

Infrastructure Planning Commission is Launched

The new Infrastructure Planning Commission (IPC) has been launched by the Government. Introduced by the 2008 Planning Act, the new Commission aims to cut much of the red tape surrounding planning decisions by replacing the eight former planning systems with one new regime.

Initially the IPC will act as an advisory body, helping developers of large scale infrastructure projects in the preparation of their planning applications. Applications will then be taken in stages, starting with energy and transport projects from next March, followed by waste water and hazardous waste in April 2011, and the water supply sector in April 2012.

The new Commission aims to drastically cut the time taken on decision making, from the current waiting time of up to seven years, to under a year. It is hoped that such changes will save the country up to £300 million pounds a year at a time when that extra money will be very welcome.

The Department for Communities and Local Government also insists that the new system will provide for better decision making, allowing more opportunity for the views of local communities and promoters of projects to be heard, and will insist that developers putting in applications have...

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Government Announces Low Carbon Review of Construction Industry

On Thursday 17 September Lord Mandelson, Secretary of State for Business, Innovation and Skills (BIS), announced that the Government will be launching a low carbon review of the construction industry. The announcement was made at the meeting of the Strategic Forum for Construction, and is designed to ensure that the

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CHAIRMANS' Column



Steve Withers, CECA Chairman of External Affairs, and Managing Director of Amey Inter-Urban

At both the Labour Party Conference in Brighton and the Conservative Party Conference in Manchester this year, Steve Withers, CECA Chairman of External Affairs, delivered speeches at joint CECA, CPA and Construction

News fringe events on "Delivering Effective Transport Infrastructure."

The Labour Fringe event was chaired by Nick Edwards, Editor of Construction News, and the other speakers on the panel were Paul Clark MP, Parliamentary Under-Secretary of State for Transport, and Michael Ankers, Chief Executive of the Construction Products Association.

The fringe event at the Conservative Party Conference was again chaired by Nick Edwards and featured Michael Ankers on the panel, along with Stephen Hammond, Shadow Transport Minister. The following is a transcript of Steve Withers' speeches:

At this year's Labour and Conservative party conferences, Steve Withers, CECA Chairman of External Affairs, delivered the following speech:

Transport infrastructure is a determining factor in our economic prosperity, our social mobility and our quality of life. When we allow it to degrade, we feel the impact. The Eddington report highlighted the economic significance of transport infrastructure, particularly in terms of congestion,

which it is forecast will cost the UK economy £25bn a year by 2025 if left unchecked.

This is only half the story - improving our infrastructure is an investment that gives back to the economy in the long term. For every pound we invest in our roads the return to the economy is £4.33.

This isn't going to get the country out of recession on its own. For that, we need to ensure that Britain is competitive and attracts investment. Better transport infrastructure will not only create jobs in the construction industry it will create jobs in the wider economy.

Crossrail, for instance, will enable the creation of an additional 30,000 high value jobs in London and the South East but also, with London's population likely to grow by 800,000 by 2029, it will help the city cope with the additional burden on transport.

Economic growth will be held back, jobs that would come to the city will go elsewhere and quality of life for the many millions living and working in the capital will suffer if it is cancelled.

Transport produces just under 25% of all UK CO2 emissions. Until we find a clean means of motoring, traffic jams mean the damaging emissions from an essential but polluting mode of transport will continue to rise.

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Civil Engineering
Contractors Association
55 Tufton Street
London
SW1P 3QL



Tel: 020 7227 4620
Fax: 020 7227 4621
enquiries@ceca.co.uk

www.ceca.co.uk

REGIONAL Focus

Alan Taylor, Chairman of CECA (Southern), highlights the region's activities to give added value to members.



In this ongoing, difficult economic climate, it is important that CECA constantly strives to improve its services to and representation of its

members.

To this end, CECA (Southern) is playing its part in highlighting the plight of CECA members to clients and endeavouring to give added value to members in the form of free seminars and discounted training, further details of which are highlighted later in my report.

My last eighteen months as Chairman have been challenging and, in addition, CECA (Southern) has been actively engaged throughout 2009 with CECA National and the other seven CECA regions in a fundamental review of all aspects of the services we offer with the formation of an Executive Management Board to drive matters forward.

Members can look forward to an even more visible CECA, with greater flexibility to deal quickly and efficiently with issues of particular concern.

As I now hand over the Chairmanship of CECA (Southern) to my successor, Seamus Keogh (Clancy Docwra Ltd), I would like to wish Seamus all the very best in his future role and the ongoing progression of CECA.

