



# 24seven

THE MALCOLM GROUP magazine issue thirteen

## MALCOLM GROUP

# Working Together for a Brighter Future



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## Welcome

to the thirteenth edition of 24 seven!

Despite the challenging year the company has endured, the Group, across all our Divisions, have managed to thrive and have had many highlights throughout the year.

In this edition of 24 seven we have our usual mix of stories and a Q&A with George Scott, Tacho Centre Manager. We also have our usual charity and sponsorship stories which we are proud to have continued to support over this challenging year. Malcolm Logistics and Malcolm Construction also have some new and exciting projects including the new stadium build for Edinburgh Rugby.

I hope you enjoy this edition. Please keep your stories coming in and remember this is your magazine.

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 /WHMalcolm  @MalcolmGroup  The Malcolm Group

## Remembering...

### George Chalmers

Sadly, George Chalmers, mechanic at the Tacho Bay passed away very suddenly on 1st June this year. George or Geordie as he was better known was more than just a mechanic, he was a friend who would help anyone.



Geordie started working at the Tacho Bay on 12th September 2005. There are numerous stories to be told but unfortunately most are unprintable!! Although, our mechanics, John & Ruairidh's ears & fingers will never be the same! Geordie's biggest passion, like the rest of his family, was motorbikes. He always spent his 2 week summer holiday on the Isle of Man for the TT races.

Geordie is sorely missed by everyone at the Tacho Bay and it doesn't feel the same without him here.

## From the CEO

2020 What a year!!

**Dominated by Brexit, COVID-19 and furlough in what has been a 'perfect storm' which has decimated several organisations.**



This has been one of the most challenging times in the history of WH Malcolm. I know I don't only speak for myself when I say how proud I am of how all of you have adapted and continued to support our common goal throughout 2020. As in previous years, the primary success of our business is down to you, the workforce, at all levels and your contribution has been outstanding and humbling. I am delighted with the way everyone has adapted to all the measures in the general workplace due to the COVID-19 restrictions. The investment that we have made to keep everyone safe has been extensive and all of you have embraced the new way of working.

One thing that COVID-19 has emphasised is the importance of family, colleagues, the wider communities and the need for communication. 2021/22 is our centenary year and with the journey of change we are all on together along with the COVID-19 vaccination, then hopefully some form of normality will be brought back into our everyday lives.

Whilst we have had to make some difficult decisions, the stability and future development of the company is looking extremely healthy for all stakeholders. We will come out of this pandemic stronger and the opportunities available to us are there. Together we will take these on in the usual Malcolm can do/will do way.

During the year we have still been able to invest in resources and our infrastructure to strengthen our position. In addition, we have also been able to help many charitable organisations who certainly require our continued support and financial assistance in these difficult times.

I would also like to thank our customers, suppliers and financial institutions who have supported us through these difficult times, and they have recognised all the efforts we as a company have made to minimise any disruption to the overall supply chain.

This year's magazine details several positive highlights during 2020 as we look forward to 2021.

This is certainly the time of year to reflect on the past, enjoy family and look to a positive future. On behalf of myself, and the board of Directors, may I take this opportunity to wish you and your families all the best for the festive season, and I look forward to a prosperous New Year.

## Building Maintenance

The Building Maintenance team have been extremely busy, despite the pandemic, completing various maintenance and building works across the Group.

### Newhouse

The tunnel at Newhouse originally had no natural daylight and relied on lighting being switched on constantly. As a result, translucent panels have been installed in the roof which now allows natural light in. This has significantly cut our electricity costs and reduced our carbon footprint.



### Tacho Bay

The Tacho Bay received a total refurbishment this year. The Building Maintenance team completely stripped the building and installed new walls, ceilings, floors and fixtures to the bottom and top floors. The work was carried out in the main by Gavin Kilday and the Maintenance team from Burnbrae Drive. There are still a few areas to be completed which we aim to have finished by the beginning of next year.

### Grangemouth Tillyflats

Grangemouth Tillyflats is currently under renovation with the entrance and office being entirely refurbished. The entrance is being altered to allow the installation of a new modular traffic office which will be the same layout as our DC1 depot. The building externally will be getting new windows, doors and will be over clad on the outside. Inside the building there has been a total strip out of most of the walls, the building is being rewired and a new layout created. Mess rooms, toilets, gatehouse, meeting room, training room, office area and kitchen are being refurbished. This project is on track to be completed for Spring 2021.



### Haydock

The main office at Haydock has been totally refurbished and converted into an open plan office. The team also completed a larger project installing an additional two modular dock levellers. For the past few years Haydock only had two docks, meaning that if one dock went out of commission, they were operating with only one.

The two new modular type docks consist of many module steel sections making up a landing working steel platform. In order to install these, it meant a lot of engineering works for the team. A large structural column, a smaller column and the main warehouse door section had to be moved in order for these to be fitted.



Furthermore, some bilateral structural beams had to be installed to span the opening for the two new docks and wide door opening. The final touches involved casting a concrete slab section to make sure the flooring was safe and finally building a brick skirt around the outside.



### The Heritage Centre

The Heritage Centre which was extended last year had the finishing touches put in place this year. The walkways were carpeted and a special paint was applied to the centre of the floor.

# Health & Safety

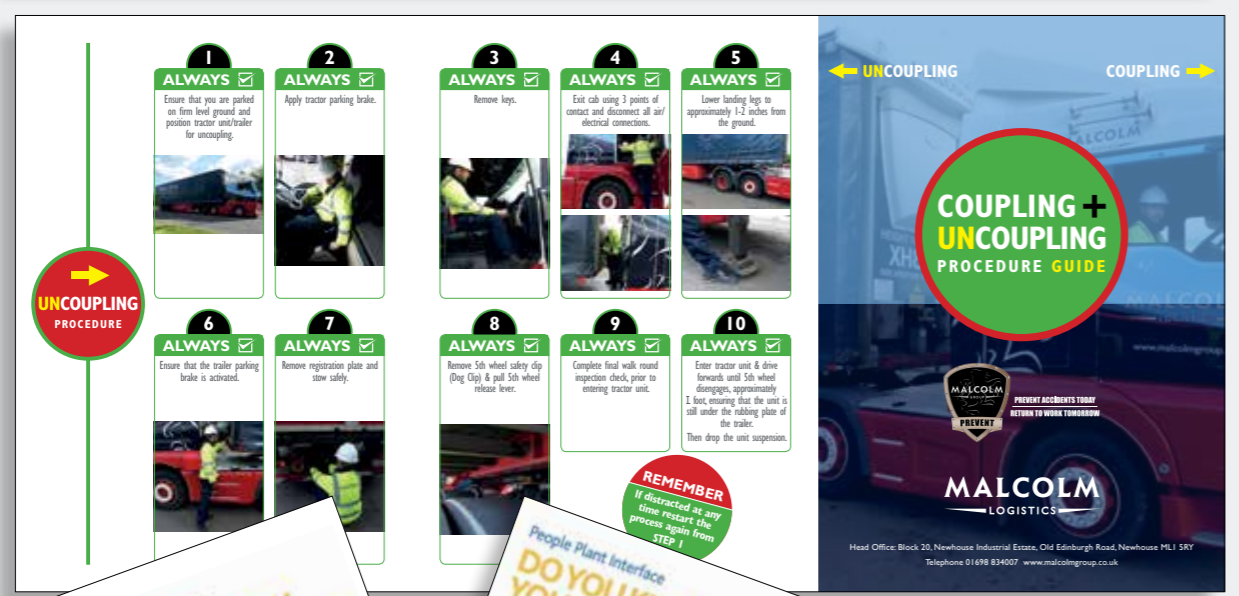
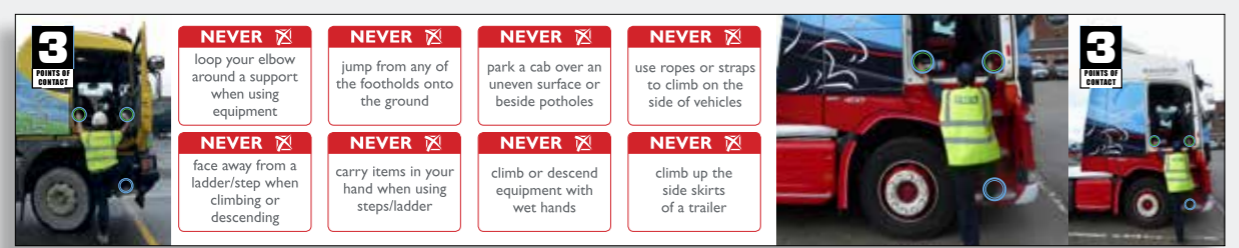
As technology advances so does our ability to understand how accidents occur in the business. The better we understand how an accident happened the more we can do to ensure that it doesn't happen again.

They say a picture speaks a thousand words, and nothing could be more apt during an accident investigation. One of the first things we try to establish is if the incident was caught on camera. Today we have cameras all round our vehicles and CCTV, throughout our depots, most construction sites also have cameras. Being able to see firsthand the incident and the circumstances leading up to it allows us to identify the root causes and keep us all safe.

Accident statistics are a useful tool to identify campaigns within the business. As a business we have identified three key incident trends, and as a result run regular campaigns to address these. These areas are set out below together with a flavour of some of the campaigns we have run to drive down incidents and accidents.

- Slips, trips and falls (mainly from cabs)
- Coupling and Uncoupling
- People, Plant Interface

Below are some examples of leaflets and posters used by our operational teams. These are obviously followed up with on site management and in respect of Coupling and Uncoupling, a dedicated audit has been developed.



Year-on-year we see our incident rate go lower and lower. This is very much due to hard work and teamwork on your part.

# The Growth of Health and Safety – It's in Your Hands

Despite a difficult year for everyone, we are pleased to see significantly more engagement with the workforce regarding health and safety.

In the period before Christmas 2019 until lockdown in March 2020, we saw all sites hosting regular health and safety committee meetings. These meetings are held bimonthly in February, April, June, August, October and December.

The H&S committee agenda looks at:

- Accidents and Incidents in the Period
- Safety Observation Cards
- Safety Intervention Notes
- Inspection and Audit Findings
- Fire Procedures
- Training
- Any Other Business



The committee is the forum that allows all employees the representation to raise any H&S concerns they have within their depot.

