



CECA Communicates

CECA Publishes Manifesto for Post-Brexit Growth



In April, Prime Minister Theresa May surprised the political world by calling a snap General Election. The UK will go to the polls on 8 June and CECA is working hard to ensure that the case for investment in infrastructure as the best means of driving growth in the economy remains at the forefront of the next Government's plans to secure the economy when Britain leaves the European Union. To these ends CECA has published *Delivering Post-Brexit Growth*, our manifesto that calls on all parties to commit to the existing infrastructure pipeline,

deliver the industrial strategy with a construction sector deal, and rebalance investment across the UK. CECA also calls on the next UK Government to protect the rights of EU construction workers, protect the pound via public procurement, and commit to remote offshore wind - investment in which could benefit Scotland's island economies by up to £725 million over the next 25 years. CECA believes our proposals are the best routemap to growth, and will be making our case in the coming weeks when the new Government is setting its agenda.

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First Words

It is my pleasure to welcome you to this issue of *CECA Communicates*, which is packed with articles on everything CECA does to make the case for infrastructure investment, campaign for health and safety, and promote the terrific work our members do.

It's election season once again, as Conservative Prime Minister made a surprise announcement of a snap General Election, due to take place in a matter of days. CECA has worked with members to develop our manifesto, *Delivering Post-Brexit Growth*, which sets out the policies we believe the next UK Government must pursue to secure the economy and drive the growth businesses and communities will rely upon during and after our departure from the European Union.

CECA believes that Brexit affords us an opportunity to undertake important reforms to our industry, particularly in the sphere of procurement in the UK. Although there is no crystal ball to see how the country's electoral landscape will be shaped after June 8, we believe that by campaigning strongly to ensure all parties are aware of the benefits of infrastructure investment, the next UK Government will have the policies that will lead to growth clearly set out by an industry that is ready to deliver.

This is all the more important after findings from CECA's Workload Trends Survey (see page 7) suggest that workloads are slowing and order books have dipped into the red for the first time in four years.

There is now a real danger that the infrastructure sector could be at risk of stagnation at exactly the time we need it to be driving economic growth. CECA will be campaigning loudly to ensure that steps are taken to reverse this situation, by calling on all parties to commit to and build upon the existing infrastructure pipeline, and rebalance investment across all regions and nations in the UK.

Also in this issue is an account of CECA's *Stop. Make a Change.* campaign, which took place at the end of April. I'd like to take this opportunity to thank all those who took part in this important initiative, which saw up to 60,000 construction workers stop work to discuss the key topics of fatigue, respiratory health, plant safety, and mental health.

Mental health and wellbeing are subjects that even ten years ago were not understood or acted upon sufficiently in the construction sector. That's why it's gratifying to



have received feedback from so many members who are acting to ensure our industry changes for the better. CECA looks forward to sharing best practice from the event with members over the coming months, as well as our plans for *Stop. Make a Change in 2018*.

Best wishes,

A handwritten signature in dark ink, appearing to read 'Alasdair'.

CECA Chief Executive
Alasdair Reisner

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Delivering Post-Brexit Growth

CECA Publishes Manifesto Ahead Of General Election



CECA Calls On All Parties To Commit To Infrastructure


Election season is in full flow, and as the UK prepares to go to the polls at the 2017 General Election, CECA has published *Delivering Post-Brexit Growth*, a manifesto that sets out the priorities we believe any incoming Government must urgently adopt in a drive to deliver economic growth during negotiations with the European Union, and after the Brexit process is complete.

Commenting ahead of the manifesto's publication, CECA Director of External Affairs Marie-Claude Hemming said: "We believe that irrespective of the results of the forthcoming General Election, all parties must commit to delivering long-term economic growth through infrastructure investment.

"If we are to ensure that the UK remains an attractive place to live and work, the next Government must ensure the existing infrastructure pipeline is delivered, that investment in infrastructure continues to drive job creation and growth, and that steps are taken to rebalance the UK economy. At the same time, Britain's future outside the European Union affords us the opportunity to implement procurement reforms that will deliver better value for the UK taxpayer. The next UK Government must ensure that the process of negotiating Britain's exit from the EU must not cause a loss of focus in delivering the schemes needed to tackle congestion, keep the lights on, and drive connectivity in all parts of the UK."

"Any delay or changes to the existing pipeline of projects will unsettle the markets and undermine business confidence. This could discourage long-term investment in UK infrastructure, which would be bad news for Britain's businesses and communities, and the strategic interests of the country as a whole."

The manifesto calls on the next UK Government to:

 **Maintain and build upon the existing infrastructure project pipeline**

CECA believes that any incoming Government must commit to those

projects that are outlined in the National Infrastructure Delivery Plan, most notably HS2, the third runway at Heathrow, the Swansea Bay Tidal Lagoon, new nuclear power generation, and Crossrail 2. Work should also continue to develop projects to add to this pipeline to secure the future of the UK economy, combating congestion and providing energy security.



Deliver the industrial strategy with a construction sector deal

It is gratifying that all the main political parties now recognise that investment in infrastructure is essential for economic growth. Ahead of the General Election we have called for

the next UK Government to continue this approach in order to attract new business to the UK and support the growth of existing firms. Key to this will be the implementation of an industrial strategy. The construction sector has historically suffered disproportionately when the wider economy slows down, and as such CECA has lobbied Government to create the right conditions now to ensure the UK continues to be a player in the global marketplace.

CECA believes any new Government must be bold and facilitate the optimum environment for business and economic growth. A key element of our vision is the establishment of a sector

deal for construction, overseen by the Construction Leadership Council. CECA will be campaigning hard to make this vision a reality, advocating that Government takes steps to facilitate stronger relationships with leading trade associations, including ourselves.

Rebalancing investment across the UK

It has been a long-established fact of British life that substantial underinvestment outside London and the South East is a key cause of everyday challenges on regional road and rail networks. This contributes in the long-term to reduced business investment, growth, and productivity.

CECA is a keen advocate of rebalancing the economy. That's why we've called on all parties to ensure that all nations and regions across the UK must be given the opportunity to become powerhouses in their own right, enabling the entire country to substantially profit from future economic growth.

To this end, we are lobbying for Government commitment to projects such as the completion of the A303 expressway, improved rail connectivity for the South West region, and the acceleration of the 'High Speed North' concept, including upgrades to the A1, A66, and A69.

