THE UK'S LEADING ASSOCIATION FOR PLANT-HIRE PROFESSIONALS

CPA BULLETIN

NOVEMBER 2024 | WWW.CPA.UK.NET

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FEATURES

Plant & Hire Aid Alliance

Let's Give Ukrainian Children A Christmas This year:

Present Wrapathon

Bath
23 November 2024
10AM - 6PM
Oldfield Park Scala, Shaftesbury Road, Bath, BA2 3LH

Ipswich
23 November 2024
8AM - 5PM
Claydon High School, Claydon, Ipswich, Suffolk, IP6 0EG

Swindon
23 & 24 November 2024
10AM - 4PM
The Swindon Humanitarian Aid Partnership, Unit 4B, Station Industrial Estate Swindon, SN1 5DE

Volunteer now:

SCAN ME

www.aid-alliance.com

Wrapping paper, Sellotape, labels, pens and sausage rolls will be provided.
Please bring your own scissors.

We are excited to announce our 3rd Annual Wrapathon, taking place in Ipswich, Swindon, and Bath! Over the past two years, we have successfully wrapped and delivered more than 45,000 presents to children in Ukraine. This year, we have sourced over 25,000 gifts, and we need your help to make it a success!

Join us for one (or all) of our fun-filled wrapping sessions:
You can sign up to volunteer at **www.aid-alliance.com**.

In addition, you might like to donate a wrapped present. Please ensure that your gift includes a detachable label with a brief description of the item, whether it's for a boy or girl, and the appropriate age range. Alternatively, you can bring the gift and wrap it during the event.

Together, let's spread joy and make a difference!

Email: ukraine@ardenthire.com | Visit: www.aid-alliance.com

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A digital edition of this Bulletin is now available as an online ebook, please visit: **www.cpa.uk.net/cpa-bulletin/**

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

CONTACT INFO

Editor: **Adam Godwin**

The Construction Plant-hire Association
27/28 Newbury Street, Barbican, London, EC1A 7HU

Telephone: **(020) 7796 3366**

Email: **enquiries@cpa.uk.net**

Website: **www.cpa.uk.net**

@CPA - Construction Plant-hire Association
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@cpa_planthire
@cpa_planthire
@cpa-constructionplant-hire

President: Brian Jones
Chair: Siôn Morgan Jones
Chief Executive Officer: Steve Mulholland, steven@cpa.uk.net
Director:
Adam Godwin, adam@cpa.uk.net
Legal Manager:
David Smith, david@cpa.uk.net
Training & Safety Manager:
Rob Squires, rob@cpa.uk.net
Technical Development Manager:
Peter Brown, peter@cpa.uk.net
Technical & Development Officer:
Katie Kelleher, katie@cpa.uk.net
Policy Manager:
Chris Cassley, chris@cpa.uk.net
Decarbonisation & Sustainability Manager:
Luis Bassett, luis@cpa.uk.net
Membership Manager:
Lisa Godwin, lisa@cpa.uk.net
Membership Support:
Jenny Lupton, jenny@cpa.uk.net
Karen Douglas, karen@cpa.uk.net
Finance Manager:
Siva Subramaniam, siva@cpa.uk.net
Designed and printed by: HD Print
ben@hdprint.co.uk
Advertising Enquiries:
Lisa Collins, lisa@lisacollinscommunications.co.uk
Telephone: 07968 840390

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Brian Jones

FROM THE PRESIDENT

EXCITING TIMES AT THE CPA

Welcome to the November issue of the CPA Bulletin. Just as this publication was sent to press, the CPA Conference took place which is one of the Association's flagship events. We were delighted to meet so many members at the event which was our biggest conference yet.

There will be a full Conference report in the next issue of the CPA Bulletin, but I would like to take this opportunity to extend our sincere thanks to everyone involved. Our wonderful co-hosts Merryn Myatt and Peter Haddock, our many panel speakers, our headline sponsor MHM Group, and all our valued exhibitors. The CPA's recently appointed Chief Executive Officer Steve Mulholland warmly welcomed attendees to the event, and it's certainly been a busy and very productive few months for Steve in his new role.

Another of the CPA's flagship events is Stars of the Future apprentice and trainee awards. Nomination forms for the 2025 Awards will be on the CPA website in January 2025 and we urge you to nominate apprentices and trainees in your organisation who you think could represent the future of our industry. You'll see that this issue of the CPA Bulletin is accompanied with a special commemorative Stars of the Future brochure, and it features articles about each of this year's national winners from the event.

On page 9 you can read about an important appointment for the CPA. Luis Bassett has joined the team in the newly created role of Decarbonisation and Sustainability Manager. Luis previously worked for London Borough of Merton for over eight years, and he has a great deal of experience in low emission solutions for the construction plant sector.

The recruitment of Luis represents the crucial next step in the development of our Association, as it will help you - our valued members - navigate the transition to net zero. Luis will also liaise closely with other industry stakeholders on future technologies and manage expectations within government and local authorities on the timescales of what is possible in the short to medium term.

Finally, on page 2 you will read an appeal from the Plant & Hire Aid Alliance. Please could you take a moment to read the content and if you are able to, consider supporting this very worthy cause. Children are the innocent victims in the war in the Ukraine and the Plant & Hire Aid Alliance are working hard to bring a little joy into children's lives this Christmas.

At the CPA we are delighted to have made a donation of 8 JCB Generators to help the Plant & Hire Aid Alliance fill a container for shipment to Ukraine, to help keep families warm over the winter.

CPA COUNCIL 2024/25

At the AGM on 15th October 2024, the following Council Members were elected and confirmed for the period 2024-2025:

PRESIDENT	Brian Jones (Trustee)
CHAIR	Siôn Morgan Jones
VICE CHAIR	Kirsty Archbold-Laming

REGIONAL REPRESENTATIVES

SOUTH WEST	Darren Blackburn, Plantforce Rentals Ltd
SOUTH EAST	Warren Wilkinson, Explore Plant & Transport Solutions
SOUTH EASTERN COUNTIES	Kirsty Archbold-Laming, Southern Hoist Services (Vice Chair)
SOUTHERN COUNTIES	Nadine Clark, The Hire Exchange Ltd
GREATER LONDON	Kevin Smith, SCCS Survey Equipment Ltd
WEST MIDLANDS	Aaron Davis, P. Flannery Plant Hire (Oval) Ltd
EAST MIDLANDS	David Simmons, Sinbad Plant Ltd
EAST ANGLIA	Bernie Chapman, W R Chapman & Son
NORTH WEST	Daniel Thompson, Speedy Hire Plc
YORKSHIRE	David Holder, HTC Wolffkran Ltd
NORTHERN COUNTIES	Mark Anderson, GAP Group
SCOTLAND	Garry Orr, Synergy Hire Ltd
WALES	Siôn Morgan Jones, ACOP Group Limited (Chair)

PICTURED ABOVE FROM LEFT TO RIGHT AT THE CPA AGM ARE:
Chief Executive Officer **Steve Mulholland**, President **Brian Jones**, Chair **Siôn Morgan Jones** and Vice Chair **Kirsty Archbold-Laming**

CO-OPTED MEMBERS

Chris Gill, L Lynch Plant Hire & Haulage

Steve Wright, Sir Robert McAlpine

Paul McCormack, Blackwood Plant Hire Ltd

CHIEF EXECUTIVE OFFICER

Steve Mulholland, CPA Chief Executive Officer

LIFE MEMBERS

Colin Wood

Bill Law

Denis Morgan


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NEW DECARBONISATION AND SUSTAINABILITY MANAGER

We are delighted to welcome Luis Bassett to the CPA team as Decarbonisation and Sustainability Manager.

Luis brings a wealth of practical knowledge in this field to the CPA, as well as a wide range of industry experience. After completing a degree in Environmental Health at Coventry, he started working for London Borough of Merton.

During his eight years at Merton, he gained experience in statutory duties such as Noise Control and Air Quality, however his main role was in the Cleaner Machinery Team, who implement the London NRMM Low Emission Zone on behalf of 32 London local authorities. Luis became the team's Technical Lead on compliance queries, guidance documentation, training materials and emissions calculations. He represented fleet and site operators, taking the lead on supplier engagement, most recently specialising in low emission solutions to site power, including Stage V Generators, Battery Solutions and Flybrid Technology.

CPA Chief Executive Officer Steve Mulholland said: "We are very pleased to welcome Luis to the CPA in the newly created role of Decarbonisation and Sustainability Manager. Luis's appointment will not only strengthen our team, but also support the CPA membership to reach net zero targets which affect us all."

Luis Bassett added: "I am really excited to join the CPA. Decarbonisation is a big challenge for the sector, a tricky terrain to navigate, and will require support and understanding from those who set environmental policies and targets. I am looking forward to getting to know the members and supporting them throughout this journey."

SUPPORTING LIGHTHOUSE

In the last issue of the CPA Bulletin, we featured a story about the Annual CPA Fundraising Golf Day which was hosted at Rutland Water Golf Course in July.

Thank you to everyone who took part and our sponsors Thomas Group, Global Crane Services and RSP UK Suction Excavators. We are very pleased to report that as a result of your support, a donation of £1,500 has been made to the Lighthouse construction charity which provides financial and emotional support to the construction community and their families.

WITH MANY THANKS TO OUR SPONSORS:

THOMAS Group – Headline Sponsor

GLOBAL CRANE SERVICES – Longest Drive Sponsor

RSP – Nearest the Pin Sponsor

Proud to Support lighthouse The Construction Charity

DATE FOR THE DIARY

The Annual CPA Fundraising Golf Day is being held once again at **Rutland Water Golf Course** on **Thursday 17th July 2025**. To register your interest in supporting the event, either by way of participating in or sponsorship, please contact: **david@cpa.uk.net** or **chris@cpa.uk.net**

CONNECT WITH US

If you're on social media, connect with the CPA. We now have social media accounts across six channels: **LinkedIn, X, Facebook, Instagram**, **TikTok** and **YouTube**.

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Follow us to find out all the latest CPA news.

CPA CONFERENCE 2024

Held in association with: MHM GROUP Energy Management Solar Hybrid Generators

As this issue of the CPA Bulletin was sent to press, the CPA Conference 2024 was hosted at the Heart of England Conference and Events Centre in Fillongley near Coventry. The theme of the Conference was 'Shaping the Future: Insights for the Plant-hire Sector' and there were panel sessions on key topics such as innovation, decarbonisation, digitalisation, skills, business growth, succession planning and mental health and wellbeing in the construction sector.

With 200 attendees, 20 speakers and 26 exhibitors, the CPA Conference 2024 was our biggest yet. There will be a full Conference report in our next issue of the CPA Bulletin which comes out in February 2025.

CPA STARS OF THE FUTURE AWARDS

Earlier this year, the Stars of the Future apprentice and trainee awards were hosted to recognise some of the industry's brightest up-and-coming talent. To celebrate the achievements of the nominees and winners, we have produced a special commemorative brochure which is accompanied with this issue of the CPA Bulletin. It features articles on each of this year's national winners and we hope you enjoy reading it.

In January 2025, nomination forms for the Stars of the Future Awards 2025 will be available on the CPA website at **www.cpa.uk.net**. The awards ceremony is being hosted once again at the Heart of England Conference and Events Centre near Coventry on **Thursday 10th July 2025**. If you have any apprentices or trainees in your business who you think deserve industry recognition, please do consider putting them forward for a Stars of the Future award.

EVENTS SEASON

In September the CPA team supported and participated in a number of events. We were proud to be the 'Future of Energy and Fuels' sponsor at the Supply Chain Sustainability School Summit in Coventry. We sponsored a one-hour round table session discussing the role of HVO, hydrogen, diesel and alternative fuels - a critical discussion in our sector.

We also exhibited at Vertikal Days which was hosted at its new venue - Newark Showground. The CPA had a stand at the show and it gave us the opportunity to meet up with several members. During the event two of the CPA's Special Interest Groups - the Crane Interest Group (CIG) and the Tower Crane Interest Group (TCIG) - hosted an open meeting which was attended by over 150 people. You can read a full report on page 42.

In October we supported two industry events hosted by the Institution of Mechanical Engineers (IMechE) in London - Crane Safety 2024 and Sustainable and Decarbonised Construction 2024.

CELEBRATING PLANT HIRE WEEK

Plant Hire Week took place from 14th - 20th October 2024. Designed to promote our industry across the whole of Europe, this is an annual event that forms part of European Rental Week created by the European Rental Association (ERA).

The theme of this year's week-long celebration was 'Working in Rental for a Sustainable Future' and the overall message centred on three 'pillars' - People, Rental Solutions and Sustainability. To help make the week a memorable and impactful celebration of our industry's achievements and innovations, we released a series of videos throughout the week.

We would like to sincerely thank Jeremy Fish, Chief Executive of Ardent Hire Solutions, and Jeremy's team who helped us create a series of videos at the company's flagship depot in Bedford. Jeremy participated in the filming alongside CPA President Brian Jones, CPA Chief Executive Officer Steve Mulholland and CPA Policy Manager Chris Cassley. Thank you also to the members who participated in the Plant Hire Week social media challenge, helping generate interest in our industry all around the world.

PLANT HIRE WEEK
Part of European Rental Week
14-20 October 2024
UK PLANT-HIRE SUPPORTING EUROPEAN RENTAL WEEK

CITB CONSENSUS 2025

Ahead of next year's CITB Consensus, as part of our preparations, please be aware that the CPA will be asking members if you are CITB Levy payers, and if so, which person is the best within your organisation to contact with the Levy question when the consultation takes places next year. This will be done via a very short survey on Survey Monkey. Please do look out for further communications in the coming weeks.

INDUSTRY EVENTS

COUNTDOWN BEGINS FOR THE EXECUTIVE HIRE SHOW 2025

The Executive Hire Show (EHS) 2025 is fast approaching, and preparations are well underway following a successful 'Kick-Off' meeting at the Coventry Building Society Arena. With the event scheduled for 12th and 13th February, excitement is building for this key annual gathering of the plant, tool, and equipment hire industries.

At the 'Kick-Off' meeting, 30 exhibitors joined the EHS team to discuss what's in store for 2025. Building on the record-breaking success of the 2024 show, which saw 2,145 industry professionals in attendance, EHS 2025 promises even more.

Peter Beach, Managing Director of GenQuip Groundhog and a veteran of all 17 Executive Hire Shows, shared strategies for maximising exhibitor success at EHS. At the same time, Steve McKenzie from the Hire Supply Company updated attendees on the National Visitor Campaign (NVC), which aims to attract hire professionals from across the UK and Ireland.

EHS 2025 will feature an exciting mix of new and returning exhibitors, each bringing fresh innovations to the hire industry. Among the 31 first-time exhibitors are leading brands like **XCMG, Makita, Magni Telescopic Handlers, Red Rhino Crushers, Snorkel**, and **Milwaukee**. Returning favourites include **Atlas Copco, JCB, Thwaites**, and **SANY UK and Ireland**.

Chris Moore, Publishing and Event Director of the Executive Hire Show, remarked: *"The Executive Hire Show is where hirers meet the industry's top suppliers and see the latest innovations. This year's lineup of exhibitors promises to deliver something valuable for everyone, offering a great mix of technology, innovation, and networking opportunities."*

In addition to product showcases, the event will feature the Innovation Trail Live, spotlighting advancements in eco-friendly technologies. The popular evening networking party will return on the first day, welcoming over 500 attendees for a night of connections and conversation - a highlight for many in the industry.

