

Date: Tuesday 7th July 2020

Attendees: James Cadman (Action Sustainability), Imogen Player (Action Sustainability), Andreas Gottfried (Hercules Site Services), Chris Matthew (Flannery Plant Hire), Phil Hayden (M O'Brien Group) Dave Harris (Sunbelt Rentals), David Bonehill (Ringway Jacobs), Emma Avery (Ringway Jacobs), Gary Barnes (Costain), Ian McMillan (Thomas Plant Hire), Jackie Cuthbert (Sunbelt Rentals), Mark Anderson (GAP Group), Mark Clouter (WP Group), Richard Mason (Balfour Beatty), Geraint Matthews (Siemens), Nalini Wilkins (SGN), Richard Arnold (Speedy), Stan Chapman (Advante), Paul Whitehead (Highways England), John Woods (Hochtief), Steve Jarvis (BAM Nuttall), Chris Gill (L Lynch).

Summary of Actions and Notes from the Plant Category Group Meeting

Plant Category Group – Introductions and outstanding actions		
No	Action/Note	Owner
1	<p>Changes to lockdown and getting back on site</p> <ul style="list-style-type: none"> Typically, most large contractors are open now, although productivity is not back to pre-lockdown levels due to the requirement to social distance. Scotland is opening up more slowly post-covid so seeing slower productivity levels. Challenges to welfare, increases to idling times and using air con more in warmer weather, again due to the requirement to social distance It was felt that organizations have generally got more time to consider sustainability issues in amongst client delivery at present. There is an increasing drive down from clients to consider sustainability more. 	N/A
2	<p>Commitment charter: progress on engagement and sign up</p> <ul style="list-style-type: none"> The Charter and all relevant information – the Minimum Standards and news items - are available here There have been multiple sign ups from partners since the last meeting (Flannery Plant Hire, GAP Hire Solutions, Hercules Site Services, L Lynch, M O'Brien, Morgan Sindall Group, Advante, Sublet Rentals, Thomas Plant Hire). More are getting in touch and showing an interest Ideally we need to organisations signing up from across the whole value chain. The Infrastructure Clients Group was mentioned as one vehicle to that Organisations who have not signed up and wish to should contact James We are looking to develop measurement and tracking processes around the minimum standards in the future – how can we collect and measure data. Press releases also being released Minimum standards – Mark (GAP Group) will provide James with clarification around Stage 3B engines emitting Stage 4 levels and discuss how that could be incorporated into the updated standards. 	<p>Organisations who want to sign up to the plant charter</p> <p>Mark Anderson – done</p>

<p>3</p>	<p>Reviewing the minimum standards- date and process</p> <ul style="list-style-type: none"> • The Minimum Standards paper was developed 18 months ago, therefore the group decided it was worth reviewing and updating the standards, in line with new information since early 2019. • 18 months ago, the plant group worked with around 10 OEMs to get data and input. It was suggested that this process takes place again, in order to effectively update the standards. • It is worth reengaging with OEMs because of the proposed idea by the Government to remove the red diesel rebate in 2022, meaning that users of diesel-powered construction machinery will have to pay an extra 47 pence on every litre of diesel consumed. • In addition, there has been more uptake of non-fossil fuel powered machines that have been released since the initial launch of the plant min standards. Moreover, a Stage 5 engine is typically the most commonly purchased plant, reconfirming the need to speak with OEMs. • When updating the standards, a new section should be added that focuses on welfare units. By having this category as a separate section and having specific requirements, it will help to give more accountability. Moreover, there is a need to distinguish between self-contained welfare units and static cabins that don't have power. • Sometimes tier 1 contractors are contractually required to use local supply chains, which can then be difficult for availability as well as the Min Standards. The updated standards need to take account of any geographical variations and specific issues such as what is classed as 'local'. • Agreement to engage with more client organisations to find out more about those requirements. • Dave Harris to send over the location information document to James. 	<p>Group</p> <p>James</p> <p>Dave Harris</p>
<p>4</p>	<p>Learning materials</p> <ul style="list-style-type: none"> • The group has so far developed the Air quality e-learning module and sustainability short. • The School will work with the CESAR ECV scheme to produce a 4 – 5 minute video on why members should sign up to the scheme. The scheme, set up to prevent theft of plant, has been extended to provide QR data on NRMM engine stages. • We would like case studies from the group, who are willing to be involved to talk about the scheme. 	<p>James</p> <p>Group</p>
<p>5</p>	<p>Training directory</p> <ul style="list-style-type: none"> • Mark Anderson to provide information on the trailblazer locations and the CITB restricted funding courses – e.g. those unavailable in Scotland. • All partners to review the training directory and let James or Imogen know of additional training schemes to add in, items to remove or change. • Partners to let James know if they would like their partner specific 	<p>Mark Anderson</p> <p>Group</p>

	<p>training schemes to become public and in the directory also.</p> <ul style="list-style-type: none"> Partners to let us know if they think there are any gaps in training schemes available, and if there are specific training materials that they would like the School to consider producing The group agreed that it would be beneficial to put the training directory into an interactive map format. 	<p>Group</p> <p>Group</p> <p>School</p>
6	<p>AOB</p> <ul style="list-style-type: none"> As noted above, consider speaking to a variety of UK City Councils about their plans for Low Emissions Zones in their city centres. Transport logistics was raised. The Min Standards already covers road-going vehicles through Euro Standards and FORS, but the comment was we should engage more with those groups for consistency of approach 	<p>Group</p>
7	<p>Next Meeting</p> <ul style="list-style-type: none"> Tuesday 22nd September, 11:00-13:00, Online 	