Government must urgently guarantee the rights of EU workers living in the UK

On current projections, the UK construction sector requires 35,740 new workers every year. However, the lead time for skills demand in the infrastructure sector is far shorter than the lead time for skills supply. As such, it is important that the existing workforce can flex, and where required, upskill rapidly to meet demand. This requires a recognition of the key core



skills, with common understanding of training against industry-agreed standards. That's why CECA is arguing that a key part of this must be the immediate guarantee of the rights of EU construction workers who are currently living in the UK, to ensure that those who are helping to build the future health of the UK economy can continue to do so post-Brexit.

Protecting the pound via public procurement

As contractors, you will know all too well that infrastructure procurement in the UK has reached crisis point, with the public sector procurement process now the most expensive, and one of the lengthiest, in Europe. This creates unnecessary costs for contractors, clients, and ultimately, the taxpayer. We believe there is now an opportunity to review the UK's application of EU law and procurement rules more generally, in order to deliver a simpler, more efficient, and innovative approach. To this end, late last year CECA published our *Procurement Report*, which set out the steps we believe are necessary

to reshape the UK's procurement landscape. With both the private and public sectors facing increased pressure on resources, procurement reform is vital if we are to continue to deliver world-class infrastructure as an industry.

Committing to remote onshore wind

Finally, CECA has called on the next UK Government to commit to remote onshore wind generation as part of a long-term energy strategy based on a diverse energy mix. CECA has argued that one of the most notable opportunities lies in future intermittent renewable generation from the remote isles of the UK, which could benefit Scotland's island economies by up to £725m over the next 25 years.

CECA's manifesto *Delivering Post-Brexit Growth* is free to download at <http://www.ceca.co.uk/media/271235/ceca-delivering-post-brexit-growth-embargoed-until-8-may-2017.pdf>

Health & Safety In Infrastructure

60,000 Take Part In CECA Campaign

**Stop.
Make a
Change.**

On 18 April 60,000 people from across the UK infrastructure sector joined forces to help drive better health, safety, and wellbeing in the industry by taking part in CECA's initiative *Stop. Make a Change.*

Since it was launched in November 2016 more than fifty organisations - from the sector's largest customers and contractors to small and specialist SMEs signed up to *Stop. Make a Change.* On the day of the campaign more than

1,000 sites, offices, and production facilities took part in what is thought to have the largest stand-down event ever undertaken in the UK construction sector. Alongside widespread media coverage the campaign was extensively backed on social media, with more than 450 tweets on social media with the hashtag *#StopMakeAChange* reaching an estimated 330,000 people.

The event allowed leading contractors and customers the opportunity to speak directly to employees and suppliers about health, safety & wellbeing issues, and to make commitments to actions targeting improved performance in these areas.

In 2017, it was decided that the campaign should focus on four key issues that directly impact everyone working in our industry: respiratory health, fatigue, plant safety, and mental health. Launched at CECA's 20th anniversary conference, the campaign was developed by an industry working

group that includes representatives from CECA, BAM Nuttall, Balfour Beatty, Carillion, Costain, Environment Agency, Highways England, Morgan Sindall, Kier, Lagan, *New Civil Engineer*, Skanska and VolkerWessels UK. The event was kindly supported by the CITB's structured fund. Involvement in the event was open to any organisation working in the UK infrastructure sector, including customers, contractors, suppliers, and the wider supply chain.

CECA plans to hold the event on an annual basis and is keen to hear feedback from the event from those who took part to help us roll it out to even more employees in 2018. As part of *Stop. Make a Change.*, organisations have agreed to put in place a series of commitments that they will implement within their business over the coming year and CECA will keep members updated of developments in this regard. Commenting on the campaign, CITB chief executive Sarah Beale said: "It's



Above: CECA Scotland members McLaughlin & Harvey were one of many contractors to hold Stop. Make a Change. events across multiple sites and plan similar events in future to drive change in the industry

great to see so many employers getting behind this important campaign. While we know that although there has been sustained improvements in health and safety in recent years, there is much more to be done. *Stop. Make a Change.* signals a new, heightened awareness of health and wellbeing issues among construction firms and their employees across the UK, which CITB is pleased to support."

Nick Fletcher, Morgan Sindall's managing director of infrastructure, said that he believed the campaign showed his company's commitment to addressing wellbeing amongst the workforce, and stated that "we are committed to ensuring that our strategy for health, safety and wellbeing provides continuous improvements for all our employees and other stakeholders. We do this by measuring both the inputs and the outputs of our strategy. It is important to keep things fresh, and using inputs like *Stop. Make a Change.* offers invaluable opportunities for us to reflect on our performance and review how we can continue to develop and advance - not just at Morgan Sindall, but across the wider industry."

CECA chief executive Alasdair Reisner said: "When we first started planning *Stop. Make a Change.* we hoped that we might get up to 10 companies and a few thousand employees involved in this first year. The response from industry has been tremendous, with a real desire to use the event as an opportunity to deliver real change across the sector."

"We've received extremely positive feedback about the day itself, and believe that the first *Stop. Make a Change.* campaign will act as a springboard to driving health, safety, and wellbeing improvements across the infrastructure sector and the wider construction industry as a whole."



