

Safety Publication



Guidance on the Supply, Management and Operation of Mobile Cranes



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CPA Good Practice Guide



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Contents

	Page
Foreword	2
1. Introduction	3
2. Legal Requirements	4
3. Crane Procurement	6
4. Specification and Equipment Check of Crane at Site	8
5. Publications and Guidance	8
Annex A Information to be Provided by Crane Suppliers	10
Annex B Contract Lift – Additional Information to be Provided by Crane Providers	18
Annex C Information to be Confirmed When the Crane Arrives at Site	20
Annex D Working Group Membership	22

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Foreword

Welcome to this latest edition of the Construction Plant-hire Association's (CPA) Guide for the tendering, management and operations of mobile cranes, produced by the CPA's Crane Interest Group (CIG), first launched in August 2023. It is my belief that this guide is invaluable to both crane operators and customers, which provides a clear summary of all Mobile Crane-related legislation and good practice guidance in one place for easy reference, with links to further relevant guidance material.

Roadgoing mobile cranes are a common sight on roads and construction sites across the UK and like all heavy equipment, have the potential to cause great harm if not maintained and operated in a safe and efficient manner.

This guide therefore was constructed to and continues to provide good practice advice on the expected standard of duties and responsibilities for both operators and crane users. It remains CIG's intention that this is a living and flexible document, supported by this update and that any change to any aspect of legislation or industry good practice will be captured in future versions of this publication. This is to give industry confidence that if working to the guidance detailed in this publication, then the latest industry-led good practice standards are being followed.

I commend this guidance to all mobile crane operators and users and continue to recognise the valid contribution of the working group participants from the Health and Safety Executive, Driver Vehicle Standards Agency, Construction Plant-hire Association, CIG Members and members of the Lead AP Group who supported and contributed to the development of this guide.

Whilst the guide has no formal legal status, it is the view of the CPA and all the working group bodies represented that these standards should be expected across all mobile crane operations. Finally, it remains CIG's long-term aim to evolve this document from 'Good Practice' Guidance to 'Minimum Standards' Guidance in collaboration with Members and through implementation periods to enable full-scale adoption of all standards.



Peter Gibbs
Chairman
Crane Interest Group
Construction Plant-hire Association

1.0 Introduction

This document provides good practice guidance to both mobile crane users and mobile crane suppliers. It covers legal requirements along with industry good practice and directs readers to further relevant guidance material.

For crane users, it encourages and supports the sourcing of a service from responsible mobile crane suppliers. Crane users should therefore use this guide to assist them to select a crane supplier who can demonstrate that they have the required competencies and that they have the necessary knowledge and experience to supply the lifting service being requested. Equally, where the user organisation is unclear on any of the items raised, further guidance can be sought from the supplier or the Construction Plant-hire Association.

For crane suppliers, its aim is to raise standards of operations and therefore provide crane users with a safe, compliant and therefore high-quality service. Crane suppliers should use this guide to undertake a review of their policies, procedures, fleet and equipment ensuring that it supports good practice guidelines and meets statutory requirements.

This document also helps the user to be aware of special rules relevant for mobile cranes travelling on the public highway. Most mobile cranes in the UK are exceptionally heavy for their size and operate under specific regulations for road travel. Crane suppliers often need to give authorities a minimum of 2 or sometimes 5 clear working days' notice before travel. It is therefore important that crane users understand basic limitations and crane suppliers should be fully aware of both local and national restrictions.

2.0 Legal Requirements

The law places duties on persons and organisations concerned with mobile cranes - including those who tender, manage, supply, set up and maintain mobile cranes for use; those who undertake thorough examinations and those involved with the use of mobile cranes for lifting operations.

This section points the reader towards further relevant guidance material where an outline of those legal responsibilities can be found. This list is not exhaustive, so the crane user must ensure they have consulted all relevant documentation.

Legislation relating to the use of mobile cranes falls into one of two categories.

Legislation relating to the movement of the crane on the public highway and secondly the use of the crane to undertake lifting operations once at site.

2.1 Movement of the crane on the public highway

Please refer to Annex D.1 for a list of the regulations applicable to mobile cranes and a basic description of their purpose.

