

**Date:** Tuesday 21<sup>st</sup> March 2023

**Attendees:** Imogen Player (Action Sustainability); Sam Walker (Action Sustainability); James Cadman (Action Sustainability); Gavin Allan (Robertson Group); Veronica Brophy (Welfare Hire); Mark Anderson (GAP Group); Paul Lynch (L Lynch); Peter Brown (CPA); Elizabeth Edgington (NG Bailey); Gary Davidge (Hercules); Chris Matthew (Flannery Plant Hire); Paul Allman (M&J Evans Construction); John Leader (IDE Systems); Kenneth Doran (Careys); Richard Mason (Balfour Beatty); James Everson (Octavius Infrastructure); Mark Lawton (Skanska); Geraint Rowland (Costain); Thomas Rudd (Environment Agency); Gary Todd (BAM); Niall Conroy (Wolffkran); Michael Bandy (Kier Group); Gez Bonner (L Lynch); Nikolaos Sapounas (Octavius Infrastructure); David Etchells (Multiplex); Stephen Bradby (Select Plant Hire); Kim Watson (Kier Group); Paul Taylor (NOCN).

### Summary of Actions and Notes from the Plant Category Group Meeting

Plant Category Group – Introductions and outstanding actions		
No	Action/Notes	Owner
1	<b>Welcome and Introductions</b>	
2	<p><b>Update</b>  <b>Eco-Operator Training</b></p> <p>Organisations including Flannery, L Lynch, M O’Brien, and the CPA have been collaborating to develop an <b>Eco-operating National Training Delivery Framework</b>, with the target audience being operators and managers. The course covers a variety of content, including servicing and maintenance and discusses sustainability and carbon reductions in all aspects of the content. It’s a ½ day (3 hour) course, covering a mixture of classroom and practical walk and talk around the machinery on site. This course is part of a wider framework of developing different routes for learning and levels for varying job roles.</p> <p>The first draft of the framework was shared with the group. It outlines the learning outcomes and provides a learning matrix of the skills required. The framework is split into three sections:</p> <ul style="list-style-type: none"> <li>• Part 1: Introduction, aims and principles of the framework.</li> <li>• Part 2: Delivery framework and supporting information.</li> <li>• Part 3: Learning outcomes and training specification.</li> </ul> <p>The first draft of the framework has been shared alongside these meeting notes.</p>	<p><b>All – please share comments and feedback on the draft framework.</b></p>
3	<p><b>Update:</b>  <b>The Plant Charter</b></p> <p>The Plant Charter outlines minimum standards for plant machinery and equipment with the aim to reduce emissions from plant equipment and encourage innovation.</p> <p><b>Several signatories are coming up to their one year renewal and will need to submit evidence for their most recent year to renew their Signatory Status to the Charter.</b></p>	<p><b>Signatories to the Charter – provide new evidence for the latest year.</b></p>

	<p>The group reflected on the last year of the Charter, which is the first year that signatories have had to provide evidence. The group reflected on questions such as:</p> <ul style="list-style-type: none"> <li>- Has the Plant Charter had the intended impact?</li> <li>- How can it be used more effectively?</li> <li>- What more can be done to make it more effective?</li> <li>- Does a separate working group need to be set up to manage the Charter?</li> </ul> <p>We had discussions on how the Charter can be taken to the next level to make it even more useful. This included at least two opportunities:</p> <ul style="list-style-type: none"> <li>• Include the Charter within processes such as the <i>Considerate Constructor Scheme's</i> onsite checklist assessments. This would encourage it to become business as usual and would allow for organisations to be rewarded for their achievements.</li> <li>• Embed the Charter in procurement processes, such as at PQQ stage, so that it enables Signatories to move through that stage more quickly, and encourage others to become Signatories</li> </ul> <p><b>Action: Develop a small working group to discuss how the group can engage clients and tier one contractors to embed the minimum standards and the charter within procurement process.</b></p> <p>The comment was raised again of engaging with OEMS on the Charter, and ideally OEMS becoming signatories themselves. OEMs have been engaged with during both the initial development of the minimum standards in 2019 and version 2 in 2021. However, there were some calls that a 3<sup>rd</sup> round of engagement wouldn't provide much additional information beyond what the Group already knows.</p> <p>There was another comment that there should be greater engagement from hire companies within the plant group.</p> <p>It would be beneficial for the group to run a webinar through the School discussing the minimum standards and the Charter, with signatories sharing their experience of what it's like to be a signatory and how it is beneficial to them. The benefit of this is twofold: it supports to raise awareness more widely of the minimum standards and the charter; and it will support clients and tier one contractors to think about how the minimum standards and the charter can be included within their PQQs and tenders – ultimately upskilling the supply chain whilst making it quicker to share knowledge that is already out there. It is also a good opportunity to talk about innovation more widely: what is being done currently; what innovative ways of working can be shared e.g. the eco-operator training.</p>	<p><b>Imogen to engage with the Considerate Constructor Scheme to discuss feasibility.</b></p> <p><b>All – share contact details of clients and tier one contractors who the group can engage with.</b></p> <p><b>All – let us know if you're interested in joining the working group.</b></p>
<p><b>4</b></p>	<p><b>Update: Cost and carbon calculator</b></p> <p>Over the past year, the group has developed a cost and carbon calculator to understand the whole life cost of procuring or hiring equipment, including capex, opex and carbon.</p> <p>The resource has been finalised and is available to access on the resource library <a href="#">here</a>.</p>	