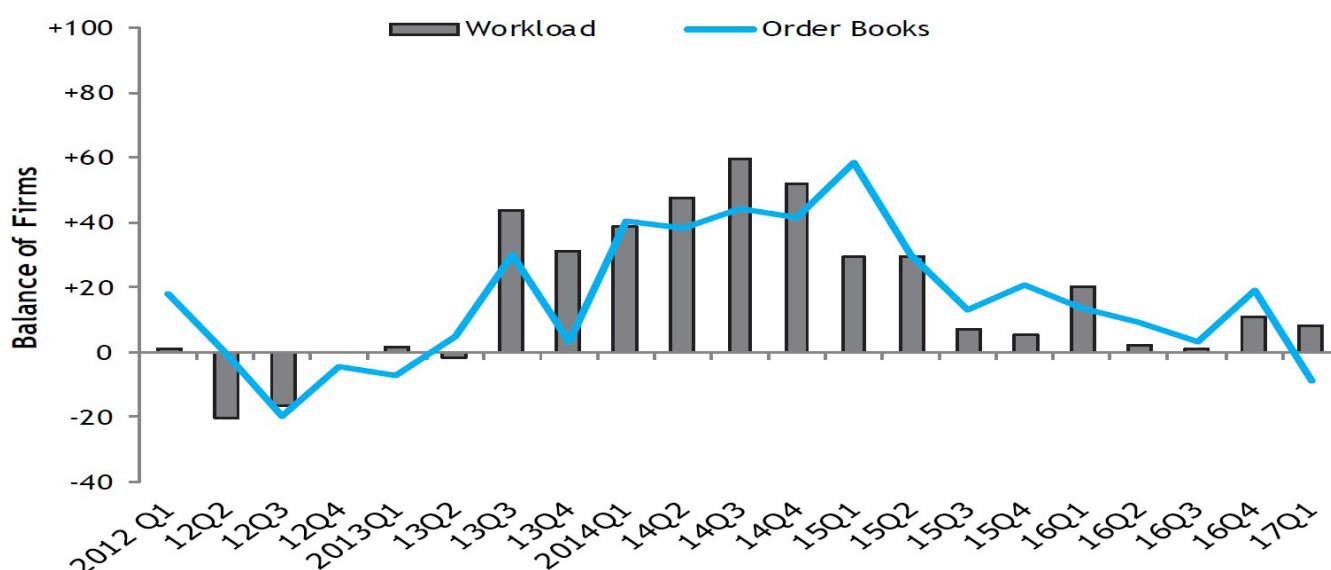
CECA would like to give a special thank-you to all those who took part in *Stop. Make a Change.* on 18 April and to those companies who supported the initiative (see above).

To find out more about *Stop. Make a Change.* or to download resources for use in an event, visit the website at www.stopmakeachange.co.uk. You can also search on Twitter using the hashtag #StopMakeAChange. CECA will be collating feedback and will share best practice later this year.

Workload Trends

2017 Q1

Change in Workload and Order Books 2017 Q1, Great Britain



CECA Workload Trends Survey for 2017 Q1 showed that workloads are sluggish, while order books show a steep decline

Rising costs have seen a slow start to 2017 for the UK construction sector, while there may be trouble ahead, as civils contractors' order books fell for the first time in four years in 2017 Q1.

CECA's Workload Trends Survey found that 9 per cent of firms, on balance, reported decreasing order books. Just 5 per cent of firms expect workloads to increase in the next twelve months, the lowest percentage expecting higher workloads since 2013 Q1. In the same quarter growth in actual work on the ground fell from 11% to 8%, on balance. CECA will be closely monitoring this situation to ensure the next UK Government takes steps to reverse the alarming prospect of the industry slowing down over the course of 2017.

Commenting, CECA Director of External Affairs Marie-Claude Hemming

said: "These results are extremely concerning. They show that not only is the rate of growth in infrastructure workloads currently sluggish, but that order books have moved into the red, indicating that the sector is at real risk of stagnation.

"Unless action is taken, our sector runs the risk of falling into a recession at exactly the time that we need it to be driving growth in the economy. As the country prepares to go to the polls in the General Election, we call on all parties to commit to the projects outlined in the National Infrastructure Delivery Plan, and ensure steps are taken to boost investment in all regions of England, Scotland and Wales. Failure to act could undermine the sector's ability to deliver. This will imperil the British economy at the very time we need this key driver of economic growth to secure the future of the UK."

The CECA Workload Trends Report is published quarterly. In 2017 Q1, the number of contractors taking part in the survey totalled 99. The full report is available in the members' area of the CECA website: <http://www.ceca.co.uk/members-area/members-only/workload-trends.aspx>.

Roads Sector

A Major Road Network For England?



*CECA Director of Industry Affairs
Adam Tuke writes for Communicates*

In October 2016 the Rees Jeffreys Road Fund published a report written by David Quarmbay and Phil Carey, entitled *A Major Road Network for England*. There is general agreement these days that high quality infrastructure is an essential component for a successful and growing economy and this includes an effective road network that enables people to commute to their place of work, make leisure journeys, and which also enables businesses to move their goods efficiently.

Although England's Strategic Road Network carries a significant proportion of highway traffic, and generally does so pretty successfully, it fails to adequately link all the key elements of economic prosperity such as centres of commerce, new housing or expanding populations. Too often improvements are made to the SRN without an equivalent improvement to the local highway network which very often provides the all important final few miles from factory or housing development to motorway junction. The DfT and Highways England are to be supported in their hugely welcome

investment programme for the SRN, but how can parallel improvements be made to other significant roads to ensure that England has an effective network that really does support commerce and the travelling public?

The report identifies a further 3,800 miles of roads which, if added to the 4,200 miles of SRN, would create an 8,000 mile Major Road Network. The MRN would carry 43% of England's traffic on 4% of its roads compared with comparable figures of 33% and 2% for the SRN. Planning decisions affecting this enlarged network would need to be viewed on a regional, rather

of the roads. Highways England and 150 local authorities would retain responsibilities for their current elements of the MRN but, recognising the need for adequate funding, the report proposes that after 2020 a share of the hypothecated National Road Fund could be assigned to the local authority roads within the MRN.

On certain assumptions the report's authors consider that there should be adequate headroom in the National Road Fund after meeting Highways England's commitments, enough to make a real difference to the funding of local authority roads.

A Major Road Network for England

A Rees Jeffreys Road Fund Study

David Quarmbay
Phil Carey
October 2016



than a local, basis to ensure that new or enlarged centres of employment, industrial production or housing are linked across a wider area than just the local planning authority's jurisdiction.

In order to fulfil its potential in supporting the wider economy the Major Road Network would have to be planned, managed and funded in a consistent way and the emergence of the new sub-national transport bodies – Transport for the North, Midlands Connect and England's Economic Heartland – could facilitate such a change in the future. The report does not propose any change in ownership

While CECA welcomes the five year funding for Highways England under the Road Investment Strategy, our regional members do not benefit to the same extent from this programme of work. The report's funding proposal for the MRN's local authority roads is therefore to be welcomed as a potential benefit to our smaller member companies.

The privately-funded report - which you can download [here](#) - appears to have been well received by DfT, which is considering its findings. So members, particularly regional contractors, should watch for further announcements.