2.2 Use of the crane at site

Please refer to Annex D.2 for a list of the regulations applicable to mobile cranes and a basic description of their purpose.

3.0 Contracts

Crane users can hire cranes under one of two types of contracts, namely “Crane Hire” or a “Contract Lift”

BS7121-1:2016 is the reference document that sets out the criteria for whether crane users should enter either a Crane Hire or a Contract Lift Agreement.

In short, every lifting operation shall be properly planned in advance by a person who has the necessary knowledge and experience to plan and manage the lifting operation.

Where a crane user is unable to plan and manage the lifting operation themselves, then they must select a contract lift.

When the employing organisation chooses to hire a crane from a crane supplier and manage (plan and supervise) the lifting operation(s) themselves, they are responsible for ensuring that there is a safe system of work in place and that all lifting operations are carried out safely.

The main differences are stated below:

	Area of responsibility when planning and managing the lifting operation										Insurance cover for...			
	Appointed Person	Site Visit Scope of Work	Crane Selection	Method Statement & Risk Assessment	Lift Drawings	Lift Supervision inc. Ready for Work Checks	Slinger/ Signaller	Competent operator & rigging team	Ground conditions	Information about the load	Damage to the Crane	Loss of hire during repair	Lifted Goods	Public Liability
Crane hire – supplied by the user (customer)	✓	✓	✓	✓	✓	✓	✓	x	✓	✓	✓	✓	✓	✓
Crane hire – supplied by crane supplier	x	x	x	<i>For crane de-rigging</i>	x	x	x	✓	x	NA	x	x	x	x
Contract lift – supplied by the customer	x	x	x	x	x	x	x	x	✓	✓	x	x	x	x
Contract Lift – supplied by the crane supplier	✓	✓	✓	✓	✓	✓	✓	✓	x	NA	✓	✓	✓	✓

Cont'd

During a traditional crane hire contract, the crane hirer is responsible for the rigging and de-rigging activity, so should have a competent person on site who can monitor this activity. The crane supplier should supply competent operatives and their own supervision (who may be a working supervisor) who should rig the crane as per the equipment manufacturer's instructions and configuring the crane to the provided lift plan. The crane team should be monitored by the hirer.

The Hirer may find the following CPA guide helpful: <https://cpa.uk.net/wp-content/uploads/2025/08/CPA-CIG-2506-Ready-for-Works-Checks-Published-Version-1-June-2025.pdf>. Attention is drawn to the annexes in that document which suggest some basic checks for the hirer's competent person to help assess if the crane is ready for work.

Verify that the sum insured under the terms of the hire/contract lift for damage to the load / building is adequate as well as who is providing the insurance. Alternative arrangements can be agreed in advance.

If the crane user opts for Crane Hire, then the crane supplier should furnish the hirer's Appointed Person with information concerning crane specification and outrigger loadings.

If the crane user opts for Crane Hire, then the crane supplier should furnish the hirer's Appointed Person with information concerning crane specification and outrigger loadings.

Under the CPA Crane Hire Model Conditions 2021, and CDM Regulations 2015, and BS7121-1:2016, the crane user is responsible for all activities concerning the crane including the rigging and de rigging. In addition, it is also the responsibility of the crane user for any acts or omissions of the crane operator(s) and associated rigging teams.

It is an important that crane users ensure that all staff have the necessary knowledge and experience commensurate with the size, scale and complexity of the task at hand. As such, they should seek information like that which is outlined in section B.2 ¹

With a Contract Lift, the planning, supervision, and execution of the lifting operation(s) will be carried out by the crane supplier. Lift planning should always involve a site visit where the lift is due to take place, so that a full assessment of all hazards above and below ground can be considered.

The crane user has a duty to provide information such as ground bearing capacity and sufficient details about the load such that an adequate lift plan can be developed. This and all other relevant information should be shared with the crane supplier in a timely manner and any changes that might affect the safe system of work should be notified promptly and preferably in writing. This is discussed further in **Annex E**, where a longer list of relevant information is provided.