CECA (Southern) would like to welcome the following new members who have joined us during the year:-

- Britannia Construction Ltd
- EDS Remediation Ltd
- E & J W Glendinning Ltd (SW)
- Gtek Construction Ltd

Liaison with Clients

During 2009 CECA (Southern) has had meetings with a number of clients, to which members have been invited to attend, and, in particular, more clients are asking for CECA's input into such matters as framework proposals and procurement strategy.

CECA (Southern) has attended a number of meetings with Hampshire County Council (HCC) regarding the potential development of frameworks for civil engineering covering five counties in the South East that are currently being considered by HCC. CECA (Southern) was invited to offer 'the industry view' on HCC's initial proposals. CECA (Southern) has also been invited to meet with Thames Water to discuss the London Tideway Tunnels project and understand/ input to its developing procurement strategy for this major project.

In addition, Brian Everard, Executive Director, CECA (Southern) met with Ron Crank, Head of Sustainable Development at West Sussex County Council to discuss how SMEs can be supported as a result of the credit crunch. Options discussed were payment terms, critical mass required to sustain their businesses and bringing forward expenditure. Furthermore, Brian was invited to address their Cabinet on 7 July 2009.

Our Executive Director will continue to talk to clients to reduce the demands placed on our members regarding prequalification, whilst at the same time promoting a more simplified form of good practice.

With the effect of the credit crunch and the impact of the recession on the industry CECA (Southern)'s focus must now be how we can influence various stakeholders with a view to reducing members' costs.

Seminars

In our desire to deliver value for money to our members, CECA (Southern) has run a series of seminars over the past five years on Construction Contracts. During 2009 we have been running a series of eight seminars. Those successfully completed include:

- Implications for the Estimator of the approach of the NEC3 Engineering and Construction Contract (Third Edition)
- Contractor's claims for additional payment and extensions of time under the ICE Conditions of Contract (Measurement Version, Seventh Edition, and Design and Construct version, Second Edition)
- Adjudication
- Risk and compensation events under the NEC3 Engineering and Construction Contract (Third Edition)
- Overview of the NEC3 Engineering and Construction Subcontract (Third Edition) and CECA forms of sub-contract for use with the ICE Conditions
- Programmes under the NEC3 Engineering and Construction Contract (Third Edition)

These seminars are free to members and are run at venues in London and Bristol with up to 100 delegates attending each seminar. Comprehensive notes for each seminar are also provided.

The training is provided by Mark Bezzant. Mark specializes in construction law and commercial matters and is highly respected in the industry for his specialist knowledge and professional approach.

The remaining two events for 2009 are:

- Compensation event procedure and assessments under the NEC3 Engineering and Construction Contract (Third Edition) - **13 October in London, and 20 October in Bristol.**

- Defined Cost under the NEC3 Engineering and Construction Contract (Third Edition) - **17 November in Bristol, 24 November in London.**

For more information please contact Sue Whiting at sue.whiting@cecasouth.co.uk.

Subsidised Management Training

Managing the Future

During 2009 CECA (Southern) is also running two 'Managing the Future' courses. The aim of the programme is to develop the skills and knowledge of managers in SMEs to allow them to better plan for the future and to meet the needs of their customers.

The first course finished in April and the second is due to commence in September. Both courses have been well supported by members, with the second course at maximum numbers.

This is heavily funded by the M&SDP (Management & Supervisory Development Programme) and at a cost to members of only £400 for four days training is extremely good value for money.

Training and Recruitment

As part of the initiative by CECA (Southern) to raise awareness of the need to provide training and development for young people new to the industry, CECA (Southern) will, once again, be making awards in the following categories:-

- Most Promising Apprentice
- Most Promising Trainee Quantity Surveyor
- Most Promising Trainee Civil Engineer (Technician or Graduate)

2009 will be the 6th year these Awards have taken place. Winners receive an engraved cup, certificate and cheque for £500, with awards being made at the CECA (Southern) Annual Dinner in London.

NVQ

CECA (Southern) is also running Construction Site Supervisor NVQ Level 3, Construction Site Manager NVQ Level 4 and Construction Management & Construction Project Manager NVQ Level 5. All courses have, again, been well supported by members with full take-up on each course and heavily subsidised by M&SDP funding. The courses began earlier this year and are due to finish in January 2010.



