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of hire businesses

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The Hire Exchange

The specialist advisory for selling hire businesses

ILLAPG LOAD HANDLING SAFETY MESSAGING



The Industry Lifting Lead AP Group (ILLAPG), managed by CPA, has produced a presentation set of slides as part of its campaign on safe lifting, following several incidents. This was further reinforced following an industry-wide survey carried out by the group last Summer following a fatality at Gatwick.

The presentation outlines its new national approach with the title of 'Hands off - Step Away - Safe Space', produced by the ILLAPG working group it can be downloaded for free at: <https://www.cpa.uk.net/safety-and-technical-publications/illapg-publications>

The group has also produced a poster while other campaign material such as safety training videos will be available shortly.



LONDON BOROUGHS LOW EMISSION ZONES - GENERATORS UPDATE

As outlined in the last issue of *Cranes & Access*, a presentation was made at the last Tower Crane Interest Group Open Meeting by Luis Bassett, project coordinator, air quality projects for most London Boroughs, providing delegates with an update on the requirements for London's Low Emission Zones. The information below provides more in-depth details on the new changes and exemptions.

Although there are emission 'stages' for Non-Road Mobile Machinery Stages IIIB and IV, constant speed engines including generators went directly from Stage IIIA to Stage V. However, limited availability of Stage V generators led to Stage IIIA generators being granted exemptions, but this has now changed.

From the Jan 1st, all generators need to be Stage V compliant. Any Stage IIIA exemptions granted last year will be upheld, but any requests for a new exemption will be individually reviewed and only approved in exceptional circumstances. The applicant must have asked for a Stage V generator, from a supplier with a substantial Stage V fleet - that typically supplies over 50% of Stage V requests - and only if they confirm that one is not available will the exemption be considered. Additionally, the company applying for the exemption must prove that it has considered other technical solutions such as battery and Flybrid equipment.

Some of the approaches that sites have adopted so far have included:

- The use of battery and/or flywheel technology to make the loading compatible with a smaller Stage V generator.
- Battery technologies which can be trickle charged overnight and power the site and any cranes during the working day if there is a restricted grid supply.
- The same battery technology is charged by a Stage V generator within a few hours.
- Stage V generators which can be chained together, or supported by Stage IIIA backups, but only as a last resort.

If you have any questions, contact Luis at: luis.bassett@merton.gov.uk



Luis Bassett



APPRENTICESHIP DEVELOPMENTS

The Lifting Technician apprenticeship, launched in 2017 by Laing O'Rourke and the CPA, is being reviewed. It offers three options - crawler, tower, or mobile crane operation - and is run over a two year period.

Originally designed to fast-track apprentices into lift supervisor and planner roles, current feedback suggests that some struggle with the curriculum's depth and the difficulty of the end point assessments. Consequently, the focus is shifting towards producing skilled crane operators with less of an emphasis on the academic aspects of the current programme. Additionally, there is a push to include overhead/gantry cranes.

Meanwhile, a new apprenticeship entitled 'Planning and Managing Lifts Professional', led by BAE Systems, is in development. It aims for level 5 certification over three to four years, catering to those aspiring to be appointed persons in the construction lifting sector, with input from industry stakeholders including the CPA.

CRANE OPERATIONS ALONGSIDE RAILWAYS

The CPA is currently updating two documents - CPA1402 and CPA1801 - concerning crane operations alongside railways. This aligns with Network Rail's revision of its document CIV0063 on operations near railways.

The guides consolidate information and integrate various requirements, making them more accessible. A working group is collaborating with Network Rail to influence revisions for better alignment and reflection of lifting sector needs. Changes include clarifying notification requirements, terminology, and defining oversailing and collapse radius levels. These updates will coincide with the release of the revised CIV0063 in June, with all documents available for free download from the CPA website.