The committee is made up of selected managers and employee representatives. The H&S department also attend meetings to ensure that only H&S concerns are discussed. It is important that all employees get to know who their chosen depot representative is. They can approach these individuals and voice their concerns. The representative will then bring these to the committee for further discussion.

If an action is required, then this will be added to the action table and minutes taken. Someone will be assigned this action to look at, carry out a recommendation and close out when the action is completed. This will be recorded at subsequent committee meetings and the representative will feedback to the employees the action taken. This process gives everyone a voice.

If anyone feels uncomfortable discussing their concern, then WH Malcolms has a Safety Observation Card system. Again, we would encourage everyone to fill in a card for a safety issue, even if they have already discussed this with someone. All cards are deposited into our locked boxes at every site. They are then removed on the day of the H&S meeting and all genuine H&S cards are recorded through the minutes. They are also added to the WH Malcolms intranet system – The Hub.

A manager is then actioned to deal with all concerns written on the card. These are tracked again through the action points table within the H&S minutes. It can not be overstated how valuable the committee is and is viewed as a forum for positive changes within the depots when it comes to H&S issues.

If anyone would like more information on the H&S committee in their area, please contact their line manager for details.

All minutes from H&S committee meetings are logged and electronic copies are stored on the Hub. If a paper copy is required, then employees should speak to their representative about acquiring this.

Despite all the negativity surrounding public health this year, WH Malcolms would like to see the continued growth of our H&S committees going into 2021.



**PREVENT ACCIDENTS TODAY  
RETURN TO WORK TOMORROW**



# Q&A

## with George Scott

Tacho Centre Manager

**You joined the Malcolm Group in 1992. Tell us a bit about where you started and why you chose this career.**

My father who passed away when I was only five worked for Willie Wilson and Sons. As a family we always had a relationship with Wilsons.

I was always mechanically minded and when I turned 16 I was guaranteed a job at Wilsons. I started there in 1974. This was the job I wanted to do, it was in my blood. I worked with David Dickson Senior, he was a great influence on me as he showed me the correct way to do things. Donald Malcolm would come into Wilson's as he dealt with Martin Wilson almost every day. I didn't have too much to do with him back then, however this changed when Andrew Malcolm phoned me one day to ask me to go and see him.

I had been doing a lot of third-party work for alpha flight services and he asked me to go and work at Burnbrae Road to do the third-party work. He told me he was going to get Burnbrae built up, etc. and then he would bring me down to show me it. He got the shed built up where I would be working. He phoned me again and I went to see the site. At first I said I liked where I was already, but he told me to think about it and report to Burnbrae for work on the 1st of May... not a lot has changed! That's when I started with Malcolm's after 18 and a half years at Wilsons.

**Tell us about a typical day back then.**

I worked on my own doing Alpha Flight Service works. I started getting busier so Andrew employed more mechanics like David Dickson Junior. Then I brought more mechanics from Willie Wilson's such as Mark Houston, Stephen Deans and James Kerr who came from Murray Street. At Burnbrae Road we were getting bigger and bigger, we did a lot of tachograph and third-party work. We then moved to the Tacho Bay which we have been at for 26 years now. In the interim of Burnbrae Road that's when I started dealing with Donald Malcolm. Donald was great to deal with and was very direct.

He always popped in to see me and we built up a really good relationship. We then started buying vans, etc. at auction in 1999. This is when I started learning about doing deals, some of them were unbelievable. Andrew used to tell me exactly what he wanted, for example 8 pickups, but not to spend any more than £10,000. So, I would go with Donald and the bidding would get to £10,000 and I would say to him, "Remember Andrew said don't go above that" and he would say, "Well don't tell him." He always ended up paying more and I would be panicking thinking I'm going to get a phone call from him cracking up. He did phone me as well and I would need to lie saying "Aw I don't remember how much, you'll need to speak to your father about that." I really did learn a lot from Donald Malcolm.

**How does that compare with your typical day now?**

A typical day now is harder. It was a lot more relaxed back then. It feels as though people are always trying to catch you out these days, whereas there were never any issues like that back then.

**Keeping your team motivated is important, so how do you manage this, especially when faced with conflicts and obstacles?**

I deal with my team every single day. Donald Malcolm used to come in and speak to every single mechanic in the place and say "Morning, how are you?" I do that every morning; I speak to every mechanic and ask them if they are ok and if they need anything. Most of the team have been here a very long time and know the way we work. They know when I'm not happy about something but overall, I think I keep my team motivated by just being there and checking in every day. I think your attitude towards people really helps and I'm a people person anyway, I like to get on with everyone.

**Motivating others is one thing but what motivates you to go the extra mile? Do you have someone who has been a main influence in your career or who you have looked to for inspiration or mentorship?**

My first inspiration was David Dickson as he showed me the ropes and helped me out. Then it moved on to Donald Malcolm who was a strong influence. Andrew is great too.



I have a great relationship with him and can go to him with a problem and get it sorted. I don't put on any airs or graces with him. I think there are too many nodding dogs in the company who will say yes to Andrew and then come out of meetings and say I don't know what he meant. Just ask him and he'll put you straight. My job has a lot of challenges, but I wouldn't change it at all.

I just wish there were more people with the same mind set who realise it's not just one-way traffic, it's a two-way thing. I am lucky because I have a great team behind me, and they are hard workers. Years ago it was good if you employed an employee's son because if they weren't pulling their weight you could tell their father and they would sort it out. Things don't really work like that these days!

**COVID-19 has brought about many changes in the way we operate. Tell us about the changes you didn't expect to see take place that have proven really positive.**

Firstly, I didn't expect to lose so many customers. A lot of companies we worked with for years have now shut their doors. Alpha Flight services have minimum trucks now along with a number of other companies. We did 75% of transport for Glasgow Airport which is no longer the case.

However, we are now doing a lot of work with the police so that has kept us busy and is definitely a positive. Also, the positive side is we haven't had to make anyone redundant so we are happy from that point of view.

**If you had the opportunity to change one thing that would benefit the company going forward what would that be?**

I wouldn't really change anything. I like my job and I get on well with everyone.

**Based on your experience, do you have any words of wisdom for those already working within the Malcolm Group or looking to work with us?**

Every day is a challenge and you should look at it as an opportunity.

**Do you have any hobbies or interests that you enjoy in your spare time?**

I love fly fishing and spending time with my 6 grandchildren. I wish I could go fly fishing every Saturday, but I can only go if Andrew gives me a Saturday off.

**Last but not least, do you have any funny work-life stories we can print?**

I went down south to the Dartford tunnel to buy this breakdown wagon and when we were out road testing the truck I got stopped by the police. He started checking over the truck and lecturing me about not having a rear number plate on the truck.

I explained that we were just out on a road test as we had flown down to see it and had not decided yet if we were going to buy it. He said, "Well there are a lot of counties to go through for you to get back to Scotland" as a warning (I only had 1 marker plate with me). I think you know what we did.



I flew to Holland to buy the Scania T-Cab. I was picked up at the airport by someone who did not speak English and driven 2 hours to the depot. I then had to negotiate with 2 people who did not speak English. The negotiations went on a lot longer than expected.



## Training & Development

**This year, due to the COVID-19 restrictions in the Training Department, for the most part, our training delivery went virtual!**

Read on to find out how our trainers and employees embraced this new method of delivery and what other training and development activities took place throughout the year.

### Loanhead New Training Facility



**This year our Loanhead Depot has had significant building works taking place to install a new training facility which was completed in November.**

Paul Gordon, Driver Trainer for our three Construction sites, explains the aim of the newly installed training hub.



“The progressive new training centre will provide the majority of support training that all new and experienced drivers will need throughout their career within the Malcolm Group.

This facility will be used for both CPC courses and new driver inductions, alongside customer and management meetings.

The facility was put in this location to centralise all driver-related training within the construction side of the business. Training online with our zoom equipment creates a fantastic learning environment and enables interaction with all other training rooms in the Group. It also enables training to be provided under the current pandemic conditions.

Overall, after a somewhat challenging year the training, both classroom and zoom-based, has given the Group new vision and determination for training in the future.”

### Logistics Training Videos

**Thanks to our Group Marketing Team who assisted the Training Department with the in-house design and filming of six new Logistics Training Videos.**

The videos demonstrate the Daily Walk Round Check, Coupling & Uncoupling and Loading & Unloading and will be included in the Driver CPC courses that are delivered to our drivers across the UK.

### New Driver Trainer joins the Team at Burnbrae!

**This year we welcomed Alan Gow into the Training Team, based at Burnbrae Road.**

Alan was promoted from Lead Driver at Newhouse at the beginning of the year, and has since become an integral part of the team, in terms of delivery of the online classes and with participating in our new Driver CPC videos.

### Logistics Careers Event

**On the 6th of February, Malcolm Logistics were invited to exhibit at a Logistics and Supply Chain Careers Event, hosted by Developing the Young Workforce Lanarkshire and the Freight Transport Association (FTA), held at the Co-op's RDC in Newhouse.**

The event was a great opportunity to engage with young people and helped promote our organisation and the logistics sector with what opportunities and career paths are available for those who wish to pursue a career in the sector.



### Group Training Meetings

**Over the past few months, the Training Teams in both Logistics and Construction have been working together to gain unity within the Group. So far, there have been two group meetings to discuss what changes are required in Training & Development to strengthen its role in the business.**

COVID-19 has brought about the need for us to adapt our training by delivering more training online and remotely, which has proven to be successful.

The most important message, moving forward, is that the team remains focused on bringing the training together with the ongoing progression of Training & Development for all our employees.

### Management Masterclasses

**Across the UK, a selection of our supervisors and managers took the opportunity to undertake some online learning, this time with three Management Masterclasses delivered by West College Scotland, Paisley.**

These half day classes were delivered by the College Lecturer via Zoom and were well received.



### Management CPC

**Congratulations to Frank Huckle (Crick Traffic Planner) who passed his Management CPC in September.**

### Driver CPC Quality Assurance Visits

**As a company we are JAUPIT accredited to deliver in-house driver CPC periodic training. Our aim is to deliver one course per year over each 5-year period for our drivers to maintain their driver CPC qualification.**

Our CPC course is developed and tailored to give our drivers ongoing training on various topics such as Drivers Hours, Tachographs and Health & Safety. Part of the process of maintaining our accreditation involves regular course presentation audits of our Driver Trainers and approved centre audits.

I am pleased to say that this year all external quality assurance audits were passed, with excellent trainer feedback. As with previous years, we will be continually looking to further develop and update our CPC training with the introduction of additional courses.

