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On the cover:

The Pink Ladies? Not quite - the two winners of the Pink eazzi lift auction at Vertikal Days - Dave Williams of Platform Hire (centre) and Tony Crawford of Mr Plant Hire (right) with Russell Rowley of R2 Access who, along with eazzi, donated the machines.



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Crane down in Liverpool, Dinolift launches spider, EPL appoints administrator, New Bluelift dealer in the UK, Riwal expands in Holland and UK, 40 years of Liebherr EHINGEN, Oktopus sold, Allan Access Hire in administration, Access Link joins Partner Lift, Bigger PTC from Mammoet, SEV and Altec team up, New truck mount from CMC, Broderson moves into UK, Sarens buys Rigging International, Link Belt expands.



23 Industrial access



Industrial lifting 17

The beginning of the summer holidays means plant shutdowns for annual maintenance and production line restructuring. This year may be busier than ever given despite of the economic situation, as many companies look to consolidate production. We take a look at some of the latest and more traditional equipment for industrial lifting and moving duties.

47 Vertikal Days review



Industrial access 23

Is the message finally beginning to sink in that using the right access equipment for the job will also increase productivity, reduce costs, as well as being safer? We take an overview of the market and then see how real savings can be made.



Face to face 35

Sennebogen was the first company to launch a fully hydraulic, lattice boom crawler crane and yet today, is probably the most traditional crane manufacturer still producing in Europe. Mark Darwin talks to Erich Sennebogen Jnr, son of the founder and head of the Straubing-based family company.



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Bigger than ever before, our UK and Ireland dealer reference guide provides a comprehensive listing of lifting and access products along with local contact local.

Vertikal Days review 47

What a show! Loads of new equipment, a number of deals and loads of sun! We try and squeeze all the news and new products into a six page review.



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c&a
comment

Safety by degrees?

In our industry we have some strange contradictions.

Aerial lifts, which have saved hundreds of lives and eliminated thousands of serious accidents since introduced, are

classified for CE approvals as 'dangerous equipment' on a par with powered meat cutters and pyrotechnics. Cranes on the other hand, which can cause catastrophic damage and multiple fatalities when they fall, are not.

The plain fact is of course that as long as they are both used as intended, ideally by properly trained people, they are exceptionally safe and reliable.

Tower cranes have come under the microscope recently, primarily due to a number of high profile accidents. Tower cranes in themselves are no more dangerous than other cranes, but being reassembled for each job they are more exposed to human error than other equipment. And if they do fall, their height and typical city centre habitat can cause chaos, almost certainly impacting on members of the public.

With intense pressure to 'do something', authorities in both the USA and the UK have come up with the idea of a 'register', as though recording the owners name, crane identification number, site address and any serious defects found during inspections will make them safe.

Let's put it into perspective. Last year 2,538 people died on UK roads. Almost 240,000 were injured, 25,000 or so seriously. Everyone of those quarter of a million statistics had a name, the vehicles were registered, tested and certified. Did that information in any way make them 'safer' or reduce the number of accidents.... I don't think so.

At the end of last year, the UK Health and Safety Executive snubbed calls for a national register on the grounds that it would involve 'too much paperwork'. If there really was a case for increasing safety, why would paperwork stand in the way? No, it has obviously buckled under public/political pressure, unveiling its proposals for a National Register this month. Self erectors are not included partly due to cost. Ah so being (or appearing) safe has a price tag!

Every top slewing tower crane that is erected in the UK would need to be registered within 14 days of every thorough examination/erection. How this might make tower cranes safer is a mystery - most of this information is already available on site from the main contractor, without the £20 fee. This register idea owes more to providing a faster way to apportion blame or whip up fear than to help improve safety.

Of course we want a safer industry but this register will not achieve it. As it stands we are probably a 100,000 times more likely to be killed or injured on the road getting to site and we all have the paperwork to prove it. I think we are missing the point somewhere?

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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