



IPAF members help light up London

Two IPAF members recently provided the access know-how at this year's traditional turning on of London's Christmas lights. Access training company, Kingfisher Access Services supplied an operator to manoeuvre a scissor lift, supplied by SGB, into position in front of Selfridges' Oxford Street store.

Mayor of London, Ken Livingstone, was joined on the scissor lift platform by five of Britain's Olympic medallists from this year's games to turn on this year's lights and promote London's 2012 Olympic bid.

Rochester-based Kingfisher has a training centre in West Thurrock, Essex and is a specialist in operator training for access platforms used in film, broadcast and entertainment events, as well as a general training provider.

The highly qualified operator for the prestigious London job was Brian Philips – one of Kingfisher's IPAF Instructors.



CPA joins IPAF in harness campaign

The Construction Plant-hire Association (CPA) has joined IPAF in a new campaign that stresses the need for platform operators to wear a full body harness – unless a specific risk assessment gives valid reasons for not doing so.

The joint IPAF-CPA Powered Access Interest Group is convinced that lives would be saved if the wearing of a full body harness becomes the norm. "We know of tragic cases around the world where the correct use of a harness and restraint lanyard would have almost certainly prevented an operator being killed," said Tim Whiteman, IPAF managing director.

IPAF Training Centres already offer half-day courses on the correct selection, inspection and use of harnesses in powered access equipment. The message of the courses, reiterated by the campaign, is that users of self-propelled boom or vehicle-mounted boom work platforms should wear a full body harness with a restraint (short) lanyard, unless a risk assessment has established valid reasons for not doing so. Scissor lift users do not normally need to wear a full harness, but a risk assessment should still be performed to establish whether or not one is necessary.

Worldwide safety debate heats up

A series of conferences organised by IPAF at Modena and the SAIE exhibit in Bologna, Italy in October attracted an impressive turnout of Italy's regional machinery safety inspectors, executives from companies specialising in the supply of services to the county's hospital sector, representatives from town councils and rental companies.



Tim Whiteman highlighted the need for operator training at both venues, and repeated his message three weeks later on the other side of the Atlantic in his keynote opening address to the Aerial Platform Safety Conference in Dallas, Texas. Hot topics included the correct use of harnesses and the legal responsibilities of rental companies when delivering equipment. Delegates included contractors, rental companies, manufacturers, trainers, safety organisations and state officials.

EN280 in Italy: inconsistencies accepted

Dr Ing Antonio Luigi di Renzo's acceptance of inconsistency in Italy over the interpretation of the load sensing requirements in EN280 has created real hope for a solution to the problem which seriously concerns manufacturers and platform users.

As coordinator of MEWP Homologations and Certifications for Italian safety body ISPESL, Dr di Renzo made the point during his presentations 'Harmonised EN280 – limits of applicability and impact on the market' at IPAF conferences during SAIE, in Bologna, and Italy's leading occupational health and safety fair in Modena.

Almost 30 percent of nearly 200 delegates at Modena were regional machinery safety inspectors, so questions from the floor confirmed significant differences in interpretation between ISPESL and the regional institutions (ASL, USL, ARPAV) responsible for decisions on the ground. Some areas apply their own interpretation of the regulations and, in others, inspections are hampered by the shortage of experienced technical staff. The lack of an official Italian language translation of the EN280 standard itself further compounds the problem.

Dr di Renzo was also critical of the development of EN280. Slow progress and the late addition of load sensing resulted in many manufacturers designing to pr EN280 – which did not include load sensing. Hence, some regional control bodies refer directly to the machinery directive, which was

harmonised in Italian national legislation – decree DPR 459 of 24 July 1996, which came into force on 21 December, 1996.

In addition to the problems in Italy, Dr di Renzo recognised a Europe-wide dimension. Machinery inspection is inconsistent across the EU as it is regulated by individual member states. This also threatens the free movement of machines.

With the underlying reasons for the problem clarified, Gerhard Hillebrand of IPAF-Italia anticipated further involvement in the resolution of the problem: "IPAF has been pushing for action on this for a long time – both internationally through the EU and locally within Italy. Now that we have a clear acceptance of the problem, IPAF can work closely with ISPESL, ASL, USL and ARPAV as well as present further evidence to the EU itself to help ensure uniform interpretation of load sensing requirements throughout our country."



IPAF Bridge End Business Park,
Milnthorpe, LA7 7RH, UK
Tel: +44 (0)15395 62444
Fax: +44 (0)15395 64686
www.ipaf.org
IPAF-Basel
Aeschenvorstadt 71
CH-4051 Basel, Switzerland
Tel: +41 (0)61 225 4407
Fax: +41 (0)61 225 4410
basel@ipaf.org