# Driving School Update

This year the Driving School has faced several challenges due to COVID-19. However, they have successfully managed to train several individuals in different areas of the business.

William McKechnie and Robert Summers both started with the business on a temporary contract driving vans in relation to the NHS contract. After their contract ended, they were offered the chance to obtain their Cat C driving licence as they both performed well during their temporary employment.

William received his licence on the 18th March just before the COVID-19 lockdown occurred. He is enjoying his new role with the company and is delighted that Malcolm's have given him a chance to become a tipper driver.

In order to begin his lessons Robert had to pass a theory test, hazard perception and a case study. He had to wait until the beginning of October to sit this as all driving tests were suspended due to COVID-19. Robert is grateful to Malcolm's for the opportunity they have given him as his late Grandfather Bobby was a depot manager at Castlebank Street and his uncle Alan Summers is in charge of the workshop at South Street and his uncle Gavin Summers is the Fleet Engineer for the Logistics Division.

Gary Smith, Transport Supervisor at South Street, obtained his LGV licence this year. Gary is following in the footsteps of Mark Cameron, Darren Monk,



Graeme Lindsay and David Robertson who all also have their LGV licences. Due to COVID-19 Gary has not been able to use his licence as he is busy working in the traffic office, but he hopes to put this to good use in the new year.

Finally, Douglas Crawford from Selkirk, who is not a Malcolm's employee, came to the Driving School for training in order to drive a horse box for his employers in the Borders. He had heard of our Malcolm's Driving School from members of the Malcolm family and asked if our trainers could help him out. Douglas achieved his goal with the help of our Driver Trainer Peter McCormack.

## Once again, our Driving School has had a successful year, despite the ongoing challenges from COVID-19.

# Driver CPC JAUP T Centre Audit

On 6th August, we had an online centre audit at Newhouse where rigorous checks of our systems, processes and record keeping were conducted.

These audits allow the company to demonstrate to JAUP T our professionalism and assure them we are competent and able to deliver the right training to our drivers.

Following the audit, we now have more detailed documentation to demonstrate our professionalism in the delivery and administration of our approved centre.

# HGV Instructor Course

Congratulations to both Alan Gow (Burnbrae Driver Trainer) and Paul Gordon (Ayrshire Driver Trainer) on passing their NVDIR LGV Instructor qualification in January and November respectively.



# Online CPC Classrooms

The training department adapted its training delivery with the creation of online Driver CPC training sessions which were delivered by our Driver Trainers over Zoom.

During the months of May and June this online training was delivered to our drivers who were on furlough over two 3.5-hour sessions running in the morning and afternoon. The feedback we received from the drivers was extremely positive and they took to the online delivery well and spoke highly of the Driver Trainers who delivered the courses.

From the month of August, we again offered our drivers the option of attending our online CPC training, this time the delivery was on a Friday night and Saturday morning. The voluntary uptake from our drivers has been great, and the feedback again was very positive.

I would like to extend a thank you to the Driver Trainers who supported the training department in the delivery of these online classes.

Also, in the first three months prior to the online training, there were several Driver CPC classroom sessions delivered across the UK. In total there were 38 classes run with 180 drivers attaining their 7 hours.



# Security

As with all other departments Security has had the same issues with the Covid-19 pandemic as others. This has not stopped the implementation of an upgraded CCTV system being rolled out across the Group.

Due to restrictions still in place regarding travel and social distancing the expected completion date of December 2020 will be extended into 2021. It is hoped to be completed by the end of June 2021.

The main difference with the new system is that we will remove the video data from our internal network, and it will be transferred via a new fully encrypted and secure separate network. This will allow our other internal data to flow freely across the network, but as important, it will allow our CCTV network to be viewed remotely.

This will allow us to move towards a completely blended security solution with the use of technology and manned guarding.

In February of 2020 we put in place two RSM (remote security managers), who are based within the control room. They are dedicated to the WH Malcolm estate and can remote view and monitor the new sites as they come online. They also form a direct link to Securigroup services for WH Malcolm personnel during out of hours.

We continue to look at the service being provided and at times can reduce or increase our level of security across all our sites dependant on the needs of the business.

The other change you may see about the sites is the introduction of our temperature screening camera solution. We worked closely with Securigroup to find a workable solution to allow personnel to enter our buildings safely but efficiently. This has provided our workforce with the confidence that WH Malcolm are working hard to ensure the health and safety of our staff.

WH Malcolm has continued to be involved in several business security organisations to ensure that we are not only keeping up-to-date with developments but are also being involved in the policy and structure behind those developments.

The Covid-19 pandemic will continue for many months and although there is now a vaccine on the horizon it will still be some time until things return to normal. Serious and organised crime groups appreciate that staffing levels or work times may have been reduced recently and will actively look to compromise the security of premises. Security is everyone's responsibility. If you see anything suspicious please report it immediately to your line manager or site security.

# SPOTLIGHT ON Malcolm Logistics Workshops

Our workshops have overcome several challenges this year as faced by COVID-19; however, they have still managed to work on a number of exciting projects and are looking forward to 2021.



### Training



**Craig Wilson, Workshop Trainer, had last year been delivering our Workshop Personnel CPC courses throughout our Logistics divisions. He completed our Logistics training at the beginning of this year and is currently working with our Construction Depots to ensure all workshops are operating at the same standard.**

Due to COVID-19 our apprenticeship programmes have been put on hold with the colleges. However, the workshops have been working hard behind the scenes to help the current apprentices continue learning and getting on the job training to maintain the standards taught at college. Hopefully they will return to college next year and move forward with completing their apprenticeships.

Wakefield have currently taken on two new apprentices and again are training in-house to provide them with as much knowledge and on the job training as possible before going back to college as of next year.

The workshops look forward to progressing and bringing in new apprentices next year.

### New fleet 2020

The workshops have had a number of vehicles joining the fleet this year as follows:

- 80 new Dennison skeletal extendable trailers.
- 10 Scania R450 received in March were delivered to Avonmouth, Haydock, Wakefield and Crick.
- 10 Scania R450 received in July were delivered to Burnbrae, Rockware and Caley Paper.
- 5 Scania R450 received in September were delivered to Gatenby.
- 10 x MAN TGX26.470 received in October were delivered to Grangemouth, Glenrothes, Alloa and Newhouse.



### Refurbishment Programmes

The workshops have also been working on several refurbishments this year. The first being from our Haydock Depot in which the team carried out a trial on a 9-year-old SDC curtainside trailer. As the refurb has been successful the aim is to roll it out to the other 63 trailers which are currently in the fleet.

In addition, Gatenby's workshop has been working on a refurbishment programme for the Walking Floor Trailers in the fleet. These are currently 8 years old and instead of going for replacement the team have managed to refurbish them successfully and will be rolling out to the full Walking Floor Trailer fleet.

The trailer workshop has also had a total refurbishment this year. There are still some finishing touches to add including the canteen and office.



### System Upgrade

All workshops within the Logistics Division have also had an upgrade on their current fleet management system. They have remained with the Tranman system, however they now have an updated version available which is currently working well for all sites.

In addition to the system upgrade, the workshops are now working with an external company for the supply of parts. In this case the same stock from the same supplier is available at all locations. This is operated as a barcode system in which, when the barcode is scanned, the part is automatically sent to the site by the supplier. The supplier also replenishes stock automatically which is a huge benefit to the workshops.



### Behind the Scenes in the Workshop

The workshops have also been working extensively on the 48T for 48M technical information. They have been focused on increasing axel weights in all new trailers and units and supplying CEO Andrew Malcolm with the technical information required to achieve the goal of 48T for 48M. The team are also looking forward to the nearing completion of the LST trial which is now at the end of its 8th year. The workshops have worked on this extensively and as it is a 10-year trial they are now within the final section.

### Looking forward to 2021

Malcolm Logistics have ordered two 30ft urban trailers which will be working alongside the 4 wheeled Iveco gas tractor unit as of next year. These units have been purchased to replace the fleet's current rigid vehicles. These vehicles will allow for deliveries to be made in cities; due to their size and low emissions they can manoeuvre through the streets of cities unlike those in our current fleet. This also complements our current environmental policy in which we aim to reduce emissions as much as possible and continue to do so for the future.

Overall, despite the challenges of COVID-19 the workshops have had another successful year and are looking forward to achieving even more in 2021!

# Malcolm's Annual Dinner Dance

The Malcolm Group's Annual Dinner Dance once again took place at Renfrew's Glynhill Hotel. Andrew and Fiona Malcolm presented several employees with their 25-year service awards and presented one 40 years' service award.

Pictured receiving their 25- & 40-year service awards are Colin Imrie, Gary Adams, Janet Connolly, Lori Taylor Stuart Dallas and David Dickson.

**Congratulations to all!**

Unfortunately, due to COVID-19 for the first time in 50 years we have had to cancel the annual dinner dance in January. The long service awards will still go ahead and the recipients will be contacted and presented with their awards during 2021.



# New Arrivals



Amy Beatie of our Avonmouth Depot gave birth to her beautiful daughter Florence on 5th October weighing 6lbs 2oz.

Eilidh Edgar, HR Advisor at Newhouse, and her husband David became parents for the first time to their beautiful baby girl Lara, born 24th September weighing 7lbs 8oz.



Chris Black of Avonmouth Depot and his wife Emily Black welcomed their beautiful baby boy Henry Thomas Black on 1st April weighing 6lb 9oz.



Louise Peden, Marketing Assistant at our Newhouse Depot and her partner Fraser welcomed their beautiful baby boy Logan on 2nd December weighing 8lbs.



Stacey Solomon of our Grangemouth Depot, and her partner Andrew Plank welcomed their beautiful baby boy Mason Thomas Plank on 3rd August weighing 6lb 12oz. He arrived 2 weeks early!

**Congratulations to all families!**

# Marriage

Daniel Lupu, Stock Controller at Haydock, got married to Paulina on Sunday 27th September in Poznan Poland.



# Thank you Truckers!



During lockdown, in May this year, a banner was spotted with a lovely message of positivity at Burnbrae Road, Linwood.

Big thanks to not only our truckers but also all our nationwide WH Malcolm key workers who have, and continue to, work through this pandemic.

Thank You - You Are All Legends!

# Retirements



George Ramage of Alloa retired in March after 20 years with the company. George was formerly a United Glass employee transferring to Malcolm's in 2000. His total service was 43 years!