<p><b>5</b></p>	<p><b>Update: Clean Air Zone Map</b>                  The CAZ map has been updated to show current CAZs and LEZs in the UK.</p> <p>29 CAZ/LEZ areas have been removed as councils seek out other solutions than emission restrictions.</p> <p>You can visit the Clean Air Zone map via this link <a href="#">here</a> and view more detail on which areas have been removed in the accompanying slide deck.</p>	
<p><b>6</b></p>	<p><b>Business Planning 2023</b></p> <p>The group were previously asked to vote on what they would like the group to focus on over the next year. The results were shared and discussed what should be prioritised. The full results are shown in the appendix and the shared slides.</p> <p>The items that were decided on to be prioritised are also the top three that were voted on:</p> <ol style="list-style-type: none"> <li>1. Research – alternative fuels (facts, benefits, risks, certifications etc): hydrogen; grid connection; hybrid; solar; electric; HVO.</li> <li>2. Research – collecting and analysing data from innovative plant trials and telematic data.</li> <li>3. Develop embodied carbon and whole life cycle knowledge for procurement (e.g. sustainable procurement template for hiring/purchasing plant; learning for procurement on behaviours to net zero and whole life value).</li> </ol> <p><b>Reflections from the group on alternative fuels research:</b></p> <ul style="list-style-type: none"> <li>- HVO &amp; Hydrogen – The Supply Chain Sustainability School wants to collect more resources on the use of HVO and Hydrogen, and alternative fuels in general and invites partners to suggest resources that discuss the pros and cons of these fuels.</li> <li>- The School is in the process of setting up an HVO special interest group.</li> <li>- Mentioned the challenges with “Anti-idling” as a terminology– the phrase is becoming a problem as some idling can be good. For example, there is an “optimised idling” level which takes into consideration the need for plant to warm up and cool down.</li> </ul> <p><b>Reflections from the group on telematic data research:</b>                  There should be two aspects to this:</p> <ul style="list-style-type: none"> <li>- 1) Baseline current telematic data – understand how the industry is currently performing</li> <li>- 2) Case studies and innovation – understand what best practice in the industry is</li> </ul> <ul style="list-style-type: none"> <li>- It would be beneficial for JCB to release anonymised data on telematics regarding this.</li> <li>- Wolffkran are currently running a trial looking at tower cranes when diesel generators must be used. Would be more than happy to share data with the group on this and would be interested in support on this.</li> </ul> <p><b>Reflections from the group on carbon procurement knowledge:</b></p> <ul style="list-style-type: none"> <li>- In relation to the Eco-Operator programme, a short e-learning module will be released at sites to test the understanding of what operators have understood. This is a trial to be rolled out to SCS who will make this mandatory for the induction process.</li> </ul>	<p><b>All – share resources on hydrogen.</b></p> <p><b>Imogen / James to pick up with JCB.</b></p> <p><b>Nial to share telematic data.</b></p>

	- A procurement challenge is the age of the plant which reduces the plant from having its life extended.	
7	<p><b>AOB:</b></p> <p>- NG Bailey are trialing low carbon emission techniques to generating electricity in rural areas for welfare hire. Batteries and HVO have been trialed but both have come with their challenges. There is an invitation to collaborate on this to identify solutions. Should you wish to get in touch please contact Elizabeth Edgington <a href="mailto:Elizabeth.Edgington@ngbailey.co.uk">Elizabeth.Edgington@ngbailey.co.uk</a></p>	
8	<p><b>Next Meetings</b></p> <p>Meeting dates for 2023:</p> <ul style="list-style-type: none"> <li>• Tuesday 20<sup>th</sup> June 2-4pm</li> <li>• Tuesday 12<sup>th</sup> September 2-4pm</li> <li>• Tuesday 12<sup>th</sup> December 2-4pm</li> </ul>	

Appendix