Delegates at their NVQ Level 5 training in London on 24 July 2009, undertaking a leadership exercise: "Build the tallest and most aesthetically pleasing Tower of London."



CECA (Southern) has also secured additional M&SDP funding to run three additional seminars, which will be held later this year:-

- Procurement Best Practice Seminar / Workshop – this proposal has been drawn up by a working party of CECA (Southern) members to provide an opportunity to bring together different parties and encourage debate. Members need clarification on what clients are looking for as it is sometimes difficult to understand the questions being asked.
- Design & Build Co-ordination Seminar / Workshop – proposals for this seminar have again been put forward by a number of member companies in view of the problems that exist in the management of consultants.

It is envisaged that this seminar will be held in association with ACE. In our discussions with the Chief Executive of ACE, Nelson Ogunshakin, the intention will be for a Good Practice Guide to be developed, thus creating a better understanding of the problems that currently exist from both parties point of view. Speakers will represent member companies, consultants and the client's perspective.

- Stress Related Health – We understand that the HSE are currently focusing on the whole issue of Stress Related Health, both at management and shop floor levels and, to this end, it has been suggested that perhaps we should be proactive in arranging a seminar that will enlighten members on the issues under consideration by the HSE.

Speakers would be invited who could give advice as to how member companies should start considering how to approach this issue and at the same time satisfy the needs of the requirements of the HSE.

- Strategic Business Development – our Executive Director is currently working on a proposed seminar/workshop focusing in on strategic business development with senior executives, which hopefully will come to fruition in the near future.

...*"IPC is Launched"* - continued from front page

...demonstrated that local communities have been properly consulted over plans. Recognition by the Government of the importance of long term infrastructure planning, taking into account climate change and the economic and social wellbeing of the country must be welcomed. Commenting on the new Commission, Housing and Planning

Minister John Healey said: "Improving the UK's infrastructure now and in the future is critical to maintaining and improving our quality of life, protecting our prosperity and safeguarding the environment in an increasingly competitive global economy."

The creation of the Infrastructure Planning Commission (IPC) is important for the delivery of these changes for a new generation of green infrastructure sources to meet our ambitious low-carbon goals."

Applications for major projects will be decided against new national guidelines currently being produced across government, called National Policy Statements (NPSs).

These NPSs will determine long-term national need for projects such as nuclear energy, road improvements and water and waste infrastructure and applications are likely to succeed or fail based on whether they meet these targets.

The IPC is expecting around 50 applications in its first year, from a range of sectors, and says that it is ready to handle the demand.

Opposition to the new body may come from the Conservative Party if they win the next election. David Cameron has functions of the IPC would be retained.

promised scrap the IPC and to make the planning system more accountable to local communities through devolved planning arrangements, but it is hoped that the essential

Speaking about the launch of the IPC, CECA Director Rosemary Beales said:

"The challenge facing the UK in the next ten years is to deliver sustainable, value for money critical national infrastructure for a low-carbon economy."

"To achieve this Government must accept the need for long term investment plans for infrastructure, especially transport and energy, and implement a policy framework that will deliver this."

"Planning reform is a major part of this framework, and we welcome national policy statements and the establishment of the Infrastructure Planning Commission as highly positive steps in the right direction."

"Streamlining the planning process and speeding up decisions will mean greater certainty over individual projects as well as giving the clarity needed for long term investment plans."

"We look forward to the establishment of 'Infrastructure UK', as promised by the Government in "Building Britain's Future", to identify the country's long term infrastructure needs across a 5-50 year horizon and hope it will be set up as a complementary body to the IPC."

"We understand the shape of the IPC may alter if power changes hands at the next Election, but the essential function must be retained if we are to have a planning system that can effectively deliver investment in critical national infrastructure."

Martin Hardwick, Product Director of the British Ready-mixed Concrete Association (BRMCA), part of the Mineral Products Association (MPA) Gives advice on the specifying, site sampling/testing and ordering/ placement of ready-mixed concrete



What is accredited third party product conformity certification?

This is where a certification body that is totally independent of the ready-mixed concrete producer checks and certifies the producer's quality management systems,

key process procedures, plant, factory production control, evaluation of conformity and any declaration of product conformity. The word 'accredited' means that the certification body has, in the UK, been certified by the United Kingdom Accreditation Service (UKAS) as being competent to do this task.

Who provides accredited third party quality assurance?