HR Wallingford

CECA Visits World Leader In Water Research



*CECA National Civil Engineering
Director Peter Crosland writes for
CECA Communicates*

As a young engineer brought up on a diet of Froude Numbers, Colebrook-White & Mannings formulae, it was with some excitement that I approached the world-leader in water research facilities at HR Wallingford. I couldn't believe I was going to visit the place that produced the water engineers 'bible' – *Tables For The Hydraulic Design Of Pipes, Sewers And Channels*.

I was visiting HR Wallingford due to the very kind invitation extended by Dr Bruce Tomlinson, CEO, following a discussion at their recent AGM (CECA are a member/supporter and in effect act as an independent overseer, along with a number of other organisations, to their activities). I also met with Andy Brown, their Business Development Director.

For the uninitiated, the offices are set in a Howbery Park, which sits adjacent to the River Thames and is just outside the very picturesque and historic market town of Wallingford, Oxfordshire.



The facilities are world class – and now cater for a whole range of specialist areas including; maritime, marine, coastal, harbour, rivers, flood defence, and, of course, all the pipework you can imagine. A new testing facility has also been developed to look at the quality assurance aspect of flood prevention measures to homes.

Their most recent offering is the UK Ship Simulation Centre, where on my arrival I interrupted a real time

added advantage in harbour design. The modelling can determine the precise path of vessels moving in and out of harbours and can therefore identify exact dredging routes during harbour expansion and re-alignment. Given the amount of infrastructure spend on ports and harbours across the UK this might be something members could take advantage of.

Another outstanding facility can be found in the Froude Modelling Hall



simulation of a tanker being docked by a pilot boat somewhere in the state of Tamil Nadu, Southern India.

Although this expertise might not necessarily be called upon by CECA members, the associated software programmes for ship manoeuvrability may well provide an

where there is the ability to simulate coastal movements.

One such project is for Conwy Borough County Council who are currently regenerating the waterfront along the promenade in Colwyn Bay, Wales. As part of the development, a beach nourishment scheme is being



The model of Colwyn Bay – the wave generators can be seen in the background.

implemented to help protect the promenade and to reinstate the beach amenity that has been lost from the area through coastal erosion. The works are being carried out in three Phases with Phase 1 already having been completed. The Phase 2 works have presented a difficult challenge to the Council and their designers.

The frontage immediately south of the Rhos-on-Sea breakwater to the north of the bay, runs very obliquely to the incoming waves. This has led to uncertainty in the numerical modelling that has been carried out to try and predict the beach response under a number of different schemes. For this reason, a physical model of the bay and different schemes was commissioned and has been carried out at HR Wallingford.

The physical model was carried out in the Froude Modelling Hall in a basin that measures 50 by 30 metres

at a scale of 1:50. Several different schemes were tested including a beach recharge-only scheme as well as the use of detached emergent offshore breakwaters. As luck would have it, I

visited the modelling hall just as their Project Manager for the scheme was about to run a simulation. The results were perfect, as it was shown that the planned breakwaters did exactly what they were supposed to do – i.e deflect the onshore waves to act in a more perpendicular manner – rather than obliquely.

The facilities are available for anyone wanting to carry out bespoke modelling where the results of traditional calculations might be deemed to be uncertain. In fact, just about any open water situation can be modelled and the advantages of being able to do this should be obvious.

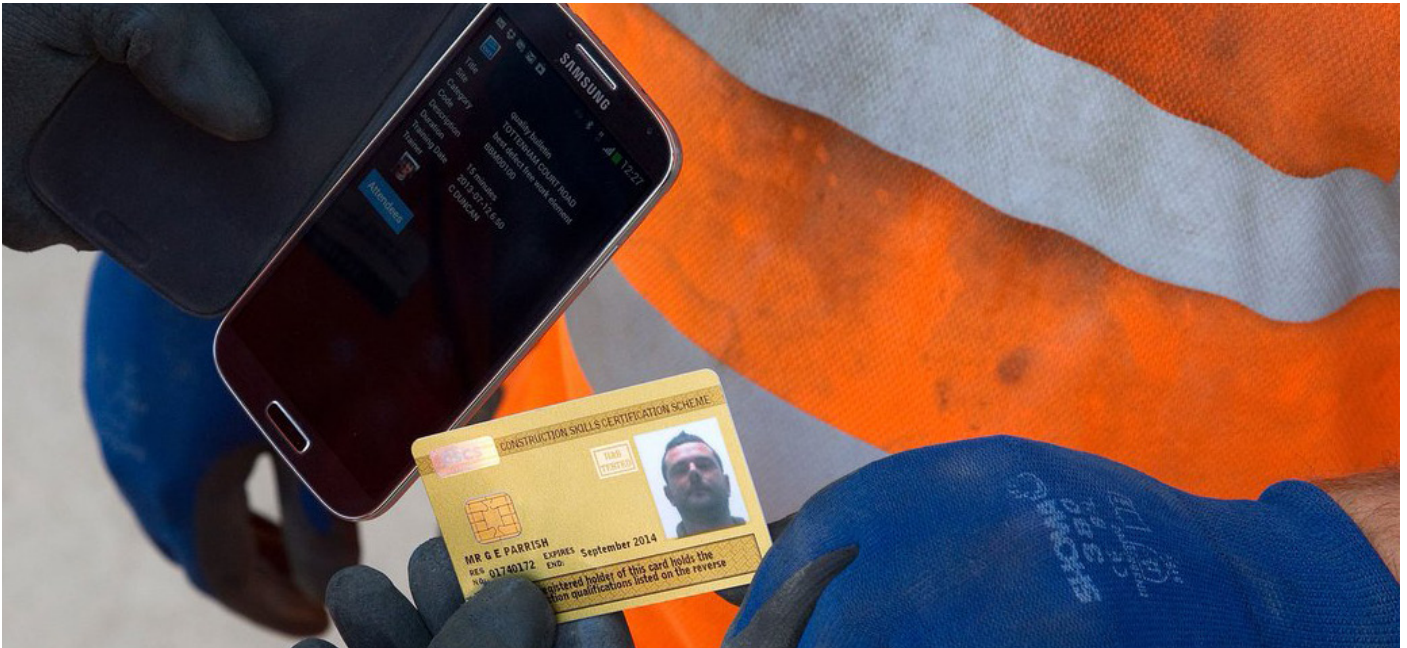
Using these facilities might just give you an edge over the competition – so next time you think about getting 'the tables' out – think how accurate you need to be and think of the benefits that large scale modelling might be able to bring to your project.



