and method statement formation for lifting with excavators is nearing completion, marking another significant step to enhance operational safety and efficiency.

In addition to these projects, the ILLAPG are in the early stages of developing new initiatives including guidance for the use of tag lines, an anti-collision standard and a slinger/signaller grading system. These initiatives aim to further standardise and improve safety practices across the lifting industry and foster a culture of continuous improvement and innovation in the construction industry. Finalised ILLAPG publications will be able to be downloaded free of charge, either from the ILLAPG section of the CPA website or on the dedicated ILLAPG website when launched.

POLICY

PRIORITIES FOR THE NEXT GOVERNMENT - INVESTMENT, DECARBONISATION AND STABILITY?



Chris Cassley
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As I write this, we are in the last day of campaigning ahead of the General Election. By the time you read it, unless the polls are massively mistaken, for the first time in 14 years, the construction industry will be working with a Labour Government.

The question that the industry will be asking is, what does this mean in terms of future policy and how construction can remain at the forefront of government policy making? The CPA recently published its core priorities for the next government, and following the election, we will be taking each of these issues up in turn with the appropriate minister and secretary of state in order to reinforce our messages and look to highlight the role the plant-hire sector plays, in both construction, but the wider economy.

The CPA's priorities are:

Reinforce business investment and future house building programmes

- Establish a credible timetable for the extension of the Full Expensing Allowance to every aspect of the construction plant-hire industry. When 'fiscal conditions allow' is too vague and undermines confidence in business investment decisions.
- Reforms to the planning system must be realistic and proportionate. Learning from past failures at both central and local levels are important if we are to build the future homes we need.

Decarbonisation of construction plant

- Have one single government department responsible for decarbonisation of construction plant. Current policies and roles are split between at least three government departments.
- Temporarily reintroduce the rebate for Hydrogenated Vegetable Oil (HVO) to the construction industry for at least the next two years.
- Develop a trial scrappage scheme for NRMM (Non-Road Mobile Machinery) businesses operating in Freeport zones, with a view to widening the scheme on a national basis.
- Publish the Low Carbon Fuels Strategy as soon as possible and develop a road map for the decarbonisation of NRMM.

Supporting the construction industry

- The position of construction minister must be solely dedicated to the sector and not split amongst a range of different ministerial responsibilities across different industrial sectors.

- The current approach by the police on abnormal loads and embargo times are having an adverse effect on the efficient movement of construction plant - especially mobile cranes. Some companies are facing an existential threat. The next government must get the Home Office and Department for Transport to work with the industry and police chief constables to outline concerns and ensure the current lack of flexibility amongst police forces, is addressed.

- Build on current work with the construction industry to grow the domestic skills base, improving both apprenticeship funding and retention rates amongst apprentices, while also making the industry an attractive career option for people already in the workforce. Realism is needed in recruiting from overseas, with the Migration Advisory Committee working with the construction sector in addressing current skills gaps.

The creation of Great British Railways must be a key legislative part of the King's Speech, helping provide certainty for planning and business investment in the rail plant sector.

- The legislative impasse on the creation of Great British Railways (GBR) must be resolved as soon as possible. A growing rail plant and rail maintenance industry is at the heart of a successful rail sector. The current delays have undermined progress, with the supply of future work bank visibility fragile.

Above all else, the business community and construction especially, needs stability and an emphasis on the conditions needed for secure and consistent, business investment. It is not particularly groundbreaking as a policy, but it remains true because it is. Without business confidence and consistency in economic and infrastructure policy, construction and wider productivity in the economy, will be undermined.

Labour have cited the need for economic growth to raise living standards and pay for its policy agenda. While laudable, whoever forms the next government must learn from the mistakes of the last one and ensure construction is at the forefront of its thinking in driving economic growth. Examples such as HS2 should act as a lesson for whoever is in power. It remains a classic and all too recent example of what happens when policy implementation gets muddled and short-term thinking overrides wider, long-term infrastructure needs. The construction industry will be watching and waiting.

NEWS FROM CPA MEMBERS

To submit news for consideration for future issues of the CPA Bulletin, please email lisa@lisacollinscommunications.co.uk

UK's first Hydrogen Power Generator Showcased at Hillhead

Commercial Fuel Solutions, specialists in the design, development and distribution of fuel storage and transfer systems, showcased the UK's first commercially available hydrogen internal combustion power generator at the Hillhead show in June.

As exclusive UK distributors for Belgian generator specialists, e-power, Commercial Fuel Solutions Ltd displayed the 45 kVA Hydrogen Internal Combustion Engine (H2ICE) Electrical Power Generator which is available for both hire and purchase.

The e-power® E45 Hydrogen Power Generator is designed to operate on any grade of hydrogen, providing clean, efficient, and cost-effective energy generation. Utilising a hydrogen combustion engine, the generator is said to offer more robust technology than traditional fuel cell technologies, providing a resilient solution for diverse power requirements at a fraction of the usual capital expenditure.

Robin Futcher, Founder and CEO of Commercial Fuel Solutions, said; "This generator is ideal for construction companies looking for a cost-effective, eco-friendly, and high-performance solution for power generation. With its lower CAPEX, ability to withstand fuel impurities, and decreased fuel expenses, it is the clear choice for businesses committed to investing in the future of hydrogen energy and making substantial strides in reducing their carbon footprint."

Commercial Fuel Solutions offers a complete turnkey package. Alongside the H2ICE Generator, the company conducts thorough site safety risk assessments to ensure suitability, integrating DSEAR risk assessments with zoning diagrams and compliance checks. Specially trained technicians manage the installation and commissioning of the generator, while providing necessary training, permits for work, and safe operation oversight.

Additionally, Commercial Fuel Solutions provides all service, maintenance, and emergency call-out coverage within the warranty period. Moreover, the company can supply hydrogen safely and reliably, offer remote fuel consumption monitoring,

and seamlessly integrate systems into the customer's existing infrastructure.

The 45 kVA H2ICE Generator utilises hydrogen combustion to produce dependable electrical power, offering an emissions-free alternative to traditional fossil fuel-based generators. This method not only ensures minimal emissions but also capitalises on the cost efficiencies of hydrogen when used as a fuel source.

Unlike fuel cell-based systems, the H2ICE generator is less vulnerable to impurities in the hydrogen supply, ensuring sustained reliability and reducing fuel costs over time. This affordability makes the E45 hydrogen power generator an attractive option for businesses and operations aiming to minimise their environmental impact through hydrogen power.

Engineered for durability and easy maintenance, the E45 H2ICE Electrical Power Generator's sturdy design is suitable for various applications, from industrial uses to emergency backup power, ensuring uninterrupted critical operations. With reduced fuel expenses and environmental advantages, it presents an ideal solution for forward-thinking enterprises committed to achieving sustainability objectives without sacrificing power or performance.



Keeping Operators Safe

Flannery Plant Hire was the first major plant hire company to support Xwatch Safety Solutions, part of Hexagon, when the company (Xwatch) began its operations in July 2019. Since then, Flannery has invested significantly in Xwatch, purchasing almost 300 XW4 height and slew control systems along with XW5 total protection RCIs (rated capacity indicators).

Much of Flannery's work is secured through the tender framework, with 80% of their business coming this way. This involves tendering up to 6-9 months ahead of a contract award or a project. Current schemes include the A3, M5 and M25 National Highways widening works at Wisley and HS2.

The company plans its purchases 12 months ahead. Last year, Flannery invested heavily in new machinery for upcoming key infrastructure projects. While the company has tapered its CAPEX this year, more than £105 million has already been committed for new machinery and equipment.

Flannery's strategic focus remains on National Highways, UK Power Networks, Utilities, and Airports and through their supply chains with customers, including the likes of Kier Group, Balfour Beatty, Morgan Sindall, and various contractor joint ventures (JVs), specify Xwatch XW4s and XW5s.

Additionally, some specify the Xwatch 3D collision avoidance system by Leica Geosystems part of Hexagon, which integrates



with the Leica MC1 3D machine control software. This system allows users to create or import 3D avoidance zones above and below ground directly into the MC1 tablet without additional screens.