Chris Moore
Publishing and Event Director
of the Executive Hire Show

Visit **executivehireshow.co.uk** for more details on the show and a full exhibitor list. Put the 12th and 13th of February 2025 in your diary: the EHS team looks forward to welcoming you back to the Coventry Building Society Arena - the home of hire!

CPA STAND

The CPA will be on stand H20 at the Executive Hire Show 2025. Come and say hello to the team!

Peter Beach
Managing Director of
GenQuip Groundhog

SAVE THE DATE FOR PLANTWORX 2025

The countdown to the sixth edition of PlantWorx, hosted by the CEA (Construction Equipment Association), has officially begun.

From 23rd to 25th September 2025, the Newark Showground, a new venue for PlantWorx, will be the hub for the latest developments in construction equipment and technology. With an anticipated 400 exhibitors and over 15,000 visitors, this is the must-attend event for professionals looking to stay ahead in the construction industry.

Industry veterans and newcomers alike will find the latest machinery, groundbreaking technologies, and live demonstrations designed to transform daily operations. The event goes beyond the traditional trade show, providing a hands-on experience that aims to inspire and equip professionals with the tools and solutions needed to stay competitive.

Major names like **Takeuchi, RSP UK Suction Excavators Ltd, SANY Heavy Machinery UK Ltd, Sunward, Avant Techno, XCMG, Hydrema, Liugong, Mecalac, Kubota, Steelwrist, Hidromek, Rototilt, Worsley Plant, Merlo, Manitou, National Highways**, and many more are already confirmed. These companies will showcase their machinery through live demonstrations, providing an up-close look at how they tackle the industry's everyday challenges.

Simon Frere-Cook, PlantWorx Event Director, commented: *"Technology is advancing faster than ever, and PlantWorx 2025 is where these innovations come to life. We've designed this event to ensure that whether you're a contractor, operator, or business owner, you'll leave with insights and practical knowledge that can transform your operations. It's about preparing for the future as much as seeing what's available today."*

Back by popular demand, the **Operator Challenge** will once again give attendees a chance to test their skills and compete with the industry's best. This challenge remains a highlight of the event, offering substantial prizes, including a significant cash award for the overall winner.

For exhibitors, PlantWorx 2025 offers a platform to demonstrate innovations to an engaged audience. New features like the **Shared Dig Zone** will allow more companies to showcase their equipment without the need for a large demo plot. Whether a market leader or an emerging brand, exhibitors will have the chance to demonstrate their capabilities to thousands of industry professionals.

Simon added, *"PlantWorx continues to be the go-to event for the construction industry because it offers a unique space where companies, large and small, can showcase their technologies in action, and visitors can engage with them directly."*

For more information or to register your interest in attending or exhibiting, visit **www.plantworx.co.uk**

CPA STAND

The CPA team will be on stand FC-01/FC-02 at PlantWorx 2025. We'll look forward to seeing you there!

RETHINKING FUTURES AT PLANTWORX 2025

INSPIRING SECONDARY STUDENTS TO EXPLORE CAREERS IN CONSTRUCTION ENGINEERING

PlantWorx 2025 will incorporate Rethinking Futures which offers secondary school and college students aged 12 to 18 a unique opportunity to explore careers in construction engineering. This initiative provides a platform for young people to connect with industry professionals, experience new technologies, and learn about the construction sector.

Addressing the skills gap in construction, engineering, and mechanics, Rethinking Futures connects educational institutions with industry leaders to engage and inspire young minds. With a focus on apprenticeships, training, and recruitment, the initiative aligns with government objectives and supports schools in meeting Gatsby benchmarks.

Local schools will participate in a practical engineering challenge, where students design, build, and test machinery inspired by equipment such as grab lorries, excavators, and cranes. Equipped with the necessary tools and materials, teams will gain hands-on experience emphasising creativity, teamwork, and problem-solving. Their projects will be evaluated by judges from the sector, giving students a unique opportunity to present their work to experts and explore potential career paths.

"Rethinking Futures is about igniting a passion for engineering and construction in young people when fresh talent is crucial," says **Stuart Favill**, PlantWorx Operations Manager and Co-Founder of Rethinking Futures. *"We're creating a memorable, hands-on experience that connects young people with current technologies and potential employers. It's an invaluable opportunity for students and the industry alike."*

Vic Boneham, a School Teacher and Co-Founder of Rethinking Futures, brings an educational perspective to the initiative. *"As a Teacher, I know how powerful hands-on experiences can be for students," she says. "This initiative gives young people a chance to tackle real engineering tasks and see what a future in this field could look like. It's all about helping them connect what they learn in school with real opportunities and showing them that these careers are within their reach."*

John Morrison, who has served as the Principal of Lincoln University Technical College and Director of the Lincolnshire Institute of Technology for the past seven years, will be instrumental in bringing Rethinking Futures to Nottinghamshire schools. *"This is going to be one of the most exciting competitions we have ever run with students," says Morrison. "I have organised countless regional and international engineering challenges over the years. This project is so clearly and closely linked to our construction industry partners that it will feel genuine and relevant to the young people involved."*

The engineering sector offers a wide array of career opportunities, many of which often fly under the radar. Rethinking Futures aims to raise awareness of these diverse paths and showcase the industry's potential to students. While Nottinghamshire schools will be the first to benefit, the initiative will expand beyond the region, with plans to bring it to other events and shows in the construction and agricultural sectors. By connecting students directly with industry, Rethinking Futures aspires to cultivate a new generation of talent equipped to tackle the challenges of tomorrow."

POLICY

LEARNING THE LESSONS FOR THE FUTURE
A GUIDE FOR GOVERNMENT

Chris Cassley
chris@cpa.uk.net

The new government's Budget has raised business taxes and caused concern in the construction industry about how it intends to secure lasting and sustainable economic growth. What does the first 100 days of office mean for mean for construction and the new(ish) government as it develops its industrial strategy and plans for construction?

Firstly, the 100-day mark for a new government means very little in practical terms, but politically, it is a loaded term that that goes back to the days of the 1950s and 1960s. There is some debate about whether it was President Eisenhower or Harold Wilson and his first Labour government in 1964 who first came up with the idea. Wilson wanted a 100-day action plan for his new government, and while numerically it sounded good, as Keir Starmer is finding out, it can be both a benefit or an unwanted marker that highlights the limits of power and the differences between opposition and government.

In the first weeks of the new government, Angela Raynor announced plans for house building in England to reach 300,000 new homes a year. While welcome in principle, each of the previous governments has had plans to reform the planning system and build more homes. The government has to learn that construction is not a tap that can be turned on or off. Plans quite literally need to be in place to allow for supply chain capacity and capability, materials and available land, alongside market conditions that encourage house builders and people willing to buy them. Planning reform is one element, but the government must learn there are a myriad of factors that have to align if this figure is going to be reached.

The 30th October Budget was the first real test for Rachel Reeves on how she intended to address the apparent £40bn black hole in the public finances that the new team at the Treasury uncovered in the weeks after they took office. Ahead of a big fiscal event, any new government will inevitably blame the previous government for everything that went wrong and why you are the only team able to fix it.

Nonetheless, it was disappointing to see the rise in Employers NI confirmed – this is essentially a tax on jobs and will do little to bolster economic growth but will impact on recruitment and wage rises in the existing workforce. Although not a surprise, the Chancellor and the subsequent Corporate Tax Roadmap which was published alongside the Budget, confirmed that the Full Expensing Allowance for the rental and leasing industries, will only be introduced when fiscal conditions allow. In a subsequent meeting with the Treasury, the CPA expressed concern that with higher borrowing, higher taxes and limited economic growth forecast, it is doubtful in this Parliament at least, that these conditions will ever be met in the foreseeable future.

In the first weeks of the new government, several high-profile schemes such as the tunnel under Stonehenge were cancelled, with proponents of the Lower Thames Crossing scheme now having to wait until May next year for a decision on its future. This comes after two previous deferments on a plan that was initially conceived back in the days of the Thatcher government in 1989.

Despite these delays and cancellations, at the time of writing, it does look like HS2 will now finish at Euston, after the original plan was changed by Rishi Sunak's government and plans for Old Oak Common as the London terminus were introduced last year. How it will be funded is unclear, however, for anyone having to use Euston, this is a welcome development given the now well documented issues of capacity and overcrowding, as well as the amount of development work in the wider area that has been put on hold in the last two years.

Chief Secretary to the Treasury, Darren Jones announced the creation of the National Infrastructure and Service Transformation Authority, which will 'look to fix the foundations of UK infrastructure system by bringing infrastructure strategy and delivery together addressing the systemic delivery challenges'.

Billed as part of the government's yet to be published ten-year infrastructure strategy, Chair of the National Infrastructure Commission John Armitt will delay his retirement in the interests of continuity. The new authority, in the words of the Chief Secretary: 'will get a grip on the delays to infrastructure delivery that have plagued our global reputation with investors. It will restore the confidence of businesses to invest and help break the cycle of low growth'.

Sounds great in principle but in the words of Ronald Reagan, the nine most terrifying words in the English language are 'I'm from the government and I'm here to help'.

Put simply, if government is serious about long term and sustainable economic growth, then it must exercise its power and messaging, responsibly, with the needs of the construction industry in mind. Each new government comes into power with the aim of changing the status quo and leaving a legacy that future generations will benefit from. While those aims are not in dispute, this means thinking beyond the political cycle and accepting that the benefits might not be felt for a period – possibly beyond their time in office.

The October Budget suggests government has more to do in terms of understanding how it secures economic growth. With high profile examples in how not to go about infrastructure projects all too recent, the new government would be wise to learn the lessons of failure and how not to repeat them.

DECARBONISATION & SUSTAINABILITY

Luis Bassett
luis@cpa.uk.net

UPDATE ON THE LONDON NRMM LOW EMISSION ZONE

Non-Road Mobile Machinery (NRMM) is a broad category that covers the vast majority of diesel machinery on site, even those with road going registration plates, such as telehandlers and dumpers, and machines that are not self-propelled, such as generators and compressors. If it's not an LGV or HGV, it's probably NRMM.

Since 2015 there has been a Low Emission Zone for Non-Road Mobile Machinery (NRMM) that covers the whole of Greater London. Currently this non-road emission zone only applies to construction and demolition sites who have needed to apply for planning permission. It also only applies to machines that have a rated engine power between 37kW and 560kW. Note that some sites and Local Authorities adopt similar emission standards voluntarily, so you may encounter NRMM emission requirements in other regions and industries.

There is an interactive map where locations can be pinned or a postcode entered to check which zone a site falls within, available here: **https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm**

Sites must register the plant and emission stages of the machines they use/hire on this same website. This is the responsibility of the Principal Contractor on site, however they may need certain information from the supplier, such as the machine's EU Emission Type Approval Number.

Local Authority enforcement officers carry out routine site visits to check compliance with the NRMM Low Emission Zone and there are penalties for non-compliance.

Note that the standards are set to increase very soon. From 1st January 2025 there will no longer be 2 types of zone, NRMM across the whole of Greater London will be required to be Stage IV emissions as a minimum.

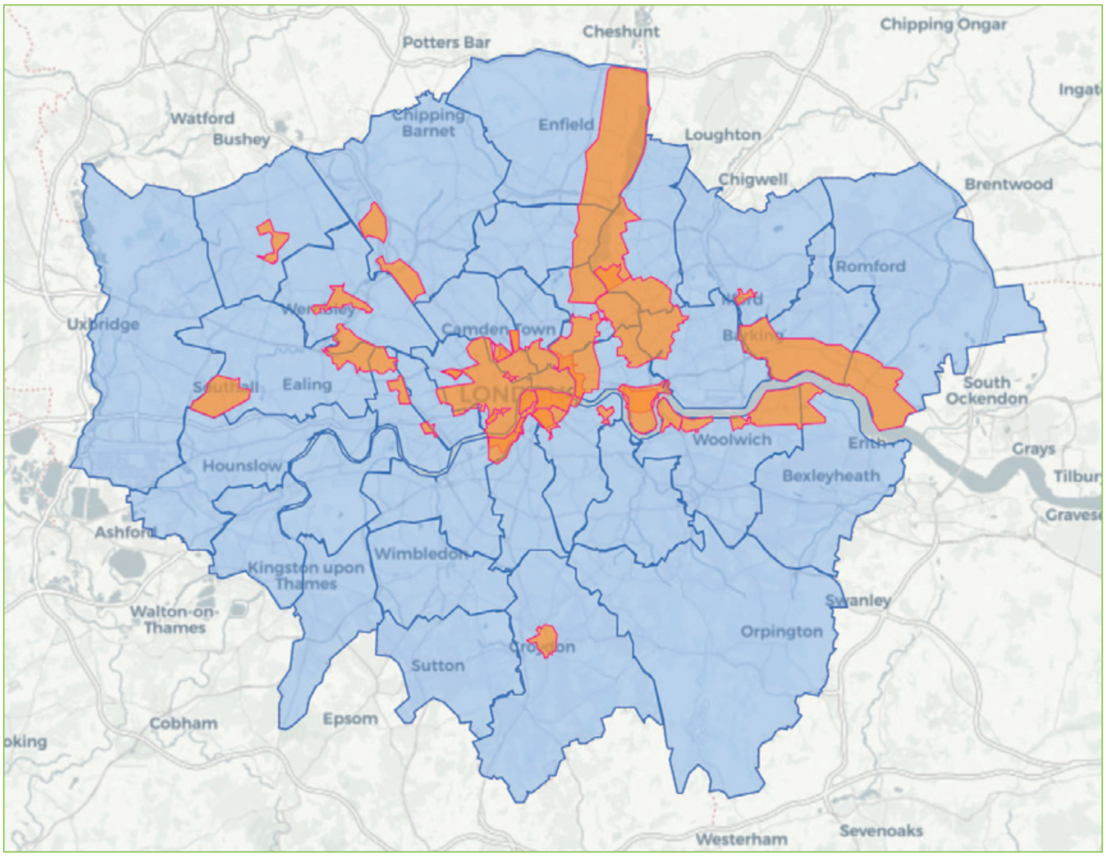
From 1st January 2030 all NRMM within Greater London will need to meet Stage V as a minimum, and The Mayor of London aims for London to be zero emissions from NRMM by 1st January 2040.

Current and future requirements

The emission levels from diesel machinery is classified in 'Stages'.

- Stage I – most polluting
- Stage II
- Stage IIIA
- Stage IIIB
- Stage IV
- Stage V – Cleanest diesel engine available

In London there are currently 2 types of zone, Greater London (shown in blue) and Central Activity Zone / Opportunity Area (shown in orange). All NRMM with a rated engine power between 37 – 560kW used on construction/demolition sites in the blue zones must meet Stage IIIB emissions as a minimum. All NRMM in the orange zones must meet Stage IV emissions as a minimum.



Machinery with a rated engine power below 56kW

Machinery below 56kW is not available at Stage IV. To comply with the minimum standards sites must therefore use emission Stage V machines at these engine sizes. Remember that machines below 37kW do not need to comply, so this only affects machines with a rated engine power between 37kW – 56kW.

Generators

Diesel generators are not available at Stages IIIB or IV. To comply with the minimum standards sites must therefore use emission Stage V generators.

Stage V generators are often not compatible with long periods of low-loading, which can lead to exhaust blockages and asset damage. The Greater London Authority (GLA) expect sites and suppliers to consider power management technologies such as battery, flybrid, and load on demand, to overcome these challenges.