Jim Kitchen, LGV Driver at Crick, retired in October this year after 11 years' service. Jim retired at the age of 69.



Ian Morrison, Dry Goods Manager at Shieldhall, retired in November this year after almost 7 years with the company.



Jimmy McBride of Shieldhall retired in March this year after almost 5 years with the company.



Chris Gibbs, Mechanic at Haydock, retired on 19th May this year after over 17 years' service with the company.



John McCann, Driver at Penrith, retired in November this year after nearly 4 years with the company.

We wish you all a long and happy retirement!

# Cruise Ships on the Clyde



The Azamara Journey cruise ship sailed up the River Clyde as it arrived in Glasgow in June this year. This was the third ship to arrive in Glasgow as it joined its sister ships, Azamara Quest and Azamara Pursuit, at the King George V Dock in Shieldhall.

All three ships will remain docked in Glasgow until the industry is permitted to restart following the COVID-19 pandemic. Hundreds of people gathered on the Erskine Bridge and other positions along the river to watch it arrive, including some of our staff from South Street who had pole position to watch the ship docking opposite the depot. The ladies pictured made sure to socially distance whilst watching the ship arrive.

# Maurice Slessor celebrates his 80th at Malcolm Logistics



Maurice Slessor, a driver for our Penrith Depot, celebrated his 80th birthday in October this year. Maurice, who lives in Carlisle joined the Malcolm Logistics team when he was 66 years old.

Maurice said, "I just keep working. If I'm at home I just do household chores. I just love to work, I can't settle at home, I end up doing odd jobs."

Maurice received a collection of gifts from his friends and colleagues including a model truck for his birthday. Maurice has no intention of hanging his boots up any time soon providing he passes all his medicals.

Lawrence Fearon, Operations Manager at Penrith, has high praise for Maurice saying, "Maurice is like no one else I have come across. He's worked for us for 13 years, he's unique in the industry and there won't be many people still plying their trade in the way he does at his age."

A huge congratulations to Maurice on celebrating his 80th birthday and still doing the job he loves, from all of his friends and colleagues at Malcolm Logistics.



## Malcolm Memories

### Ford 'K' Series

In the late 1960s Ford announced they were ceasing manufacture of the bonneted 'K' Series model. But as Donald felt the model was such a good workhorse, he persuaded Ford to make 100 more of them, which Malcolm's and another Glasgow Haulier – Robert Pollock- would share. Brought north by train – in chassis cab form – they were bodied by Edbro and spread around the Group. EHS 117J was allocated to Kilwinning and regular driver Willie Townsley. George Scott recalls how awkward it was to remove the gearbox prior to replacing the clutch, "It took three of us – and a lump of rope to do that job. The best turned out 'K' must have been Russell Street-based George Addison, his motor was so clean you could eat your dinner off it."



### Andrew Malcolm's First Vehicle

Andrew Malcolm took part in the young driver's scheme which, despite him driving vehicles from a young age, meant he could legally take an HGV onto the open road. Two different second-hand Leyland Clydesdales were his first vehicles, HEN 318N and OHS 226P. His first six-wheeler was the weathered Volvo F86 – NXS 446L – so it was a big day when the brand new F7 – RHS 567W arrived for Andrew. Like all the earlier vehicles which he personalised, the livery includes the wording 'Isle of Lewis' as a reminder of Granny Malcolm's roots. However, it was rather fitting because the variety of loads carried on this Volvo took Andrew out to all parts of the Western Isles. "I carried a lot of the Shell specialist fuels out of Ardrossan, but the only way I could get onto one very small ferry was if we cut 2' off the length of the Volvo's body. It was that tight a squeeze" recalls Andrew.



### Malcolm Plant Ltd

Malcolm Plant Ltd was formed in 1965 primarily to acquire the business and assets of John Best, who at the time operated six earth-moving machines. Donald is seen second from the left shaking hands with Duncan Grassie, Sales Director of Scottish Land Development (SLD). The machines were supplied through Scottish Land – as agents of Hy-Mac factory at Rhymney in South Wales. It was apparently a work of art, but two of these 580c tracked excavators could be squeezed onto a standard 40' flat trailer. Malcolm's bought their first Hy-Mac in 1965, while the machines were recalled favourably as they were reliable and reasonably cheap to run. One of these Hy-Mac 580c machines has been restored as part of the Malcolm preserved vehicle collection.



### The Volvo F88 as remembered by Gordon McDonald

Of all the motors operated by WH Malcolm, the ones driven by Gordon McDonald always seemed to look a shade better. "I always looked after my wagon" said Gordon who did almost 40 years with the company before retiring. His first F88 was YHS 651H and then he got MHS 953L. "It was only a 240 but it never let me down" recalled Gordon. Whenever Gordon was due to go on holiday, he would drive his truck from Cartside to Brookfield and park it out of the way – so no one else could drive it while he was away.

### Guess the Operator?

This photo shows one of our current employee's fathers operating a WH Malcolm CAT 955 at the press steel at Chrysler in Linwood.

The machine was digging out the bases for the presses. Can you guess whose father is operating the machine?

Send in your guess to Helen Ryan (ryanh@whm.co.uk) and the winner will receive one of our Malcolm rugby balls!



# Logistics

## Malcolm Logistics Turns to BEC for Vehicle Mount Terminal Upgrade



**BEC (Systems Integration) Ltd, a leading UK-based supplier of digital and fully-automated Maintenance and Inspection, Warehouse Management and Shop Floor Data Capture solutions, has recently supplied one of its long-standing business partners, Malcolm Logistics, with a number of Zebra VC8300 Vehicle Mount Terminals for use within its warehouse operations.**

The new terminals have been brought in to replace Malcolm's legacy Psion VH10 devices as well as making the move from the ageing Windows CE operating system to Android.

With strategically placed distribution centres providing 24-hour vehicle scheduling, Malcolm Logistics' intermodal service offers the end-to-end distribution of products through road and rail integration. Its warehousing facilities encompass 5 million square feet of warehousing space spread over 10 locations, 3 of which are rail-side, while the business also manages considerable warehousing activities at a number of customers' locations.

The Zebra VC8300 device offers a range of benefits for warehousing applications, including a backlit touchscreen display, flexible data entry thanks to a variety of keypad options and a comprehensive range of connectivity options, all packed within a highly ruggedized, IP66-rated design.

The enterprise-optimised Android devices boost efficiency, security, productivity and accuracy for customers operating within a range of markets and industries. Android has also become ubiquitous in the customer smartphone and tablet market, making training easier and less expensive.

Philip Jarrett, Director of Sales and Marketing at BEC, comments, "We are delighted to have been able to secure such a contract from one of our most valued customers. We have worked closely with WH Malcolm over the years and in the case of this particular project, we took the time to fully understand their requirements and guide them through the product selection process. This new hardware installation is the perfect fit for WH Malcolm and we are pleased that they have once again turned to BEC in order to help them with this new project."

With a proven and trusted track record in supplying and implementing data capture technology within a range of warehousing and distribution centre applications, BEC is a specialist provider of future-proofed and innovative Automated Data Capture solutions, designed to integrate seamlessly into any host ERP system to fulfil business and commercial requirements.

Allan Bowes, Group IT Manager at WH Malcolm, concludes, "The integration of the new terminals into our warehouse management system went extremely smoothly. BEC took the time to fully understand our requirements and the team were extremely knowledgeable from a technical perspective. The project was delivered within the agreed timescales which was important to us and we very much look forward to continuing our long-standing relationship with BEC in the future."



## BRC Audits Under Lockdown



**At the beginning of the year Malcolm Logistics had a full audit programme planned to obtain BRC re-accreditations. This started as planned with Newhouse and Avonmouth both achieving AA ratings once again. However, just as Avonmouth's audit had ended the country was plunged into lockdown and all audits, like the rest of the country, were brought to a halt.**

The audits planned for both Wakefield and Grangemouth were hastily cancelled and, in conjunction with our accreditation body KIWA, alternative ways had to be explored to approach the remaining audits.

As restrictions began to ease, Gatenby and Linwood audits were undertaken with the 'new normal' constraints in place such as social distancing and limited people involved in the process. With great support at both sites the audits were completed, and AA ratings were retained regardless of the changes.

A different approach was required with the Crick audit and it was one that relied heavily on the on-site team, particularly Transport Manager Tom Ross. The process entailed a couple of long days travelling up and down to Crick to carry out pre-audit checks and to talk through the process, however on the day Tom led the proceedings on-site while the rest of the team joined via Zoom. The process went very smoothly and proved that with a bit of preparation alternative audit methods could be as successful as the full on-site process.

The remaining audits at both Wakefield and Haydock will again take a blended approach with limited time spent on site and utilising the new Zoom facilities at depots. The Haydock audit is set to be another new process which will extend their current AA rating for a further 6 months until a full audit can be safely conducted. This will be fully undertaken remotely via Zoom.

This year has proved to be a challenge in all areas of the business, but with the help of KIWA, the on-site teams and by harnessing the latest technology, Malcolm Logistics have maintained our AA ratings across the board.

Hopefully the coming year will prove less challenging but, whatever the pandemic situation, with the new approaches used this year we should be ready to rise and adapt to the task.



## Inchyra Road Warehouse at Grangemouth

**Malcolm Logistics has acquired a new warehouse on Inchyra Road at Grangemouth. The warehouse was purchased in order to expand and extend our current warehousing and distribution capacity within the Grangemouth area.**

Situated close to our existing facilities, Inchyra Road encompasses 104,216 sq ft of warehousing and is made up of two large industrial units of steel portal frame construction with a shared secure surfaced yard area. Each unit has roller shutter access doors and an internal eaves height of 5.5—8.3 metres.

The site is currently being cleared by our building maintenance team. They are also reinstating floor pits and upgrading the electrics to ensure the warehouse is fit for purpose. The team will carry out a deep clean which will be completed before the end of the year. In next year's edition we will have a full follow up on this site and its operations.



## Rail

### The Elderslie – Teesport train

On 3rd November 2020, Elderslie handled the first service to Teesport operated by GBRf on behalf of PD Ports and Containerships.



Working with Containerships, the train supports a large part of our customer base. The service will initially run 2-3 times per week, and we look forward to growing it to a daily service in 2021. The train conveys 28 units each way. It was a team effort to get the train up and running just a few days after the request. This was achieved with great support from Brian Kreslins, Drew Robertson, Hugh Burns and many others.