In the UK there is a free market in the provision of such services but in practice ready-mixed companies with accredited third party certification are either certified under the BSI Kitemark Scheme or under the Quality Scheme for Ready-Mixed Concrete (QSRMC). Both Schemes require ready-mixed concrete companies to comply with BS EN ISO 9001 and concrete standard requirements.

What benefits does accredited third party certification give users?

Ready-mixed concrete is a sophisticated engineered material made from constituents that may vary and is delivered and placed before all the properties can be proven, e.g. its

28 day compressive strength. Each plant can supply hundreds of different concretes and all of these have to be controlled. The use of control charts, concrete families and the prediction of the 28 day strength from early test data are part of the normal control of concrete in the UK.

Such sophisticated systems require auditors to assess whether they have been set up correctly and that they are applied correctly. The accredited third party certification body provides the auditors to make this independent assessment. The user benefits from a system where the producer's claims for the concrete are checked by an independent body.

While sophisticated production control and routine checks on the functioning of a plant minimises the risk of a significant error, they are not a guarantee that mistakes will never occur. Good systems result in the detection of an error relatively quickly and help identify the cause. While the producer remains responsible for the system operation and correcting any errors, the third party will check that this has been operated correctly and the user has been notified of any non-conformities.

Another benefit of specifying accredited third party product conformity certification is that if a significant error is detected at one company, the certification body will require amendments to the procedures of all companies operating a similar system. A real example was where air was getting into the admixture dispensing system under certain conditions. The problem was identified with the certification body informing all its members that on the next inspection their systems would be checked to make sure the problem would not be repeated.

How do I specify third party certification?

Include the following requirement within the contract specification:

The producer shall operate a product conformity certification scheme operating to a Product Certification Scheme accredited by UKAS and meeting the requirements of BS EN ISO 9001, accredited by UKAS or equivalent body.

Will it increase the costs of ready-mixed concrete?

The majority of ready-mixed concrete produced in the UK comes from British Ready-mixed Concrete Association (BRMCA) members. BRMCA is part of the Mineral Products Association.

It is a condition of membership of the MPA-BRMCA that the producer holds current third party product certification meeting the requirements of BS EN ISO 9001 for all its ready-mixed concrete plants. Therefore specifying third party certification will not increase costs, as the costs are already built into current prices.

Site Sampling/Testing Advice

Ready-mixed concrete is produced to conform to the European standard, BS EN 206-1 and the complementary British Standard BS 8500-2.

Ready-mixed concrete producers are required to confirm compliance to specified requirements of their clients, and in this respect the need for on-site testing undertaken by contractors is no longer essential.

This process includes a requirement for the producer to verify the claims it makes for its products, commonly referred to as

'Conformity Testing'. For example, if a ready-mixed concrete producer declares a concrete as being C30/37, then they must have evidence that this claim is correct.

This evidence is examined and verified by independent third party UKAS accredited certification bodies (as described within the previous section of this article) via a series of audits undertaken each calendar year, covering all production at each and every supplying plant.

Minimum rates of testing are specified within BS EN 206-1, however, it should be noted that the actual rate of testing is always much higher, although it should also be equally recognised that there is no requirement for every single site being supplied to be tested, as this would prove impractical.

On-site 'testing' (undertaken by the contractor) is no longer essential, but is still specified by reference to BS 5328. This standard has been withdrawn and superseded by BS EN 206-1 and the complementary UK standard BS 8500-2.

BS 5328 required contractors to undertake sampling/testing at set rates of say 1 test per 30m³ of delivered concrete (dependent upon the concrete design and position within the structure).

However, this requirement has now been replaced by a process known as 'Identity Testing'. Generally, there is no need for contractors to undertake Identity Testing, and in this respect BS 8500-2 only recommends identity testing be carried out where there is no accredited third party certification, when there is doubt over a particular batch and/or for critical elements, e.g. high strength columns.

Ordering - Enquiry and tender stage:

As much information as possible should be provided to the ready-mixed concrete company at the enquiry/tender stage. The contract specification may contain specific information pertaining to constituent material restrictions, minimum cement contents and/or maximum water cement ratios and it is therefore essential that the ready-mixed concrete supplier has sight of this in order to determine if the locally held materials will be suitable and/or whether alternative materials need to be sourced.

Please note that if you do not supply the full contract specification, this may lead to incorrect concrete being ordered.

Additionally, it is essential that the correct consistence/workability is specified for the job in hand at this stage (see below).

