

Date: Friday 24th April 2020

Attendees: James Cadman (Action Sustainability); Helen Carter (Action Sustainability); James Barden (Lynch Plant Hire); Chris Matthew (Flannery Plant Hire); Chris Gill (Lynch Plant Hire); Jackie Cuthbert (A Plant); Nikolaos Sapounas (Osborne); Richard Mason (Balfour Beatty); Paul Whitehead (Highways England); Brody Isaac (Lendlease); Phil Amuzu (A Plant); Steve Jarvis (BAM Nuttall); Lara Young (Costain); Charles Stevenson (JCB); Matthew Revell (Komatsu); Carl Hassell (NOCN/CPCS);

Summary of actions & notes from the Plant Category Group (PCG) meeting

Plant Group – Introductions and outstanding actions		
No	Action/Note	Whom
1	<p>Recap of the last meeting’s discussions at JCB, 30th January</p> <ul style="list-style-type: none"> Developed a Commitment Charter and maturity matrix/roadmap and gained consensus off the Group on its wording. Now move to getting organisations signed up and communicating more widely about it. 	n/a
2	<p>Covid-19</p> <ul style="list-style-type: none"> The group shared experiences, views and outlook on how the current lockdown situation is affecting projects and sites, the practicalities of working on site and the availability of plant, and what might be done to alleviate it 	n/a
3	<p>Plant Commitment Charter</p> <ul style="list-style-type: none"> The principle behind the Plant Commitment Charter is similar to that of the People Matter Charter. For more info on this specifically, go to https://www.supplychainschool.co.uk/partners/groups/labour-group/people-matter-charter/ or helen@actionsustainability.com; there are now almost 60 signatories committed to the PMC There were no additional comments or changes to the wording of the Plant Commitment Charter during the previous meeting at JCB on 30th January and none taken in this meeting. Further to those who expressed a clear desire to sign up to the Commitment Charter at the last meeting, below, the following also stated a similar intention to do likewise: <ul style="list-style-type: none"> Highways England – keen to sign up – need to socialise internally Balfour Beatty – keen to sign up – need to socialise internally Costain – keen to sign up – need to socialise internally Osborne, along with Speedy Hire - keen to sign up – need to socialise internally Expressions from 30th January <ul style="list-style-type: none"> Flannery – would be happy to commit to the Commitment Lynch – also happy to commit to the Commitment Hochtief – would like to commit to the Commitment and will through the supply chain, but there is a need for a business case (now developed) A Plant (Sunbelt) – would also be happy to commit to the 	Partners to continue process of following up internally to gain approval to sign up to Commitment

	<p>Commitment</p> <ul style="list-style-type: none"> ○ GAP Group – happy to talk to Tier 1’s ○ Advanté – Procurement is key <p>Furthermore, Flannery and Lynch have in parallel been engaging their Tier 1 customers, as well as OEM suppliers to encourage their participation</p>	
4	<p>Stakeholders</p> <ul style="list-style-type: none"> • The suggestion was made that we also engage other stakeholder groups and associations, such as ICE, IMechE and IEMA, to get them participating and advocating to their members on our behalf 	School
5	<p>Business Case and Comms slide packs</p> <ul style="list-style-type: none"> • These have been developed, reviewed and made available for all to use to help influencing stakeholders to sign the Commitment Charter and/or join the Plant Group. • They were circulated in the pre-read and have been attached again for availability. We intend making them available on the School website in due course. • Request for Partners to make any further suggestions on them. The documents will remain live, for example the compliance benefits slide will change over time, as London aims to be Net Zero by 2040. 	School
6	<p>Updating the Minimum Standards</p> <ul style="list-style-type: none"> • The original process of researching and engaging the supply chain to set minimum engine standards was undertaken in January 2019, followed by development of the Minimum Standards report. • We discussed the need to review the minimum standards. The Group will discuss the need or otherwise to undertake an update in the first instance before reaching out any further. Given current circumstances, this was mooted for later in 2020. 	School
7	<p>Training materials</p> <ul style="list-style-type: none"> • CEA’s Emissions Compliance Verification (ECV) Scheme is a new certification scheme that will verify that machines are compliant with the relevant emissions standards. • The School has been in touch with CEA and Datatag who are happy to collaborate in developing a training material on this. This will be picked up in more earnest once we know more about coming out of Covid-19. 	School
8	<p>Training</p> <ul style="list-style-type: none"> • There was wider discussion about training for operators and site managers on plant behaviour and efficiency. • We agreed there was a need to map the various training schemes available for delivering training both on how to use plant, but also good site behaviours with respect to safety, environment and wellbeing. • The School can then be used as a platform to signpost the who, what, and where of the different Schemes (e.g CPCS, Trailblazer, Ecodriver training, SSSTS, CITB...) to School members. This would be akin to a 	School

	<p>sophisticated directory, but without providing any rating or opinion</p> <ul style="list-style-type: none">• We are aware that there are some training materials that are proprietary /company specific. Hence, we would have to discuss if access is possible in terms of IPR, licensing, etc.• If we identify any gaps through this process, we will discuss how to address them with the Group and whether the School is the vehicle to develop additional materials.	
9	<p>Next Meeting</p> <ul style="list-style-type: none">• Tuesday 7th July, 10am, Online but TBC	