

STOP – LIVES AT RISK KEEP THE CRANE MOT

Crane MOTs cost the building industry £51,000 a year. This legislation was only brought in during 2010 after series of tower crane collapses. Bereaved relatives, Battersea Crane Disaster Action Group, the Construction Safety Campaign, and Hazards, after years of campaigning, got the legislation passed.

Just 2 years later, Lofstedt's review for the Government wants rid of it. Consultation ends July 4th.

This is the start of the Government's plan to erode health and safety in the workplace.



Collapsed crane at canary wharf

PROTEST STOP government from removing the crane register

12.00pm Tuesday 3rd July 2012

**Outside the Department of Work and Pensions
Tothill Street London SW1H 9NA**

2.00pm lobby and public meeting House of Commons
(check with organisers for room details and speakers)

Organised by **Construction Safety Campaign** 07747 795954,
Battersea Crane Disaster Action Group 07859 0477677
London Hazards Centre 07764 939463

10 REASONS TO PROTEST

at the Department of Work and Pensions on 3rd JULY

- 1) Remember: Peter Clark, Martin Burgess, Michael Whittard, killed at Canary Wharf 2000; Gary Miles, Stephen Boatman, killed at Worthing 2005; Michael Alexa, Jonathan Cloke, killed at Battersea 2006; Zbigniew Swirzynski, killed at Liverpool 2007; Mark Thornton killed at Liverpool 2007.
- 2) The UK was one of the worst countries for having tower crane accidents.
- 3) In the decade before the crane register HSE say there were 60 crane accidents, 9 deaths and 25 serious injuries.
- 4) Other countries have stricter crane safety laws including compulsory licensing (certification) of all crane operatives.
- 5) The crane hire industry is being allowed to police itself. Independent third party examinations under LOLER (Lifting Operations and Lifting Equipment Regulations 1998) are not compulsory. Yet when Falcon Cranes – the firm at Battersea – had its 180 cranes taken out by HSE in 2007 – 10% failed HSE tests.
- 6) The Canary Wharf collapse in 2000 was the third major safety scare involving cranes on Canary Wharf in the previous six weeks and investigations found the safety paperwork had gone missing.
- 7) The Löfstedt review wants self-employed workers who pose no risk to others to be exempt from health and safety laws, weakening of the Work at Height Regulations 2005, scrapping the Construction (Safety Hard Hat) Head Protection Regulations 1989, and the RIDDOR 1995 Regulations have already been watered down.
- 8) Deregulation is not going away – Cameron and his ministers have a New Year resolution to “kill off health and safety culture for good” seeing it as an albatross around the neck of British business.
- 9) Löfstedt is now working on “consolidating” 35 regulations – which could mean further attacks.
- 10) Because safety must come before profits and we must keep death off building sites.