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# CPA Crane meeting

C&a

CPA meeting

Henley in Arden, Warwickshire

The UK's Construction Plant hire Association's crane interest group open meeting, the first under new chairman Geoffrey Marsh, was as usual well attended. Topics included red diesel, diesel particulate filters, the CPCS scheme, tyre shortages in addition to CPA terms and other safety issues. Mark Darwin reports.

## In the hot seat

New chairman Geoffrey Marsh opened the meeting with a tribute to Peter Oram who passed away in June. He acknowledged his major contribution to crane safety and his chairmanship of the BSI committee which created BC7121, which led to a major cultural change in the industry.

Marsh, called for greater professionalism from crane hirers: "The industry is facing many changes including much new legislation. However we must all decide

whether we wish to continue in this industry and become more professional or decide that we no longer enjoy it and do not want to be part of it. For those that remain, I commend you all to contribute, discuss and take away from this meeting greater knowledge and inspiration to do a better job for the crane industry."

Marsh commented on the increasing levels of red tape and drew attention to the Control of Noise at Work Regulations that became effective

in April this year. Employers are now obliged to assess the risk to employees exposed to noise levels above 80 dB(A).

He also highlighted Crane operators using mobile phones in the cab. "These must be banned when working on site - it is a safety issue," he said. Operator fitness was another issue given that they sit in the cab all day 'snacking' and no longer have the level of physical duties to keep them fit," he said. With increasing regulation and control from government and the EU, he said that crane hirers need to be 'ahead of the game'.

## ADR

### - Carriage of diesel

In March 2004, regulations were introduced that classified diesel under the Carriage of Dangerous Goods (CDG), requiring all tanks and bowlers to meet the UN standards. However subsequent meetings with the DfT and HSE resulted in an agreement that all jerry cans, drums, bowlers and tanks under 3000 litres capacity and manufactured before March 2004 could be used until 2019. Conditions require that no more than 1000 litres is carried and that tanks are readily removable. This seems to have solved the problems for most members. However it has been reported that some manufacturers and suppliers of bowlers and IBC's have been giving customers incorrect information about the new legislation, but a letter from the HSE appears to have clarified the situation.

## Filtering the rubbish - John Varcoe

A topic that looks set to run for a while is diesel particulate filters (DPF) with the CPA opposing the London Diesel Best Practice Guide. "This is one of the craziest pieces of legislation which despite our remonstrations, is now likely to happen," said John Varcoe.

"Despite a strong case supported by independent research and reports, we are up against politics," said Varcoe. "The Greater London Authority (GLA) want to shoe that it is trying to meet the government's Air Quality Strategy by retro-fitting DPFs. Other cities - including Birmingham, Manchester and Glasgow are following London's lead.

We are warning members of the practical problems, the need to recover the costs and can give advice on different types of filters - passive, active and catalytic wall flow filters, and electrostatic particle reduction devices.



London is proposing DPFs on selected sites such as the Olympic and Thames Gateway in advance of the 2010 - 2013 deadline, when manufacturers expect to meet the specifications through cleaner burning engines. London intends to implement the final version of its Best Practice Guide and DPFs from this autumn.



John Varcoe

## HSE update

Tim Watson stepped in at the last minute for Ian Simpson of the HSE to discuss the fatal injury figures for 2005/2006 which at 59 deaths in the construction industry is according to the HSE, the lowest on record. Falling continues to be the most common accident with 24 fatalities - 11 of them from less than two metres.

## Tyre shortages and solutions

Given the current shortages of crane tyres, Steve Cooke of Ainscough outlined simple, 'common-sense' measures to help extend tyre life. He mentioned the fact that the cost of a minor repair at about £55 and a major repair at £130. A lot cheaper than a new tyre. Regular maintenance will also considerably extend the life of a tyre. Other options include:

### Re-Moulds

Re-moulds require a good casing as a base stock but can be used on non steer axles. However re-moulds from a reputable company are perfectly acceptable.

### Wheel-Tyre Rotation

Ensure that wheels-tyres are rotated between 5-10,000 km as different loads and stresses are imposed on them depending on the location on the crane. Diagrams are available for the optimum rotation sequence.

### Re-Grooving

Re-grooving is not recommended as the under tread is made of a heat resistant, softer compound base layer which will chunk (pieces break out) if grooved. The process can be used to tidy the tread and compensate for uneven wear to extend tyre life.





## Registered Dealers in Controlled Oils Scheme

The RDCO Scheme was introduced in January 2003 to minimize the fraudulent use of red diesel. Although it was aimed at large distributors, plant hirers were caught up and as usual, not told about the Scheme prior to its implementation.

Intervention by the CPA and subsequent meetings with HM Revenue and Customs have considerably simplified the reporting, but no exemption. It would appear that the government's Regulatory Impact Unit (RIU) has unofficially agreed that the quantity threshold below which there will be exemption is 120,000 litres. It was also made clear that plant hired without an operator would qualify as a delivery of fuel, plant hired with an operator would not qualify.

## Have a break

The Working Time Regulations specifies a right to have a 20 minute rest break if a person works for more than six hours per day. Tim Watson said that the DTI guidance states that 'employers must make sure that workers can take their rest, but are not required to make sure that they do take their rest'.

The European Court of Justice, however, recently ruled that the guidance encouraged employers to break the rules and that the guidance must be rewritten. It was suggested that employers should send a note to all employees reinforcing existing policies and emphasizing the benefit of rest breaks.

## Never ending legislation

Tim Watson looked at recent and future legislation including Work at Height, new CDM regulations, seatbelts, working time and rest breaks. He said that the main problem of the Work At Height Regulations (WAHR) is uneven application. "On some sites they look and check for everything, on others they are not interested - just get the job done."

The CPA has set up four working groups to cover this subject:-

- Tower Cranes - a guidance has been published.
- Construction Hoists is currently draft guidance.
- Loading and Unloading Transport
- Mobile Cranes, guidance is being drafted.

He said that the HSE's campaign on Falls from Vehicles will start October 2007 but generally concentrating on falls from below head height. "This is an opportunity for the CPA to influence," he said.

The new CDM regulations (2007) are designed to redress the previous imbalance in the regulations introduced in 1994. The lift Planning Supervisor will be replaced by a co-ordinator - a much more hands-on role. Duty holders responsibilities will also be made clearer, with emphasis on planning and management, rather than creating paperwork and simplifying assessment of competence.



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