Currently, upwards of 45% of Flannery's fleet is equipped with Xwatch systems, highlighting their trust in the technology. This preference is a strategic decision based on customer service excellence and the ability to react swiftly. The Xwatch systems are renowned for their reliability, providing operators with consistent performance and peace of mind. Adding to the confidence in the product.

Thwaites Adopts CESAR to Protect and Detect



Thwaites has committed to the CESAR Security and Registration Scheme powered by Datatag ID.

The Scheme will protect Thwaites dumpers for life and will help deter criminal activity. In the case of theft, there is a much greater chance of recovery and likelihood of prosecution.

Owned by the Construction Equipment Association (CEA) and widely supported by the industry, the identifiable warning signs represent the only Scheme

recognised by the Metropolitan Police and UK Home Office. The Scheme is monitored and responded to 24/7 and has seen, since its launch in 2007, the likelihood of recovery increase to six times more than that of a machine not protected by multi-layered identification technologies.

Thwaites General Sales Manager Andrew Sabin said: "We are pleased to confirm our participation in the CESAR Scheme. Thwaites will always ensure we protect our brand, our distributors, and our loyal owners and operators.

"Reducing the total cost of dumper ownership by lowering insurance premiums and further protecting market-leading residuals is something we fundamentally endorse and support," he added.

Viki Bell, Director of Operations at the CEA, said, "We are excited to see Thwaites join the CESAR Scheme. Their decision highlights the industry's growing recognition of the value and effectiveness of the CESAR Scheme and its unique security measures in protecting valuable equipment and deterring theft. Thwaites' commitment to this initiative emphasises their dedication to safeguarding their machinery and supporting the broader efforts of the CEA to combat equipment theft across the industry."

Kevin Howells, CEO of the CESAR Scheme technology and delivery partner Datatag ID, said, "We are delighted to welcome Thwaites to the CESAR Scheme after extensive discussions and a thorough evaluation process. Thwaites' adoption of CESAR reinforces their commitment to security and the critical importance of our multi-layered forensic identification technologies. This partnership marks another significant step forward in further improving security measures within the construction equipment industry."



Transition Towards Sustainable Energy

A report entitled ‘Responsible Sourcing of HVO - A Comprehensive Guide,’ has been released, aiming to accelerate the global transition towards sustainable energy. Developed by Action Sustainability for the Supply Chain Sustainability School, the report is a vital resource for organisations committed to environmentally responsible practices in the procurement of hydrotreated vegetable oil (HVO).



As many organisations pursue net zero targets, the role of fuels and power is crucial. HVO has emerged as a viable alternative to fossil diesel, a shift endorsed by the Construction Leadership Council (CLC) in its zero diesel sites route map. However, the sustainability benefits of HVO are complex and not always straightforward.

In response to these complexities, 12 Supply Chain Sustainability School Partners have co-funded this guidance to elucidate the sustainability challenges associated with HVO.

Ben Stone, Head of Environmental Sustainability at Kier Group, said: “The construction industry has a key role in supporting the UK’s transition to a lower carbon economy. This report and its recommendations shine a light on the role HVO can play, and where it can be utilised to provide a low-carbon solution. Working collaboratively with the Supply Chain Sustainability School and its Partners, we were pleased to advise on the research and development of the Responsible Sourcing of HVO report to provide clear and much-needed guidance to support the industry with procuring this fuel responsibly.”



Jo Potts, Sustainability Director, Responsible Sourcing & Social Impact at Balfour Beatty said: “At Balfour Beatty, we take pride in acting responsibly, considering the full environmental, social and economic implications of our actions to ensure that we’re not solving one challenge whilst creating another. It’s refreshing to see this guide, which we are pleased to have contributed to, takes a holistic approach and moves away from carbon tunnel-vision, clearly setting out the pros, the cons and most critically, the unknowns of HVO fuels.”

The guidance covers the entire lifecycle of HVO - from raw material sourcing, processing, and shipping to final use. It provides strategies for managing and mitigating potential sustainability risks and impacts within the HVO supply chain.

It provides actionable recommendations to help organisations make informed decisions, manage risks, and confidently mitigate the sustainability impacts of using and procuring HVO.

Dr. James Cadman, Head of Consultancy and Climate at Action Sustainability, stated: “When procuring HVO, it is essential to conduct due diligence to source sustainably from reputable suppliers, using assurance schemes like the UK’s Renewable Fuels Assurance Scheme (RFAS). This approach is crucial for transitioning away from fossil fuels, protecting the planet, and achieving net zero targets responsibly.”

By promoting sustainable procurement practices, this report marks a new era of conscientious decision-making in the energy sector. It empowers organisations to uphold environmental stewardship without compromising operational efficiency or profitability.

The full report can be accessed at https://landing.actionsustainability.com/responsible-sourcing-hvo/download.html?utm_campaign=HVO_microsite_pr

New MD for Takeuchi UK

Takeuchi UK have appointed Daisuke Yanagisawa, better known as Yana, as the new Managing Director.



Yana has spent the last 12 months as Assistant MD, getting to know the industry in the UK. Yana will be leading the team of 25 at Takeuchi's UK head office in Rochdale and Thatcham depot.

He said: "There's a huge opportunity to build on the success Takeuchi UK have achieved so far, and I'm really looking forward to working with the team to grow the business significantly. My main focus is to take Takeuchi UK to the next level by strengthening the team. I strongly believe having the right people at the right places is the core for our growth."

Takeuchi UK benefit from an extensive and established dealer network of 30 depots supporting customers nationwide. Customer-led innovation has always been a central to the Takeuchi philosophy and

developments in the New 3-Series range and New Electric models is an exciting next chapter for Takeuchi in the UK.

Takeuchi remain a major excavator supplier to the UK's construction and plant hire industry. The excavator product range has expanded year on year, now with over 22 models between 1 to 15-tonnes. This year Takeuchi UK will reach its 50,000th machine sale, a major milestone for the Takeuchi UK team and dealer network.

"With the recent opening of the new Aoki factory in Japan and increased productivity, our machine availability is going to be its best-ever. Over the next few years, we aim to grow the Takeuchi customer base nationally. Our dealer know-how and expertise will be critical to our on-going success," Yana added.

Cobalt Converts Customers to JCB X Series

A plant hire firm has invested in a fleet of new JCB machines worth £4 million – including 19 X Series excavators.

Kent-based Cobalt Plant Hire was founded in 2022 with support from JCB Finance and its fleet of JCB machines has just been joined by new JCB 140X and 220X models.

Supplied by dealer Greenshields JCB, the X Series models are joined by JCB 85Z-2 and 86C-2 midi excavators and six and nine-tonne JCB site dumpers. It takes Cobalt Plant Hire's extensive JCB fleet up to 55 machines, all with striking dark blue livery.

Cobalt Plant Hire Joint Managing Director, Barry Verrent says the JCB X Series excavators are proving a big hit with hire customers, with former users of competitor machines now becoming big fans of the X Series models.

He said: "We choose JCB as it's a great British brand and we have an excellent relationship with the team at Greenshields JCB. The service has been really good and we really like the X Series. It's a powerful excavator. Operator comfort is a big thing for us and so the comfort levels in the cab stand out. As long as the operator is happy, we're happy. The customer feedback has been very good. Even those customers who previously used competitor machines are now converts to the X Series.

"The team at Greenshields JCB has been very supportive of us - from the very early days of Cobalt when we were starting out with nothing. JCB was the one manufacturer and dealer combination that backed us, fighting to secure finance for us too. They've been behind us all the way and are a big part of why we've stuck with JCB."

Cobalt Plant Hire was established in 2022 by Barry Verrent and Mick Lippard and employs 10 people at its Rochester base. Offering self-drive plant hire, the company operates a fleet of 190 machines including 35 JCB tracked excavators, ten JCB dumpers, six JCB Loadall telescopic handlers and four JCB compaction rollers.



