

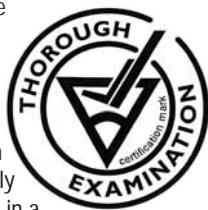
Thorough Examinations

ALLMI's campaign for competency continues



What should a Report of Thorough Examination include? As touched upon in a previous edition of ALLMI focus, the information should meet the requirements of Schedule 1 of LOLER (Lifting Operations & Lifting Equipment Regulations) 1998. This is as follows:

1. The name and address of the employer for whom the thorough examination was made.
2. The address of the premises at which the thorough examination was made.
3. Particulars sufficient to identify the lifting equipment including, where known, its date of manufacture.
4. The date of the last thorough examination.
5. The safe working load of the lifting equipment or (where its safe working load depends on the configuration of the lifting equipment) its safe working load for the last configuration in which it was thoroughly examined.
6. In relation to the first thorough examination of lifting equipment, after installation or after assembly at a new site or in a new location—
 - (a) That it is such thorough examination;
 - (b) That it has been installed correctly and is safe to operate.
7. In relation to a thorough examination of lifting equipment other than a thorough examination to which paragraph 6 relates—
 - (a) Whether it is a thorough examination—
 - (i) Within an interval of 6 months under regulation 9(3)(a)(i);
 - (ii) Within an interval of 12 months under regulation 9(3)(a)(ii);
 - (iii) In accordance with an examination scheme under regulation 9(3)(a)(iii); or
 - (iv) After the occurrence of exceptional circumstances under regulation 9(3)(a)(iv);
 - (b) (if such be the case) that the lifting equipment would be safe to operate.



8. In relation to every thorough examination of lifting equipment—
 - (a) Identification of any part found to have a defect which is or could become a danger to persons, and a description of the defect;
 - (b) Particulars of any repair, renewal or alteration required to remedy a defect found to be a danger to persons;
 - (c) In the case of a defect which is not yet but could become a danger to persons—
 - (i) the time by which it could become such danger;
 - (ii) Particulars of any repair, renewal or alteration required to remedy it;
 - (d) The latest date by which the next thorough examination must be carried out;
 - (e) Where the thorough examination included testing - particulars of any test;
 - (f) The date of the thorough examination.
 9. The name, address and qualifications of the person making the report, whether he is self-employed or, if employed, the name and address of his employer.
 10. The name and address of a person signing or authenticating the report on behalf of its author.
 11. The date of the report.
- ALLMI members are issued with template documentation which complies with the above legal requirements. If you have been issued with a Report of Thorough Examination that does not contain the above information then please contact ALLMI for further advice.

ALLMI Operators' Forum - five years on

Five years ago, ALLMI, an association which historically had only granted membership to manufacturers and service companies, opened its doors to fleet owners by establishing its Operators' Forum division.

The move has proved a great success and one which has played a key role in the impressive growth and development that ALLMI has experienced since then. ALLMI chairman, Mark Rigby, says: "in 2005 we received interest from several fleet owners regarding membership of ALLMI, and this coincided with discussions we were already having regarding ways in which we could expand the association and be more effective in achieving our objective of raising standards throughout the industry. The solution was obvious and in February 2006 we held the inaugural meeting of the Operators' Forum. Since then, the Forum has gone from strength to strength and it now comprises around half of ALLMI's membership. There's no doubt that having fleet owners on board provides a much greater interchange of ideas and opinions, which in turn has further improved our ability to identify and address the key issues affecting the industry."

Remarkably (given that the role is put up for election on an annual

basis), the Operators' Forum has had the same chairman since its inception in 2006. Steve Frazer-Brown, director of David Watson Transport, "it's been an honour and a privilege to serve as Forum chairman over the last five years. A lot has been achieved and I'm very pleased to say that the guidance and advice we've provided, as well as the significant involvement we've had in the development of standards and legislation affecting the industry, has genuinely raised the bar among fleet owners. Of course, this is an on-going challenge, which is why it's so important that ALLMI has the right structure in place in terms of full time staff and a range of specialist committees comprising of industry experts," says Brown. One such committee of course is the Operators' Forum Executive,



Steve Frazer-Brown

the members of which represent a range of industry sectors. Bob Toon, managing director of Gatwick Group, is a founder member of the Executive. He says: "we signed up to the Operators' Forum because for some time we'd been looking for a body that would provide us with representation on lorry loader related issues. However, what we've ended up with has far exceeded our expectations. Yes, the Forum provides fleet owners with a strong collective voice on the issues that matter, but there's so much more to be gained from membership. The advice and guidance that we receive on technical and legislative matters is second to none, as are the training courses that are made available to us. There's also a commercial advantage to be gained from being a member, which results not only from the buyers' co-operative, but also from the numerous networking opportunities, as well as the credibility we obtain from being part of the association."

If you run a fleet of lorry loaders and you'd like to know more about membership of the Operators' Forum then please contact ALLMI.

Vertikal Days Update - "ALLMI Village" Gaining Strength



Three of the leading loader crane manufacturers / importers have already signed up to exhibit in the ALLMI village at this year's Vertikal Days Show. T H White (Palfinger), Cargotec (Hiab) and Atlas have all confirmed their attendance at the most targeted annual event in the UK lorry loader industry calendar, and more exhibitors are expected to confirm in the coming weeks. ALLMI executive director, Tom Wakefield, says: "Vertikal Days offers excellent value for money for exhibitors. The quality of visitor is unrivalled when compared to other shows and the range of exhibitors, together with the number of peripheral events taking place in and around the show ground, will ensure that the numbers continue to build impressively on previous years."



ALLMI Slinger/Signaller Course Approved for Driver CPC

Further to the approval of its novice and experienced lorry loader courses, ALLMI has now gained recognition from the Joint Approvals Unit for Periodic Training (JAUPT) for its one day slinger / signaller programme. ALLMI accredited training providers that are JAUPT approved will be able to register the training courses through their own centres.

For further information on ALLMI training accreditation, please visit www.allmi.com



ALLMI accredited Lorry Loader Operator Training Providers

Nationwide

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 Contact: David Ottaway 01380 722381
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Nationwide



Hiab Ltd
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 Tel: 01691 626427 Fax: 01691 626472
 e-mail: training.uk@hiab.com • Web: www.hiab.co.uk

Are your Lorry Loader Operators properly trained? Call a certified ALLMI training provider and Insist on the ALLMI card.

The training accreditation service of Lorry Loader Manufacturers and Importers
 ALLMI Unit 7b, Prince Maurice House, Cavalier Court, Bumpers Farm, Chippenham, Wiltshire. SN14 6LH
 TEL: 01249 659150 email: enquiries@allmi.com web: www.allmi.com