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### Nationwide



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**The training accreditation service of Lorry Loader Manufacturers and Importers**

ALLMI Unit 7b, Prince Maurice House, Cavalier Court, Bumpers Farm, Chippenham, Wiltshire. SN14 6LH  
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# EN12999: 2009 Implementation Delayed

The new European Standard for loader cranes, EN12999: 2009, due to be harmonised on 29th December last year, has been postponed due to an appeal from Italian standards body, UNI. As a result, a CEN working group meeting was held on the 11th February in Germany to discuss the issues raised by UNI, they will then either be rejected or the standard modified accordingly.

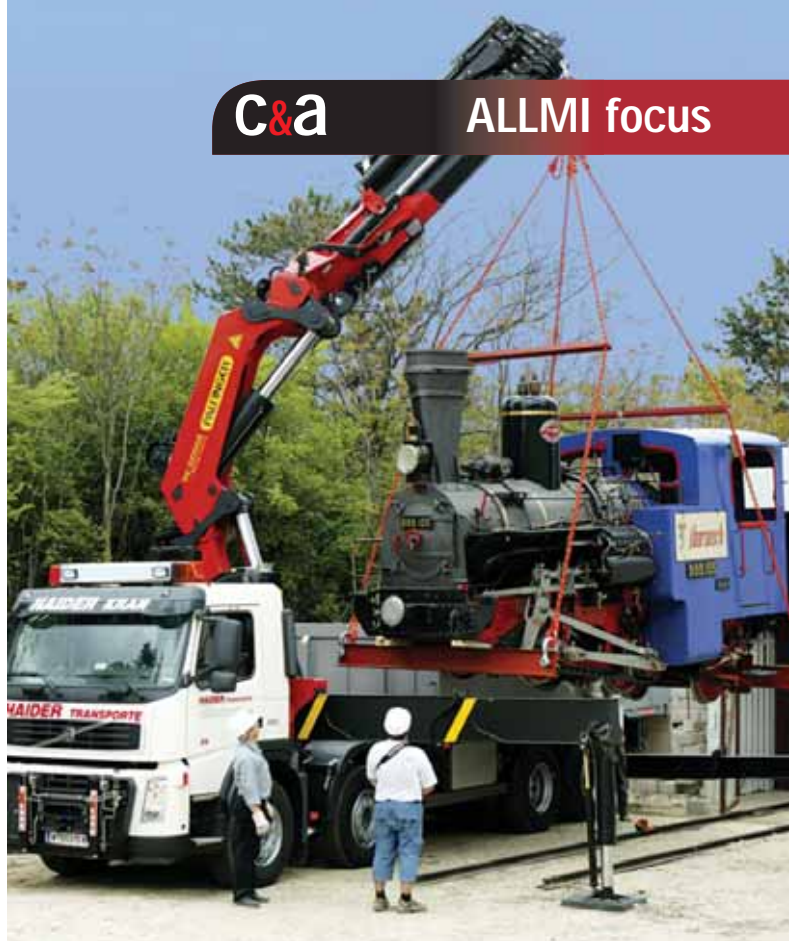
With the new Machinery Directive becoming law on December 29th, the absence of a harmonised Standard has led to questions regarding compliance with the new legislation., ALLMI technical director Alan Johnson said: "The delay means that we've entered a hiatus period, in as much as the existing A2 version of EN12999 does not meet the Essential Health and Safety Requirements (EHSRs) of the new directive. Therefore, until a new standard is available, manufacturers/importers will have to declare conformity directly against these EHSRs. An example of this is the requirement for the rated capacity limiting system to monitor the position of the stabilisers. EHSR 1.1.2.a. includes 'Reasonably foreseeable misuse'. Official guidance to the directive quotes "Such behaviour can result in a range of misuse situations, such as, for example, using a crane

or a MEWP without deploying the stabilisers". ALLMI has informed all importers, installers and operators that the delayed introduction of the revised standard does not negate the need to comply with the EHSRs of the new directive, and that anyone supplying or buying a 2010 manufactured product needs to ensure this is done."

The possible consequences for anyone not ensuring compliance could be severe should the Health and Safety Executive (HSE) discover an operator who has taken delivery of a 2010 machine that does not comply, its powers are such that it could prohibit the use of the machine and prohibit the importer from selling further non-compliant units. Furthermore, the supplier of the machine could face prosecution. The HSE is also legally obliged to enter details of any action onto a European database known as the

C&a

ALLMI focus



ICMS system, flagging the issue with enforcement bodies in other member states, which could result in the particular model or brand, being prohibited from sale across Europe.

The HSE has written to ALLMI, outlining the legal position, a copy of the letter can be found at [www.allmi.com](http://www.allmi.com)

## ALLMI course approved for Driver CPC

In response to the introduction of Driver CPC, (Certificate of Professional Competence) ALLMI has been negotiating with the Joint Approvals Unit for Periodic Training (JAUPT), with a view to it approving ALLMI courses and thus broadening their appeal. As a result, ALLMI has gained approval for its one day, experienced/refresher course, allowing the Association to provide a template for anyone wishing to become a Driver CPC Centre ( Driver CPC training must be via a JAUPT registered centre, unless part of a consortium). ALLMI technical director, Alan Johnson, says:



"The aim behind this is to maintain the integrity and structure of the courses, whilst assisting training providers that are willing to invest in Driver CPC, by giving them a relatively easy format for getting courses approved.

The benefits for any employer in being able to arrange experienced/refresher loader crane training and for it to be classed as a Driver CPC module are obvious, so we're now in the process of registering the other ALLMI courses with JAUPT."

## Operators' Forum chairman election

Elections have also taken place within the ALLMI Operators' Forum, with Steve Frazer-Brown of David Watson Transport appointed as Forum chairman for a fifth consecutive term. Frazer-Brown, a founder member, said: "The Forum has made excellent progress since its formation four years ago and I look forward to building on its achievements, improving standards amongst loader crane operators, whilst expanding membership." All current members of the Forum's executive committee:- Ian Berrill (Saint Gobain Building Distribution), Brian Sutherland (Elliott Hire), Peter Duckett (WTB Group), John Allum (Allum Plant Hire), Bob Toon (Gatwick Group) and Andrew Hollingsworth (Travis Perkins) retained their places.

## Appointed Person training

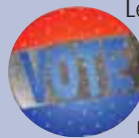
ALLMI is developing an Appointed Person (AP) training course specifically for loader crane operations. A working group headed by ALLMI technical director Alan Johnson, has been busy developing the course material, the first draft of which is expected to be completed around the end of April. "We've made excellent progress with the development of the course in recent months, the experience and knowledge of working group members has proved invaluable," says Johnson. "This will be the only accredited AP course in the UK dedicated to loader crane operations. We anticipate a high demand for the training, especially with the forthcoming introduction of BS7121 Part 4 which places a much greater emphasis on formal lift planning and the role of the appointed person. We have many interested parties awaiting the launch of the course, which we hope will take place towards the end of June."

## ALLMI elections

ALLMI recently held elections for its board of directors, Mark Rigby retained his position as chairman for a fifth consecutive term, while

Lee Maynard and Ismo Leppanen were also re-elected.

The ALLMI Board is now as follows: Mark Rigby - chairman (TH White), Tom Wakefield and Alan Johnson (ALLMI), Steve Frazer-Brown - Operators' Forum representative (David Watson Transport), Ismo Leppanen (Cargotec), Lee Maynard (Terex Atlas), Andrew Taylor - secretary (Terex Atlas).



Steve Frazer-Brown



Mark Rigby