### Models

This year the Marketing Team worked with Hornby to create models of our DRS operated Class 66 Number 66405 and DRS Operated Class 66 Number 66434 trains.

In addition to these, our DB Cargo Operated Class 90 Number 90024 train is also being made into a model which should be available to showcase from the beginning of next year.



### LED Lighting Project

As part of our management services at DIRFT, we are always seeking to make improvements.

In late 2019 we commenced an LED lighting programme in the rail area, replacing the high-level floodlights with new brighter LED units. This project will continue into 2021 but has already saved around 30% on our electricity consumption.

### New Loco Livery coming in 2021

2020 has been a challenging year, however our Rail Division are looking forward and cannot wait to unveil a new loco livery in the new year.

As of February, next year our Rail Division turns 20, therefore we will be unveiling a new livery in order to celebrate this milestone. The livery will be showcased on DB Operated Class 90 Number 90034. Keep your eyes peeled!

### Our longest ever train



Earlier this year, Malcolm Rail commenced operating the longest regular intermodal service on the West Coast Mainline and in Scotland.

As a response to COVID-19, working with our rail supplier DB Cargo and key stakeholder Network Rail, we began operating an 800m rail service loading a total of 40 x 45' / 50' containers each way. This is the equivalent of over 40 of our vehicles and trailers parked bumper to bumper.

This half-mile long train has run multiple times per week since it commenced in April 2020 and has helped us to maintain service to our customer base throughout the year.

So, in addition to operating our 50' units which are the longest intermodal containers in the UK we now operate the longest train. Our previous longest train was around 700m, so this was a great achievement.

### Inland Container Storage Options

**DIRFT**  
Close to major distribution parks including Coventry, Lutterworth, Northampton, Rugby

**RAIL TRANSPORT SOLUTIONS**  
Practical Solutions, Successful Partnerships

- Open 24hrs / 7 days
- Excellent Road and Rail Links - off M1/M6/A14 and A5
- Transfer lifts for road hauliers
- Quick Turnaround for road vehicles
- Loaded and Empty Container Storage - Long and Short Term
- Able to handle all Container Sizes - including Tanks and Reefer Units
- Electrical plug in points are available

For further information:

Simon Ferris 01788 825031  
ferriss@whm.co.uk

David Turner 01788 825038  
turnerd@whm.co.uk





## 48T FOR 48M UPDATE

**A proposed trial of 48 tonne trucks in support of intermodal operations appears to be getting nearer.**

In September this year CEO Andrew Malcolm gave a presentation at the successful Virtual Commercial Motor Show discussing a proposed trial of

48 tonne GCW trucks to feed railheads for intermodal operations.

Malcolm Logistics uses skeletal trailers and containers or swap bodies to reduce the number of road movements going south by using rail to take loads from Grangemouth / Mossend to Daventry International Rail Freight Terminal (DIRFT). These carry a lot of heavy cargo, which has often been a challenge to move by rail as the 44T road limit often doesn't allow maximum loading of a rail container. As a result of this, coupled with the government introducing new objectives to grow rail freight traffic by 7.5% during control Period 6 (2019 – 2024), Malcolm Logistics proposed the idea of 48T for 48M.

The proposal has been named '48 for 48' because it is designed to use specific designated routes to the railhead using trunk roads over relatively short distances. 48 tonnes is also driven by the difference in weight between a typical trailer and container/swap body combination for the intermodal operations (approximately 10.8 tonnes) and that of a curtainsider for general haulage (approximately 7 tonnes), which gives a 44 tonne GCW curtainsider combination an advantage of some 3.8 tonnes. The move would compensate for the extra weight of the container/swap body combination and encourage more freight movements by rail.

The proposal suggested a 4-year trial period similar to that of the longer length semi-trailer trial. This proposal has involved many stakeholders, including customers, Scottish and Westminster Parliaments, and other operators.

Malcolm Logistics believe that '48 for 48' provides an opportunity to help Scotland achieve significant environmental benefits and meet these ambitious targets by increasing the potential freight that can be carried via a multimodal route.

The central features of the proposal are that any trial would be limited to specific routes and to a maximum journey length of 50 miles, while movements would have to be part of a domestic intermodal (road and rail) operation. The DFT are in agreement with Malcolm Logistics; they see a trial as the way to gather information needed to assess the costs and benefits and other considerations. Malcolm Logistics acknowledge that operation up to 46.25 tonnes GCW is possible within the existing designs but that to go to 48 tonnes GCW will require changes.

David Turner, Rail Director at the Malcolm Group confirmed,

**▀▀ The proposal is about an opportunity to grow intermodal freight by balancing the capabilities of road and rail and taking the journeys off motorways and trunk roads. ▀▀**

In November 2020, the Department for Transport announced that the 48T proposals have now gone forward to industry consultation. In the 2021 edition of 24/7 Malcolm Logistics hope to be reporting on a successful first year of trial operations.

## Construction

### First Stage V JCB 457 Wheeled Loader Arrives In Scotland



**The Malcolm Group has taken delivery of 29 new JCB machines – including the first Stage V 457 wheeled loading shovel in Scotland.**

The JCB 457, along with a fleet of other JCB models are all now working following the initial COVID-19 lockdown. As well as the JCB 457, the latest additions to the Malcolm Group fleet include 131X and 220X tracked excavators, backhoe loader, Teletruk, Loadall telescopic handler and wheeled excavator models.

Supplied by dealer Scot JCB, the new Stage V 457 will be used on a range of site works including housing, industrial, school construction, various Scottish Water projects and ongoing windfarm builds. The model has been updated to meet the upcoming EU Stage V emissions legislation. The move from the previous MTU engine to Cummins brings an increase in overall engine power, from 192kW (258hp) to 210kW (282hp).

The purchase of the 13 tonne 131X Series models marks one of the single largest orders for the new machine since it was launched last year. The JCB 131X is aimed squarely at ground working specialists and is more productive, durable, quieter, comfortable and easier to use than its predecessors. The Malcolm Group has put the machines to work on projects including drainage, foundation digging and road building.

The Malcolm Group Chief Executive Officer, Andrew Malcolm, said, "We chose JCB machines because of the fuel efficiency which reduces the operating costs for not only us as a hirer but also benefits our customers in reducing their site costs.

We have operated many JCB 13-tonne excavators and 457 wheeled loading shovels over the years and found them perfectly suited for a range of site purposes. Enhanced operator comfort, vision and smoothness of operation are the standout features of these new machines. The 457 has been able to continue working during COVID-19 restrictions and the rest of the new machines have now returned to their projects following lockdown.

Our service from Scot JCB has always been first class. They provide extensive coverage, and back-up across Scotland with an excellent parts service. They understand our requirements and are always striving to excel in their service. As a provider of hired machines this ensures our customers' needs are met and contributes to the smooth running of a hire fleet.

JCB LiveLink is also an excellent tool. Not only does it provide up-to-date machine hours to enable regular servicing to be maintained, it also provides all machine usage and idling details to enable the management team to monitor the operatives' use of the machine and helps ongoing training to be provided to raise the standards of the operator."

The new JCB Stage V 457 wheeled loader benefits from a number of new and innovative features including a 9% more powerful and efficient Stage V Cummins engine and a new fuel saving auto engine-shutdown feature. Unique 5-speed transmission is fitted as standard, there are two new power modes for greater versatility and the model features one of the most operator friendly cabs on the market.

## Edinburgh Rugby's New Stadium



In September 2019, work began to provide Edinburgh Rugby with a new stadium. The development of the club's new home follows a period that saw Edinburgh Rugby play at several different venues in the Scottish capital. The new stadium will provide a permanent ground for the club to host their home fixtures from the start of the 2020/2021 season.

The new stadium, which is located on the back pitches of BT Murrayfield's Stadium, consists of four covered seating grandstands and three covered standing spectator terraces, including a disabled viewing platform to provide for all of Edinburgh Rugby's dedicated fanbase. The stands have been constructed by Arena Events Group.

Malcolm Construction have been the main contractor on this project, working directly for Scottish Rugby Union (SRU), undertaking all aspects of the groundworks and mechanical and electrical installations from the beginning of the project to the end.



The foundations for the stadium began in February this year. These were followed by the installation of four brand new floodlights before the pandemic sadly halted the project. However, as of June 2020, the construction team were back on site to make steady progress with the project's groundworks including drainage trench works and drainage for the stand roof.

After a few months of battling the elements the stand was finally completed in November this year.

Head Coach Richard Cockerill said, "The new stand is very impressive. Edinburgh Rugby has been looking for a home for a long time and we now have a permanent one. We are looking forward to training here and getting tickets sold to play in front of a sold-out crowd once COVID-19 is under control."



## Malcolm Plant Operators Return to Antarctica

Following on from last year's magazine update, two Malcolm Plant operators have returned to Antarctica for a third season working on the redevelopment of the wharf at the BAS Rothera Research Station.

Last year, four Malcolm Plant operators travelled to Antarctica where they worked on the removal of the old section of the Rothera Wharf, construction of the new wharf, quarrying operations to infill the new wharf and all general machine work for the site. The team returned from Antarctica in June this year after the first phase of the Rothera Research Station Modernisation was completed.

The first ships, including the RRS James Clark Ross, moored at the new wharf in April 2020 to re-supply the station and pick up staff for the return to the UK.

At the beginning of January 2021 two operatives, Maciej Siembab and Andrew Graham, will arrive back in Antarctica. Due to the COVID-19 pandemic both operators had to isolate for two weeks prior to their five-week travel on a vessel to reach Antarctica. This will be both operators, third season which will be relatively short compared to their other visits, lasting just 10 weeks in total.

Currently, the station consists of several separate buildings spread across the site, many of which have reached or are fast approaching the end of their economic life, driving up maintenance costs and reducing organisational resilience. The objective is to reduce operating costs at Rothera whilst maintaining the

current level of scientific activity. This will be achieved by replacing aged buildings with modern facilities, creating more flexible spaces and consolidating and rationalising the existing estate.

The operators will be working on the modernisation project including building the new 'Discovery Building' named to commemorate the discovery of Antarctica 200 years ago. All materials required to build the facility will be delivered by ship in containers and erected to a carefully managed programme which ensures the building can meet precise seasonal milestones. This project is expected to be completed by 2023.

Maciej Siembab commented, "I am delighted to be going back to Antarctica, it's a lovely place to be, really quiet and close to wildlife. I feel very privileged to be working here and will definitely be happy to come back here to work again."