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LEGAL NEWS

WELSH POLICE TEMPORARILY LIFT MOBILE CRANE EMBARGO TIMES



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In late June, Gwent Police, after listening to industry representatives, implemented the temporary removal of Embargo Times for smaller-sized mobile cranes. This has since been extended to now include South Wales and Dyfed-Powys police forces.

The trial for the mobile crane sector will be based on the impact on traffic - so will be evidence led - which if successful, could be adopted by other police forces around the country.

The trial began on Monday 15th July, and has a strict criterion for mobile cranes. The mobile crane must:

- Be a motor vehicle which has a crane permanently mounted as part of the vehicle chassis design, which is specially designed or built to carry out lifting operations. However, for this trial, lorry-mounted cranes are EXCLUDED.
- Have a Gross Vehicle Weight (GVW) of 80-tonnes or less.
- Have a maximum width of 3m.

- Have a maximum length of 25.9m.

Other caveats for this trial are that it is subject to regular reviews over the 3-month trial term; and that mobile cranes will comply with any specific embargo conditions that may be implemented during the course of the trial. This may include a 'no travel' hiatus during one-off peak time events, such as prominent sporting events or concerts. In these circumstances only companies who are involved with the trial will be notified beforehand.

Police Information Document

The three police forces have created and circulated an information document detailing how the trial will operate, and what roads are covered.

A copy of the document can be found within the 'Transport' section, under 'Legal', on the CPA's website - www.cpa.uk.net.

If the crane company's movement plan extends beyond the above embargo exempt routes, then any other roads which may be used to reach the crane's destination may - on a case-by-case basis - be also included as part of the embargo exemption; however, companies will still need to submit their movement plan at least 2 days in advance of the movement to ensure the 'extended' exemption is granted.

Should any member wish to be involved with this trial, then they can contact Gwent Police using the following email address - george.john@gwent.police.uk

Should members wish to find out more information on this trial, then they should speak with Gwent Police.

PREVIOUS PARLIAMENTARY BILLS WHICH DID NOT SUCCEED

In the final days of the last Parliament, there were a rush of Parliamentary Bills which did not succeed in becoming law.

This included the 'Data Protection and Digital Information' Bill, which would have replaced the EU data protection regime as a legacy from Brexit.

Another which failed to be passed was the 'Arbitration Bill', which would have provided new rules for individuals and businesses to resolve disputes without going to court.

Members are reminded that another form of 'dispute resolution' is available under clause 36 of the CPA's Model Conditions for any contractual dispute they have with their customer. This process is under the heading of 'adjudication' and differs slightly from 'arbitration'. Details of the adjudication process can be found on the CPA's website - www.cpa.uk.net/legal-insurance-plant-theft/legal/adjudication or by contacting David Smith.

It will be the new government's decision when these Bills will become law.

PATERNITY LEAVE (BEREAVEMENT) ACT 2024

In the final days of the last Parliament, the Paternity Leave (Bereavement) Act 2024 received Royal Assent on 24th May.

The law gives bereaved working fathers and non-birthing partners the automatic right – from day one when they join the company

– to immediate paternity leave if the mother, or a person with whom a child is placed or expected to be placed for adoption passes away.

The maximum time off for the father or non-birthing partner is two weeks and will be set

to the statutory limit of £184.03 per week.

With a change of Government, once the new Secretary of State has been appointed, it will be their decision on when this Act is introduced. When it does, it will cover England & Wales, and Scotland.

HMRC INCREASES CRIMINAL CASES ON TAX EVASION

HMRC have reported that there has been a 49% increase in the number of criminal – not civil – investigations being brought against individuals and companies, when comparing the tax years 2022/23 and 2021/22.

Those individuals who are faced with criminal investigations, which is being used more often, and with greater effect in

the more serious cases of tax evasion and fraud. As a result of the investigation being ‘criminal’, rather than ‘civil’, the result for the individual, or director(s) of a company can be, if convicted, imprisonment.

Those individuals who are being criminally investigated may try and reach an agreement with HMRC, whereby a ‘civil’ sanction is imposed, if full

co-operation is given, and all unpaid taxes and any penalties – which can be 200% of the tax owed plus interest – are settled immediately. The individual is not at risk of a prison sentence under civil investigation.

Last year, HMRC began nearly 1,100 civil investigations, and it is expected that this figure will grow in 2024/25.

ECONOMIC CRIME AND CORPORATE TRANSPARENCY ACT 2023

The Economic Crime and Corporate Transparency Act 2023 (ECCTA) came into effect earlier this year, with the intention of changing the mind-set of senior management.

Large companies which fall into scope – those that fulfil two of the three criteria: turnover of more than £36 million; balance sheet total of more than £18 million; and more than 250 employees – are encouraged towards better fraud prevention practices.

Fraud has become the UK’s biggest single crime, accounting for 40% of all reported crimes in England and Wales. However, this legislation is looking at companies which ‘fail to prevent fraud’, and as a result of that offence, will make large companies criminally liable for the acts of a person or persons associated with that company, where they (the individuals) commit economic crime for the organisation’s benefit, or for the benefit of any person the associated person provides services on behalf of the organisation, such as a customer.

To be clear, an ‘Associated persons’ covers a broad spectrum, and includes include employees, agents, subsidiaries, and any other person performing services for or on behalf of the organisation. This definition may also extend to suppliers when they provide ancillary services, and to agents, distributors, advisors, brokers, contractors, consultants, and joint venture partners.

The ‘benefit’ must be linked to the organisation the associated person is working or providing services for, or on behalf of, or another group company, customer, or clients of the organisation.

The legislation is aimed at preventing large-scale financial collapses which have occurred before, such as Carillion, which had implications across the construction sector and beyond.

As a result of Carillion’s collapse in 2018, the UK’s Financial Conduct Authority (FCA) fined three Carillion directors who were accused of publishing false information on the company’s financial health which misled the company’s investors, as well as other stakeholders.

Companies should consider reviewing their policies to help identify potential risks of fraud, and where necessary, develop systems to safeguard/mitigate the potential risk, which are then circulated throughout the company, and onward to their supply chain and other stakeholders – if necessary. It is important that companies do not focus purely on financial statements in any review – as highlighted in the Carillion case – but to review non-financial reports which may be relied upon by others.

If companies are looking to review their policies/systems, then they should obtain independent qualified advice by speaking with their auditors/legal representatives.

TRANSPORT FOR LONDON'S DIRECT VISION STANDARD - PHASE 2

As part of Transport for London's (TfL's) progress with their Direct Vision Standard (DVS) - for vehicles over 12 tonnes Gross Vehicle Weight (GVW), TfL have begun accepting applications for HGV's safety permits to ensure vehicles are compliant, with them either meeting the 'three-star' rating threshold or has been fitted with a Progressive Safe System (PSS).

Companies could apply for these permits online through the TfL website since 24th June.

From 28th October, phase 2 of the DVS will take effect, where these new safety thresholds will be required on vehicles entering London.

Vehicle operators who may have any 'Zero', 'One', or 'Two' star rated vehicles over 12 tonnes, are advised to fit PSS to those vehicles at their earliest opportunity and once installed, obtain a new HGV safety permit.

If the owner of a Zero-rated vehicle already holds a HGV safety permit for that vehicle, then the owner will only need to supply TfL with evidence that the vehicle has been fitted with a 'Moving Off Information System' (MOIS) and a 'Blind Spot Information' System (BSIS), and that these are working correctly. TfL have advised that before doing this, they recommend that the owner's contact details are up to date and the existing permit number is to hand.

For vehicles rated as 'Three', 'Four' or 'Five' stars, the PSS does not need to be installed and the safety permit will continue to be valid until its expiry date.

New vehicles rated three stars or above will still need to apply for a safety permit.

To discover what needs to be installed for the PSS, and its technical specifications, then owners should visit TfL's website at <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles/dvs-star-ratings-and-safe-system> or otherwise go to the TfL website for other information on this subject – www.tfl.gov.uk

UPDATED HOME OFFICE EMPLOYER'S GUIDE TO 'RIGHT TO WORK' CHECKS

The Home Office updated their employer's guide on 'Right to work' checks on the 21st June.

