

NEWS

EVENTS DIARY

2016

Euroconstruct Conference
June 9-10, 2016
Dublin, Ireland
www.euroconstruct.org

Hillhead
June 28-30, 2016
Buxton, UK
www.hillhead.com

World of Concrete (Europe)
September 6-7, 2016
Paris, France
www.worldofconcreteeurope.com

IMDER's 2nd International Construction Equipment Congress
October 20-21, 2016
Istanbul, Turkey
www.vizyon2023turkiye.org/eng

2017

World of Concrete Construction
January 17-20, 2017
Las Vegas, US
www.worldofconcrete.com

Samoter
February 22-25, 2017
Verona, Italy
www.samoter.it

Conexpo
March 7-11, 2017
Las Vegas, US
www.conexpoconagg.com

EU's emissions regulations are ready for next stage

Final approval of 'strictest regulations in the world' is expected after European Parliament vote in July

The next stage in the EU emissions regulations for construction machinery has taken a step forward with a compromise agreement approved by Member States' representatives and the European Parliament's Environment Committee.

The regulations are said to be the strictest in the world, but "reasonable" time limits to comply are being set out. Final approval is expected to be given in a vote at the European Parliament in Strasbourg in July.

The Environment Committee almost unanimously approved the final agreement reached with the Council on the proposal for a regulation on requirements relating to emission limits and type-approval for internal combustion engines for non-road mobile machinery (NRMM). The plans had already been agreed with the Dutch Presidency of the Council.

The new NRMM Regulation will cover all kinds of combustion engines installed in machines ranging from

small hand-held equipment, construction machinery, generating sets, railcars and locomotives, and inland waterway vessels to harvesting and agricultural machinery.

The engines covered will meet the same requirements regardless of their fuels, a decision which is intended to boost innovation in the engine sector. A new in-service monitoring system has been set up to assess the engines' performance in real life, which is designed to fill the gap between engine laboratory testing and real world emissions.

European Parliament Rapporteur Elisabetta Gardini MEP said, "We have tightened the limits proposed by the European Commission even further for many engines' power ranges.

"But we kept the approach reasonable enough so that the industry can comply with the new requirements in a short time – and this was the most important goal." **ce**

Denmark-Germany tunnel moves forward

The Fehmarnbelt immersed tunnel project between Denmark and Germany is making progress, with Femern – the Danish state-owned company tasked with designing and planning the link – signing four major construction contracts worth almost DKK30 billion (€4 billion).

The contracts are with the international contractor consortia that will be responsible for the construction of the 18km Fehmarnbelt tunnel between Rødbyhavn and Puttgarden – the world's longest immersed road and rail tunnel.

Femern CEO Claus Baunkjær said, "We're pleased that, after a number of years of preparation and a tendering process, contracts have now been signed with the winning contractor consortia.

"As a result, our prime focus is now on obtaining German approval, which is a condition for getting construction underway."

Some contractors who were not awarded contracts lodged a complaint with the Danish Review Board for Public Procurement, where the matter is being considered.

The preferred bidders were chosen in March.

The Femern Link Contractors joint venture has won three contracts. It comprises Vinci Construction Grands Projets as the lead company for the two tunnel contracts, Per Aarsleff Holding as lead company for the portal contract, Solétanche-Bachy International, CFE, Wayss & Freytag Ingenieurbau, Max Bögl Stiftung & Co, Bam Infra and Bam International.

The joint venture has

appointed Dredging International (DEME Group) as dragging subcontractor for the tunnel contracts and COWI, as consultant for all three contracts.

The fourth contract is for dredging and reclamation by Fehmarn Belt Contractors, formed of Boskalis International and Van Oord Dredging & Marine Contractors, with Hochtief Solutions and Ed Züblin as nominated subcontractors. **ce**

Tidal lagoon project retendered

Swansea Bay Tidal Lagoon has parted company with China Harbour Engineering Company and retendered the marine works package for the power plant project.

The company announced the parting of ways following its review of the advanced works phase for the Swansea Bay Tidal Lagoon project, in Swansea, Wales.

The Marine Works Package comprises the construction of the lagoon's breakwaters and the temporary cofferdam, where the powerhouse structure will be built.

The company said this was the only change made following its review, and that the decision would not impact on project funding or the delivery timetable.

The location, Swansea Bay, Wales, is the first of potentially six such lagoons – four in Wales and two English sites in Somerset and Cumbria.