Sites can apply for an exemption if they have tried but are unable to source/use a Stage V generator. In those cases sites and suppliers should be prepared to provide detailed justification why use of a Stage V generator is not possible. This will usually include:

- What the generator is being used for, and any low loading challenges that apply.
- Correspondence evidencing that a Stage V generator has been requested.
- A statement from the supplier regarding their investment plans for Stage V and other low emission technologies, dated within the last 6 months.

Retrofit

Machines that do not meet the minimum standards can be retrofitted with exhaust emission abatement technology as an alternative means of complying with the NRMM LEZ. The retrofit product must be endorsed by the Energy Saving Trust NRMM certification scheme, and must reduce emissions to the equivalent of the required compliant emission Stage.

Determining which retrofit product is suitable for your machine can become quite technical. Before purchasing and installing a retrofit, always check with the retrofit supplier what emission Stage the machine's emission levels will now be equivalent to, and get that confirmed in writing.

The retrofit supplier should provide a certificate of installation following fitment, stating what system has been fitted and what the resultant emission compliance levels are. When the machine is registered on the NRMM Register, this certificate must be uploaded alongside it.

Exemptions

There are currently two types of exemption that can be applied for:

Exemption Category	Description	Exemption Period
Viability	The NRMM plant is not currently manufactured to meet the EU stage as stated in the SPG or there is an insufficient quantity of compliant plant in the UK supply chain for the task, however, it meets the next best available EU stage and retrofit is unviable, following robust consideration.	365 calendar days
Short-term	The exemption can be requested in emergency situations for NRMM plant that is on site for a period of no greater than 30 days to account for a range of potential circumstances where equipment is urgently required.	30 calendar days

Labelling

It is advisable for suppliers to add bespoke labels to an easily accessible/visible part of the machine, containing the EU Emission Stage and Emissions Type Approval Number.

Statutory engine markings can be difficult to find, and do not clearly state the engine's emission Stage, it is given as a code. Because of this, sites often struggle to assess machines for compliance and can spend a frustrating amount of time on this. Clear supplementary labelling often makes life easier for site and fleet managers, and can reduce the number of NRMM compliance queries you receive.

There are some national labelling schemes that you can adopt, for example the CEA ECV labelling (**https://www.cesarscheme.org/ecv.php**), or you can use your own labelling. Note that the original statutory engine markings must not be removed or obscured.

Contact

If you have any questions, comments or concerns that you would like to raise regarding the NRMM LEZ, please feel to contact CPA Decarbonisation & Sustainability Manager, Luis Bassett on email: **luis@cpa.uk.net**

Helpful links:

Mayor of London NRMM Website & Register - **https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/pollution-and-air-quality/nrmm**

Cleaner Machinery (NRMM) Practical Guidance - **https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf**

Energy Savings Trust Retrofit Accreditation Scheme technical guidance - **https://energysavingtrust.org.uk/service/non-road-mobile-machinery-certification/**

SKILLS & TECHNICAL

Peter Brown
peter@cpa.uk.net

GOOD PRACTICE GUIDE ON THE USE OF HUMAN FORM RECOGNITION SYSTEMS

The Construction Industry Plant Safety Group (CIPSG), chaired by CPA, is now in the process of devising a good practice guide around the use of human form recognition and detection systems. Issues around the fitment, use and data collection were first raised at the February 2024 meeting of the CPA Council from which it was agreed that the CPA should devise industry-wide guidance in order to provide consistency and clarity on the application and management of these systems.

An exploratory meeting to discuss and scope the project was held in April 2024. Topics discussed included fitment specifications, what the systems do and how information is reported and interrogated. All agreed that the main function of these systems is to enhance safety but was noted that with different systems entering the market, that specifiers and operators of plant would need further information on the function and uses of the various systems on the market.

To ensure cross-sector support, it was agreed to undertake this project through the CIPSG - chaired by CPA in co-operation of the HSE - to allow greater ownership of the issue across the sector.

The first meeting of the working group was held on 24th September 2024 and consisted of a range of attendees representing plant hirers, OEM's, third-party HFRS suppliers and Tier 1 contractors. The day was focussed on planning the project. determining the title of the publication and identifying proposed sections of the guidance.

The working group is being divided into two sub-groups, each of which will tackle the technical content of the proposed sections. One group will focus on the regulative/ standards, types and fitment, and the responsibilities and liabilities sections.

The other group will be focussing on the management on site, education and behaviours and the data monitoring sections. Once each group has completed their work, the various sections will be joined into a single publication which then the draft will be publicly available for external comments before being finalised. The group hope to complete the project work by mid-2025.

Plant Sector Representative Organisation Update

The Plant Sector Representative Organisation (PSRO) Board met in mid-September 2024 with the main discussion being the approval process of CSCS-alliance plant card re-licencing programme, being undertaken over the last three months, for which PSRO support would be required.

This meant that current CSCS-alliance plant-card schemes needed to provide evidence that they met the requirements of the PSRO competency framework. This evidence, including interviews with each scheme, was then assessed by the PSRO's Technical Review Group (TRG) along with mapping each scheme's training and assessment standards for selected categories against the CITB short duration training standards.

The findings and any recommendations made by the TRG recommendation would be approved by the Board before being passed onto CSCS. This in turn would require the relevant scheme to enact an action plan within agreed timescales.

A proposal for a joint PSRO and CITB seminar was discussed at the Board meeting in order to promote the CITB plant operations short duration training standards and was supported by Board Members. Three dates have now been identified in early 2025:

22nd January - South

28th January - Midlands

6th February - North

An additional date for Scotland is being arranged. Venues for all seminars are

PSRO
PLANT SECTOR REPRESENTATIVE ORGANISATION

being sought and CPA Members will be advised of locations and timings once venues have been arranged.

Finally, Steve Mullholland as CPA CEO and Aaron Davies, as a CPA Council Member, were welcomed onto the Board as the new CPA representatives.

Battery Energy Storage Systems and Fire Risks

The potential dangers in the event of a runaway fire on the larger Battery Energy Storage Systems (BESS) units - from 250kw/h plus - was discussed at the Tower Crane Interest Group's (TCIG) Steering Group meeting in July 2024 in relation to the increasing use of these energy systems to power tower cranes/hoists, etc.

This was in response to an initial inquiry seeking guidance on the potential impact and actions in the event of a thermal runaway, particularly if sited next to a tower crane base. At the meeting, it was mentioned new-generation BESS units now have high levels of thermal control and inbuilt fire suppression systems, but it was felt that some guidance on good practice with BESS positioning should be devised.

A working group, consisting of representatives from TCIG and BESS suppliers, has been formed and first met in early October 2024 to commence the work on a publication which is to be titled - 'Procurement and Management of BESS Units on Site'.

Some 70 topic areas were identified by the working group, encompassed within seven sections that include Type, Benefits and Features; Factors for Procurement; Installation and Positioning; Unit Protection; Operational Management; Emergency Procedures; Regulations and Standards. The working group are now adding the technical and safety detail to the topic areas to form the guidance.

Stars of the Future 2025

CPA staff are in the process of arranging the 2025 Stars of the Future programme and as always, welcome nominations for the various plant-based occupations for trainees and apprentices.

An award also exists for Apprentice Mentors and is becoming the hardest fought category since its introduction several years ago. Nominations for all categories open on 1st January 2025 and nomination forms and supporting information can be downloaded from the CPA website from that date. The awards event has been scheduled for Thursday 10th July 2025 at the usual venue - the Heart of England Conference and Events Centre near Coventry.

PLANT THEFT & FRAUD

David Smith
david@cpa.uk.net

CYBER RESILIENCE CENTRES

Cyber Resilience Centres (CRC) stem from the National Business Crime Centre (NBCC) and are a police led/'not-for-profit' initiative bringing together academia and business to improve cyber resilience across England and Wales.

There are eight CRCs that cover the other regions of the UK. These are a 'police protect' initiative which engage with businesses and organisations. The benefits of membership - which is free - is that members receive 16 emails which provide simple advice and signposting on making businesses more cyber secure. In addition, the centres offer one-to-one meetings to discuss an organisation's current cyber exposure/risk, as well as monthly newsletters and webinars.

The CRCs also work with universities and cyber professionals to provide affordable quality cyber products such as training, and website vulnerability assessments.

CRC representatives engage with SMEs by community engagement days, utilising umbrella organisations to help 'spread the message'. They also work with large Tier 1 organisations to support them in helping to de-risk their supply chains and improve their cyber resilience. Half of businesses which have been affected by cybercrime was as a result of phishing emails.

Further information on Cyber Resilience Centres (CRC) can be found on the NBCC website at **www.nbcc.police.uk**

UK POLICE ADOPT NEW CESAR SCHEME RAPID SEARCH APPLICATION

Over 600 Police Officers across the UK registered for the new RAPID asset search application in its first week of launch.

RAPID, the Registered Assets Police Information Database, is a powerful web-based search tool designed to significantly enhance the speed and efficiency of plant and machinery identification. With advanced mobile technology, RAPID enables officers to access the CESAR Database of over 650,000 registered assets directly from their smartphones, allowing for quick identification of stolen property and swift progress in investigations.

Drawing on information from the CESAR Database, the Police National Computer (PNC), and the IFNOL insurers database, RAPID is said to offer the most comprehensive asset check available to the police. Officers can identify an asset using accessible identifiers such as the CESAR ID number, Datadot® number, etch or RFID, engine number, or VIN. RAPID even delivers search results based on partial number inputs.

In addition to its fast and straightforward identification capabilities, RAPID includes a library of over 130 plant and machinery orientation videos, guiding officers to locate key identification plates and labels on commonly encountered machines.

This use of this tool is another facility in helping police to identify stolen construction plant, and as such, was warmly welcomed by the NCATT police unit.

CPA/NCATT WEBINAR

The first joint CPA/National Construction and Agricultural Theft Team (NCATT) webinar took place on 2nd October.

Supt. Andy Huddleston and DS Chris Piggott gave an overview of the unit's history, the make-up of the team itself, and its successes - including the recovery of £1.7m of construction plant and related equipment in 2023. This level of success continues in 2024 - with just over £1.2m recovered in the first six months of 2024.

To access a recording of the CPA/NCATT webinar please email **David Smith - david@cpa.uk.net**

THEFTS AND FRAUDS
REPORTED BY MEMBERS

- 7th August - Fraudster(s) claiming to be '**Chris**' or '**James**' from Ovenden Plant, were looking for **2 x Stage V 60kVA generators** and **1,000 litres of fuel** for two sites in London.
- 7th August - Metcalfe Plant had a **Takeuchi TB210R excavator** stolen from Tirril, Penrith, Cumbria.
- 21st August - NCATT circulated an alert concerning a **Lewis Faulds** of Advanced Roofing & Building, and **Hugh Carlyle** of HC Roofing & Building, where both businesses are based in Ayr.
- 21st August - Garic was contacted by fraudster '**John Andrew**' claiming to be from Caddick Construction, and wanted plant delivered to John Street, Failsworth, Manchester and Chester Road, Stockport.
- 27th August - Eynesbury Plant was contacted by a '**Mark**' and wanted plant delivered to a site in Hertford, Hertfordshire.
- 28th August - Corr Plant had a father '**John**', and son, '**Steve**', wanting plant delivered to an address in Hertford.
- 30th August - J Murphy & Sons were targeted by fraudsters who claimed to be working for them and were attempting to sell 'old' Murphy stock.
- 6th September - Lewis Plant Services was the victim of a fraudster, '**John Thompson**' where a **Takeuchi TB217 mini-excavator** was stolen.
- 9th September - GCE Hire Fleet was contacted by a fraudster who claimed to work for GLK Group and wanted a **Volvo EC220/250EL**.
- 11th September - Rock Thorn was contacted by a '**John Andrew**' claiming to be from Caddick Construction.
- 12th September - WHC Tool & Plant was approached by a '**John**' claiming to be from JRS Construction wanting a **1.5 and 3-tonne excavators** for a site in Chesham, Hertfordshire.
- 14th September - CBP (Services) had a **Bobcat E08** a **Belle BMD300** stolen - by fraudulent means - by a Nicholas Thompson after they were delivered to Genworth, Cheshire.
- 17th September - MCS Plant had a **Epiroc SB-102 breaker** stolen from their depot in Oldbury.
- 19th September - Briggs & Stratton had a **Volvo EC18-D excavator** stolen from a site in Pocklington, York.
- 21st September - FGS Plant had a **2022 14m JCB telehandler** stolen from Southernwood Retail Park, Old Kent Road.
- 23rd September - John F Hunt was approached by an **Edward McCormack** of ETM Contractors wanting two generators for a site in London.
- 25th September - Manchester Cabins was approached by an individual claiming to be '**Adam Harding**' of BAM Construction and wanted to order **4 x 20' containers** for a site in Oldham.
- 30th September - Warrior Worx had a **1-tonne dumper stolen** - by fraudulent means – also by a **Nicholas Thompson** after they were delivered to Garsforth.
- 2nd October - NCATT circulated a warning of **John Rogers** of Rogers Civil Engineering who tried to order a **5-tonne dumper** for an address in Windmill Lane, Southam.
- 2nd October - John Horton Plant Hire was approached by someone claiming to be from **Dale Engineering, Gilbert O'Neill Construction**, and **Woodfield Building Services** - all based in Cannock, where the fraudster was looking to hire **8 or 14-tonne tracked excavator**.
- 7th October - Metcalfe Plant Hire had a **2019 Takeuchi TB210R excavator** stolen from a site in Penrith, Cumbria.
- 11th October - NCATT circulated a warning regarding a **John Watt** of Brook Star Ltd of Bury, Lancashire, who had ordered numerous telehandlers, which had disappeared.
- 11th October - Ovenden Plant hire were the victims of an impersonation attempt by someone claiming to be **James Ovenden**. Similar to the incident reported on 7th August.

NEWS FROM CPA MEMBERS

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

Winner of Best Businesswomen Award

A new CPA member has won the Best New Business 2024 Award at the Best Businesswomen Awards which seek to find the best female talent across the UK.

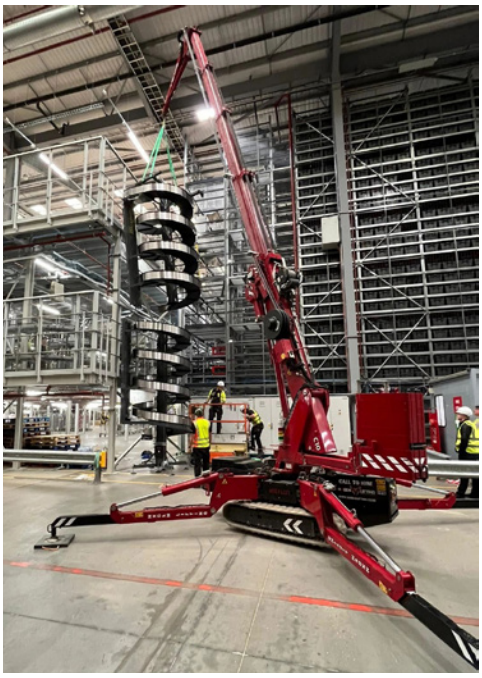
Businesswoman **Kelly Ann McPhilbin** from NXGEN Lifting was announced winner of the accolade at a gala awards evening hosted at Hilton London Syon Park.