It is suggested that employers should specifically familiarise themselves with the changes in 'Section 7 - Annex A: Lists of acceptable documents for manual right to work checks', with a focus on European Economic Area (EEA) citizens and their non-EEA family members with pre-settled status.

A copy of the document can be found on the GOV.UK website at www.gov.uk/government/publications/right-to-work-checks-employers-guide



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ESTA

ESTA CONCERNED OVER ADBLUE-RELATED 'MALFUNCTIONS'

ESTA is urging members to send in information about problems with the use of AdBlue in mobile cranes and SPMTs.



Crane rental companies around Europe are reporting growing issues with the use of AdBlue with some saying almost one third of all on-road breakdowns seem to be AdBlue related.

AdBlue is a mixture of water and urea used in diesel engines to minimise the production of nitrogen oxide (NOx) emissions. It reacts

with NOx in the catalytic converter, breaking it down into nitrogen and water vapour in a process known as Selective Catalytic Reduction (SCR).

The concerns were raised at the last meeting of the EU Regulations Workgroup whose attendees include ESTA members and representatives of the crane manufacturers through FEM, the European Materials Handling Federation.

A key concern is that if the AdBlue system malfunctions - perhaps because the engine is too cold - then the crane's engine can lose power or even shut down, with potentially dangerous consequences.

Reports suggest that similar problems can face SPMT operators, a particular concern during load outs.

ESTA Director Ton Klijn said: "As a first step, we are gathering information and



Ton Klijn

we will then consult with the members of the European Regulations Workgroup and decide on the next steps."

One solution might be for the engine manufacturers to develop some sort of "override" that would allow the engine to keep operating for a limited period despite the AdBlue system malfunction.

ESTA RELEASES FIRST EDITION OF LIFTING OPERATION RISK MANAGEMENT GUIDE

The first edition of ESTA's much-anticipated Lifting Operation Risk Management Guide has been released.

ESTA intends the new guidelines to help companies assess the risks involved in different types of work and give them advice on how to protect themselves using state-of-the-art work preparation and properly drafted terms and conditions.

The guide is especially aimed at smaller companies but also contains information for clients to help them manage projects safely and ensure that they give accurate and relevant information to their suppliers.

The report's preface explains: "The aim of this best practice guide is not to reissue a set of rules and regulations for the

industry, but rather an attempt, by outlining different forms of contracts and listing existing regulations and incident prevention measures, to make users of lifting equipment aware of the risks of lifting operations and protection against their consequences."

The report was produced by an ESTA working group whose members are: Blanca Claeysens, managing director of ASA France; Marcel Schets, SHEQ manager at Mammoet; Joe Collins, heavy lift manager with Becht Engineering; Norbert van Schaik, senior lifting specialist with Siemens Gamesa; and Ton Klijn, ESTA Director.

"The background for this initiative was the fact that crane companies are increasingly dependent on information or auxiliary

materials supplied by the customer, the reliability or integrity of which cannot always be adequately established," Ton Klijn explained.

"ESTA was therefore looking for an opportunity to ensure members are aware of the risks, aided by publishing a best practice guide with operational recommendations and suggestions for adapting conditions.

ESTA stresses that the publication, which is available free to members, is only for guidance and is based on the consensus of ESTA member organizations. It is not a regulation or standard and should not be treated as such, and it cannot replace the users' own knowledge of relevant directives, laws and regulations.

NEW GUIDE ON MOBILE CRANE WINCH GEARBOX MAINTENANCE NOW AVAILABLE

ESTA is appealing to members to reconsider their approach to mobile crane winch gearbox maintenance following publication of the first edition of the association's new guide.

The document was formally handed to Mammoet's Wouter van Noort, President of ESTA Crane Section President, at ESTA's Spring meeting in Paris. It can be found in the members' section of ESTA's website.

The requirement to calculate the remaining life of a winch is a crucial safety consideration and supporters of ESTA's work in this area believe the new proposals could both improve safety and – in some cases – save money.

They have been drafted by a small group led by ESTA's crane expert Klaus Meissner along with Mammoet's Hermen Kamp and Gerrit van Hove from Sarens.

The current regime involves a major overhaul after ten years to check that the winch gearbox is still in good condition, but many experts argue that the ten-year threshold is an arbitrary deadline and does not reflect the equipment's actual usage.



Pictured from left to right: Klaus Meissner, Wouter van Noort, Hermen Kamp and Gerrit van Hove

ESTA's expert group is proposing a maintenance regime that is based on technical analysis, for example by implementing regular oil analyses, that will provide detailed information for other inspections.

Further details are in the news section of the ESTA website.

US CONSTRUCTION GIANT BECHTEL AND TURKEY'S YILNAK JOIN ESTA

Bechtel - one of the world's leading construction and project management companies - and Turkish transport specialist Yilnak have both joined ESTA as affiliate members.

Bechtel is the biggest contractor in the US. It works worldwide and has offices in London, Warsaw and Istanbul.

Ankara-headquartered Yilnak was founded in 1973 and today is part of the Alp Özler Group of Companies. It works across a wide range of sectors including heavy industry, oil and gas, construction and renewable energy.



SEARCH BEGINS FOR SECTION TRANSPORT VICE PRESIDENT

ESTA members are being asked for nominations for the position of Vice President of the Section Transport to replace current postholder André Friderici who is stepping down.

Friderici – technical director of Swiss heavy transport and lifting company Friderici Spécial – has spent more than a decade helping to lead ESTA's transport section, but under ESTA's rules, he is not allowed to stand for a further term in office.

Nominations should be sent to the ESTA Office for consideration by ESTA's September Board meeting with a final decision to be taken by the association's General Assembly.

ESTA MEETINGS - FROM PARIS TO ISTANBUL

In April, ESTA concluded a series of successful meetings in Paris of the transport and crane sections plus the association's General Assembly.

The next round of meetings will be held in Istanbul on October 24th and 25th. If any member wants to add a subject to the agendas for discussion, they are invited to contact the ESTA Office.

More information about all these stories and more is on the ESTA website at www.estaeurope.eu.

Copies of the new guides can be downloaded by members from the website.

INSIGHT: THE POTENTIAL OF HYDROGEN IN CONSTRUCTION AND PLANT MACHINERY

The construction industry stands on the brink of an energy revolution. Here, Celia Greaves, CEO of the Hydrogen Energy Association, the UK's leading trade body in the hydrogen energy sector - which is at the forefront of this transition - explores the potential for hydrogen to decarbonise construction and plant machinery, and explains how it is advocating for policies which facilitate the deployment of hydrogen solutions across the entire value chain.

Celia Greaves



As the world accelerates towards a Net Zero future, the potential for hydrogen to transform construction and plant machinery has never been more promising.

We are beginning to see significant strides in harnessing decarbonised solutions, especially the use of alternative fuels, across the mobility sectors.

Real progress has already been made in areas such as heavy goods vehicles and passenger cars, and now the Non-Road Mobile Machinery (NRMM) sector, including construction equipment, is poised for a similar breakthrough.

Current Landscape

There is a huge appetite within the construction industry for alternative solutions which will provide greater efficiencies, lower emissions and more sustainability.

Given that NRMM accounts for approximately 2.7% of the UK's total greenhouse gas emissions, the need for adopting clean energy alternatives is high on the agenda.

Significant investment and time are spent each year exploring new technologies and how these can work in an industry which operates in varied terrains and challenging working conditions.

Hydrogen, with its high energy density and zero-emission performance, represents an appealing solution to this challenge.

A Range of Benefits

Remote locations, areas with high grid constraints, and construction sites pose issues for the provision of electricity and reduce the viability of electric solutions. Hydrogen solutions are not subject to the same constraints.

Both Hydrogen Internal Combustion Engines (ICEs) and fuel cells offer benefits for NRMM decarbonisation.