HR Wallingford can study sediment transport, scour and morphology for a wide range of subsea, coastal, estuarine and fluvial engineering projects, as well as the combined impact of waves and currents on structures in a fast flow environment.

Smart Card Audit

Helping Construction 'Go-Smart'



Construction 2025 issued a target to the construction industry to adopt smart technology and solely recognise cards carrying the CSCS logo by 2020.

CECA and Build UK have published the results of the industry-wide SmartCard Audit, which took place on 8 February 2017 to understand how widely Smart technology is being used to read CSCS skills cards in the industry. In 2015, the Construction Leadership Council agreed that the industry should specify and promote card schemes carrying the CSCS logo with no equivalents accepted. One of the requirements for card schemes carrying the CSCS logo is to implement a transition to Smart technology by 2020.

CSCS SmartCards can be read using Android and Windows smartphones and tablet devices that have near field communications capacity or card readers linked to a computer or laptop. Using technology to read a SmartCard, rather than relying on a visual check, allows the site manager to instantly record the cardholder's information and be secure in the knowledge that the cardholder is qualified for the job they do on site.

Fraudulent cards are becoming more difficult to recognise and so using Smart technology or the online card checker is the most efficient and reliable way to identify them. CECA and Build UK worked in partnership with CSCS and Reference Point and on the day of the audit:

- 41 organisations took part across 570 sites, auditing over 27,000 cards
- 26% of cards were read using Smart technology and 39% of the organisations that participated used Smart technology
- 715 expired cards were identified
- 12 cards were found to be fraudulent and have been passed to the police for investigation.

CECA is supporting members to adopt Smart Technology in their daily activities to protect against fraud and ensure all employees have the correct qualifications for the occupation they are undertaking. CECA and Build UK will be holding further SmartCard Audits with the aim to increase the use of technology across the industry.

The results of the non-Smartcard audit which CECA members also took part in will be published in the next edition of *CECA Communicates*.

For further information, please contact CECA Yorkshire & Humberside Head of Training & Development Jemma Carmody at jemma@ceca-yorks.co.uk.

For more information on CSCS Smart Cards visit <https://www.cscs.uk.com/smartcard/>.

CECA Midlands

CLM Celebrate 150 Year Anniversary

Curral, Lewis & Martin (Construction) Ltd Celebrate 150 Years Of Civil Engineering & Building Service In the West Midlands



This year Curral Lewis & Martin (Construction) Ltd celebrates its 150th anniversary. The company was founded in 1867 by three partners to carry out civil engineering works in Birmingham and the surrounding areas. This continued under their ownership until 1925, when it was purchased by the Leach family who continued in civil engineering, but expanded also into building works and Open Cast Coal Mining until the retirement of the family from the company in 1977.

In 1979 the Company's name was changed to Curral Lewis and Martin (Construction) Limited, having been acquired by the CP Holdings Group. Their main interest was the Open Cast Mining operations and they maintained the Curral Lewis and Martin name for those operations. In January 2001, the Company became independent, it is now being run by its former managers and continued employment for the workforce.

CLM's continuing success is attributed to the core collaborative ethos of the business – (CLM were one of the first companies to achieve the collaborative standard BS11001), which is to exceed customer expectations and deliver an excellent standard of service. CLM's workforce is largely directly employed, many being former trainees with the

company. CLM's policy, even during difficult times, has been to train staff for all positions within the organisation.

During the past 150 years CLM have needed to continually adapt - undertaking a huge variety of civil engineering works. Past clients have included the Coal Board, Water Companies and numerous local authorities. CLM were one of only six companies to hold an open cast mining

license and undertook these works until as late as the 1990s.

These days CLM operations are primarily civils orientated with a focus on bridge renewal and construction. Recent projects have included an award-winning restoration of Ferry Bridge in Burton on Trent, construction of the Branston Bridge (A38), and the installation of a swing bridge at the Black Country Museum. Concrete Repairs and Cathodic Protection works continue to be a significant part of CLM's portfolio. Where projects are completed across the country these include Highways England areas 3 and 9. CLM hope for many of more years of contracting to come, particularly within collaborative frameworks and partnerships.



CECA Midlands

Tripod Crest Group Services Director Joins Council



Above: Jo Salmon with CECA Midlands Chairman Andrew Bradshaw.

Tripod Crest's Group Services Director Jo Salmon, a staunch advocate for women in construction, has joined the CECA Midlands Council.

Commenting, Jo said: "CECA is a pivotal ambassador for both our industry and encouraging women to take up careers. I am pleased to be part of the Midlands Council and I am looking forward to working with my fellow members to champion our sector's key objectives and challenges."

Chairman of CECA Midlands Andrew Bradshaw, who is also the Commercial Director of Highways within Kier Group, said: "It's great to have Jo on the Council.

"Having more female representation is important for the future of the construction industry, and it's terrific to see Jo pioneering this."

The Tripod Crest Group is a leading road planing and surfacing specialist. With experienced teams and an unrivalled machinery fleet, it undertakes a wide range of highways maintenance and improvement works.

CSCS Reminder: The Construction Related Occupation (CRO) Card Has Been Withdrawn Across The UK



The Construction Skills Certification Scheme (CSCS) is reminding industry that the Construction Related Occupation (CRO) card has been withdrawn. CSCS stopped issuing CRO cards on 31 March 2017. All 85,000 CRO cards issued since October 2015 will expire on 30 September 2017.

CSCS Head of Communications Alan O'Neile said: "The Construction Leadership Council (CLC) announced via the Industrial Strategy *Construction 2025* that skills certification card schemes carrying the CSCS logo must only certify those occupations with nationally recognised construction related qualifications, i.e. NVQs or

approved equivalents. The CRO card was issued without the requirement to demonstrate the applicant has achieved an appropriate qualification and as such does not meet the requirements of the CLC."

The removal of the CRO card impacts over 230,000 CRO card holders, 85,000 of which will expire at the end of September 2017. What CRO card holders must do next depends on the qualifications they hold and whether their occupation is categorised as construction-related.

In many cases CRO card holders will be required to register for existing or newly developed qualifications before their CRO cards expire. In others CRO card holders will be transferred to one of CSCS's Partner Card Schemes that are more appropriate for their occupations. For some, where their

occupation is not construction related or no suitable qualification exists, a CSCS card will no longer be issued and it will be the responsibility of site supervisors and managers to ensure these workers are properly supervised and managed.