An estimate of the volume of concrete required is essential. However, any additional information pertaining to 'placement rates' would also be extremely useful, as forward planning will allow the ready-mixed concrete producer to plan for the use of additional vehicles and/or late working etc.

Ordering – Delivery request:

To avoid confusion, always make reference to the quotation and concrete reference number or letter when ordering rather than referring to the concrete description or part of it, as it is highly likely that a number of concretes will have the same compressive strength class, but may then differ in terms of the specified maximum water cement ratio and/or minimum cement content.

Your order and subsequent delivery of ready-mixed concrete will be based upon the requested consistence/workability, however this may be amended subject to additional cost where necessary.

In this respect, additional costs may be incurred if the original consistence/workability of the concrete is increased, as additional cementitious material may be required to maintain the strength and/or maximum water cement ratio requirements.

Please order the correct consistence for the job in hand, rather than adding water on site, as this is not good practice and will adversely affect the quality of the final product. It will also render void any guarantees with regard to the concrete.

Please also allow sufficient lead in time for delivery when placing your order. For information, the term 'workability' is now referred to as 'consistence'. The most common way of specifying consistence is by slump class. These classes are given below together with the likely target slump:

Slump Class	Likely Target Slump (mm)
S1	20
S2	70
S3	120
S4	180

Slump is now specified and measured to the nearest 10 mm.

Further publications are also available as free downloads on the MPA-BRMCA web site www.brmca.org.

...Steve Withers' speech to Labour party conference - Continued from page 2

Until then, unclogging the roads by investing and improving the network means a healthier environment as well as a healthier economy.

Making the case for sustaining levels of investment in transport infrastructure is one thing. In the current economic climate we must present a value for money case and it is a fact that considerable efficiencies can be found if we improve how we invest in infrastructure.

There is at least £1bn of the industry's money that could be saved by improving the duplicatory and time consuming pre-qualification system used by clients. More money could be saved by reducing the cost to contractors of bidding for work, by reducing the number of contractors on tender lists.

In an industry where margins are typically around 5-6%, these costs are going to find their way back to the client in one way or other. Building Schools for the Future reduced the number of contractors on their tender lists and saved £215m in the process.

If Government must planned improvements and enhancements over the long term, with plans based on three principles – clarity, consistency and continuity we could deliver greater sustainability, innovation and value for money through investment in transport infrastructure.

If we had clarity – programme visibility – in terms of projects and projected spending, then the industry could gear itself up to meet demand.

Consistent spending – rather than the stop/start approach we have now – would enable consistent, sustainable industry investment in skills and technology and drive the innovation needed to deliver a world class road and rail network.

And any long term plan must be continuous – and continuously reviewed, refreshed and rolled

forward to meet new challenges as they arise.

If these principles were to underpin Government's approach to investment in transport infrastructure, it would create employment, pave the way to economic prosperity, enhance social mobility and quality of life AND do so through value for money delivery of exciting, innovative and sustainable projects.

We've just seen the establishment of the Infrastructure Planning Commission and we welcome the introduction of National Policy Statements, which will set out a national case for infrastructure developments. 'Building Britain's Future' pledged the launch of 'Infrastructure UK', a body designed to "identify the country's long term infrastructure needs across a 5-50 year horizon."

We support these because we believe it will improve the speed in which much needed project are approved and it will provide the framework for the long term planning we are looking for.

Investing in transport infrastructure is also an investment in the future talent of the construction work force. The brightest and the best will only be attracted to an industry which offers a clear career path and the promise of continuous employment. Stop/go funding is a sure route to losing good graduates and trainees and once gone, they rarely return.

We need to look for new ideas to finance major projects, such as the ICEs proposal for a European Investment Bank-style organisation that enables long term investment in transport, in energy and in public health infrastructure.

The axe should not and does not have to fall on transport infrastructure projects. Government can play a far more positive part by adopting a long term approach to investment based on clarity, consistency and continuity and - if they fully engage with the industry they will get sustainable, innovative, value for money solutions and a world class transport network.



CECA Director, **Rosemary Beales**, sets out her thoughts on the industry as we move into the General Election cycle

With over 2.5 million unemployed and £175bn of fiscal debt there is no hope public expenditure can be protected over the next few years. The policy debate now is about what changes

must be made to ensure economic recovery.

The need for cuts may be clear, but it is always easier said than done. CECA will be a making a compelling case for enhancing investment in critical national infrastructure as a precondition for a long term, sustainable recovery. Others will be doing the same for their area interest as the General Election draws nearer.