NXGEN Lifting provide specialist mini cranes for the construction industry, glazing industry, and all businesses carrying out inspection, maintenance or installation in a restricted access environment.

Despite a challenging economic climate, the innovation, flair and passion of female entrepreneurs shone through. All winners, selected by a panel of business experts, demonstrated their business acumen, tenacity and courage.

The Best Businesswomen Awards are designed to recognise the achievement of female owned businesses and charities across a wide range of business categories and are open to any female business owners.

Debbie Gilbert, the organiser of The Best Businesswomen Awards, said, 'This is the 10th Year of the awards, and we have recognised over 1,000 women since we launched in 2015 across a huge range of industry sectors. The selection process is rigorous and to be one of our winners is a major achievement. The judges make their selections based on business expertise, innovation, and high levels of customer care. Our winners are shining examples of outstanding entrepreneurs who have proved their success to our judges and have shown they have the results worthy of being recognised and rewarded."



The judges commented: "For a new business results are phenomenal. Kelly has built a highly successful business from the ground up in a fiercely male dominated sector. Kelly proves exemplary market knowledge and outstanding customer service can build a business quickly. She has succeeded in spotting a niche and her passion comes through in leaps and bounds. A business that shows the direct correlation between innovation, sustainability and profitability, and a visionary leader with a people-first approach will deliver business success. She will lead her peers, and her growth potential is massive."

Kelly added: "I feel humbled and incredibly grateful to receive the gold award amongst truly inspirational women, who have all built great businesses. I would like to thank my dedicated employees, loyal customers and my supportive family and friends. I receive recognition for this award on behalf of for all of us."

Wastemasters Group Goes Electric

One of the UK's leading waste and recycling equipment hirers has invested in a fleet of JCB electric Teletruks.

Coventry-based Wastemasters Group has taken delivery of three new JCB 35-22E Teletruk models which join its fleet of more than 80 JCB Wastemaster machines which the company hires to waste and recycling customers across the UK.

Wastemasters Group Director, Paul Labram said: "We are always looking for ways to help our customers to reduce their carbon footprint, and with the electric Teletruks joining the fleet, it gives us zero emissions alternatives to the diesel Teletruk that is proven in the industry.

"Already excelling with our recycling industry customers, I also expect these electric machines to become popular in the warehousing sector too, as they will be a perfect fit for loading and unloading palletised goods in the indoor environment.

"The Teletruk is a big hit with our customers as it is a lot more productive and versatile than a standard masted forklift, with the ability to power multiple attachments which is a real bonus. Our customers range from recycling sites using bale grabs and buckets for processing material through to builders' merchants operating with fork attachments."

Supplied by dealer Gunn JCB, the JCB 35-22E electric Teletruk is part of a new generation of innovative products from the JCB E-TECH range of equipment, which deliver zero emissions at point of use without compromising performance. The forward reach electric forklift features a unique telescopic boom and is capable of a full 8-hour shift on a single charge.

Its small turning circle and single side-loading capability make it more productive on materials handling work, inside and outdoors. The 35-22E boasts a max lift capacity of 3,500kg and max lift height of 4m. At 2m, lift capacity is 2,220kg.

Ramcrete Acquires Cutting-Edge Concrete Pump

Ramcrete, a leader in the concrete pumping industry, has made a significant addition to its fleet with the acquisition of a state-of-the-art CIFA 60m mobile concrete boom pump.

The CIFA 60m mobile boom concrete pump is renowned for its exceptional reach and efficiency and is designed to handle the most demanding construction projects. This investment not only underscores Ramcrete's commitment to innovation but also enhances its ability to meet the growing demands of complex construction projects across the country.

The new pump will enable the company to undertake larger-scale projects with greater efficiency, reducing time and labour costs for their customers while maintaining the highest standards of quality and safety. This move is expected to significantly benefit Ramcrete's clients, offering them access to one of the largest concrete pumps in the market.

The CIFA 60m pump is equipped with features such as the Advanced Stability Control feature, which allows the operator to configure the largest possible reach in any given space. This versatility makes it suitable for a wide range of applications, from high-rise buildings to large rail and infrastructure projects.

Robert Kearns, Ramcrete's Director said: "This is a significant milestone for our company. The addition of the CIFA 60m mobile pump to our fleet demonstrates our commitment to investing in the latest technology to deliver superior services to our valued clients. We are excited to be one of the few companies in the UK offering this level of capability."

Temporary Works Innovation on Salisbury Square

When working on a basement excavation project in London, the ability to adapt to changing site requirements is essential. When the project is of the size of Salisbury Square, this becomes even more paramount, with Keltbray relying on Mabey Hire's expertise, innovation and comprehensive temporary works offering.

Once completed, London's Salisbury Square development, funded and delivered by the City of London Corporation, will become a flagship facility for His Majesty's Courts and Tribunal Services (HMCTS). It will include 18 courtrooms and the new headquarters for the City of London police. Located in the heart of the city's historic Square Mile, the project aims to strengthen the City's justice system and promote London's standing as a premier location for business and innovation.

Keltbray, the specialist engineering firm, was appointed by main contractor Mace to deliver the project's substructure works. When it came to excavating the three-storey basement substructure, considerable temporary works were required to facilitate its safe and efficient delivery. Here, Keltbray turned to Mabey Hire for support, with the two companies having worked together on numerous basement excavation projects in the past.

Speaking about the project, Arran Phillippou, Major Projects Sales Manager at Mabey Hire, said: "Salisbury Square is a really unique project and has presented some considerable challenges from a temporary works perspective. First, is the sheer size of the development, with the site footprint covering over 5000sqm. Second, is the depth of the excavation and the significant loads encountered as a result. Finally, given the city-centre location, there was the added challenge of surrounding infrastructure and structures, with strict criteria and requirements to adhere to.

"Our proposed scheme featured a variety of our Super Bracing Struts (SBS), ranging from 400mm to 1000mm, in addition to our Supershaft Plus bracing system and Steel Waler Frames. Due to the immense loads presented by the project, a larger capacity prop was also required. As a result, we decided to invest in the design and development of a new 1200mm diameter prop specifically for this project.

"Here, having the expertise and ability to effectively react and adapt to changing site conditions and requirements was critical. Due to the need to design and manufacture the new bespoke props, early collaboration was essential, with the temporary works design delivered 12 weeks in advance. However, as construction work commenced and new information came through from site, we had to be able to adapt both the prop design and our proposed temporary works scheme to reflect this.

"In addition to the high-capacity prop, we also looked into utilising and remodelling our hydraulic screwed ram jacks - typically used for above-ground applications - for installation on the props, in order to deliver the high capacity required on this project."

Originally contracted to deliver a cofferdam made up of sheets, piles and props, Mabey Hire is now supplying the top storey basement props, as well as groundworks support equipment for the third-storey excavation level.

As the project progressed, the temporary works requirements also further evolved, making it important that the chosen supplier could keep up with site demands and have the equipment range and expertise to match. For example, Mabey Hire also supplied above-ground propping to support and retain a listed building, which was located within the site footprint. While, given the project's location, MOLA (the archaeology and heritage practice) was also brought in to carry out investigative works, which required additional temporary works to facilitate.

As well as designing and supplying the temporary works equipment, Mabey Hire worked in conjunction with Keltbray's site teams on the installation. Mabey Hire's in-house hydraulic jacking team took responsibility for pre-loading the props and jacks, providing added peace of mind that they were installed correctly.

Speaking about the project, Sinan Atasoy, Project Director at Keltbray said: "Salisbury Square is a great example of collaboration between Mabey Hire and Keltbray, a complex ground engineering project with technical constraints and logistical challenges being in the city centre. The proactive approach from Mabey Hire has made the process easy, with great coordination with our in-house temporary works designer Wentworth House Partnership. Both Keltbray and Mabey Hire have carried out basement propping projects in the past, collectively and separately. Salisbury Square is a great example of both business' engineering capabilities."

Xwatch hits 5000th System Milestone with Anglian Plant

Xwatch Safety Solutions has reached a landmark moment, installing its 5000th safety system. This milestone reflects the company's ongoing commitment to innovation and the growing demand for cutting-edge safety solutions. The system, an SS1 (Simple Safe Solution) height restrictor, was installed on a Kobelco SK230 excavator for Anglian Plant, a company that has become a valued partner since switching to Xwatch in 2021.

Joe Paterson, Managing Director at Anglian Plant said: "Safety is our primary focus; we wouldn't be without Xwatch. Our clients have confidence in Anglian Plant, knowing we are proactive in best safety practices. Coupled with a liking for the very best customer experience possible and a modern fleet of machinery, we have all bases covered."

Jemma Dycer-Hopkins, Sales and Operations Manager at Xwatch, added: "It's been fantastic to see Anglian Plant embrace Xwatch technology since they came on board with us in 2021. Watching their fleet grow with our systems has been rewarding, and hitting the 5000th system milestone with them feels particularly special. We're proud to partner with forward-thinking companies like Anglian Plant, who recognise the value of safety and innovation in every machine they put to work."

Founded in 2009, Anglian Plant has earned a reputation for providing top-tier machines and equipment to construction projects of all scales. The company's willingness to invest in advanced safety systems like those offered by Xwatch reflects a broader commitment to ensuring the well-being of operators and the efficient running of worksites.

Looking ahead, Paterson shared that Anglian Plant is planning further expansion of its fleet. "Approaching 2025, we have ambitious growth plans. Our core equipment requirements have already been passed to our suppliers, in anticipation of early deliveries next year. The orders comprise of excavators, site dumpers, telehandlers, rollers, and welfare units. Of course, a percentage of our excavators will be equipped with Xwatch systems."

The SS1 system, which now takes pride of place on Anglian Plant's Kobelco SK230 excavator, is known for its simplicity and effectiveness. Designed to restrict a machine's height to prevent it from moving beyond pre-set safety limits, the SS1 is part of Xwatch's wider effort to make safety intuitive and accessible. For Anglian Plant, this technology represents a crucial part of their ongoing mission to deliver equipment and reliable, safety-first solutions to their customers.

Sir Robert McAlpine Partners with Datatag ID to combat Tool Theft at Contractor Event

Sir Robert McAlpine has partnered with Datatag ID, a specialist in forensic marking, to enhance security and combat tool theft in a unique event designed for contractors.

The collaboration between Sir Robert McAlpine and Datatag, following a recent high value theft of tools, highlights their commitment to safeguarding tools and reducing criminal activity on their sites.

The special event hosted on-site, saw contractors introduced to Datatag's cutting-edge forensic marking technology which combines invisible markers, microdots, and tamper-evident warning labels to mark tools with unique identifiers that can be easily traced by the police. Once applied, these markers are virtually impossible to remove, offering a lifetime solution for identifying stolen property. The unique identifier is registered in Datatag's secure database, which can be accessed by law enforcement making it easier to identify stolen goods and prosecute criminals.

The event was not only an opportunity for contractors to get their tools marked on the day but also to learn about the importance of tool security and theft prevention. Representatives from Datatag demonstrated how the technology works, explaining its benefits and effectiveness in deterring theft. By proactively marking their tools, contractors reduce the risk of theft and mitigate the losses often associated with it.

Dave Luscombe, Special Projects Lead at Datatag commented: "We've long known about the issue of tool theft and its' recent rise has been well documented in the press and on social media. We were very happy to help McAlpine's forward thinking efforts in tackling this and the constant stream of contractors coming through was encouraging, showing as it did a willingness to have tools marked and a belief in the deterrent that this sees."

Double Digit Fuel Savings

SulNOx, the greentech innovation company, has carried out a generator-based study which has demonstrated significant fuel consumption and emissions reductions.

The study was conducted in partnership with Templant Group and was undertaken over five weeks at the high security, controlled access premises of Minton Treharne and Davies Ltd. Templant provided and maintained a 100kVA generator, which was operated continuously at an 80% load capacity.

Templant organised fuel deliveries, applied SulNOxEco Diesel Conditioner at a 1:2000 ratio and monitored the load, generator status and fuel usage of the generator, ensuring no break in fuel supply.

The results showed that fuel consumption was reduced by 14.5%, along with substantial reductions in both greenhouse gases and particulate matter also responsible for both global warming and air quality issues. The key emissions reductions were:

- Carbon Dioxide (CO_2) Reduced by 26.7%
- Sulphur Oxide Emissions (SOx) Reduced by 63%
- Nitrogen Oxides (NOx) Reduced by 14%
- Carbon Monoxide (CO) Reduced by 7%
- Black Smoke / Particulate Matter (PM10 and PM2.5) Reduced by more than 96%

Following the successful evaluation, SulNOx Group has partnered with Templant and signed a distribution agreement for Templant to roll out SulNOxEco Conditioner to their clients across the UK. This partnership aims to extend the benefits of reduced fuel consumption and lower emissions to a broader range of applications in heavy plant use and other industrial generator-based scenarios including construction, events and data centres.

Templant's MD, Chris Allen said: "These numbers are very impressive indeed, clearly demonstrating SulNOxEco Conditioner's effectiveness in reducing fuel consumption and emissions on every measure. Achieving significant reductions in particulate matter and greenhouse gases as a result of the Conditioner promoting cleaner and more efficient combustion is a very compelling, instantly deployable proposition for many of our clients who are also concerned with air quality. The added benefit of SulNOx's lubricant and detergency package in extending the life of an engine and its parts is also hugely valuable to our industry."

GAP Scoops Accolade at CN Specialist Awards

GAP Hire Solutions has won the Outstanding Contribution to Specialist Construction Award at the 2024 CN Specialist Awards.

The award recognises GAP's commitment to innovation and efficiency, driven by the seamless collaboration of its Pump Services, Environmental Services and Tanker Services divisions.

One of the standout features of this project is the paradigm shift it brings to the long-term management of construction dewatering, offering significant benefits to both clients and the environment. By providing a fully managed service, including regular clarifier emptying, GAP not only saves clients valuable on-site time but also delivers a more efficient, sustainable solution that reduces environmental impact.

The CN Specialist Awards judges praised GAP Hire Solutions for its strong focus on sustainability and innovative solutions. They highlighted the end-to-end integration of standalone services into a single, cohesive system, offering transparency and traceability for Scope 1 and 2 emissions, while easing pressure on national infrastructure.

The panel was impressed by GAP's passion for its unique approach and the clear demonstration of its quality and impact on the construction industry.

Karen Greenshields, Managing Director - Technical and Environmental Services, commented: "We are delighted to win the prestigious award of Outstanding Contribution to Specialist Construction. Our turnkey dewatering solution brings together specialist expertise focused on sustainable ways to move and treat wastewater. We have fantastic teams across our business, which has enabled GAP to be the first hire solution company to be able to provide this service in-house."

JCB Celebrates 60 Years of Apprenticeships with Special Reunion

Four former employees were treated to a VIP visit to JCB to mark the 60th anniversary of their recruitment as the company's first ever apprentices.

A total of nine 15-year-old boys started as Craft Apprentices at the Rocester plant in 1964 and four of them - Chris Carnwell, Nigel Heinich, Mick Higgs, and Keith Hepden - retraced their footsteps to the factory to mark the diamond anniversary of the JCB apprenticeship programme. They were welcomed by JCB Chairman Anthony Bamford, who also started work at JCB in 1964.

The quartet were trailblazers for JCB's apprenticeship scheme, which currently has around 300 apprentices on scheme and in the last 12 years alone has seen JCB recruit 1,500 apprentices. When they started work, they were earning £3 a week. During their visit they were given a tour of the Story of JCB exhibition, met some of JCB's newest apprentices and were given a special VIP lunch.