Whilst ICEs offer reduced initial investment for manufacturers looking to switch from fossil fuels together with zero carbon and minimal NOx emissions, fuel cells offer low operational costs, reliability and zero emissions.

Unlike other sectors, the intensive operational demands of NRMM usually requires infrastructure to transport fuel to the machine rather than vice versa, but this is challenging in transient environments such as construction.

As such, refuelling solutions must be flexible and adaptive to support the changing

operational demands of NRMM – which hydrogen can deliver.

This potential is a reality – at the HEA, our members cover the entire hydrogen value chain and represent more than 200,000 employees globally with combined revenue of more than £400 billion.

We work together to accelerate the deployment of hydrogen in the UK, to ensure sectors like construction can benefit from pioneering technology and advancements.

Regulatory Solutions

Progress is being made in the regulatory landscape to streamline the policy framework and unlock significant growth in hydrogen.

The HEA was recently involved in the Government consultation on enabling road use of hydrogen-powered non-road mobile machinery – an exciting step towards accelerating the sector's transition to Net Zero.

It followed manufacturers identifying hydrogen as a potential means of decarbonising parts of the NRMM sector where battery electric power is not practical.

Our response, representing discussions within our broad range of members, encouraged the Government to take a “holistic approach” when considering regulations, and showed how hydrogen could be part of a “pragmatic, long-term roadmap” for how NRMM will be supported in achieving the endpoint of Net Zero by 2050.

Embracing both New and Retrofitted Solutions

The adoption of hydrogen solutions isn't limited to new machinery alone – and another focus area is the ability to modify existing assets.

Retrofitting NRMM with hydrogen technology not only broadens the scope for

decarbonisation but also maximises the value of current investments.

It offers a cost-effective pathway to reduce emissions and extends the lifespan of existing machinery, thereby supporting sustainability goals.

The HEA is strongly advocating for the inclusion of retrofit solutions in regulatory frameworks, communicating the successful retrofitting projects in the UK and across the EU, which have demonstrated that safety and efficiency can be maintained with proper standards and protocols.

Drawing on Experience

Valuable lessons can be drawn from both the Netherlands and Norway. The Netherlands has implemented a Subsidy for Clean and Zero Emission Construction Equipment (SSEB), which offers distinct funding streams for purchasing, retrofitting, and experimental innovation.

Similarly, the Norwegian Government provides subsidies for the purchase of electric NRMM, covering up to 40% of the additional cost compared to diesel alternatives. Implementing a similar incentive scheme for hydrogen could be crucial in realising its potential to decarbonise NRMM.

Future Prospects and Collaboration

The potential of hydrogen in the construction sector extends beyond machinery. Hydrogen can play a significant role in decarbonising various aspects of construction, from powering equipment to providing heat and electricity for building sites.

Collaboration across the industry, from manufacturers to end-users, is essential to harness this potential fully.

In Summary

Hydrogen offers a path to significant emissions reductions and operational efficiencies in the construction sector.

The transition to a hydrogen-powered future in construction and plant machinery is not just a possibility; steps are already being made to ensure that the benefits offered by hydrogen in this sector are realised, providing operators with practical decarbonisation solutions.

The HEA is advocating for policies that support this transition and is working with a range of stakeholders to build a cleaner, more sustainable future for the construction industry.

With the right regulatory framework and industry collaboration, the potential for hydrogen to revolutionise construction and plant machinery is immense.

We're dedicated to leading this charge, ensuring that hydrogen becomes a cornerstone of the UK's journey to Net Zero.

Case Study:

Members of the Hydrogen Energy Association - Reynolds Logistics, ULEMCo, and Geopura - are collaborating in a cross-industry consortium led by BAM, known as Element 1.

This project is developing hydrogen as a supplement to reduce diesel usage on construction sites and is funded by a £4,872,653 grant from the Department for Energy Security and Net Zero.



The project unites expertise from various sectors: construction (BAM and Skanska), plant hire (Flannery and Plantforce), the hydrogen sector (ULEMCo, GeoPura, Reynolds Logistics), and the research and technical organisation BRE.

Element 1 aims to enhance hydrogen manufacturing and supply chain efficiency through off-site and on-site production, off-grid compression, and innovative storage and distribution solutions.

The system is designed to accelerate the replacement of diesel on construction sites by using engines capable of operating with 30-50% hydrogen, significantly reducing diesel consumption. This approach allows for the continued use of existing machinery, minimising the carbon footprint associated with scrapping equipment before the end of its useful life.



Spanning two years, the aim is to offer practical solutions demonstrated on active construction sites, reducing the construction industry's dependence on fossil fuels.

By bringing together various contractors and suppliers from across the sector, the Element 1 project is set to drive advancements in hydrogen manufacturing and supply chain efficiency.



Q&As

Whilst every care has been taken to ensure the accuracy of the answers given within this section of the CPA Bulletin, no liability for any damage, liability, cost, loss and/or expense which the reader has incurred can be accepted by the Construction Plant-hire Association (CPA). The reader should obtain independent legal advice on any issue reported within the CPA Bulletin, before proceeding with a course of action.

Q We had hired an item of plant to a customer under the Model Conditions. When the plant was returned to the depot, we discovered that the plant's tyres had excessive wear and tear and one needed to be replaced. We had supplied a driver with the plant, but the customer is claiming that they are not at fault as our driver should have noticed the issue sooner, rather than when it had been returned to the depot at the end of the hire. We feel that due to the nature of the site, tyre degradation was due to site conditions. Is the customer correct in holding the driver responsible?

A No, they are not correct. The three clauses within the Model Conditions you should be looking at are 7 - Ground and Site Conditions, 8 - Handling of Plant, and 13 - Hirer's Responsibilities for Loss and Damage. Clause 7 outlines the Hirer's responsibility to ensure that the ground conditions are suitable for the plant to work on. If this is not the case, then timbers or other suitable support should be laid on the ground. If the ground conditions result in damage to the plant, (including the tyres), then you should refer to clause 13. Any personnel supplied, including the driver must be competent as stipulated in clause 8, i.e. hold a CPCS/NPORS card or equivalent. That individual is deemed to be the Hirer's employee during the hire period; and will be under the Hirer's direction and control. It is the Hirer's responsibility to ensure that daily/weekly checks are carried out on the plant supplied, which would include the state of the tyres. Ideally, there needs to be facilities on site where any dirt or debris can be cleaned away so that a visual inspection can be easily and safely carried out on the plant. If the plant can only be cleaned once it has returned to the depot, where a proper visual inspection can take place, then any damage discovered will be the responsibility of the Hirer, and clause 13 would apply. Clause 13 will apply if no damage was present to the plant at the point of delivery to site; but was evident once it was returned to the depot, then the Hirer has to make good that loss. It is your prerogative within clause 13(b) to charge an 'idle-time rate' (two-thirds of the hire rate) until settlement has been agreed. I would also look at clause 9(c) for further guidance on the matter of tyres. Let me know if you need any further guidance.

Q We cross-hired in an item of plant for one of our customers for an indeterminate period. The CPA's Model Conditions were applicable on the plant we received from our supplier, as well as on to our customer. The plant was off hired at 3pm on Friday, but our supplier could not collect it until the following Tuesday morning, due to other transport commitments. Sometime between Friday afternoon and the plant's collection, the plant was vandalised to the value of £1,000. The customer is claiming that as he off-hired the plant Friday afternoon, so he is claiming that he is no longer responsible for the subsequent damage. Is this correct?

A No, he is not correct. If the hire was for an indeterminate period, i.e. a specific start date but no specific end date, then under clause 24(a) of the Model Conditions, the Hirer is responsible for the Plant for the next 7 calendar days after it is off hired. So, if it was off hired on Friday afternoon, then they would still be responsible until Thursday afternoon. As it was vandalised by Tuesday, then your customer is liable. The customer could also be charged two-third of the hire rate until settlement has been agreed - as per clause 13(b). Your supplier will be charging you in exactly the same way. Therefore, any correspondence or queries concerning the vandalism should be forwarded to the appropriate party, from your customer to your supplier, and vice versa.