We will be making our case by setting out both the advantages in the short and long term of sustained, consistent investment in such national infrastructure and the policy framework Government needs to implement to ensure real value for money.

Implied in the £1bn fiscal stimulus package for transport infrastructure in 2009 was an understanding that spending on construction creates jobs and returns money to the economy.

What we know from the Budget is that levels of public spending will not be maintained from 2011 and that the fiscal stimulus money was 'brought forward' – meaning future programmes will be £1bn short.

This paints a gloomy horizon for infrastructure investment, coloured darker by talk of substantial cuts yet to be unveiled by whoever wins the 2010 election. In planning reform, we have seen the first steps towards National Policy Statements and the establishment of the Infrastructure Planning Commission.

The shape of the IPC may alter if power changes hands at the next Election, but it is likely the essential function will be retained.

This will ensure we have a planning system that is effective when it comes to infrastructure investment and we must ensure that the positive changes in planning regulation are maintained.

Our sector has a unique level of expertise in the delivery of the future infrastructure necessary and required to support the UK economy. However, you do not need to be a civil engineer to know the impact that infrastructure has on our daily lives. Without good transport links, without efficient energy supply, without water and waste water facilities and without effective flood and sea defences we suffer.

The challenge facing the UK in the next ten years is to deliver sustainable, value for money critical national infrastructure for a low-carbon economy. To achieve this Government must accept the need for long term investment plans for infrastructure, especially transport and energy.

Responsibility for long terms plans that are clear, consistent, continually renewed and well regulated to ensure delivery needs to go beyond current department boundaries. Building Britain's Future promised the establishment of 'Infrastructure UK' to "identify the country's long term needs across a 5-50 year horizon, take stock of where current plans are taking us in the long term and analyse where more could be done."

We want it, or something similar, set up without further delay. Smarter procurement in the public sector, reducing the cost of prequalifying and bidding means cutting the costs that are ultimately passed back to taxpayers and saving time as well as money.

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We need a new way to bring public and private finance together to invest in infrastructure, such as a European or US style Investment Bank for the UK, and it is encouraging that both Labour and Liberal Democrats have said they would explore these ideas.

The way Government and industry works together needs to change as well. We want the Chief Construction Advisor currently being recruited to be an effective advocate of the industry across the public sector and we are open minded about whom should be appointed to the post. However, that the role has already been reduced to a part-time one means there is an urgent need for Government to demonstrate why this should still enjoy our support.

The above proposals amount to a sound policy framework for Government that will add value by supporting long term economic prosperity, social mobility and quality of life as well as creating jobs and supporting the construction industry in the short term.

You might be interested also to read Steve Withers' speech given to the party political conferences on page 2. which, I suggest, makes a compelling case for investment in transport infrastructure.

CECA is also building strategic alliances across the sector with the ICE, ACE and CPA to promote a consistent, unified message and provide a point of contact for policy makers now and after the Election.



...“Government Announces Low Carbon Review of Construction Industry” - continued from front page

UK construction industry is “fit for purpose” for delivering a low carbon future.

BIS announced that the review will assess the strengths of, and opportunities for, the industry in a low carbon economy and will consider “how the UK can be a world leader in this sector.” The review will be led by the new Chief Construction Adviser, who is expected to be announced in November, and will be undertaken by a mix of industry experts and individuals with additional business experience. In the meantime, Keith Clarke, CEO of Atkins and Construction Industry Council (CIC) Chairman has agreed to chair the Construction IGT (Innovation and Growth Team) in the interim. The Construction IGT plans to have its first full meeting in October.

CECA welcomed the announcement arguing that the low carbon agenda is important, but must be accompanied by a clear plan for how it is to apply to the construction industry. CECA National Director Rosemary Beales said: “Shifting to a low carbon future will represent one of the major challenges for construction in the 21st century. While the need to reduce carbon has been much discussed in recent years there has, until now, been little clarity as to what this will mean for the construction industry. We need a clear roadmap highlighting how the industry can play its part in reducing the UK’s carbon output, leading the way and acting as a template that the rest of the world can follow.”

She went on to note that: “This is an important element for delivering a more sustainable future for the industry. However this future sustainability also relies upon the ability of businesses to overcome the pressing challenges associated with the current downturn. It is vital that these issues are also tackled and that Government remains focused on the role that the construction industry must play in the economic recovery.”

For more information contact Phil Morgan philmorgan@ceca.co.uk or 020 7227 4625