Lord Bamford, who served an engineering apprenticeship in France before joining JCB in 1964, said: "The recruitment of our first apprentices 60 years ago laid very firm foundations for the future. We have recruited hundreds of apprentices since those early days and many of them have gone on to senior positions in the company. It really is a fantastic way to start a career."

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

ESTA

UK FIRMS UNDERLINE SCALE OF ADBLUE SAFETY CONCERNS

New research carried out by ESTA has exposed deep concerns in the heavy lifting and transport sectors about engine malfunctions thought to be caused by AdBlue additives.

ESTA has been urging members to send in information about problems with the use of AdBlue in mobile cranes and SPMTs after concerns were raised at a meeting in the summer between association members and representatives of the crane manufacturers through FEM, the European Materials Handling Federation.

As a result, ESTA decided to try and identify the precise scale and nature of the problem. At the time of writing, 55 companies had responded to ESTA from 10 different countries with the biggest numbers coming from the UK, the Netherlands and France.

They reported problems with mobile and crawler cranes, trucks and SPMTs. The commonest incident was a public road breakdown with almost half of the respondents saying that safety had been compromised as a result.

A small number reported dangerous interruptions to wind turbine assembly and port load-out work.

Even more concerning, many of the companies said they had experienced multiple incidents in the past two years with three suffering more than 20 in that time.

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

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 and eventually shut down, with potentially dangerous consequences.

ESTA Director Ton Klijn said: "We will continue gathering information and then decide on the next steps. What is already clear, however, is that this is a serious issue with considerable safety implications - and it needs to be addressed as a matter of urgency."

ESTA AWARDS 2025 - ENTRY FORMS NOW AVAILABLE

The entry forms for the 2025 ESTA Awards are now available from the ESTA website at https://estaeurope.eu/2025-award-entry-forms/. The closing date is 10th January 2025.

The 2025 Awards will take place on the evening of Thursday 10th April in The Westin Grand hotel in Munich, during next year's Bauma Exhibition.

Winners of the 2024 edition of the awards included Ainscough and Allelys from the UK. The awards will undoubtedly be a highlight of the year.

CRANE WINCH GEARBOX MAINTENANCE GUIDE FREE TO ALL

ESTA has agreed to make its new guide on mobile crane winch gearbox maintenance freely available to any interested organisation as part of its ongoing push to improve safety standards.

Circulation of guides produced by ESTA is normally restricted to members, but ESTA crane expert Klaus Meissner said: "This important safety issue should be discussed and understood by a wide range of organisations, including relevant official bodies outside ESTA - so we felt it was right that it received the widest possible exposure."

Members have been asked to reconsider their approach to mobile crane winch gearbox maintenance the guide's authors believe the new proposals could both improve safety and - in some cases - save money.

The guide can be downloaded from the Library section of ESTA's website.

ESTA, the European Association of Abnormal Road Transport and Mobile Cranes, was formed in 1976 and has over 100 members from 25 countries. Its UK members are the CPA and the Heavy Transport Association (HTA). Further information about ESTA is on ESTA's website at **www.estaeurope.eu**

ESTA SETS OUT FIVE-YEAR HEAVY TRANSPORT PRIORITIES IN NEW MANIFESTO

A new five-year manifesto for European heavy and abnormal transport has been published by ESTA to highlight the organisation's medium-term strategic transport priorities from now until 2029.

The manifesto - entitled 'Competitive and Harmonised Abnormal Transport in Europe' - is intended to support the delivery of ESTA's overall mission to improve the safety and efficiency of Europe's vital heavy transport sector.

ESTA Director Ton Klijn said: "There is a growing level of political activity in the transport sector as our national leaders become increasingly aware of the importance of the work being carried out by our members.

"Now it is essential that those same political leaders appreciate the need for a coordinated approach that crosses European borders and boundaries if the potentially great gains for industry and our clients are to be captured and not lost. We hope our manifesto will help to drive that debate forward."

There are two versions of the manifesto - a short one for public consumption and a longer more detailed version that is only available to members. Both can be accessed via the ESTA website.

The manifesto's four headline priorities are:

- Harmonised rules for heavy and abnormal road transport
- Access to safe and secure parking places
- Adoption of sector-specific rules and elimination of country-specific barriers
- Establishment of abnormal transport corridors

The creation of a network of safe and secure parking places for abnormal transport is crucial both to boost the industry's productivity and also to help with the recruitment of the next generation of drivers.

In addition, given the growing importance of abnormal road transport between various European industrial areas, ESTA is increasingly hopeful that its calls for the introduction of "abnormal transport corridors" will begin to garner serious support.

Such corridors would allow abnormal transport to run smoothly and avoid potential damage of infrastructure, that is not adapted to abnormal road transport weights and dimensions.

In the manifesto's introduction, ESTA says: "ESTA has members that are outside the European Union. We hope and expect that the adoption of a sensible and efficient regulatory regime within the EU will lead to similar reforms and alignment within the wider European community and beyond."

The text of the short manifesto is in the transport section of the library in ESTA's website. The full version is available to members in the Knowledge Base section.

ESTA welcomes comments and suggestions, especially constructive ones. If you would like to join in the discussions, please contact the ESTA Office at **officemanager@estaeurope.eu**

MEMBERS ASKED TO BOOST EXPERT BACKING FOR SAFETY WORK

ESTA is calling on its members to encourage their own health and safety experts to support the expanding work of the association's Health, Safety and Environment (HSE) Commission as it campaigns for the harmonization of European HSE regulations and systems.

The Commission started work last year as a permanent addition to ESTA's structure, recognising the long-term and complex nature of its aims.

While health and safety laws in the European Union are governed in principle by Brussels' directives, they are enforced at the national level and each member state has its own legislation and enforcement agencies.

This has resulted in regulations that are different from country to country - and in some cases from district to district.

The project is being led by ESTA Section Transport President Iffet Türken who said: "Common standards would reduce the need for unnecessary re-training of operatives who work across borders and jurisdictions and would dramatically reduce the paperwork required to comply with those different countries' rules and regulations."


Iffet Türken

Türken, who is an Executive Board Member of trailer manufacturer Kässbohrer, stressed: "Unified standards will not only enhance safety but also improve operational consistency and efficiency."

The Commission is also to create a dedicated platform for exchanging HSEQ experiences among ESTA members. This will aid members in sharing best practice, boosting collaboration and fostering a culture of continuous learning with a focus on legislative coordination, standardisation of procedures and risk prevention.

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.

LEGAL NEWS

David Smith
david@cpa.uk.net

WELSH POLICE TRIAL MOBILE CRANE EMBARGO

The three Welsh police forces - Dyfed-Powys, Gwent, and South Wales - which held a three-month (July to September 2024) trial that allowed smaller-sized mobile cranes (up to 80-tonnes GVW) to travel during Embargo Times - has, from initial feedback received, been very successful.

The feedback indicates that there were no accidents or incidents reported. The police found there was greater compliance by crane companies operating within these areas, and the crane companies had obtained greater productivity and efficiency.

At the time of writing, it is unclear whether there will be any other trials implemented by the police in any other constabularies.

2024 NPCC ABNORMAL LOAD GUIDANCE DOCUMENT

At the time of writing, an updated draft of the 2010 Abnormal Load Guidance document issued by ACPO (the forerunner to the National Police Chief Council NPCC) had been circulated by the NPCC to industry.

The response from industry was that the initial draft had been sympathetically written for industry's benefit; however, the document had also been circulated to various regional police leads for their comment and feedback. It is not known what feedback has been provided by the police.

There is a NPCC meeting on the 6th November, where it is hoped that the draft guidance will be ratified. The membership will be updated on the outcome of that meeting.

EMPLOYMENT BILL

On the 11th October, the government revealed its details regarding the Employment Rights Bill. There are some key reforms being introduced.

From the first day a worker joins a company, they will be protected from unfair dismissal, as well as qualifying for paternity, parental and bereavement leave. The existing two-year waiting period will be removed.

With regards to Statutory Sick Pay (SSP), the lower earnings thresholds are being removed so that more workers would qualify, and the existing three-day waiting period before any SSP is paid is to be removed.

The right of a worker to claim flexible working from their employer is changing to a new – much lower threshold – where flexible working will become the default/accepted position unless the employer can show why it is not practical to allow it.

Greater protection is being given to pregnant women and new mothers against being dismissed, while large employers will be required to address gender pay gaps and provide menopause support.

The Bill is looking to address those workers who are on Zero-hour 'employment' contracts, by allowing workers on regular hours to request 'guaranteed' hours, while preserving flexibility for those who prefer it.

In light of the recent P&O's action against a section of their workforce, who were 'fired and re-hired' on worse terms and conditions, the Bill will prevent companies from using this tactic.

Under the Bill, a new 'Fair Work Agency' is to be established, which will help enforce workers' rights against companies which try to infringe a worker's holiday or sick leave entitlement.

It is worth pointing out that the earliest many of these points will take effect is Autumn 2026. During the intervening period, the above points will be discussed in more detail over the course of 2025.

This will give many companies the opportunity - once the details of the Bill have been finalised - to implement them.

NEW COURT RULES FOR ENGLAND AND WALES

From the 1st October, the Civil Procedure Rules (CPR) which govern civil litigation in England and Wales, have been updated. The new court rules would allow judges to order disputing parties to try and resolve them away from court, i.e. through Alternative Dispute Resolution (ADR), so as to encourage parties to resolve their disputes at an early stage, and thereby avoid the need for expensive and drawn-out litigation; as well as to attempt to 'free-up' the courts.

The three main ADR options are:

- **Mediation** - a confidential process in which a neutral third-party facilitates the parties in trying to reach a negotiated solution to their dispute.
- **Arbitration** - a confidential alternative to litigation in which a third-party arbitrator makes a binding decision on the matter.
- **Adjudication**, whereby an expert – solicitor, barrister, or engineer - acts as a 'judge' and decides the matter between the two parties. The parties can decide beforehand whether the Adjudicator's decision is binding on the parties or not. The option of adjudication has been available and used by members over the years through the Model Conditions.

If one of the disputing parties believes that a particular form of ADR suggested by the other party is not suitable, it will need to provide an explanation to the judge when the matter is first presented, or next heard in court, to justify why that form of ADR is not appropriate to that particular dispute, and instead may ask for the matter to proceed though the court system.

As the new rules become embedded, it will be telling how well these various ADR options will be taken up, and if so, how successful they will be in resolving disputes in a timely manner without reverting back to the court system.

ECHR PUBLISHES SEXUAL HARASSMENT GUIDANCE

On 26th September, the Equality and Human Rights Commission (ECHR) published new guidance for employers who must take reasonable steps to prevent sexual harassment of their workers, including from third parties.

The reason for producing the updated guidance stems from a Parliamentary Bill - the Worker Protection (Amendment of Equality 2010) Bill, which – at the time of writing - will take effect from the 26th October 2024.

The Act introduces a new legal duty on employers to take reasonable steps to prevent sexual harassment of their workers, which is a significant 'step-change', as previously, there was no legal obligation on an employer to take any proactive steps to prevent sexual harassment at work.

Some of the actions recommended to employers in the guidance include:

- Developing and widely communicating a robust anti-harassment policy, which not only includes fellow workers, but also sexual harassment from a third party.
- Undertaking regular risk assessments to identify where sexual harassment may occur and the steps that need to be taken to prevent it.
- Being proactively aware of what is happening in the workplace and being alert to any warning signs, whether this is by engaging with staff through 1-2-1 meetings, surveying the workforce, or raising the topic in any exit interviews.
- Monitoring and evaluating the effectiveness of the actions taken by the employer – either through the HR department or designated senior individual responsible for that area.

Should an employee be the victim of sexual harassment, and the employer has failed to take the necessary preventative steps to address the matter; the Act allows Employment Tribunals to order an additional 25% (the maximum permitted) increase to any award given to the worker/employee.

The new Act also gives EHRC the power to take enforcement action against a company that has failed to take reasonable preventative steps against sexual harassment of staff. This power may also be used against companies where no sexual harassment has taken place.

To assist companies on this subject, the EHRC has updated the '8-step Guide for Employers on Sexual Harassment in the Workplace'.

A copy of the full and '8-step' guidance documents are available from the ECHR's website at **www.equalityhumanrights.com**

TOP SERVICE - 5 TOP TIPS FOR EFFECTIVE CREDIT MANAGEMENT

Credit management involves making sure a business gets paid for the goods or services it supplies by checking that the potential customer is creditworthy, then taking all necessary steps to turn the invoices it raises into cash. Put simply, it is minimising risk and maximising cash. Using his credit management experience that spans over decades, Philip King FCICM of Top Service, gives his top tips when it comes to credit management, particularly for SMEs.

1. Understand the Importance of Cash Flow

Businesses fail when they run out of cash. A £10,000 bad debt with a 10% profit margin requires £100,000 in sales to recover. Monitoring cash flow and responding quickly can prevent financial trouble.

2. Know Who You are Supplying

It is vital to know a business's exact status and creditworthiness, as it determines responsibility for debts. Use credit reports and industry insights to avoid bad debt, and do not rely on appearances when assessing customers.

3. Agree on Payment Terms Early

Discuss payment terms early, agree on what works for both parties, and confirm in writing. Clarify when the payment period starts and ends, as '30 days' can vary and potentially extend to almost 60 days depending on the timing.

4. Ensure Invoices are Properly Submitted

Ensure you know where to send invoices, what details are required, and if a purchase order is needed. Confirm payment schedules and deadlines and build a good relationship with the invoice contact for future assistance.

5. Ask for Your Money

If you have invoiced correctly, follow up after submission to ensure it is being processed. If payment is late, ask where it is and escalate if necessary. Be professional, document everything, and clearly communicate the impact of delays on your business.

For further assistance on understanding cash-flow, credit management or bad debts, speak to Top Service on **01527 518800** or visit **www.top-service.co.uk**

CHANGES TO VEHICLE TAX FOR ELECTRIC AND LOW EMISSION VEHICLES

From the 1st April 2025, drivers of electric and low emission cars, vans and motorcycles will need to pay Vehicle Excise Duty (VED) in the same way as drivers of petrol and diesel vehicles. This change will apply to both new and existing electric vehicles.

The new measure effectively removes band A under the existing VED system which is currently £0. Vehicles in this band will be required to move to the first band where a rate becomes payable.

Most electric vans will move to the standard annual rate for light goods vehicles.

NAVIGATING THE EU'S CORPORATE SUSTAINABILITY REPORTING DIRECTIVE (CSRD): KEY CONSIDERATIONS FOR UK RENTAL AND HIRE BUSINESSES

BY **ANNEMARIE TAX** OF THE EUROPEAN RENTAL ASSOCIATION (ERA)

In January 2023, the European Union (EU) Corporate Sustainability Reporting Directive (CSRD) entered into force, which significantly transforms sustainability standards by mandating sustainability reporting for numerous large EU and non-EU companies. For UK companies with significant operations in the EU, preparing for CSRD compliance is essential, not only to meet legal requirements but also to enhance transparency and answer customer requirements on sustainability.

What is the CSRD?