# New Wash Plant for Malcolm Construction



Existing Washplant Shewalton

Malcolm Construction have been working on installing a new wash plant at their Loanhead Quarry this year. The wash plant is a welcome addition to the site and has been in planning for the past few years.

Extensive research has been carried out regarding manufacturers, etc. before the wash plant was given the go-ahead. Malcolm Construction already have a wash plant facility at their Shewalton Quarry which was manufactured by CDE. Therefore, going forward with the new venture CDE was again selected as the chosen manufacturer due to their reliability and excellent service provided during and after the first installation.

Both wash plants are capable of producing five materials, these are:

- 5-10mm gravel
- 10-20mm gravel
- 20-40mm gravel
- 0-3mm sand
- 0-6mm sand

The new wash plant has a number of added advantages in comparison to the nine-year-old wash plant currently operating at Shewalton Quarry.



5-10mm gravel



10-20mm gravel



20-40mm gravel



0-3mm sand



0-6mm sand

DETAILS	EXISTING	NEW
MANUFACTURER	CDE	CDE
YEAR OF MANUFACTURE	2011	2020
CAN PROCESS (TONNES PER HOUR)	80	165+
DIVERTED MATERIAL FROM LANDFILL (LIFETIME)	1.5 MILLION TONNES	
CAPABLE OF DIVERTING FROM LANDFILL (PER YEAR)		400,000 TONNES

In addition, there are also a number of benefits associated with the new C&D Waste Recycling Plant. These include:

- Maximising the recycling of construction, demolition and excavation waste
- Maximising the production of high quality, high value recycled sand and aggregates which can be used as a replacement for natural materials in a range of construction applications including concrete and asphalt production
- Ensuring the ability to meet the growing demand for sand and aggregates from a sustainable source
- Protecting sand and aggregate supply in areas where natural reserves are in decline
- Minimising transport costs for sand and aggregates – recycled materials are typically produced closer to urban centres
- Reducing the carbon footprint of your processing operation by producing recycled sand and aggregates closer to market

Due to the highly variable nature of construction, demolition and excavation waste, each plant designed is built according to the specific requirements of the

project. Differing levels of contamination fines content and variability of input materials (excavation waste, railway, ballast etc.) requires an individual approach to each and every recycling plant for construction and demolition waste.

Through introducing this new wash plant Malcolm Construction aims to maximise material recovery and the removal of the various contaminants that will otherwise restrict the final destination for recycled sand and aggregate products.

David Kinloch, Director of Business Development UK & Ireland for CDE commented,

“The sale of the bespoke plant to Malcolm Construction is a big deal for CDE and we are glad to continue the partnership and working relationship between Malcolm’s and CDE. The plant will be a flagship plant for the UK market, and we look forward to seeing the plant in operation.”



New Washplant Loanhead

## Plant Update



30T EXCAVATOR



40T BELL DUMPTRUCK



3T EXCAVATOR



8 WHEEL RIGID CW FASSI F545RA.2.25 HIAB



5T EXCAVATOR



VOLVO 480

For more information on our Plant Hire division, please call 0141 435 5252 or email [plant@whm.co.uk](mailto:plant@whm.co.uk).



## RHA HGV Hero's Award

This year the RHA recognised our Malcolm's NHS Waste Division as being HGV Heros. Our drivers worked throughout the pandemic collecting and transporting NHS waste to varying disposal points.

They worked throughout to ensure that all waste was cleared to enable a safe and sterile environment. A huge congratulations and thank you to all our drivers who worked throughout the pandemic and continue to do so. This award is well deserved!

## Coming in 2021



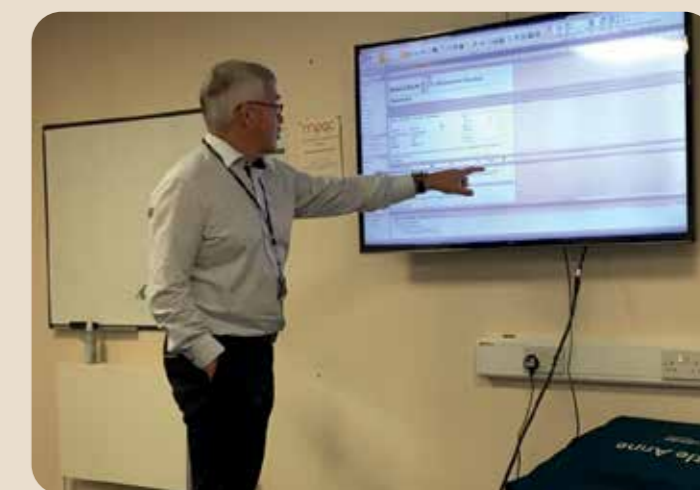
The Construction Division are working with Minder Software on the development of a new Quarry and Traffic Management system to improve the running and management of our Tipper fleet and aggregate materials.

A team from Construction have been working this year on the design of a potential new system and are all very excited for the launch of this in 2021.

The last year has brought with it all the usual challenges any new system implementation may bring, but also the added trials of navigating the COVID-19 landscape, whilst ensuring the project timeline does not de-rail.

Zoom meetings became the norm, both with each other, software developers and customers, and we are all looking forward to starting this new chapter in the Construction Division in 2021 which will transform the way we deliver our service.

The photos shown were taken during the development stages for the new Quarry and Traffic Management system. The photos at Loanhead Quarry show Walter Malcolm alongside Jack Pundick from Minder, who will be building the new software.



## Sports Surfaces



Malcolm Sports Surfaces were awarded the prestigious project of installing the pitch at Murrayfield's new stadium this year. The remit from Scottish Rugby Union was to supply a first-class artificial grass pitch that could provide a long-lasting high-performance surface.

The desire was to present a similar result to that achieved at Scotstoun which has been regarded as the best artificial grass playing surface in the country, voted as such by the Institute of Groundsmen 2 years ago. That pitch was also constructed by WH Malcolm. It was decided that the same woven carpet MX Elite T, as produced by Greenfields, would be installed at Project Eden. Greenfields worked with all parties to ensure that Scottish Rugby got the desired quality surface.

WH Malcolm were responsible for all aspects of construction from the removal of the existing 3G surface and natural grass pitch to the installation of the full construction profile.



This profile included installation of a fully automatic irrigation system, base construction including porous asphalt concrete base and in situ polymeric shock pad before the 3G surface was installed.

This project was Hugh McIntyre's last contract for sports and leisure alongside Robert Muir and the team before his retirement at the end of November. Hugh advised he was glad to see such a big and credible contract to completion before he retired.

Bill Gillespie of Professional Sportsturf Design commented, "The installation of the surface was, in my opinion, first class and the presentation of the carpet at completion was exemplary. The surface was tested almost immediately on completion and met the standards of both World Rugby and FIFA."

## Woodholme



### Woodholme Construction Services battle through COVID-19 to have another successful year and look to continue into 2021

Woodholme Construction have had another successful year in the expanding sports surfacing market.

2020 carried on the way 2019 had finished, securing some high profile sports team projects.

- Leicester City FC
- Murrayfield Stadium
- Worksop FC

Woodholme's have also been involved with the macadam surfacing works at RAF Lakenheath, a new 3G American rugby pitch and running track complex.

Our yearly visit to Metsa Wood was another great success with very positive comments from our client.

Ian Moran from Metsa said,

“Another successful year ensuring our road surfaces stay safe. Please thank your team for their excellent work and for compliance with our on-site rules and regs. Also, for organising a seamless repair programme.”

We have also been involved with the installation of two MUGA's, one full size indoor 3G pitch and one full size outside 3G pitch at the impressive Leicester City FC state-of-the-art training complex.

Woodholme also assisted Malcolm Construction to pave the macadam base for the new synthetic rugby pitch and surrounding paths at Murrayfield Stadium.

We have now managed to secure a fourth client out of six currently working on the Football Foundation Framework. This has helped with securing a number of projects putting Woodholme's in a strong position going into 2021.





## Charles Lawrence Surfaces

This year has been challenging for all industries; however, Charles Lawrence Surfaces have still managed to complete several projects and are looking forward with great plans to 2021.



Kirby Muxloe - complete

### Reviewing 2020

**In 2019, Charles Lawrence Surfaces bid for the Football Foundation Framework partnering with Domo. Unfortunately, they were not successful; but the initial disappointment was short-lived as Malcolm Construction with CC Grass were successful.**

This year, on behalf of Malcolm Construction, Charles Lawrence Surfaces, working directly with CC Grass, are undertaking all the estimating and construction of the proposed 3G pitches. The new Framework is offering a fresh challenge, to the industry as a whole, with greater involvement from the contractor/manufacturer taking the projects from feasibility stage to completion via planning, and the projects will be under a GMP contract. Historically, the sports construction industry has never operated under these conditions but with the continuing support and wealth of knowledge in winning, understanding and completing these projects from the Group we feel we are in a very strong position for the future.

As of November 2020, Charles Lawrence have been awarded 12 projects. The Framework team are currently working tirelessly to get through the various planning departments, therefore meaning a busy 2021 ahead (subject to planning of course).



Formby HC - complete

### Completed Projects

Despite the COVID-19 pandemic influencing the working and social conditions this year, Charles Lawrence have completed several projects throughout the year.

These include track projects at RAF Lakenheath, Mark Hall Academy, Cleavley Track and Marlborough College. In addition, resurfacing of existing synthetic pitches has been completed at Reigate School, University of Liverpool, Ashford Hockey Club, Timperley Hockey Club, Preston Hockey Club, and Formby Hockey Club.



Timperley HC

New 3G pitch builds at Cranfield and Kirby Muxloe which were part of the previous Football Foundation Framework have also been finalised this year.

### Other News

Within the Charles Lawrence team we've celebrated two landmark birthdays, with both Ian Clark and Lindsay Howard reaching their 40th year.



Cranfield - in progress

### Upcoming for 2021

**Charles Lawrence Surfaces have a variety of new projects on the horizon which are mainly derived from the Football Foundation Framework projects.**

There are also some new pitch and track projects which the team are hoping to have confirmed in the near future.



Marlborough College - complete

## Donald Malcolm Heritage Centre



After

The Donald Malcolm Heritage Centre, which was built by Andrew Malcolm in memory of his late father, has recently been refurbished.

From 2019 to 2020 the Heritage Centre has been extended, had a new up-to-date timeline fitted along all of the walls, had a glass meeting room added upstairs and has finally had some finishing touches added, such as the new carpeting and special paint coating in the middle of the floor.