Q Is there a section in the CPA Model Conditions that refers to customers cancelling orders with the owner?

A If you look at clause 24(c), reproduced below, then you will see the reference to cancellations. c) If the Hirer terminates the Contract before the Hire Period commences, then the Hirer is liable for all reasonable costs and charges incurred by the Owner or to which the Owner is committed at the time of termination. If you need any further advice on this issue, then please get in touch.

Q Thank you for sending me a copy of the CPA's Consumer Conditions. However, reading through it I saw the following clause:

NON-BUSINESS HIRE

The Plant and Equipment is hired to you on the basis that it is used only for private or non-commercial use. You must not use the Plant and Equipment for commercial purposes.

A large portion of our customers are small builders and landscaping firms. How are these types of companies covered under the above terms?

A Many CPA members hire out their plant and equipment to both a business and to a consumer (a homeowner).
If they are hiring out to a homeowner, which will be for the home-owner's personal benefit, (so for non-commercial activities) - whether this is work on their house or garden, then the CPA member would use the CPA's Consumer Conditions. Depending on whether an operator is supplied with the plant/equipment, would dictate whether the member uses the CPA Consumer Conditions for Plant supplied with an Operator or without an Operator.
If any business wants to hire plant and equipment from you, whether it is a small builder, landscape gardener, etc., then you would hire the plant/equipment to them under the CPA's Model Conditions. It does not matter whether an operator is supplied or not; you would still use these same terms.

Q We have unfortunately had an item of plant stolen from site. Can you outline what the process is for reporting the loss?

A If you can provide the CPA with as much detail as possible, we can circulate that information to the membership, in the hope that it is seen and quickly recovered.
Details regarding the plant, where it was delivered, etc., should be reported to the police, and a Crime Reference Number (CRN) obtained. The CRN, together with any other relevant information, should be passed to your insurance broker.
If the plant was hired out under the Model Conditions, and it was stolen during the hire period, then the customer will be liable for the loss. The customer's 'hired-in plant' insurance policy should cover the loss to the plant, but also the on-going two-thirds (idle-time) rate.
If you need further clarification on reporting the loss, then please get in touch.

Q We had an item of plant, which had been cross hired from another company, and delivered to our customer's site under the Model Conditions.
During the hire period, the plant was damaged, and I would like to be acquainted with the potential liability that we can face, and what, if any, can be passed on to our customer.

A As you are the intermediary between your customer and the plant owner, then your role will simply be passing liability/responsibility from your customer to the owner. As the plant was damaged during the hire period, you would be liable to the plant owner for the damage and the on-going two-thirds (idle-time) rate as stipulated in clause 13(b); and in turn, your customer will be liable to you in the same way. This is subject to all parties being contracted under the Model Conditions.
The on-going two-thirds (idle-time) rate will be subject to whether an operator is supplied or not. If an operator is not supplied when the plant was damaged, then the customer is charged two-thirds of the hire rate until settlement has been agreed. This is outlined in the latter part of clause 13(b) of the Model Conditions. However, if an operator is supplied, then the under the final line of clause 25 the cost is split: the plant element is charged at two-thirds, but the operator element is charged in full.
The settlement process may take some time to be resolved depending on the number of parties involved (and their respective insurers / loss adjusters); however, the ongoing two-third charges continue until settlement is agreed.
Once the settlement figure is agreed, then the on-going charges cease for 3 weeks while payment is made. If payment is not made within that time, then the charges resume.
I hope this gives you sufficient clarity on the subject, but if you wish to discuss this in more depth, then please get in touch.

Q We have a contract requiring a rubber duck to travel along the public highway for up to 1km. Can you tell me if the driver needs a driving licence, as well as a plant operators' certificate?

A When any motorised vehicle is travelling along the public highway, no matter what class of vehicle it is or how short the distance it travels, then the driver will need to have the appropriate driving licence for it.
In addition, the vehicle needs to be taxed (Vehicle Excise Duty) and insured too.

Q Can you advise if CPA conditions are applicable in Europe, as well as the UK please?

A The CPA's Model Conditions can be used for sites or customers based in mainland Europe, or elsewhere in the world.

If there was a dispute, clause 36(a) states that should a dispute arise, then if the Owner's head office is based in the UK, then UK law and jurisdiction would apply.

Q The equipment we hire out are only containers and welfare cabins. Consequently, we are uncertain whether we need to have the whole conditions on our invoices or can we take a piece out of them?

A As you are hiring out cabins and containers, I appreciate that the need for using all of the CPA's terms and conditions may seem unnecessary, but they are not.

The Model Conditions is a copyrighted document, and its entirety is there to help all members irrespective of what they hire out. It would be inadvisable to use clauses on a piecemeal basis and hope they cover you, when there is a possibility that certain critical clauses which have been omitted may leave you inadvertently exposed. Your insurer may also insist that you use the conditions in full.

To help alleviate your concern, the need to reproduce the terms and conditions on the back of your paperwork is an option, but it merely reinforces the terms which should have previously been sent to the customer, particularly a new customer, prior to the units being delivered to site.

Most companies will send a full-size copy of the Model Conditions - used for business customers, when either a credit account is being opened, or with the first few hires where both the terms and the Hire Contract Form are sent to the customer. This latter approach would create a 'course of trading' where both parties would be aware of their obligations and responsibilities under those terms.

Subsequently, a blind-copied email to all your business customers could be sent out once a year to remind them that you work to these terms, with the terms attached within the email. This approach may save you time with administration and cost on printing.

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SPECIAL INTEREST GROUPS

BRITISH CONCRETE PUMPING GROUP (BCPG)

The last British Concrete Pumping Group steering committee meeting took place on Thursday 20th June 2024 at the Heart of England Conference & Events Centre, Meriden Road, Fillongley CV7 8DX, with the meeting agenda covering a range of topics, including:

- Recent Safety Issues
- HSE Update
- Blockages/FPS
- Group Levy Update

CONSTRUCTION HOIST INTEREST GROUP (CHIG)

The last Construction Hoist Interest Group meeting took place on Thursday 4th July 2024 at the Heart of England Conference & Events Centre, Meriden Road, Fillongley, CV7 8DX in the form of a working group for the Safeguarding Requirements for Landing Gates for Temporary Installed Construction Hoists document development.

The next Construction Hoist Interest Group steering committee and open meetings will take place on Wednesday 2nd and Thursday 3rd October 2024 respectively. The meeting venue is the Heart of England Conference & Events Centre, Meriden Road, Fillongley, CV7 8DX.

CRANE INTEREST GROUP (CIG)

The last Crane Interest Group steering committee meeting took place as a hybrid event on Tuesday 2nd July 2024 at the Heart of England Conference & Events Centre, Meriden Road, Fillongley CV7 8DX, with the meeting agenda covering a range of topics including:

- TINs & Publications Update
- HSE Update
- CIG1801/CIV0063 - Mobile Cranes Alongside Railways Update
- ILLAPG Update
- Abnormal Loads/Embargo/Police Enforcement Challenges
- CPA Update
- Handover of Cranes Guidance Update
- Guidance on When a Lifting Operation Should be Winded Off
- CIG2308 - Tendering, Management and Operation of Cranes Update
- CIG Members Survey - Operators Hours Update
- ESTA Activity Update and Publications Access
- CIG Group Levy

SUCTION AND VACUUM EXCAVATOR SPECIAL INTEREST GROUP (SAVE)

The next Suction and Vacuum Excavator steering committee meeting will be communicated once agreed and confirmed by the group, with the meeting format and venue confirmed at a later date prior to the meeting.

SHORING TECHNOLOGY INTEREST GROUP (STIG)

The next Shoring Technology Interest Group technical and steering committee meeting will be communicated once agreed and confirmed by the group, with the meeting format and venue confirmed at a later date prior to the meeting.

TOWER CRANE INTEREST GROUP (TCIG)

The last Tower Crane Interest Group Steering Committee meeting took place on Tuesday 16th July 2024 at CCT Venues, 2 East Poultry Avenue, London EC1A 9PT.