The CSRD aims to standardise sustainability disclosures, providing investors and stakeholders with consistent, reliable, and comparable data on companies' environmental, social, and governance (ESG) impacts. It requires in-scope companies to assess their impacts from a "double materiality" perspective. This means companies must report on both the environmental and social impacts of their activities, as well as how sustainability issues affect their business. The CSRD itself is a framework; the actual standards companies will use for reporting - the European Sustainability Reporting Standards (ESRS) - are implemented as secondary legislation. The first set of ESRS, which applies to all sectors, was published in 2023. More detailed sector specific ESRS will be published over the coming years.

How does CSRD Apply to UK Rental Companies?

Although CSRD is an EU Directive, it extends to non-EU companies that meet specific criteria, especially those generating substantial revenue within the EU. For these companies, CSRD applies if they meet one or more of the following conditions:

- The non-EU company is listed on an EU-regulated market (the first report on financial year 2024 performance is due in 2025);
- The non-EU company generates over €150 million in annual EU revenue and has an EU-based branch generating at least €40 million (the first report on 2025 is due in 2026);
- The non-EU company generates over €150 million in annual EU revenue and has an EU subsidiary meeting two of the following (the first report on 2025 is due in 2026):
  - More than 250 EU-based employees;
  - A balance sheet exceeding €20 million;
  - An annual EU revenue of over €40 million.

If any of these conditions are fulfilled, the business must publicly report on its sustainability performance in accordance with the applicable ESRS guidelines.

What are UK Companies' Obligations under CSRD?

1. Double Materiality and ESRS Compliance

Under the CSRD, companies are required to adhere to the reporting standards outlined in the ESRS, encompassing various ESG aspects. In-scope companies must conduct a double materiality assessment, considering the impact of their business on ESG factors and how these factors may influence business risks and opportunities.

2. Integrated Reporting

Businesses need to prepare financial statements and management reports in XHTML format, tagging sustainability information using a digital taxonomy for accessibility and comparability. This requires investing in digital reporting systems that meet EU standards.

3. Data Collection Across the Value Chain

With the CSRD's emphasis on the entire value chain, companies must collect and report sustainability data from all suppliers and business partners. Establishing robust data management systems to accommodate this requirement is crucial, particularly given the possibility of evolving standards that may impact reporting practices.

4. Timeline for Compliance

Compliance deadlines for non-EU companies begin with financial years starting in 2025, meaning that the first reporting will be due in 2026. The first group of companies required to comply includes those listed on EU-regulated markets, which were previously within the scope of the Non-financial Reporting Directive. This implies that the majority of rental companies will need to comply at a later date, depending on their size. Given the CSRD's phased rollout, it is prudent for UK businesses to monitor the standards' development closely and ensure readiness for each reporting phase.

Challenges and Opportunities

While the CSRD adds regulatory obligations, it also presents opportunities for UK-based companies to strengthen their ESG transparency and appeal to sustainability-focused investors and clients.

Even if the size of EU revenues of a UK based rental company does not qualify to fall under the direct scope of CSRD, it may be that a major EU customer will require from the rental company information on sustainability performance in the ESRS format. One challenge, however, is managing compliance from outside the EU, where businesses may need to adapt existing reporting processes or engage external expertise to align with the ESRS framework effectively. Flexible and adaptable reporting systems are essential, as the ESRS guidelines may evolve by 2026, making it essential for UK companies to remain informed on any updates.

The CSRD is part of a broader European framework that includes the Corporate Sustainability Due Diligence Directive (CSDDD). The CSRD requires companies to publicly report sustainability data, while the CSDDD emphasizes behavioural compliance, mandating companies to actively identify, prevent, and mitigate adverse human rights and environmental impacts. Together, the CSRD and CSDDD create a framework where companies must disclose sustainability information and take actionable steps to address risks. In short, the CSRD focuses on reporting, while the CSDDD focuses on behaviour.

Final Thoughts

The CSRD is set to raise the standard for corporate sustainability reporting globally. By proactively preparing for CSRD, UK companies can align their sustainability practices with EU standards, contributing to a more transparent and sustainable business environment. Embracing CSRD compliance may also position these businesses favourably with stakeholders and customers.

European Rental Association (ERA) can assist rental companies in the UK in determining how concretely the EU sustainability legislation applies to them. ERA is also currently preparing a tool to help rental companies with their double materiality assessments, taking into account the specificities of the rental sector. ERA can be contacted at: **era@erarental.org**

THE USE OF INNOVATIVE TECHNOLOGY IN THE CONSTRUCTION INDUSTRY

KEEPING AHEAD OF THE CURVE

BY AMELIA McCORMACK, BROKER, TOWNSEND McCORMACK

Amelia McCormack

With emerging technologies revolutionising the way construction projects are planned, carried out, and managed, the construction sector continues to undergo a digital transformation. This discussion focuses on a few applications of these technologies in the construction industry.

It raises the question: What potential risks and unique challenges can adopting these new technologies present for developers, consultants and contractors? Let's take a look at them.

Emerging Technologies: Case Studies in Industry

As we approach 2025, emerging technologies such as Artificial Intelligence (AI) and the usage of drones can serve numerous purposes in construction projects - from improving health and safety, project planning and efficiency, to lowering the risk of design and workmanship defects.

Drones

Drones, or unmanned aerial vehicles (UAVs), are becoming increasingly valuable in construction projects. During construction, drones offer real-time surveillance which can help with project planning. They enable workers to precisely examine a construction site's layout, identifying potential defects early on and preventing potentially costly problems later in the project.

Additionally useful for site surveillance, drones allow workers to identify and keep an eye on risks from a distance, avoiding potentially dangerous areas.

Artificial Intelligence (AI)

By utilising cutting-edge technologies and data-driven insights to enhance risk management and health and safety, artificial intelligence (AI) is revolutionising the construction sector.

Wearable AI-integrated construction wearable devices, such as exoskeletons, smart glasses, and smart boots is one application for this technology. Through reducing the weight of products to be lifted, monitoring worker heart rates for signs of fatigue, alerting them of potential hazards, and detecting hazardous substances like gas, these devices aim to address health and safety on construction sites.

Building Information Modelling (BIM), gives stakeholders a platform for information sharing and working together in real-time. However, this technology still has limitations, such as the lack of automation and optimisation. Some of these restrictions may be solved by AI-driven BIM.

For instance, AI-driven BIM can facilitate even more streamlined stakeholder collaboration by providing real-time feedback. AI algorithms can be used to make more accurate predictions by analysing large amounts of data from previous projects. Moreover, AI can help identify potential risks before construction even begins, enabling companies to take proactive steps to reduce the risk of costly delays.

By 2030, with the widespread use of AI, drones, and other innovations, construction could undergo a substantial transformation. However, it's crucial to also consider the risks of these technologies. Developers, contractors and consultants must be aware of potential issues including:

1. Liability Concerns: The implementation of innovative technologies may lead to health and safety claims, for example, where a worker is injured as a result of relying on a wearable device that failed to detect a hazard. Under such circumstances, questions may arise as to whether the wearable device's manufacturer is liable for failure to detect, or whether the employer could be liable instead. Also, one of the biggest concerns for AI-driven BIM is the quality of the data used to make accurate predictions.

2. Privacy and Security Concerns: Large volumes of sensitive project data are generated and analysed as a result of the growing reliance on AI into BIM technology. Drones can also gather sensitive data from construction sites, workers, and surrounding areas. Unauthorised use or dissemination of this information may give rise to legal concerns related to data privacy, intellectual property rights, and cybersecurity. To safeguard this data from unauthorised access and ensure compliance with privacy regulations, construction businesses must prioritise robust cybersecurity and data protection measures.

3. Regulatory Changes: Various regulations apply to the use of AI in construction, so it's critical to ensure AI applications abide by these rules. In Europe, strict GDPR rules require construction companies to obtain permits and approvals to operate drones on construction sites. This can be expensive and difficult to comply with, especially for businesses that are not familiar with these technologies. Moreover, as emerging technologies, AI and drones are likely to face new regulations in the future.

Embracing Innovation: Impact

With the integration of AI, drones, and other emerging technologies, the future of the construction industry is poised for significant growth, full of new possibilities. As these technologies continue to evolve and improve, they offer ever more advanced solutions for risk assessment and loss prevention.

AI algorithms, for example, will become more sophisticated, making it possible to analyse larger datasets for more accurate predictions. Drones will become more advanced, where real-time data transmission of higher-quality images is possible.

Builders and contractors should consider embracing these innovations to streamline processes, reduce costs, and enhance customer satisfaction. It is likely that dispute resolution procedures, such as litigation, arbitration and adjudication will need to adapt accommodate the growing usage of emerging technologies.

Transforming Challenges into Opportunity

For business owners to effectively manage risk and to navigate these complex challenges collaboration with their insurance broker is essential. Appropriate coverage safeguards against unforeseen events, accidents, and property damage.

With our wide range of tailored insurance solutions, our team is here to turn challenges into opportunities, helping you achieve both short- and long-term goals. If you would like to discuss further, please do get in touch by emailing **amelia@townsendmccormack.co.uk**

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 **With the Christmas shutdown approaching, we are considering how the issue of plant remaining on site during this period should be addressed with the customer. Any suggestions would be welcomed.**

A The question may have optional answers depending on the relationship you have with your customer. To bring some clarity, the plant may be on hire under an 'open-ended' agreement, i.e., with a specific start date, but no specific end-date. In that instance, either party – more likely the customer - could terminate the hire before the Christmas shutdown, by giving the other party 7-working days' notice, as per clause 24(a) of the Model Conditions. The Construction Industry Joint Council (CIJC) have stated that those sites which run under a CIJC agreement will close at the normal time on Friday 20th December. [Other sites may have differing finishing days and times.] Using the 20th as an example, the previous 7-working days would take you to Wednesday 11th December – (Thursday 12th will be day 1 of 7 for the notice) - when the customer should inform the owner that they wish to off-hire the plant, (and for it to be collected). Should the customer wish to have the plant collected, and re-delivered in the new year, this will result in them incurring two sets of fees - one for collection, the second for delivery. In the event a site closes early, i.e., before a collection could have taken place, then clause 23(c) may take effect.

For the customer to avoid those two sets of fees, there may be a suggestion from either party to leave the plant on site, and instead 'suspend' the hire over Christmas. If this was agreed, and something untoward happened to the plant during this time; then the customer's insurer (or their Loss Adjuster) may argue that as a suspension was agreed, then the customer's liabilities/responsibilities for the plant under the Model Conditions may equally be suspended. To avoid this potential conflict, it may be worth agreeing with the customer to charge them a nominal fee – say £1 per week, per item (provided the item in question is not being utilised by the customer), to ensure that the Model Conditions remains effective – as will the customer's 'hired-in plant' insurance policy - during the shutdown period. These nominal sums can always be credited back to the customer when the following month's invoice is submitted.

It is advisable to speak with your customers to confirm when their site(s) will close, and whether any plant is being off-hired, and the timeframe they have to do so by. This will give you ample opportunity to arrange the logistics for any collections. Should you have any further questions, then please get in touch.

Q **We are looking for some clarity on what could be considered a 'defined' hire period. For the hire period to be consider defined, do you consider this needs to be formally communicated in writing and a written order? Or would a verbal agreement suffice, as long as each parties understanding was correct?**

A All plant hire agreements are subject to contract law, so what was agreed between the parties - whether verbal or written - confirms the duration of that particular hire agreement. However, to avoid any uncertainty, or the mishearing of any verbal agreement, a written response - whether hire agreement or email - should still be sent confirming what was verbally agreed. Upon receiving that written notification, it should be acknowledged by the other party.

For a plant hire to be defined, there has to a specific start and end date; or possibly a start date, with an indication on the number of days/weeks/months the hire will last.

By way of an example, if a hire was originally from a Monday to Friday, but the customer did not need it on the Friday, then the defined period is still till the Friday. An exception may come whereby the plant owner can accommodate the customer's request, i.e. arrange short notice change in transport to collect on the Thursday. This would still be a defined hire period, albeit one day less. If transport cannot be arranged for the Thursday, and the owner is not obliged to comply with the customer's wishes, the plant remains on site until the Friday, when the collection will be carried out - as originally agreed.

For that particular hire to become indeterminate, the original end date of the Friday should change by the customer ideally by the Thursday (to avoid any aborted transport costs), with a confirmation that the customer is now uncertain when the new end-date will be. In that instance, if the customer then off hires it, say the following week, then clause 24(a) of the Model Conditions takes effect, and the customer is responsible for the plant for the following 7-working days, after that new off-hire has been given, and accepted by the owner.

I hope that clarifies the position; but should you wish to discuss this further then please get in touch.

Q

I am hoping that you can give me some advice. We have a machine on hire under the CPA's Model Conditions, to a customer of ours who has re-hired it to one of their customers. We were not informed of this fact, and so no written consent was given by us. We are looking to wanting to exchange that machine with another – so we can comply with Health and Safety regulations. The replacement machine would be identical to the one our customer is currently using.

I had initially arranged this for a particular day, but this was cancelled by our customer late the day before, which resulted in us incurring aborted haulage charges.

I am trying to arrange a new collection time, but the customer is being uncooperative. The matter is made more difficult as their customer (the end-user) is unable, or unwilling, to help resolve the matter. Our customer claims that for the collection to be carried out, all parties: us, our haulier, the customer, and the end-user need to agree a time/date, but the end-user is not forthcoming with an agreed time/date. I would welcome any help you can provide.

A

You could refer your customer to the Model Conditions and draw their attention to clause 6 which covers servicing and inspection of the plant that had been supplied, and where the customer must give you access - at all reasonable times - so that this can be carried out.

Within clause 32 - Government Regulations - the customer has to comply with all regulations which includes health and safety. The fact that you have notified your customer, as your contract is with them, requires them to ensure compliance with both clauses – 6 and 32.

It may be worth reminding the customer, that if an incident were to happen as a result of the failed maintenance, as a direct result of not being able to recover the machine, then any resulting investigation - whether by the HSE or injured party - would have to be that as the plant owner, you had tried to comply with the health and safety regulations, but your attempts have been impeded and prevented through no fault of your own.

This may encourage the customer to press the end-user to assist in exchanging the machine with another that was compliant with all elements of legislation. If I can be of further assistance, then please get in touch.

Q

We are having an ongoing dispute with a customer. In an attempt to resolve this, a colleague has mentioned adjudication, and that it is referenced in clause 36 of the CPA's Model Conditions. I wondered if you could provide some background information on the adjudication process.

A

The adjudication process is an alternative method of dispute resolution between two parties, rather than proceeding with court action.

The adjudicator is an individual who acts in the role of a 'judge' when overseeing the dispute between two parties. Depending on the nature of the dispute, the person acting as the 'judge' can be, for example, a solicitor, barrister, or engineer.

Similar to a court hearing, the adjudicator will preside over the hearing, and based on the evidence presented by both parties, will hand down their decision.

The advantage of this process is that it can be quicker than going through the courts, and where possible, is now being encouraged by the courts, but the costs for appointing an adjudicator, and for the adjudicator's time in dealing with the dispute can be expensive.

If you do decide to proceed with the adjudication process, there are some steps you must follow. These are outlined in a document on our website at **www.cpa.uk.net/legal-insurance-plant-theft/legal/adjudication** and is reproduced below.

The Construction Act provides that a referring party (the party wanting to initiate the adjudication process), shall give notice (in writing) to the other party/parties of its intention to refer the dispute to adjudication.

The notice to the other party / parties should also include:

- brief details of the nature of the dispute,
- when and where the dispute arose,
- the nature of the redress sought, and,
- the names and addresses of the parties to the contract.