The refurbishment has allowed for more show trucks to be on display and also for more scope for larger events and meetings.



Before

Due to the COVID-19 pandemic the Heritage Centre has not hosted as many events this year, however we have still managed to host a couple of tours and meetings in the new surroundings. The Malcolm Group look forward to hosting more events next year in the bigger and better than ever Heritage Centre.

## Fit2Drive Launch

The Malcolm Group were delighted to host the Fit2Drive campaign launch at the Donald Malcolm Heritage Centre in January this year.

This event was to launch a new website which focuses on driver health. Police Scotland, Glasgow City Council, NHS Health Scotland and RoSPA worked together to create the website which provides information and support to managers and staff about the issues and the actions needed to support staff and keep the roads safe. Andrew Malcolm, being a great supporter of this campaign, was happy to host and provided a tour of the Heritage Centre to close the session which was well received by all attendees.



## Gavin Newlands – MP Visits the Heritage Centre

In February this year, the Malcolm Group hosted Gavin Newlands, MP for Paisley and Renfrewshire North/Transport Spokesperson SNP, at the Donald Malcolm Heritage Centre.

Andrew Malcolm chaired a meeting with a number of attendees from the transport industry alongside MP Gavin Newlands. The meeting took place in the Heritage Centre boardroom and once concluded, a tour of the Heritage Centre was provided for all guests.



## Our Youngest Lorry Spotter Visits the Heritage Centre



Callum visited the Heritage Centre on the 18th of November with his mum. Derek Milne showed Callum around and let him sit in the show trucks. He also played on the toy trucks we have for kids, but his favourites were definitely the big trucks! Andrew Malcolm also popped in to see Callum and gave him a little gift from the company. This made his day!

As you can see from the pictures, Callum had a great day and it was lovely to see how excited he was. In these strange times it's things like this that put a smile on your face.

After the event, Callum's mum kindly wrote to us thanking us for our time. She asked Callum what he would like to be when he grows up and he said a lorry driver. We look forward to welcoming Callum to the company when he is older!

A big thank you to our drivers who toot their horns and wave to Callum and others like him daily.

Callum Laughtland has become our youngest lorry spotter! Callum who is 3 years old has been watching our lorries passing from the bridge where he has been going on daily walks with his mum during the COVID-19 lockdown.

Our drivers have been tooting and waving to Callum daily as they now recognise him as a big fan. As a result of this, Callum's mum Marion wrote to us thanking our drivers for making her little boy's day.

Andrew Malcolm invited Callum along to our Donald Malcolm Heritage Centre where he could see some of our display trucks on show and have a look around with his mum.



## Charities & Sponsorship

### The Malcolm Group takes part in Volvo Cancer Charity Initiative



The Malcolm Group has recently taken part in a charity initiative with Volvo to promote and raise funds for two cancer charities.

Volvo Trucks & Buses introduced the new initiative by requesting that every customer that takes one of the hi-spec FH Globetrotter XL tractor units – one decked out in pink for Breast Cancer Now and one in black for Prostate Cancer UK – makes a minimum donation to raise much needed funds for the charities.

Chief Executive of the Malcolm Group, Andrew Malcolm, agreed to this initiative and currently has a demo FH Globetrotter XL tractor unit in black for Prostate Cancer UK operating in the fleet. The initiative aims to raise awareness of the charities by having the trucks on the road covering the length and breadth of the country.

If you would like to donate to either charity or for more information visit the following sites:

[www.justgiving.com/fundraising/volvo-fh-demonstrator-breast](http://www.justgiving.com/fundraising/volvo-fh-demonstrator-breast)

[www.justgiving.com/fundraising/volvo-fh-demonstrator-prostate](http://www.justgiving.com/fundraising/volvo-fh-demonstrator-prostate)



### Scotland Loves Local message hits the road with The Malcolm Group

Haulage firm shows its support for drive urging shoppers to think local first

The Malcolm Group has thrown its weight behind the Scotland Loves Local campaign - with two specially branded trailers hitting the road.

They promote the drive for Scots shoppers to think local first as part of efforts to support their community and the country's financial fightback from the COVID-19 pandemic.

Running out of the firm's Linwood headquarters in Renfrewshire, they are now being used to make deliveries across the country - within all COVID-19 safety rules - to help keep essential industries moving.

Andrew Malcolm, CEO of The Malcolm Group, said, "As we've gone about our work, we've seen close up throughout the pandemic the amazing lengths to which local businesses have gone to help their communities.

Our team is greatly appreciative of the dedication shown by the people who work in local businesses. In so many ways we have supported each other - our drivers, as key workers themselves, doing their bit to keep supplies moving, and the local shops being there to keep them stocked with essentials too.

That's why, as a family-owned business ourselves, we're delighted to be able to show our support for the Scotland Loves Local campaign. By us all thinking local first, we can make a real difference to our communities."

The Malcolm Group knows the value of local support, having started out as a community business itself in the 1920s with a horse and cart making local deliveries in and around Johnstone.

Scotland Loves Local is led by Scotland's Towns Partnership (STP), with the support of the Scottish Government.

Rhona Brown, STP's Membership and Partnership Executive, said, "We're delighted to have a company with WH Malcolm's profile showing its support for Scotland Loves Local and thank them for taking the time to brand these trailers.

The reaction we've had to the campaign across the country has been fantastic - and I'm sure many people will be keeping a close eye out for these trailers as they pass through their communities."

People who spot the trailers in their towns are being urged to share pictures on social media using the hashtag #LoveLocalTrailers and #MalcolmsLovesLocal.

For more information about getting involved with the Scotland Loves Local campaign, go to [www.lovelocal.scot](http://www.lovelocal.scot).



## North Ayrshire Food Bank



**Gavin Kilday of our Maintenance department and his friend Stephen have been fundraising for various charities over the last 4 years. They have carried out Halloween and Christmas displays**

**among various other activities to raise money. This year, Gavin, alongside his fiancée Melissa, friend Stephen and his wife Tammy, have been raising money and collecting food donations for the Garnock Valley Community Hub.**

Due to the COVID-19 lockdown a lot of people have been struggling, meaning these food banks are relied on even more than before.

At the beginning of lockdown in March, North Ayrshire Council set up six community hubs to deal with the situation surrounding food, prescriptions, money matters, energy and generally trying to help the community with their needs. Garnock Valley Community Hub hit the ground running. They have a large bank of community, and group-based volunteers who have already worked together in other Garnock Valley community projects and were tasked with setting up the food side for the hub.

Volunteers from Café Solace Kilbirnie, Dalry Community Sports Club, Parklives and community volunteers set up the main hall with food initially donated from Café Solace Fareshare, and residents within the Garnock Valley. This was followed up very quickly with food from North Ayrshire Foodbank, and local businesses, and monetary donations from individuals and groups. Local supermarkets also make weekly donations to the hub.

As Café Solace Kilbirnie usually operates from the hub, at the height of the pandemic, they were able to utilise fresh food and veg received by making soups, main meals, and puddings, frozen and ready to be included in much needed food boxes for vulnerable and needy Garnock Valley residents. This ensured that singles, couples and families with children of all ages were in receipt of nutritious meals as well as staples and basics.

All food and monetary donations received by Garnock Valley Community Hub are utilised exclusively for the residents of Dalry, Kilbirnie and Beith, and residents of the three towns are also generous towards the community hub with donations of food from local groups and individuals alike.

Gavin mentioned his fundraising ideas to CEO Andrew Malcolm who was happy to make a donation in the Malcolm Group's name which was greatly appreciated. In addition, Gavin aims to set up a collection point in each depot where employees can donate food which will be collected and sent to the food bank.

A huge well done and thank you to all who have donated and continue to donate to this worthy cause.



## Team Whyte

**The Malcolm Group are proud to sponsor Team Whyte curling team. This successful team consists of 4 world junior silver medallists, ranging from ages 21- 24, alongside their Olympic silver medallist coach Tom Brewster.**

They train in the National Training Centre, which was built a few years ago for all the athletes that are on the national training programme. This allows them to train on world class ice all year-round while being surrounded by top class coaches.

The team has travelled all over the world to places such as Switzerland, Canada and Czech Republic, as well as a few places in Scotland for the world curling tour events. In late October 2019, the team travelled to Prague to play in a world curling tour event where they won their first men's event as a team, taking them from 75th in the world to 17th! The team said, "This was a great feeling for us as we had previously done very well at events but hadn't fully got to the finish line, so this was a special win for us."

The team's success did not end there as they then travelled to Canada for 2 weeks before coming home and playing in Dumfries. This was the first home game of the season which the team were looking forward to taking part in. They played exceptionally well and went on to claim the victory and win the event.

This year due to COVID-19 the team have been unable to take part in many events with the exception of one, in which they came runner up to the 2018 European gold medallists. A huge congratulations from all at the Malcolm Group on your achievements and the best of luck for future events!

## A Year at Alf's Blackbelt Academy like no other



**The Academy's plans for the year came to a halt at the end of March as a result of the COVID-19 pandemic, however they managed to get a couple of tournaments in before the curtain was brought down abruptly on all activities.**

The last tournament the fighters participated in was ironically the most famous competition in the world, the legendary Irish Open held in early March. This was the first tournament to initially be affected by the pandemic with all Italian competitors not being able to compete due to the severity of the outbreak in Italy at the time. However, this did not compromise the standard of the tournament with over twenty-six countries sending their top fighters to the Emerald Isle for what has become the toughest tournament in the kickboxing calendar.

The five competitors, Shannon Bacon, Harvey Grenfell, Mia Woodward, Kyrah Mortimer and Tejay Bacon competed in various disciplines over the weekend but were unable to win their respective divisions, collectively winning four bronze medals which was a great result given the high standard and quality of the fighters across the tournament.

Due to the COVID-19 pandemic and the rules put in place regarding sporting events there have been no tournaments since March. As the fighters were unable to return to training when the lockdown restrictions were lifted in the summer, they miss the real edge of competition and long to return to some competitive action.

This year has been like no other in the Academy's twenty-seven-year history and has presented a new set of challenges, mainly in being able to survive and come out the other side. They have had to call on a significant amount of financial reserves built up over the recent years to do this and go into next year with the belief that things will eventually get better.

At some point in 2021 the Academy hope to see their fighters back where they belong competing at the highest level in tournaments at home and abroad.