VERTIKAL DAYS 2024 - JOINT CIG/TCIG OPEN MEETING

A joint Crane Interest Group (CIG)/Tower Crane Interest Group (TCIG) open meeting will be hosted by CPA on Thursday 12th September 2024 from 10am-12pm in the Cedric Ford Pavilion at Newark Showground during Vertikal Days. For further details, please email **Rob Squires** at rob@cpa.uk.net



Rob Squires
rob.squires@cpa.uk.net



RAIL PLANT ASSOCIATION

RPA LEADERSHIP MEETING

The Sixth Rail Plant Association Leadership Meeting was held on Tuesday 9th July 2024 at the Valley Suite, Severn Valley Railway, Kidderminster.

To open the proceedings **Jonathan Dunster** MD of SVR, welcomed everyone to the railway and described the opportunities which the railway provides for testing, training and demonstrations of railway plant.

Steve Fetherstone followed on with the "What's on My Mind session".

Topics covered included:

- A recent tragic fatality of a rail colleague on his drive home.
- Runaway incident
- Safety trends
- Supply and demand balance for plant
- Change of government
- Bring back blockades
- Short notice cancellations
- Fatigue management impact on rosters
- Modernising maintenance impact on rosters Consideration of travelling distances when awarding contracts
- Christmas
- Network Rail owning and operating plant
- Incentives to invest and challenges to innovate
- Rail Live review

Jordan Skey, Network Rail's Technical head of plant took everyone through the latest plant safety bulletins and the latest standards' updates.

Doina Diac, Network Rail's lead for plant product acceptance explained the latest changes to the product acceptance process along with some good practices for companies going through the process.

Tim Walden, Network Rail's Capital Delivery Director for the Wales and Western Region provided an update on the key issues facing the region along with a forward pipeline of the total volumes of work through CP7.

Tom Male, Head of Capital Portfolio Delivery at Network Rail, presented the latest, week by week, work volumes at a National level over the next 18 months including the significant peaks at Christmas 2024 and Christmas 2025.

Network Rail's Commercial Director, **Phil Bennett** provided a response to the RPA concerns on Christmas terms and conditions and on short notice cancellations. I was impressed by the progress made on both issues.

Martyn Cusack, senior supply chain manager at HS2 (High Speed Two) Ltd, provided the annual update from HS2 on the progress of the programme and the likely timescales on when the plant

requirements will need rail mounted equipment. By registering on the **Competefor.com** website you will be able to see the up-and-coming opportunities.

We covered a lot of ground during the day which equips the Rail Plant Association Ltd (RPA) members with better information to inform their own business plans.

The next RPA leadership event will be on 5 November. If you are the director of a rail plant company, which is an RPA member, then please contact **Adam Godwin** rpa@cpa.uk.net if you wish to be invited.

Euro Vehicle Numbering System (EVN)

UP to issue 7, the UK special number in the European Vehicle Numbering (EVN) system was 99709. However, in issue 7 and 7.1, this was changed to zz709 and the zz indicates the OTP does not have running mode and hence can't work or travel outside a possession. Please see below the relevant part of RIS-1530-PLT issue 7.1 albeit it doesn't describe the zz part. Please let me know if you need any further information.



Paul Helks
RPA Management Committee
Chair

GB numbering system – RRV											
Z	Z	7	0	9	a	b	c	d	e	f	X
Special vehicle		Registered in UK			Special			Sequence number			
a – b = 91, 92, 93 Type 9A machine a – b = 94, 95, 96 Type 9B machine a – b = 97, 98, 99 Type 9C machine							Check digit the digits in even positions of number are taken at their own decimal value the digits in odd positions of number are multiplied by two add together all the digits formed by the two processes retain the units digit of this sum the complement required to bring the unit digit to 10 is the check digit NB if unit digit is 0 the check digit is 0				
c = 0 360° excavator – wheeled c = 1 360° excavator – tracked c = 2 MEWPs / access boom c = 3 dumper c = 4 bulldozer c = 5 tractor / buggy c = 6 van / land rover c = 7 open back lorry c = 8 box lorry c = 9 miscellaneous											

RPA supports CIRAS campaign

RPA is supporting the new campaign from CIRAS confidential safety hotline.

Members including AP Webb, ReadyPower, Quattro Plant, and Morgan Sindall are among the companies sharing the message of 'Make the right call and report your safety concerns' to staff.

The campaign raises awareness of CIRAS alongside other reporting channels, and focuses on more and better listening. It encourages people to find someone who

will listen when they have a safety concern to report.

Resources to help promote the campaign and encourage reporting are available through <https://www.ciras.org.uk/rightcall>, along with new videos and other content.

And finally...

It's been a great pleasure to have held the post of RPA Chair. I have enjoyed working with you all. Therefore, it is with regret that I must inform you that as of August 31st

2024, I will be stepping away from the role due to other commitments and I wish Andy Crago my full support as the next in coming Chair the very best.

The RPA and its members remain fully committed to delivering a first class service to the railway infrastructure managers as always, and I have every confidence that the sector will continually rise to the challenges that the future may hold.

Paul Helks
Chair of the RPA Management Committee

ONE OF THE MOST IMPORTANT RESPONSIBILITIES WHEN MANAGING A RAILWAY IS MANAGING RISKS

However, risks need to be managed at a holistic level rather than at an individual level otherwise what is achieved is risk displacement rather than risk management.

The siloed nature of the railway often means that risks managed by one team create risks for other teams which are sometimes more safety critical than the original risk which has been mitigated.

We are seeing that at the moment with the application of the fatigue management standards by Network Rail and their supply chain. The fatigue management standards are not new but the way that they are being applied appears to have changed.

Fatigue is one of the key risks in the railway. The Hidden report after the Clapham Junction rail crash, in 1988, highlighted what can happen when people work when they are too tired. The Hidden working time limits were introduced and these have progressively been updated as the science of fatigue management has become better understood. There are now fatigue management models identifying risk scores for individuals so that their planned working rosters can be fine tuned to keep everyone as safe as possible from a fatigue management perspective. And that is all good.

However, there are unintended consequences of managing in such a fine tuned way.

For maintenance teams, it means that sometimes only 3 shifts per week can

be rostered when one of these is a night shift. This is resulting in an increasing maintenance backlog.

For renewals teams, it often means delivery plans are built around working 3 x 8 hour shifts rather than 2 x 12 hour shifts. This is great for fatigue management, and allows better shift handovers, but it requires 50% more resources. In an industry with a scarcity of resources, this means that some jobs are being deferred in order to fulfil the resource requirements on other jobs. This is resulting in the average age of railway assets increasing which in turn reduces their reliability and increases the chances of in service failures, disrupting the service provided to passengers and freight customers.

The unintended consequences of changing the industry approach to fatigue management is that the maintenance backlog is increasing and the average age of railway assets is increasing. The safety risks have been displaced from individual fatigue to the whole railway asset.

Compounding the fatigue management impact on rosters is the impact of the modernising maintenance programme. The reduction in headcount means that the cover for rosters, which used to be there, is no longer there.

Further compounding the fatigue management impact is the lack of consideration of resource locations when contracts are awarded sometimes meaning that resources have to travel

around 2 hours to get to site. This travelling time has to be considered in the fatigue risk assessments even though it wasn't considered when the contracts were awarded.

Understanding and making risk trade offs is not easy when you control all of the levers and it is even more challenging when the industry works in siloes.

From a rail plant perspective, it all adds up to a significant percentage of shifts being cancelled at short notice. Towards the end of CP6, as money was tight, we saw lots of shifts cancelled at short notice. As we moved into CP7, and new funding became available, I had expected the number of short notice cancellations to reduce. Sadly there is no evidence yet that this is the case.

Short notice cancellations in themselves introduce safety and efficiency risks to the supply chain and so the risk transference continues.