The objective is to refer the dispute to the nominated Adjudicator within the 7 days of giving notice to every other party to the contract.

The appointment of an adjudicator can be agreed between both parties, and if not, then the CPA can appoint someone. The CPA has a list of adjudicators which can be found on the Adjudication page within the Legal section of the CPA website, which could be referred to by both parties. However, if the adjudication process is rejected by the other party, then court action may be the only reasonable course left for you to take. If you want to discuss this further, then please get in touch.

Q

We have had an unfortunate incident on site, where one of our machines had tipped over as a result of the site's ground conditions, rather than our operator's error. Luckily, no-one was hurt, but the question remains who is liable for the resulting damage to the machine. Can you provide some guidance.

A

If the machine was supplied under the Model Conditions, then you need to look at clause 7 – Ground and Site Conditions. It is the customer's responsibility to ensure that the ground is suitable for the machine – whether, for example, it is being loaded, unloaded, or moved over the site. If the ground is not suitable, for whatever reason, then the onus is on the customer to remedy that issue.

Should the customer try and apportion blame on to your operator, then you need to refer them to clause 8 - Handling of Plant. Provided that the operator is competent, i.e. has a valid card for the machine being operated, then the operator is deemed to be the customer's servant or agent, and will be under their direction and control, and so liable for the operator's actions.

As a result of the incident, i.e. damage to the machine, clause 13 - Hirer's Responsibility for Loss and Damage will take effect. The customer will be liable for the damage, and the on-going two-thirds hire charges until the matter is settled. I hope this answers your question.

Q

We as a plant-hire company have, over the years, had to complete many sub-contractors' forms received from our customers.

We complete these forms as much as possible, enclosing information, including our insurance policies, etc.; but we do not sign the form, and we enclose our covering letter with the CPA Model Terms and Conditions which up to now has been accepted by our customers.

However, we currently have a customer who has yet to settle their account; but will not do so until we sign their form. Have you any advice you can give to encourage them to settle without us having to sign their form, and be liable under their conditions?

A

This difficulty does arise from time to time. The problem stems from where suppliers such as yourself provide an operator/driver and machine to your customer, who as a consequence may automatically apply the Construction Industry Scheme (CIS), and adopt those protocols as they see fit, i.e. they treat you as a sub-contractor and send you their terms and conditions. [By using the CPA's template letter which explains that you are not a sub-contractor, but merely a plant supplier can help resolve this issue. A copy of the draft template letter can be found within the 'Hire Conditions' section, within 'Legal' on the CPA's website.]

Some customers will try and get suppliers to sign their terms before payment is made, even though they may have already accepted the Model Conditions. The confusion is that because CIS applies, customers – whether it is their QS or their accounts department -, then automatically feel that they have to impose their own conditions as a consequence. This is not the case. CIS payments can be made without having to sign up to the customer's terms, particularly when the Model Conditions have already been accepted.

In this case, I am unaware of any justification for your customer to withhold payment, so it may be worth enquiring why they cannot pay you without signing their terms, when they have pre-agreed to the Model Conditions. If this problem persists, then please get back in touch.

Q

We had hired in a machine under the CPA's Model Conditions. A few days after it had arrived on site, a hydraulic hose failed, which resulted in a large amount of oil leaked out resulting in extensive contamination on the site, and regrettably, looks to have affected a nearby watercourse.

I contacted the plant company to discuss the 'clean-up' costs, as they appear to be significant. The plant company have claimed that they are not liable for these costs due to us agreeing to the CPA's Model Conditions.

Could you please confirm if - under the Model Conditions – that the plant company is indeed not liable for any 'clean-up' costs?

A

I am sorry to read of the incident occurring on site. Unfortunately, with mechanical equipment, there is always a possibility that a hydraulic hose will burst – sometimes at the most inappropriate time or place. As the hire was under the CPA's Model Conditions, you may wish to refer to clause 13(b) - Hirer's Responsibility for Loss and Damage. Within that clause, the following sentence can be found:

> '... and [the Hirer] shall also fully and completely indemnify the Owner and any personnel supplied by the Owner in respect of all claims by any person whatsoever for injury to person or property caused by or in connection with or arising out of the storage, transit, transport, unloading, loading or use of the Plant during the continuance of the Hire Period.'

Based on that clause, to my mind, the plant company would not be liable for the damage caused by the leak. I hope this answers your question, but should you have any further questions, then please get in touch.

Q

We are looking for some advice with reference to a situation which has transpired due to the financial collapse of a contractor.

We have a customer who has hired two machines from us under the Model Conditions, who had subsequently hired them on to a sub-contractor on an ISG site.

These machines have now been impounded by ISG's Administrators. Consequently, our customer has been unable to access the site to collect the machines.

In these circumstances, please would you confirm if we are able to apply a two-thirds hire charge to our customer under CPA terms and conditions until the machines are collected and returned to us?

Assuming that this is the case, please would you also confirm if our customer, who also operates under CPA terms and conditions, should charge their sub-contractor two-thirds hire?

A

If you look at clause 23(c) of the Model Conditions, it states that if the plant cannot be collected, then it is deemed to be back on hire, and clause 13 - Hirer's responsibility or loss and damage (to the Plant) will apply. From that point, if you look at clause 25, it states that if the plant is prevented from working, then the customer is charged two-thirds of the hire rate or such other rate that has been agreed in writing. Those charges continue until the plant is returned to you.

In situations like this, it is your (commercial) decision whether to charge the (normal) two-thirds rate, or whether - as a goodwill gesture - to charge a lower amount.

As your plant has been hired out to another CPA member, then if they have also used the Model Conditions with their customer, then those same conditions (and charges) would also apply to their customer – the sub-contractor.

I am happy to discuss this response in more detail if you wish.

Q

Does the CPA have a Modern/ Anti-Slavery template document which members can download?

A

A copy of the document can be found near the bottom of the Employment page within the Legal Section of the website at **www.cpa.uk.net/employment**

SPECIAL INTEREST GROUPS

Rob Squires
rob@cpa.uk.net

BRITISH CONCRETE PUMPING GROUP (BCPG)

The next British Concrete Pumping Group meeting will take place in November 2024, in the form of an online working group meeting to conduct a review of the Good Practice Guide – Safe Use of Concrete Pumps.

CONSTRUCTION HOIST INTEREST GROUP (CHIG)

The last Construction Hoist Interest Group steering committee and open meetings took place on Wednesday 2nd and Thursday 3rd October 2024 respectively at the Heart of England Conference & Events Centre, Meriden Road, Fillongley, CV7 8DX, with the meeting agendas covering a range of topics including:

- HSE Update
- CHIG Publications and Guidance Update
- BS7212 Revision Update
- EN 12159 and EN 16719 Update
- Electrical Supply Issues
- Hoist Accident - Sweden Incident
- IPAF Update
- Hoist Installer Course
- Rescue from Height on Hoists Update
- CHIG Levy
- CHIG Code of Conduct

CRANE INTEREST GROUP (CIG)

The last Crane Interest Group meeting took place as a joint open meeting event with the Tower Crane Interest Group on Thursday 12th September 2024 during the Vertikal Days Show at the Newark Showground, with the meeting agenda covering a range of topics including:

- Tower Crane Electrical Supply Issues - RCD's
- Tendering, Management & Operations of Tower Cranes
- Network Rail Guidance for Mobile and Tower Cranes Alongside Railways
- Guidance for Assessing the Correct Rigging of Mobile and Crawler Cranes Update
- Abnormal Loads/Embargo/ Police Enforcement Challenges

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 meeting took place as a joint open meeting event with the Crane Interest Group on Thursday 12th September 2024 during the Vertikal Days Show at the Newark Showground, with the meeting agenda covering a range of topics including:

- Tower Crane Electrical Supply Issues - RCD's
- Tendering, Management & Operations of Tower Cranes
- Network Rail Guidance for Mobile and Tower Cranes Alongside Railways
- Guidance for Assessing the Correct Rigging of Mobile and Crawler Cranes Update
- Abnormal Loads/Embargo/Police Enforcement Challenges

CIG/TCIG OPEN MEETING AT VERTIKAL DAYS

Over 150 people attended an open meeting hosted by the Construction Plant-hire Association (CPA) at Vertikal Days at Newark Showground.

Assisted by CPA Training and Safety Manager Rob Squires, the open meeting was jointly organised by two of the CPA's Special Interest Groups - namely the Crane Interest Group (CIG) which is chaired by Peter Gibbs, CEO of Ainscough Crane Hire and the Tower Crane Interest Group (TCIG) chaired by Dave Holder, European Operations Director of Wolffkran.

The open meeting afforded an opportunity to discuss key topics and issues affecting the crane sector, such as abnormal loads and embargoes, electrical supply issues and updated Network Rail guidance regarding the use of cranes beside railways.

Meeting attendees were warmly welcomed by Steve Mulholland who has recently been appointed CPA Chief Executive Oficer. Steve has a great deal of experience in the sector, having previously been the CPA Chair and a CPA Council Member for over 10 years. Steve, who formerly ran his family business Mulholland Plant Services, underlined his commitment to the CPA Special Interest Groups in his introduction.

TCIG Chair Dave Holder introduced Craig Hook who is a Specialist Consultant to the CPA with over 33 years' of experience in construction, and 21 years' experience in cranes and lifting, working for Sir Robert McAlpine. Craig delivered the first presentation of the day which related to tower crane electrical supply issues and a subsequent update to Technical Information Note (TIN 036).

Craig gave some background information as to why the guidance needed to be updated, whereby a Tower Crane Technician was working on a tower crane that had an electrical fault, but the Residual Current Device (RCD) had not tripped and the technician was injured. The RCD was the wrong type which had the wrong sensitivity to the fault current.

Craig explained that the use of variable-frequency drive-controlled motors on most tower cranes and construction hoists reduces starting currents and, consequently, the required capacity of the power supply – however they have special requirements of the type of RCD to be used.

The presentation underlined that most tower cranes and many hoists now use inverters to convert the incoming power supply from Alternating Current (AC) to Direct Current (DC) so that the speed of motors is controlled accurately using frequency converters. This allows energy saving, speed regulation and motor speed accuracy along with low-speed high torque and stepless changes.

Craig Hook

However, because the DC output from frequency converter is at such a high frequency, not all types of RCD will detect a fault. This is a factor in equipment within the tower crane circuits as well as in generators, resistor banks, regenerative braking, power storage and any other areas which also work in DC. Many tower crane OEMs are specifying type 'B' RCDs as these detect a fault that that has a high, smooth DC voltage content. Craig advised attendees to provide good earth bonding (electrical) and lightning protection as per the tower crane's manufacturer requirements.

Craig's second presentation of the day focused on guidance on the tendering, management and operations of tower cranes, and in particular the introduction of a new document, namely TCIG 2404 which is designed for use by tower crane suppliers and rental customers.

TCIG and CIG have sister documents supporting the tendering, management and operation of cranes, and to ensure that contracts start off from a clear understanding of needs and responsibilities, the new document makes clear what offers include and allows a standard assessment process. The overall aim is to standardise the questions asked by clients and to allow suppliers to prepare properly and demonstrate good practice.

The third presentation of the meeting was focused on updated guidance to Network Rail rules with regards to the use of cranes beside railways. Craig explained that Network Rail document CIV0063 Cranes and Plant Beside Railways had been updated and became operational on 7th September 2024, following proactive conversations between Network Rail and industry.

Craig's final presentation of the day was jointly delivered with CIG Chair Peter Gibbs and focused on guidance for ready for work checks on mobile and crawler cranes. New ready for work checks are being drafted following rare incidents whereby the crane has not been rigged correctly, either to the lift plan or to the manufacturer's instructions, typically caused by an individual human error. The checklists will be designed to significantly reduce the probability of these 'single point of failure' incidents.

Craig underlined that whilst these additional ready for work checks reduce the probability of an incident, the responsibility still lies with the Appointed Person to ensure that the crane is correctly rigged prior to being put into service.


Chris Britton

The final presentation of the open meeting focused on abnormal loads, embargoes and enforcement challenges. This was delivered by Chris Britton, Head of Operations Support at Ainscough Crane Hire and Vice Chair of the Heavy Transport Association (HTA).

Chris underlined that the enforcement focus on the crane sector over the past two years has been extremely frustrating, and that STGO legislation was desperate for revision, having first been introduced over 21 years ago. He referred to a small number of police forces deviating from the custom and practice set out and agreed in the 2010 ACPO Guidance on the Movement of Abnormal Loads.

The intention of the document was originally intended to give clear instruction to the police and crane operators, but Chris underlined that the activity of the police has been inconsistent, with 42 police forces around the country acting in different ways and abandoning the national guidance. Examples were provided where activity has been disproportionate, with movement notifications being interpreted differently force to force, and restrictive, with embargo times that are not uniform and introduced with no consultation or warning.

Chris quoted an example whereby in Greater Manchester Police it is acceptable to move up to a 5-axle crane in the embargo, yet in the West Midlands there is a total ban at peak times. Certain forces also count Scottish Bank Holidays when the movement is in the Midlands. The industry has also seen increased costs, whereby operator wages must be paid where they travel before and after embargos, and where police insist on escorting vehicles where previously there was no requirement or appetite to do so.

Chris went on to inform attendees about the industry working group which was established over a year ago. Known as the Abnormal Loads Group (ALG), the group was set up to form a collective voice to speak about abnormal loads, engage with key decision and policymakers and effect change through consultation with industry.

Through the political connections of the members of the ALG, there have been numerous meetings and open dialogue with individual Members of Parliament, government departments such as the Department for Transport and the Home Office, and the group has a voice in the House of Lords through Earl Atlee who has had a long career in abnormal loads and is a passionate advocate for industry. The group has been actively involved in the review and rewrite of proposed new guidance, focusing on the areas that require the most urgent change and clarity.

Chris concluded his engaging presentation by summarising the next steps and actions that are required and underway. He recognised the efforts made by Gwent Police, who have been instrumental in the trial which


Marcus Gough

is currently underway of the removal of embargoes for mobile cranes, across the tri force areas of Gwent, Dyfed Powys and South Wales. He also urged attendees to engage with their local Chamber of Commerce and MP's to inform them of the issues faced, and praised the advice provided by the former senior traffic commissioner for the UK, Beverley Bell. Finally, Chris informed attendees about an important meeting being held on 6th November 2024 concerning the approval of the latest revision of the NPCC guidance.

The CIG/TCIG open meeting concluded with a talk by Marcus Gough, Chairman of the Heavy Transport Association and Director of Operations of Strate Logistics. Marcus reinforced the points made by Chris Britton and referred to the enormous collective efforts being made to try and implement guidance that is right for both industry and enforcement, promoting collaborative working and the highest road safety standards.

RAIL PLANT ASSOCIATION

Andy Crago
RPA Management Committee Chair

ANDY CRAGO

RPA MANAGEMENT COMMITTEE CHAIR

In the last edition of the magazine, RPA chair Paul Helks stood down and it a pleasure and honour to take over from Paul. On 4th September, I chaired the 192nd Management Committee meeting in Stafford to start my duties, which was well attended with vigorous discussions on a range of topics. There were a couple of key areas that are of note.

The first concerns ALO planners and Coordinators on when they have to hold the Sentinel OTP 04 Control of Any Line Open competence, which was communicated to the industry as the 10th February 2025. In the latest issue of module P500 of the Infrastructure Plant Manual, which comes into force on the 7th of December it states:

'All persons planning and coordinating ALO operations on NRMI and Network Rail projects shall be trained and assessed in accordance with the Sentinel Scheme Control of ALO competence.'