## Sponsorship of New Local Community Club – MTK Holytown FC



**The Malcolm Group are delighted to sponsor a new football club in the Holytown area.**

For those who don't know, Holytown is the village that borders the Newhouse Depot in North Lanarkshire. Pronounced 'Holy town', the area was born and grew on the back of the nearby coal mining industries in the 18th century, although the roots of the village stretch back to at least the 17th century, where records show that a meeting house was used for prayer services for the community.

Holytown's biggest claim in its history is undoubtedly being the home of James Keir Hardie (more commonly referred to as simply "Keir Hardie"), founder of the Labour Party in Britain. He was born in the hamlet of Legbrannock in 1856, which is now in the Holytown area. His old home/cottage has been preserved for future generations and sits just along from the Newhouse Depot entrance. In honour of the great man, a street in the village is named after him ("Keir Hardie Avenue") as is the local sports centre ("The Keir Hardie Leisure Centre"). His name is still a focal point for pride and respect for the village and its people.

The local community has benefitted greatly from the Newhouse Depot, not only with employment but also with commerce in the village, from the employees who use the local amenities daily.

Now the village will benefit from the new amateur senior football club, based in the area, MTK Holytown FC. Two of the Newhouse Depot employees are heavily involved with the running of the new team.

The club plans to be more than a football team. It is hoped that they will be a positive force in the community, helping local residents who may be experiencing difficult times.

This is evident in the current club initiative of running a food bank and toy collection, in conjunction with the local social club. The club is also aligned with Chris's House, a charity aiming to promote the awareness of mental health and suicide.

The club and players are now very proud to have the Malcolm Group logo on their new tracksuits and aim to do all they can to emulate the success the Malcolm Group has had over the years.



Rural communities in Zambia are often situated far from health facilities.

## Transaid Update

**2020 has been a difficult year for everyone. We would like to say a huge thank you to the Malcolm Group for continuing to support us this year and enabling us to continue our work to transform lives through safe, available and sustainable transport.**

In March, we closed our UK office and made adjustments to comply with social distancing measures. Despite the physical distance between our teams, we are still working closely together to solve transport challenges around the world, greatly encouraged by the incredible response we have already seen from our supporters and corporate members like the Malcolm Group, which has been overwhelming.

We have adapted or postponed some of our planned fundraising activities, moving September's planned Cycle Malawi to September 2021, whilst also running a virtual challenge to encourage people to continue training and get some much needed fresh air! A special mention to Commercial Director Alan Thornton who has completed the 530 kilometre cycle route this year.

Meanwhile, the challenges brought about by COVID-19 differ greatly in Africa compared to Europe. As things currently stand, the number of confirmed COVID-19 cases in sub-Saharan Africa is relatively low compared to Europe and the US. Zambia, for example, has 5,000 confirmed

cases, whilst Uganda's total stands at 1134\* (figures accurate as of 17th November 2020). The actual number of cases is likely to be far higher.

Many countries where Transaid works have considerable experience in managing infectious diseases as they manage a high burden of HIV/AIDS, malaria and TB. Experience from the Ebola crisis has seen the development of response strategies including testing and tracing.

Nevertheless, countries in sub-Saharan Africa face significant additional challenges in the fight against COVID-19. The health systems in many countries are already overstretched and there is a worryingly small number of ICU beds and respiratory treatment devices in the countries where Transaid works. In Uganda for example, there are fewer than 60 ICU beds for a population of 44 million people.

In rural areas, limited access to running water inhibits basic sanitation practices such as handwashing. Many rural communities live in remote villages accessible only by dirt tracks, which often means that healthcare is out of reach. Even in cities, lack of public transport infrastructure may prevent essential workers from getting to where they are needed.

## Transaid's response to the pandemic

**Transaid believes that every community matters and we are working round the clock to try and support the COVID-19 response and help with community resilience.**

In the global effort to combat COVID-19, communication is key. We are currently responding to the pandemic in two African countries, focusing on two communities that face specific challenges due to COVID-19: truck drivers in Uganda, and rural communities in Zambia. Whilst our approach varies between the two countries, both COVID-19 response programmes feature an education component to educate communities on how to protect themselves during the pandemic.

When tackling a never-before-seen virus, knowledge is power. Community education is vital in the effort to stop the spread of COVID-19, which is why the MAM at Scale team is employing a number of methods to make sure vital health information is disseminated to all members of the community as part of their COVID-19 response in Zambia.



Many of the communities served by MAM at Scale are located far from health facilities, and have limited access to electricity. The MAM at Scale team have therefore had to explore a number of communication methods to make sure no one is left behind in the fight against COVID-19.

Community Health Volunteers (CHVs) have been instrumental in MAM at Scale's success in tackling severe malaria. As a respected voice in their community and a first port of call for families in need of medical advice, they are now turning their attention to COVID-19.

CHVs are integrating COVID-19 into their door-to-door visits to provide personal support to families. Between April and July, 12,687 socially distanced door-to-door visits were carried out by CHVs in five Zambian districts.

The MAM at Scale team are also distributing posters — in English and local languages — to inform people of the symptoms of COVID-19 and educate them on how to avoid spreading the virus.

Radio has also proved to be a popular medium for awareness-raising. Between April and July, 32 radio sessions have been broadcast in Serenje and Chitambo districts, in which people can call in with questions about COVID-19. Chama and Manyinga districts have also benefitted from 16 radio sessions in June and August. These programmes are also preceded by catchy jingles summarising key information about the virus, which have been well received.



Over in Uganda, our COVID-19 response has been targeted at truck drivers who, according to Transaid CEO Caroline Barber, are "facing increased scrutiny whilst enduring evermore challenging and unpredictable hazards to keep supply chains running."

Similarly to our COVID-19 response in Zambia, radio is being used to raise awareness about best practices for truck drivers to protect themselves from COVID-19. This quarter we recorded a number of jingles containing driver-specific safety advice. Again, these jingles have been recorded in English, Swahili, and Luganda to ensure that their message reaches as many people as possible.

Sensitisation is just one aspect of our COVID-19 response. In both Uganda and Zambia, we are also empowering people to protect themselves and limit the spread of the virus through the provision of handwashing facilities and sanitisation materials.

Thank you to the Malcolm Group for all your continued support, and here is to a better 2021 for us all.



An image used as part of the training for truck drivers for the COVID-19 response in Uganda (Tonsemblerera means keep your distance in Luganda).



## Glasgow Warriors The Season So Far

**A coaching change, a foreshortened Guinness PRO14 season, club legends saying farewell behind closed doors and milestones aplenty – 2020 has been a year unlike any other in the history of Glasgow Warriors.**

The new decade kicked off with the Warriors in free-flowing style, running in six tries to claim a bonus-point win away to Benetton before a thrilling 31-31 draw against eventual champions Exeter in the Heineken Champions Cup.

Whilst a 45-7 dismantling of Sale Sharks ultimately wasn't enough to secure a European quarter-final, the Warrior Nation were treated to the dream return of Leone Nakarawa to Glasgow colours. The big Fijian marked his second club debut with a try, before his trademark off-loads produced entertainment galore in a 56-24 win over Zebre on Valentine's Day.

A player-of-the-match performance from teenage scrum-half Jamie Dobie then steered Glasgow to victory over the Dragons a week later, in what would prove to be the final match at Scotstoun of the 2019/20 season. The COVID-19-enforced suspension of rugby saw players and staff sit in a state of limbo, with fixtures postponed and eventually cancelled in a shortened season.

Whilst live rugby was on hold, the Warrior Nation were able to re-live some of the most famous moments in club history through the launch of Warriors Reloaded. The series saw fans from across the world follow some classic encounters in full, with over 27,000 people tuning in for the re-run of 2017's unforgettable 43-0 win over Leicester Tigers.

There was also a chance for supporters to recognise the achievements of their team prior to the suspension of rugby, as the club's 2019/20 Awards – supported by the Malcolm Group for a sixth successive season – went online for the first time. Club co-captain Ryan Wilson took home the Al Kellock Leadership Award, sponsored by the Malcolm Group, whilst George Horne was voted Player of the Season by the fans.



Behind the scenes, however, preparations were underway for rugby's return. With Dave Rennie bowing out as Glasgow boss in order to take charge of Australia, Danny Wilson took the reins at Scotstoun a month earlier than planned as he targeted August's restart. A European Challenge Cup winner with Cardiff Blues and a Head Coach with a proven pedigree of developing young talent, Wilson set about his work by bringing in a new attack coach in the form of Jonny Bell, as well as persuading club legend Kelly Brown to return to fill the void left by Scotland-bound John Dalziel.

On the field, too, the Warriors welcomed a host of new faces to the squad. Exciting young Scottish talents Hamish Bain and Rufus McLean penned their first professional deals with the club, whilst former fan favourite Richie Gray delighted supporters by returning to his first professional club from Toulouse. With contract extensions for key players including Leone Nakarawa and George Turner also announced during rugby's suspension, Glasgow returned to action ready to hit the ground running with a double-header against Edinburgh.

Whilst the first fixture following the restart saw Edinburgh take victory in the 1872 Cup decider, the second match proved a far more enjoyable affair for the Warrior Nation. A try on his 100th appearance saw co-captain Fraser Brown claim the Player of the Match award, his hat-trick of feats unmatched in the last decade.



The 2020/21 season kicked off in Galway for the fourth time in five seasons for the Warriors, as Wilson led his side to face Connacht at The Sportsground. Despite some eye-catching scores and a league-leading attacking display from new full-back Huw Jones, it would be a defeat to open the campaign for the Warriors. Yet just a week later the result was put behind Wilson's men in style; a comfortable 20-7 win over the Scarlets marked a winning return to Scotstoun six months after Glasgow's previous home outing, albeit a win secured behind closed doors.

The autumn international window saw Glasgow contribute 14 players to the Scotland setup, with one Warrior in particular celebrating his call-up. By coming off the bench against Georgia, Oli Kebble became the latest player to pull on the dark blue shirt whilst representing the Warriors, following in the footsteps of team-mate Kyle Steyn – the winger having made his debut against France in the 2020 Guinness Six Nations clash back in February.

Indeed, it was a year that saw a new selection of players introduce themselves to the club's passionate fan base. No fewer than nine new Warriors made their debuts in 2020, from Fijian international Mesu Dolokoto to young Scottish second-rower Bain. After a year like no other, the eyes of the Warrior Nation are now firmly fixed on the future.

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