CSCS Chief Executive Graham Wren added: "Together with key industry stakeholders we have been preparing for the withdrawal of the CRO card since 2015. This development is fully in line with the industry's desire to ensure a fully qualified workforce. A lot of work has taken place to ensure CRO card holders know which qualifications are available and to make their transition to appropriate alternative arrangements as smooth as possible."

Current CRO cardholders should visit www.cscs.uk.com/cro to find out what steps they need to take.

CECA North West

New Chairman Elected

Danny O'Brien Of J Murphy & Sons Elected New Chair Of CECA North West



Danny O'Brien, Operations Director North of leading construction and civil engineering company J. Murphy & Sons Limited (Murphy), was elected Chairman of the Civil Engineering Contractors' Association North West at the association's Annual General Meeting on Wednesday 5 April 2017.

After serving as Junior Vice Chairman for two years, Danny succeeds Adrian Taylor of Bury-based Cheetham Hill Construction Ltd. His new Vice Chairman is Oliver Tolputt of Chinley-based CT Construction Ltd, who was also elected at the AGM.

Danny, 41, who lives in Prestwich and is based at Murphy's Golborne office, works on projects across all sectors of civil engineering. He has worked for over 24 years in the industry and has experience of rail, highways and utilities construction projects.

Danny started his career operating plant on site prior to moving into site management up to his current position in Murphy which has given him a rounded experience. He has been part of and led multi-disciplinary projects throughout the UK.

As Chairman of CECA NW, Danny's focus for the year ahead will be on improving the image of the industry, as we recognise the need to attract

more young people into the industry, to combat growing skills shortages.

Speaking of his appointment Danny O'Brien said, "CECA's role is all about addressing the needs of its members, and ensuring contractors that build and maintain the UK's infrastructure are supported effectively in order to meet their clients' aspirations.

"It is an honour to be elected Chairman and I look forward playing an integral role in the organisation's activities, particularly focusing on the future of civil engineering, and how we attract young people into the sector."

Guy Lawson, Director of CECA North West, commented: "With his extensive knowledge and experience of the civil engineering sector, Danny will play a vital role in ensuring that the region's civil engineering businesses maintain and continue to develop a strong voice in the North West and beyond.

"His contribution to the work of CECA NW has been invaluable, and I look forward to working with him as we address the capacity issues that are so important to ensuring projects are delivered safely and effectively for the sector's many clients."

CECA North West is to hold a Supply Chain Conference on 21 June at



Above: Danny O'Brien of J Murphy & Sons has been elected chair of CECA North West

Emirates Old Trafford, where it is free to exhibit and attend; for more details, please contact CECA North West Director Guy Lawson.

To find out more about CECA North West's activities and upcoming committee meetings, e-mail CECA NW Director Guy Lawson:

guy.lawson@cecanw.co.uk.

You can follow CECA NW on Twitter [@CECANW](https://twitter.com/CECANW).

CECA Yorkshire & Humberside

'Give Construction A Try' Event

More Than 1,000 Children Participate In Construction Careers Event At Headingley Stadium

Peter Duffy Ltd and Balfour Beatty offered their support to the 'Give Construction A Try' event this Spring at Headingley Stadium, the home of local rugby league team, Leeds Rhinos. The event was a fantastic success, with over a thousand children in attendance.

Each company was tasked with providing a 'hands on' activity which the visiting school children could participate in. Peter Duffy Ltd demonstrated the inversion process used in sewer lining. Jason Hine said "I was really pleased with how engaged the children were, and how willing they were to participate in the demonstration and to ask relevant questions."

Balfour Beatty demonstrated a virtual reality application that allowed students to see how a construction site operated, and get involved in risk assessments of construction work.

The event was organised by CITB and Generation Training, in conjunction with Keepmoat and Leeds Rhinos, and a number of current and former Leeds Rhinos players turned up to show their support for the event, and to talk about how many of them had learned a craft trade while playing rugby league.

Other hands-on activities included scaffolding, bricklaying, electrical work, plastering, joinery, plant operations, ICE bridge building, estimating and many others.

CECA Yorkshire & Humberside Training Manager Jemma Carmody offered support as an Event Guide for the day, guiding a local school of 14 students



Above: Malcolm McDonald and Wayne Egan of Peter Duffy Ltd demonstrate the sewer lining process to school students.

and 2 teachers around 8 practical areas. Jemma said "The event really was fantastic, with so many children getting a practical experience of construction. It was great to see the a real showcase of different areas of the industry, and to see children from all backgrounds getting involved. I managed to get the three girls in my group on a mini-digger, and to have a go at putting up scaffolding. They really enjoyed it, and said that they would definitely consider a career in something practical like a craft-trade, which is definitely a positive outcome."

Commenting on the event, John Long, CITB Advisor for the Leeds City Region, said: "This is a great opportunity for young people to find out about what a construction career has to offer. Our research predicts that construction in Yorkshire & Humberside will experience growth over the next five years, with

over 9,000 construction jobs to be created across that period.

"There are a range of eye-catching projects in the pipeline and fantastic job opportunities in the region - not only in the traditional trades, but in top professional roles too."

A short video on the event was shown on the Made In Leeds 'Rugby AM' programme, and can be seen here (from 33 minutes in): <https://www.youtube.com/watch?v=E84kTuKO1IU&feature=youtu.be>.

If your company is interested in getting involved in 'Give Construction A Try' in 2018, please contact Jemma Carmody: jemma@ceca-yorks.co.uk.

Training & Development

BuildForce

Industry-Led Programme to Promote Construction Careers To Service Leavers & Veterans



BuildForce is a collaborative industry-led programme, with an objective to reduce skills gaps in construction. BuildForce promotes the construction industry to service leavers and veterans, and connects the military community

transition to sustainable employment in the construction industry, through a unique national network of mentors and champions.

The BuildForce mission is to inspire and enable service leavers and veterans to pursue a career in construction and the built environment, with BuildForce providing a coordinated approach for the whole industry to engage effectively and consistently with the ex-military community.

Their vision is of service leavers and veterans using their diverse and valued

BuildForce is currently part-funded by the CITB Structured and Flexible Funds and intends to become a sustainable organisation by the end of 2017. Industry collaboration is vital in enabling BuildForce to be developed by industry and for industry.