The Network Technical Head of Plant for Network Rail confirmed that the complying with the 10th February 2025 date i.e. complying with the Sentinel scheme requirements means compliance to the Infrastructure Plant Manual. All sponsors should be managing the transition from bespoke courses to the Sentinel course before that date for anyone who plans and controls ALO operations.

Another subject discussed was the position with OTP core module. I had two calls on this subject from RPA members who had had their staff turned away from sites as the date for OTP core had expired on their Sentinel smart card. The OTP Core module was removed from the Sentinel competency framework at the end of 2023 and is now simply an e-Learning package and all who have gone through this e-learning will have been issued with a certificate to demonstrate this which should be taken to site as proof of completion.

Delivery Point Management (DPM) is a key subject to our members, and the RPA is aware of several working groups in different Network Rail regions being established and developing processes, which is positive to hear. However, concern was raised that the process developed may differ in content across the routes and regions and for national suppliers this could cause confusion as to what process to follow. It would be beneficial if the leads of each working group shared their work and develop one core process, maybe with local additions at the end. The RPA Management Committee offers its support to the working group leads to help develop a robust DPM process.

Over the last 10 years there has been several collisions between OTP and following the Ramsden Bellhouse collision, a lot of work has been carried out on the RAIB report recommendations by the Mechanical & Electrical Engineers Networking Group (M&EE NG), RSSB and the RPA. As part of the analysis of these events, the competence of the operator when driving the plant including down steep gradients was an area identified that improvements could be made. A working group was established between the M&EE NG and RPA and good progress has been made to develop an OTP Operator Professional Driving Guidance to provide sponsors, trainers and assessors with a robust process to cover this important element of an operator's duties. Equally there will be a lot of guidance for an operator on driving techniques which it is hoped will form an essential and useful source of information for them.

STEVE FEATHERSTONE

RPA CONSULTANT

It is now a couple of months since Labour took over the government of the country.

I thought it was worth reflecting on what this might mean for the railway in general and for the plant community in particular.

The new government did not hang about in terms of its agenda for railways, introducing the Passenger Railway Services (Public Ownership) Bill within its first month in office. This means that, as franchises end, the train operating companies will be progressively nationalised and form part of Great British Railways.

I think that the various franchises have done a great job over the last 30 years in terms of improving the quality of service and increasing passenger numbers. But you reach a point of diminishing returns and renationalising the train operating companies offers a one off opportunity for efficiency savings which can hopefully then be spent on improving the railway infrastructure. The removal of management fees, the disbanding of the delay attribution armies and the merging of common support organisations such as safety, finance, payroll, IT, communications, etc should generate significant savings in the order of 10% of total costs.

Hopefully these savings will be retained by the railway and can be invested into additional maintenance and renewals activities, to improve the reliability and performance of the railway, which should in turn increase passenger numbers as customer confidence returns.

Additional maintenance and renewals activities of course means additional requirements for plant to support the extra work.

Importantly, the new government does not want to renationalise the rolling stock companies as the country would have to buy the assets. The current lease model is seen as the way forward for rolling stock. I think that this will also apply for railway plant as it would cost circa £1billion to buy the plant assets which the government is unlikely to want to do.

In her initial assessment of the economy and immediate actions, the new Chancellor decided to close down the £500m Restoring Your Railways Fund. In reality this was always a political fund, rather than a railway fund, designed to enthuse rural communities in the hope that they could restore a railway, closed under Beeching. The reality is that for many schemes it was never likely that they would ultimately pass an economic test so, in my view, it was lots of money wasted producing feasibility studies which would never ultimately lead to a restored railway. The serious projects, which are often used as a measure of success of the fund, were always part of the long term railway strategic development plan and they will remain so in future. From a railway plant perspective, the schemes which made economic sense will still happen and therefore the plant shifts will also still happen. The losers in this area will be the consultants who were used to produce feasibility reports which were never likely to lead to any new infrastructure investment.

The new government has indicated that it wants to devolve more decision making and budget responsibility to the Metro Mayors. I think that this will be good for the railway as history shows that Metro Mayors, in touch with local community requirements, tend to invest more in railways than central government. In the medium term, this should mean more railway work and more shifts for plant companies.

So far the new government has not given any indication on what its plans are for HS2. The cancellation of Phase 2A was another politically motivated decision which did not involve knowledgeable senior railway people anywhere near enough to fully understand the consequences. The bottleneck at Handsacre junction, and the loss of capacity between Handsacre and Crewe, will mean that benefits of HS2 phase 1 will be significantly reduced. Hopefully common sense will prevail and a Midlands to North West capacity expansion project can be introduced with infrastructure designed at 300kph, rather than the 400kph of HS2.

The significance of 300kph is that it is the common standard for high speed design and construction used around the world, so the design codes, construction standards and unit costs are very well understood, with around 50 years of worldwide experience including HS1. Constructing HS2 infrastructure for 400kph meant that much of the infrastructure was first of type, significantly increasing the timescales and costs associated with both the design and construction. If we learn one lesson from HS2 so far, it is that we should build future infrastructure for 300kph rather than 400kph. The difference in journey time, in such a small country as Britain, is fairly small but the difference in time and costs of construction are significant.

If the Midlands to North West capacity expansion project goes ahead then in the medium term it will be good for general construction plant and in the long term it will be good for railway specific plant.

The next part of HS2 which the government has yet to make a decision on is the link between Old Oak Common and Euston. If we could wind the clock back then, in my view, Old Oak Common should always have been the London terminal station for HS2. Unfortunately it was designed and built as a through station in the expectation that trains would turn around at Euston. Most people get onto the tube to continue their journey when they get to London. It doesn't make too much difference if that is at Old Oak Common or Euston.

I do have a fairly radical alternative which is to save the money on the Old Oak Common to Euston leg and alternatively connect Old Oak Common with HS1, allowing through trains to continue on to Europe. This creates an additional London international terminal at Old Oak Common relieving some of the constraints at St Pancras. It also allows residents of the West Midlands to get a direct train to Brussels, Paris or Amsterdam. As a resident of the West Midlands, I would like to be able to do this. Not continuing to Euston would also create the opportunity for a significant urban regeneration scheme using the acquired HS2 land. This would create a new Euston station, new retail outlets, new offices and new housing.

From a plant perspective, a Euston regeneration project would be great for general construction plant and the rebuilding of Euston station would generate lots of work for railway specific plant.

In summary, I think that the new government have made a good start in setting a new direction for railways which should be overall positive for railway plant companies in the medium to long term.

CONTACT THE CPA TEAM

CALL US ON: 020 7796 3366

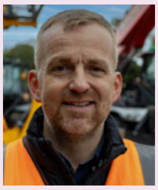
Brian Jones is President of the CPA. He has worked in plant-hire for over 50 years. Brian was elected to the CPA Council over 30 years ago and has been CPA President since 2017.

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 and latterly as CPCS Product Manager.
peter@cpa.uk.net

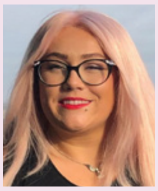
David Smith has worked as the CPA's Legal Manager since 2001, and has qualifications in both law and accounting. Prior to joining the CPA, David worked in the construction industry for eight years.
david@cpa.uk.net

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@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@cpa.uk.net



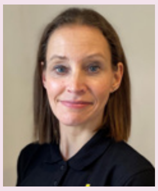
Steve Mulholland was appointed CPA Chief Executive Officer in August 2024. He was previously CPA Chair for six years. His career in the plant-hire industry began in 1989 as an Apprentice and he was later Director and Co-Owner of MPS (Mulholland Plant Services Limited).
steven@cpa.uk.net



Katie Kelleher is the CPA's Technical and Development Officer. She provides CPA Members with guidance on technical, training and safety subjects, as well as helping produce and maintain our publications. She represents CPA in various working groups. Katie was previously a Crane Operator and Appointed Person.
katie@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@cpa.uk.net

Luis Bassett joined the CPA in October 2024 in the newly created role of Decarbonisation and Sustainability Manager. Luis joined the CPA from the London Borough of Merton, where he worked for over eight years. He has extensive experience in low emission solutions for the construction plant sector.
luis@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@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.

CPA COUNCIL MEMBERS 2024-2025

President: **Brian Jones** (Trustee), Delyn Consultants Ltd

Chair: Siôn Morgan Jones

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 (Vice Chair), Southern Hoist Services. Kent, Surrey, East Sussex, West Sussex

Southern Counties: Nadine Clark, The Hire Exchange Ltd. 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** (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: Garry Orr, Synergy Hire Ltd

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

Co-opted Members:
Chris Gill, L Lynch Plant Hire & Haulage
Steve Wright, Sir Robert McAlpine
Paul McCormack, Blackwood Plant 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

Accelerator Hire Ltd
Talskiddy
Meadowside
Bookham
Surrey KT23 3LG
0808 196 7860

Acme Arb Ltd
The Old Dairy
Broadfield Road
Sheffield
South Yorkshire S8 0XQ
0114 399 1733

A J Plant Hire & Rentals Ltd
166 Jubilee Road
New Tredegar
South Wales NP24 6PA
07944 869164

Alpha Piling Ltd
The Warren
Braintree Road
Little Waltham
Chelmsford
Essex CM3 3LA
07748 700018

Apollo Cradles Ltd
428 Carlton Road
Carlton
Barnsley
South Yorkshire S71 3HX
01226 700079

3B Trading Worldwide Ltd T/A 3B Plant Hire
70 Harvey Way
Waterbeach
Cambridge CB25 9GJ
01223 861760

Barwick Plant Holdings Ltd
Wellhead Farm
Wingham Well
Canterbury
Kent CT3 1NS
07711 167183

Brilliant Ideas Ltd
New House Farm
Belper Road
Bradley
Derbyshire DE6 1LP
01335 345111

Call 2 Hire Ltd
Unit G, Horselunges
Industrial Estate
Hellingly
East Sussex BN27 4ET
01323 843766

Chelmsford Digger Hire Ltd
Office 14, Bentalls Centre
Colchester Road
Heybridge
Maldon
Essex CM9 4GD
01245 830566

Errigal Rentals Ltd
13a Old Omagh Road
Dungannon
Co Tyrone BT70 2EZ
028 8556 9177

FW Pammenter Ltd
Brentwood
Low Street
Elston
Newark
Nottinghamshire
NG23 5PA
01636 525076

HBS Electrical Services Ltd T/A HBS Access Services Ltd
Beacon Cottage
Walpole Marsh
Norfolk PE14 7JG
07943 404169

The Hire Exchange Ltd
Wallnut Cottage
The Grovels
Hudnall, Little Gaddesden
Berkhamsted
Hertfordshire HP4 1QJ
03303 230643

The Hire Partner Ltd
Merlin House
Meteor Way
Lee on Solent
Hampshire PO13 9FU
02393 522622

Horner Plant Hire
1 Mill Lane
Stillington
York, Yorkshire YO61 1NG
07966 617378

Instant Access United Kingdom Limited
8 Second Avenue
Chatham
Kent ME4 5AU
020 3330 0006

James Maclean
Linnie Croft
Killearnan
Muir of Ord
Scotland IV6 7RY
07810 792076

JK Crane Hire Ltd
Hillhead of Muirton
Whitecairns
Aberdeen
Scotland AB23 8UX
01224 706705

John Fowler (Leeds) Ltd
Old Hall Farm
Bouth
Ulveston
Cumbria LA12 8JA
07775 552262

Kane Management Consultancy Ltd T/A Kane Consultancy
Brooklyn
Maddiston Road
Falkirk
Scotland FK2 0JJ
07546 303212

Malvern Services Ltd
1 Greenland Road
Hartlepool
Co Durham TS24 0RQ
01429 266455

Mansell Plant Hire Ltd
52 Drill Hall Road
Chertsey
Surrey KT16 8EN
01932 690452

MHV Solutions Ltd
Unit A Sation Yard
Station Road
Knighton
Powys LD7 1DT
07881 783192

M J Gladden Digger Hire
19 Allison Street
Marsham
Norfolk NR10 5PJ
07909 941743

Mr Hot Tubs Limited
65 High Street
Hatfield
Doncaster
South Yorkshire DN7 6RS
07956 001001

Nine Arch Marine Solutions Ltd
4a Kettering Road
Islip
Thrapston
Northamptonshire NN14 3JU
07412 184497

North West Lifting Specialists Ltd
8 Erskine Road
Colwyn Bay
North Wales LL29 8EU
0739 8490877

Norton's
Riverside Garage
Ystradgynlais
Swansea
Glamorgan SA9 1SH
01639 731144

Pearsons of Duns Ltd
Station Road
Duns
Scotland TD11 3EL
01361 882277

Pez Concrete Ltd
The Woodlands Workshop
Wrens Nest Lane
Telford
Shropshire TF1 5HL
07871 877424

Pioneer Plant Hire Ltd
Unit 8 Bullrush Ind Estate
Bullrush Grove, Balby
Doncaster
South Yorkshire DN4 8SL
01302 439948

PTC Commercial
108 Cedar Road
Doncaster
South Yorkshire DN4 9ET
07825 687677

Reactive Rentals Ltd
Unit 25 Thorney
Business Park
Thorney Lane North
Iver
Buckinghamshire
SL0 9EE
0203 442 0447

Sidewinderuk.com Ltd
Spring Farm,
Benwick Road
Ramsey Forty Foot
Huntingdon
Cambridgeshire
PE26 2XU
01767 677481

Stag Plant Ltd
5 Beauchamp Court
Victors Way
Barnet
Greater London EN5 5TZ
07557 803261

Trax Digger Hire Ltd
The Rectory Rooms
Glaston Hill Road
Eversley
Hampshire RG27 0LX
07889 484738

Traxx Plant Hire Ltd
51 Lake Drive
Weldon
Corby
Northamptonshire
NN17 3FE
07376 224253

Tribe Assets Limited
Fenlake House
Fenlake Business Centre
Fengate
Peterborough
Cambridgeshire PE1 5BQ
07778 248481

Tyne Technical Services Ltd T/A TTS Ltd
Wakefield House
Nest Road
Gateshead
Tyne & Wear NE10 0ES
0191 469 4086

Security is a must!

SAVING OVER £50,000

CASE STUDY

Following a break-in on-site, a customer reviewed the security camera footage. Thieves were seen to be deterred away from a Hitachi ZX26U and a Kubota U17 installed with keypad immobilisers. The thieves were seen entering the site and approaching the machines before swiftly leaving upon sight of the keypad system. Had the machines been stolen, the loss would have been over £50,000.

Keypad Immobiliser for Plant – Secure Your Machinery and Workforce with Moving Intelligence

On-site machinery vulnerabilities can lead to costly downtime, resource strains, and safety risks. The keypad immobiliser for plant from Moving Intelligence UK provides a reliable solution to safeguard your assets and maintain business continuity. This cutting-edge system ensures only authorised personnel can operate equipment by requiring a secure access code for activation.

When combined with our VT202 hardwired asset management system, you gain the added benefit of scheduled and remote immobilisation, allowing you to prevent unauthorised use and theft whenever needed. For even greater protection, pair the keypad immobiliser with our Asset+ hybrid solution, which integrates a hardwired system with a battery-powered anti-theft unit for comprehensive security.

Protect your workforce and machinery with the keypad immobiliser from Moving Intelligence.

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