



WOLFFKRAN

Welcome to the Hotel Bella

Foto: JA-hatten

Copenhagen is soon to be enriched by an architectural masterpiece: the Bella Sky Hotel. Built with the strength of WOLFFs and the spirit of a cranesational team. More cost-effective construction – worldwide: that is WOLFFKRAN's mission. To find out more about the power of the leader of the pack in the field of cranes: www.wolffkran.com

Der Leitwolf. *The leader of the pack.*



On the cover:

A new Terex CC8800-1 owned by ALE lifts a 1,475 tonne reactor in Sines, Portugal - the heaviest lift application ever for a single Terex crane.



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restructures its debt, JLG switches to steel covers, Isoli delivers demountable lift, CTE launches lithium ion battery powered spider lift, Verticaaldagen and Elevarte reviews, Comoplast acquires Solideal, Custers appoints in the UK, Terex and JLG win large US military orders for telehandlers.

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The growth of the alternative heavy lift cranes is giving users increased choice. But how will this affect the big capacity crawler cranes from the major crane manufacturers? Cranes&Access investigates and looks at several heavy lift applications from around Europe.

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In our annual look at the subject of outrigger mats we make a simplistic and possibly naïve proposal to cut accidents in half. Mike Allanson, operations manager for BFL Alimats and crane AP warns that doubling up on safety factors may backfire.



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c&a comment



Restoring common sense

As we enter the winter season we are once again confronted by the popular media's reporting of health and safety 'madness' - access platforms used for removing conkers from trees and

Christmas lights cancelled due to the risks and costs of putting them up.

The UK construction industry is continuing with its own health and safety 'madness' at the moment with major contractors adding more and more requirements, paperwork and costs on to suppliers. The latest issue gathering momentum with some contractors is the requirement that equipment operators provide proof that they are medically fit to operate the machinery safely. This is currently in the early stages of 'discussion' but the worst-case scenario may mean that all operators will need a 'current' medical certificate before being allowed on to site - and this after surveys and statistics show that the risk is negligible to non-existent.

But where is all this health and safety leading and will it reduce risks to workers? Ultimately, it has to be a reasonable trade off between risk and common sense. The long-awaited report on health and safety by Lord Young encourages this return to 'common sense' in the management of risk in Britain. Young said that 'health and safety had for too long been allowed to become a joke in the media and among the public'.

This latest report is backed by HSE chairman, Judith Hackitt, who agrees that the report 'is an important milestone on the road to recovery for the reputation of real health and safety and the opportunity to refocus health and safety on what it is really about - managing workplace risks'.

Hackitt also said that the 'HSE will continue to champion a sensible and proportionate approach to dealing with serious risks in the workplace - not eliminating every minor risk from everyday life'.

A common sense approach to the medical certificates would be to follow the existing guidelines for HGV drivers - a medical test every five years from the age of 45. However this common sense approach needs to be widely communicated in the hope that major contractors will also adopt a similar attitude - a sensible and proportionate approach to dealing with risks.

We are all in favour of reducing accidents and injuries, but when there is overzealous enforcement of legislation that results in stupid end results (take the over-sizing of crane outrigger pads for example) it loses all credibility and can have the opposite effect.

Hopefully Lord Young's report will be a step towards restoring a common sense approach to risk management

Mark Darwin

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