The Rail Plant Association met with Network Rail to ask them to step back and to review both the intended and the unintended consequences of the fatigue management standard, the modernising maintenance programme and the continued high level of short notice cancellations. We will continue to provide input and evidence to Network Rail on behalf of Rail Plant Association members.

Steve Featherstone
RPA Consultant

CONTACT US

THE CPA TEAM - WORKING FOR CPA MEMBERS



Brian Jones is President of the CPA. He has worked in plant-hire for over 50 years. Brian was elected to the CPA Council over 30 years ago and has been CPA President since 2017.



Peter Brown is the CPA's Technical and Development Manager. He has a long background in plant technical operation and maintenance activities, followed by experience in plant-based education and training and development, including 18 years at CITB working as a standard-setter for plant occupational standards, qualifications, training standards, etc. and latterly as CPCS Product Manager.
peter.brown@cpa.uk.net



David Smith has worked as the CPA's Legal Manager since 2001, and has qualifications in both law and accounting. Prior to joining the CPA, David worked in the construction industry for eight years.
david.smith@cpa.uk.net



Katie Kelleher joined CPA in 2023 as Technical and Development Officer. Her role involves providing CPA Members with guidance and advice on technical, training and safety subjects, as well as helping produce and maintain our safety and technical publications. She also represents CPA on industry-led initiatives and working groups. Katie joined CPA from Select Plant Hire where she worked for the past eight years as a Crane Operator and Appointed Person.
katie.kelleher@cpa.uk.net



Adam Godwin has two roles within the CPA; he is responsible for communications to the Members, where he edits the CPA Bulletin and oversees the CPA's website; he is also a Director of the Rail Plant Association (RPA).
adam.godwin@cpa.uk.net



Chris Cassley is responsible for the development and lobbying of the key policy issues that are important to CPA Members. He spent 16 years at the CBI where he was responsible for construction policy and acted as Secretariat to the CBI Construction Council.
chris.cassley@cpa.uk.net



Rob Squires is the CPA's Training and Safety Manager. Prior to joining the CPA, he spent many years managing training, card and certification schemes with experience within the demolition sector and with CITB managing a range of CSCS-based schemes.
rob.squires@cpa.uk.net



Lisa Godwin is the CPA's Membership Manager. She has worked at CPA for over 25 years and has a wealth of experience supporting CPA Members. Lisa oversees all aspects of the CPA membership process, along with the strong CPA Membership Team.
lisa.godwin@cpa.uk.net

Siva Subramaniam (Finance Manager), **Jenny Lupton** (Membership Support Administrator) and **Karen Douglas** (Admin/Accounts Assistant) form part of the experienced CPA Membership Team.

TELEPHONE: 020 7796 3366

CPA COUNCIL MEMBERS 2023-2024

President: Brian Jones (Trustee),
Delyn Consultants Ltd

Immediate Past President: Bob Collins

Chair: Steven Mulholland

REGIONAL REPRESENTATIVES

South West: Darren Blackburn,
Plantforce Rentals Ltd.
Avon, Cornwall, Dorset, Gloucestershire,
Somerset, Wiltshire

South East: Warren Wilkinson,
Explore Plant & Transport Solutions.
Bedfordshire, Essex, Hertfordshire

South Eastern Counties:
Kirsty Archbold-Laming, Southern Hoist
Services. Kent, Surrey, East Sussex, West
Sussex

Southern Counties: Vacant
Berkshire, Oxfordshire, Buckinghamshire,
Hampshire, Isle of Wight

Greater London: Kevin Smith, SCCS
Survey Equipment Ltd

West Midlands: Aaron Davis, P. Flannery
Plant Hire (Oval) Ltd.
Herefordshire, Shropshire, Staffordshire,
Warwickshire, Worcestershire

East Midlands: David Simmons
(Trustee), Sinbad Plant Ltd. Derbyshire,
Leicestershire, North Lincolnshire,
South Lincolnshire, Northampton,
Nottinghamshire

East Anglia: Bernie Chapman (Trustee),
W R Chapman & Son.
Cambridgeshire, Norfolk, Suffolk

Wales: Siôn Morgan Jones (Vice Chair),
ACOP Group Limited

North West: Daniel Thompson,
Speedy Hire Plc.
Cheshire, Isle of Man, Lancashire,
Merseyside, Manchester, Northern Ireland

Yorkshire: David Holder,
Wolffkran Ltd

Scotland: Steven Mulholland (Chair)

Northern Counties: Mark Anderson, GAP
Group. Cleveland, Cumbria, Durham,
Northumberland, Tyne & Wear

Co-opted:

Nadine Clark

Ian Gordon (Trustee)

Chris Gill, L Lynch Plant Hire & Haulage

Steve Wright, Sir Robert McAlpine

Garry Orr, Synergy Hire Ltd

Life Members:

Bill Law,
AGD Equipment Ltd

Denis Morgan,
D Morgan Plc

Colin Wood (Trustee)

Should any members wish to contact their
Regional Council Member please email
enquiries@cpa.uk.net in the first instance
and your enquiry will be directed to the
relevant Council Representative.

NEW CPA MEMBERS

Bee Plant Hire Ltd

Suite 17, Katana House
Fort Fareham Business Centre
Fareham
Hampshire PO14 1AH
07976 458738

BL Surfacing Contract Ltd

43 Bell Lane
Burham
Kent ME1 3SX
01634 216110

Cross Rental Ltd

T/A Cross Rental Services

Unit 9 Harewood Farm
London Road
Andover Down
Hampshire SP11 6LJ
0808 169 1919

Equibuild Plant Ltd

49 Upton End Road
Shillington
Hitchin
Hertfordshire SG5 3PE
07572 616342

The Equipment Guys

Unit 4 Askern Road
Carcroft
Doncaster DN6 8DE
01302 247474

Handyvalue Limited

T/A Valued Hire Group

28 Newlands Avenue
Thames Ditton
Surrey KT7 0HF
0330 229 5877

LCD Support Services Ltd

The Gatehouse
Caton Road
Lancaster
Lancashire LA1 3PE
01524 745706

Leasium Ltd

21-23 East Street
Fareham
Hampshire PO16 0BZ
0330 043 3489

Mac Plant Services Ltd

45 Arnhem Drive
New Addington
Croydon
Gt London CR0 0EE
07447 698095

Manor Tree Services Ltd

T/A Manor Plant Hire Ltd

2 Wellfield Road
Aldridge
Walsall
W Midlands WS9 8JD
01922 451550

Midland Digger Hire Ltd

21 Birmingham Road
Blakedown
Worcestershire DY10 3JD
07715 320241

RTS Plant Hire

2 Ormesby Drive
Swaffham
Norfolk PE37 7SL
07903 676230

Simple Trade Solutions

Maghull Business Centre
Liverpool Road North
Liverpool L31 2HB
0800 1422021

Online Agri Machinery Ltd

Myrtle Cottage, Drake Street
Welland, Malvern
Worcestershire WR13 6LN
07968 503963

Vision Unique Equipment Ltd

T/A VUE

510 Metroplex
Broadway, Salford
Manchester M50 2UE
0161 877 2257

Southern Landscaping Ltd

T/A Apex Tool Hire

20 Old Barn Close
Ringwood
Hampshire BH24 1XF
07790 116993

Utlej Excavations

The Old Log Yard
Job Earnshaw & Bros Ltd
Stocksmoor Road
Midgley
West Yorkshire WF4 4JG
01484 683364

Vertifix Limited

1 Hartington Road
Stockport
Cheshire SK2 7LY
0161 399 1823



WORK SMARTER, NOT HARDER!

AMOUNT SAVED
£60,000

Case Study >>>



1.am

Customer received an out-of-hours alert via SMS and App.

Ignition had been started on two machines during the specified 'out-of-hours' period.

Machines had scheduled immobilisation via the **VT202**, so all though the thieves could start the ignition they could not start the engine.



1.32am

Gave the contractor time to alert the police, catch the thieves on-site, and retain the machinery without additional costs or resources.



MOVING INTELLIGENCE

Call **0844 412 4860**
sales@movingintelligence.co.uk