Engagement with BuildForce starts with the BuildForce Charter. Signatories to the Charter become members of the BuildForce Alliance and identify individuals in their organisations to take on the roles of BuildForce Ambassadors, Champions and Mentors.

It is the connections made between those seeking assistance (service leavers and veterans), those providing industry expertise (BuildForce Mentors), and existing military transition organisations that will be key to the success of BuildForce.

CECA became a signatory to the BuildForce Charter at its launch at the Tower of London, following a presentation given to CECA's Training and Development Forum at Chatham Barracks.

The BuildForce Steering Group is composed of the six founding members of BuildForce: Carillion, Crossrail, EY, Lendlease, Morgan Sindall and Wilson James. CITB also sits on the Steering Group, as does the Chair of the BuildForce Alliance Advisory Group.

For more information about BuildForce, visit the website:
<https://buildforce.org.uk/>



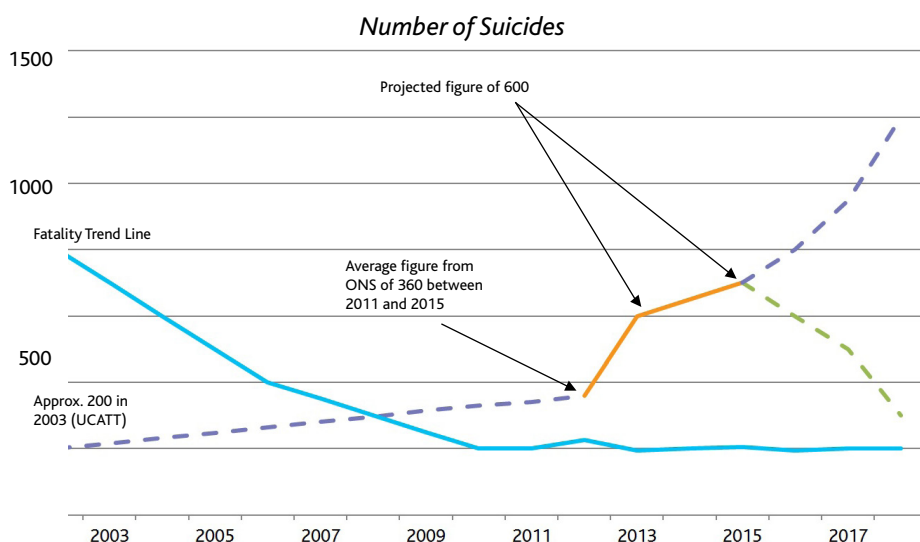
Above: Members of the CECA Training & Development Forum listen to a presentation at Chatham Barracks

to industry employers, through a UK-wide BuildForce Alliance of employers, industry bodies and charities, supported by Government. The aim of BuildForce is to inspire, engage and enable Service Leavers and Veterans to effectively

skills to address employers' needs by pursuing careers in construction and the built environment. In doing so, for industry to better understand and benefit from the range of transferable skills ex-military personnel possess.

Health & Safety

Data Saves Lives



The phrase 'if you can't measure it, you can't manage it' is often used across many industries and it is certainly true for the construction industry in terms of health and safety. We are all familiar with the plethora of statistics around accidents. However the same cannot historically be said for 'health' – although this is now changing.

The focus on health is now taking shape across a number of areas, with the Health in Construction Leadership Group leading with their statement of 'Let's create a future where no-one is made ill by their work'. Of course there are other organisations, including CECA, who are addressing the issue(s) in an equally direct way. Apart from the obvious moral and legislative imperatives to look after our workforce, there is beginning to appear to be a compelling commercial argument to address ill-health.

In Australia, there has been a significant amount of work carried out in this area and the figures are quite startling. In 2015 the cost of mental ill-health alone was put at approximately £1bn, which works out at around £1,000

per employee. This does not take into consideration the significant cost of recruitment (typically £40,000 per employee), the cost of treatment (public or otherwise), let alone the physical and emotional cost to the family and friends affected. The case for the UK is somewhat similar, although CECA's calculations suggest that the figure is more around £500 per employee – again with the caveats around additional direct and indirect costs.

So now is the time to act. The rate of fatal accidents in our industry is beginning to plateau out with very little change over the past 8 years. In contrast, in 2013 there were 5,500 deaths from work place ill-health. Even more shocking, around 54% of males do not reach the working age of 60 still working in construction – i.e. they have to leave due to ill-health. As 'ill-health' creeps up the H&S agenda, so too does the phrase 'mental ill-health' – and although the data around this vary across the regions, there are clear trends emerging. The 2015/2016 HSE Accident Statistics Report stated that approximately 79,000 construction

workers were suffering from an illness that they believed was caused or made worse by their work. This was broken down as 50,000 cases of musculoskeletal problems; 14,000 cases of stress, depression or anxiety (18%); and 15,000 others (including skin and respiratory complaints). The lost working days associated with the above has been put at 2,200,000. These figures are not something that the industry can ignore. If we overlay the number of suicides with the trend of fatalities (see the graph, left), it can be seen that instead of getting a downward trend, it actually does the opposite. The dashed purple line obviously shows what might happen if nothing is done and the dashed green line shows where we might want to aim to be as an industry. CECA is keen to hear from members about instances of best practice - e-mail petercrosland@ceca.co.uk to contribute your views.

Mates in Mind - <https://www.britsafe.org/policy-and-opinion/mates-mind> & <https://www.matesinmind.org/>

ICE - <https://www.ice.org.uk/disciplines-and-resources/briefing-sheet/Designed-for-health>

HSE – <http://www.hse.gov.uk/stress/furtheradvice/wrs.htm>

HSL - <http://www.hrreview.co.uk/special-editions/clare-forshaw-joined-approach-complete-worker-health/103895>

Stop. Make a Change. - <http://www.stopmakeachange.co.uk/>

FIR – (Fairness Inclusion & Respect) <https://www.supplychainschool.co.uk/default/fairness-inclusion-and-respect/fir-toolkit.aspx>

Mind – <http://www.mind.org.uk/information-support/tips-for-everyday-living/work/work-and-stress/#.WQJIFVPytE4>

Plant Safety

Forward-Tipping Dumpers

CECA Leads Safety Campaign On Forward-Tipping Dumpers



It is perhaps one of the most widely used bits of kit on many construction sites in the UK. Its apparent versatility means that it is often the first machine to roll on site, and among the last to leave.

