

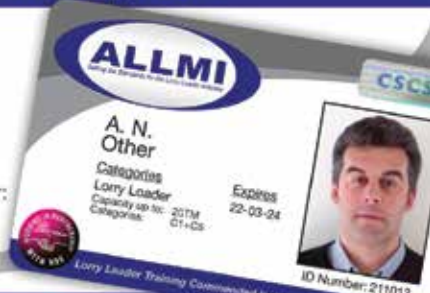
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ALLMI RESPONSE TO SKANSKA BAN

UK contractor Skanska recently announced a forthcoming ban on its sites and projects on the use of lorry loaders with swing-up stabiliser legs that rotate across fixed control positions. Due to be implemented from the start of August, the ban includes lorry loaders operated by remote control, but where the leg rotates across emergency levers or areas where standard levers have been removed.

The ban continues to be challenged by ALLMI following discussions with Skanska on this issue over several months, ALLMI chairman, Alan Johnson commented: "Whilst we fully accept the right of Skanska to apply whatever rules it sees fit on its sites, our position has always been that collaboration between ALLMI, its members and the appropriate standards bodies will achieve the most effective and sustainable solution to the concerns highlighted."

"Furthermore, we firmly hold the view that if the equipment in question is CE marked, meets all other legal requirements, and is operated in accordance with the manufacturer's instructions, then it is safe to use and should be allowed access to site."

One of ALLMI's primary concerns is that Skanska has included certain types of remotely controlled lorry loader within the ban. Johnson adds: "The inclusion of this type of equipment significantly increases the number of units affected. Given the unlikely scenario of needing to use the emergency levers (which would require failure of both the radio control and the back-up umbilical cord), and the other control measures that could be put in place, to include this equipment in the ban constitutes a disproportionate response, and one which has the potential to cause irrevocable damage to the UK lorry loader industry."

ALLMI's view is that an industry wide 'one speed' approach is much preferable to individual site bans, wholly encompassing the lorry loader sector with the comprehensive dissemination of control measure knowledge. In conjunction with such an approach, the association believes the following measures form the correct path towards mitigating the identified risks of certain types of swing-up stabilisers:

- An amendment to EN 12999, work on which is already underway.
- Development of retrospective solutions (in the UK by installers/importers) made available to duty holders/fleet owners.
- Continuing with ALLMI campaigns/training course amendments for all lifting team roles, a process which commenced in October last year.
- Access to site tightly controlled via the lift plan review/approval process, with the hazard being treated in the same way as all other well-known lifting hazards.
- Site supervision/discussion on site induction, etc. in cases where there are positively identified concerns, with reference to ALLMI guidance and additional suitable controls being enforced.

Johnson concludes: "In addition to communicating with Skanska, we have been engaging with numerous companies, organisations and industry bodies in order to make our stance known and to explain the rationale behind it. As a result, we are pleased to say that, with the exception of certain Joint Ventures involving Skanska, we are unaware of any other contractors or projects implementing a ban of this type, as things currently stand."

Should you have any comments or queries on this matter, please contact ALLMI.



EN 12999 PROPOSED AMENDMENT

Following a meeting of CEN Committee, TC 147/WG 18 in June, a proposal has been accepted for amendments to be made to the European Standard for Loader Cranes, EN 12999. Work has now commenced on the revision and numerous topics are due to be discussed, such as swing-up stabiliser requirements, control lever decals, and stability test pressure. Look out for further updates.

SWING-UP STABILISER GUIDANCE

ALLMI has updated its Safety Alert on swing-up stabilisers, as well as releasing a new Guidance Note on the subject.

Swing-up stabilisers are fitted to lorry loaders predominantly to negate the need for widescale relocation of chassis furniture during installation and have become increasingly common over the last 15 years. Operation can be manual or hydraulic, either via levers at the crane base or remote control, dependent upon specification.

ALLMI's document covers the key guidance required when using this type of equipment, including:

- Ensuring that swing-up stabilisers are pinned/locked in the vertical/upright position before the stabiliser beam is deployed or retracted.
- Fully observing the operation of the stabiliser leg during deployment and stowage.
- Operating the swing-up function separately to the movement of the stabiliser beam (i.e., both functions should not be used simultaneously).

The Guidance Note also lists possible control measures for fleet owners to consider, depending on the type of swing-up stabiliser being used.

For a copy of GN033 or ALLMI's Safety Alert, please visit www.allmi.com/guidance-documents/swing-up-stabilisers



For details of ALLMI standards, guidance documents and training, visit: www.allmi.com