As such, the forward tipping dumper has become a common and familiar sight wherever material is being moved on projects. Most working on sites would be comfortable having a dumper getting the job done nearby, without giving it a second thought.

And yet perhaps this is a false sense of familiar security. While many may see it as little more than a souped-up wheelbarrow, the truth is that forward tipping dumpers need to be treated with the same respect as any other item of plant.

And this respect is not based on some theoretical risk. Tragically forward tipping dumpers have an unwanted but often unrecognised track record linking them to serious and sometimes fatal accidents.

The figures are stark. Over the course of the last decade 20 workers have been killed in incidents involving the use of dumpers. These fatalities have typically arisen for one of two main reasons.

The first relates to over-tipping. Dumpers are often seen as so versatile that they are used in situations and ground conditions that are well outside that for which they were designed.

Where this happens, there is a risk that the dumper may shift suddenly, overturning while the operator is in the

seat. Dumpers have rollbars to protect to operator where this happens. Yet all too often operators are seen to attempt to throw themselves clear from the machine rather than stay in their seat. This instinct for self-preservation sadly often sees the operator crushed as the dumper rolls over them where they land.

Recognising this issue, manufacturers have for many years fitted seatbelts to attempt to overcome this. Yet it remains common for operators to travel with the seatbelt undone. In some cases this is due to potential discomfort in driving over rough terrain with a fixed belt cutting into them. In other cases, the fact that operators are regularly jumping on and off the machine means that they don't want to be fastening and unfastening their

seatbelt constantly. It is a decision that can, on occasions, have devastating consequences.

The other key risk associated with the use of dumpers relates to visibility. The very design of the dumper means that the drivers' view is often obstructed by the load in front of them when they drive. While manufacturers' guidelines state that this shouldn't be the case where loaded correctly, it is recognised that dumpers are often used outside these limits. Even where the load is correct, the field of vision over the lip of the bucket can be blocked for a long distance ahead of the dumper.

The upshot of this is that dumpers have been involved in a series of incidents where workers have been struck by moving dumpers, where the operator has not seen the danger.

CECA has moved to act on this as an issue. Since late 2016 we have been working with representatives from members, our customers, the plant-hire sector and manufacturers to consider what can be done to overcome these risks. Put simply, our objective is to ensure that the seven deaths that occurred in 2016 as a result of the use of forward tipping dumper are not repeated this year, or in any year in the future.

To get this figure down to zero we are looking at a number of activities that will make the use of dumper safer.

First and foremost is to make sure everyone working on or around dumpers understands and can manage the risks. We are recommending a boost to training of operatives to help them understand these risks. We are

also looking at how we can promote better housekeeping on site, and design of the use of dumpers, to remove some of the risks. This may include proposals to strictly limit the use of dumpers in situations where they risk over-tipping, such as on spoil heaps and near gulleys.

We are also looking at options to give workers better clarity on exclusion zones, so that operatives are not working in areas where dumpers are moving.

But alongside these potential operational changes, we are also looking at whether the design of the forward tipping dumper itself can change to mitigate some of these risks.

Currently the following options are being considered to see whether they may be appropriate to inform future design specifications:

- Tyre pressure indicators
- Use of inclinometer with warning and/or engine cut-out
- Full cab (as per EU requirement for vehicles >4 tonne)
- Air-conditioning in cab
- Impact protection to allow loading with operator in cab
- Hi-vis lap and shoulder belt attached to seat
- No-start where seatbelt undone
- Audible warning if seatbelt comes undone
- Weighloader to avoid overloading
- Provide clear guidance on use of tow/recovery point

- Rotating cab to allow driving with clear field of vision
- Use of cameras/mirrors to provide 360 degree vision
- Alarm if skip lifted while travelling
- Audible alarm on starting and moving
- Collision avoidance system
- Hydraulic handbrake
- Shatterproof windscreen and wipers.

A survey has been distributed to members to determine which, if any, of these are felt to be high priorities. At the same time manufacturers are to provide feedback on how viable and affordable each of these options might be.

Representatives from industry are due to consider the findings of this research at a meeting at the Plantworx show in Leicestershire this month. It is hoped that this meeting will help focus future work and a clear set of final recommendations that can be tested with industry for support.

If you are interested in taking part in this work please contact CECA chief executive Alasdair Reisner on 0207 340 0454 or alsadairreisner@ceca.co.uk

CECA North West

CECA Welcomes Dawnus To Manchester



CECA North West is delighted to welcome Dawnus to its new offices in Manchester.

A long standing member of CECA, Dawnus's new offices at Manchester Business Park underline the company's interest in working in the increasingly buoyant North West infrastructure market.

Established in 2001, Dawnus is an international civil engineering and building company, whose head office

is in Swansea. The company has grown from £2 million turnover in 2012 to £190 million in 2015.

Kevin Lucas, North West Regional Director of Dawnus, said that "In the short time that Dawnus has been in the region we have secured several high profile contracts and we aim to gain more traction over the coming months.

"Construction and infrastructure spending in the North West is vibrant and very encouraging."

Guy Lawson, Director of CECA NW, added, "The arrival of Dawnus in Manchester underlines the attractiveness of the North West to civil engineering contractors, as more schemes across all sectors are coming to market. At the same time, their presence strengthens the region's capacity for delivery, especially if we are faced with a series of major projects being required at the same time."

www.dawnus.co.uk

CECA NW Supply Chain Conference, Wednesday 21 June 2017, Emirates Old Trafford

CECA NW will be holding its annual supply chain conference on 21 June at Emirates Old Trafford. There will be speakers from Maple Grove Developments, United Utilities, Homes & Communities Agency, LM3, Association of Directors of Environment, Planning & Transport (ADEPT), and Wigan Council.

Members are also advised that the CECA North West flyer, which details some of the work our members have undertaken in the past twelve months, is now online and free to download at: <http://www.ceca.co.uk/media/270308/ceca-nw-flyer-2017-master-for-upload.pdf>. CECA NW would like to thank all the members who contributed case studies to the document.

The CECA NW Supply Chain Conference is free to attend, and members are welcome to exhibit at the conference. To book your place, please contact Alison Shea: http://www.aldercross.com/events.php?event_id=110