Ground Conditions: The responsibility, assessment and preparation of the ground remains with the crane user regardless of which contract is selected. The crane supplier should provide accurate loadings from the crane, and it is the duty of the crane user to establish the load bearing capabilities of the ground or structure(s) / services. The Appointed Person may then request larger crane pads from the crane supplier to reduce the bearing pressure and spread the outrigger loads to an acceptable level.

NOTE: Further guidance on crane hire and contract lifting is provided in CPA Publication CIG09801 - Best Practice Guide for Crane Hire and Contact Lifting and Annex E.1 here-in.

BS7121-1:2016 warns against the hirer getting too involved in planning Contract Lifts. Further guidance on what is classed as necessary and therefore appropriate, as well as inappropriate is found in **Annex E.2**. The latter case is considered 'hybrid lifting' which should be avoided.

¹ No lifting should commence without a lift plan and a set of RAMS being prepared and approved. This applies to both Contract Lifts and traditional Crane Hire agreements. A list of the typical crane information that would be required in a lift plan is found in Annex B.2 of this document.

3.1 Crane Procurement

Before entering a contract, the organisation requiring the mobile crane has a duty and should satisfy itself that the crane supplier has the necessary resources and competence to supply the service safely without risk to health.

Crane lifts range significantly in scale and complexity, and it is important that a crane supplier is chosen carefully and that it can demonstrate that it has the wherewithal required for task.

Regardless of the type of contract being required, crane hirers are advised to:

- Engage with more than one provider to ensure that a balanced opinion is gained;
- Enquire if the supplier is a member of the CPA and if contracts are based upon CPA Model Terms and Conditions ²;
- Ensure that if the lift is particularly large and or complex, then ask the supplier to provide evidence of similar undertakings prior to entering a contract lift;
- Check that all Lifting Operations are carried out in accordance with BS7121 series;
- Confirm that the crane supplier engages with an independent organisation for the provision of thorough examinations of both the crane and lifting accessories;
- See evidence that cranes are properly notified to authorities prior to travel on the public highway;
- Check that the crane supplier can evidence competency, training and crane familiarisation for its operator /employees;
- To ensure that where a partial or full road closure is required, that a competent individual is appointed to ensure that adequate planning is undertaken including providing a traffic management plan and applying for the relevant licences ³, provide an indemnity for any damage that is caused to the highway. Refer to **Annex E.1, E.3** for further information.

3.2 Movement of mobile cranes on public highways and sites

Crane users should procure cranes from suppliers that can provide cranes and personnel to travel on the public highway, safely in compliance with good practice guidelines and statutory requirements.

Mobile cranes for their size, represent the heaviest vehicles that travel on the public highway. Therefore, in addition to the normal Road Traffic Regulations, Mobile Cranes are regulated under Special Types General Order Regulations. (STGO).

The detail of the legislation can be found on the DVSA website:

<https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide> and there are some additional notes in **Annex E.4**

In short, these Regulations mean that cranes should only travel on routes that are notified and approved by local authorities, statutory bodies and the police. The following are the usual requirements for notice periods:

- Cranes less than 80 tonnes GVW must give 2 clear working days' notice;
- Cranes above 80 tonnes to 150 tonnes GVW must give 5 clear working days' notice.

² It may be considered beneficial to contract using industry standard Model Terms and Conditions such as those supplied by the Construction Plant-hire Association as they provide a widely understood way of working that apportions risk where it is most efficiently managed.

³ Councils and Boroughs may require an additional indemnity to ensure that the road and road surface are returned to service in a usable manner (undamaged). Whoever arranges the road closure is usually required to provide this.

Given the notice periods above, it may therefore be impossible to react to sudden craneage requirement made by a customer, especially for the larger cranes. The crane hire industry is required to obtain movement orders, so cannot always be as flexible as the customer may wish. Early notification of changed plans is essential. It is sometimes possible to arrange the required changes but cannot be guaranteed.

Under the CPA Conditions, there are minimum notice periods for off-hiring cranes. This varies by the size and type of crane and reflects the notification periods required by the police and Highways England. Refer to **Annex E.5** for detailed guidance.

Cranes are also subject to various travel embargoes around peak hours, weekends, large public events and bank holidays. It is important for both crane users and crane suppliers to be knowledgeable of all restrictions.

Crane users/hirers should confirm with crane suppliers that:

- Cranes have been inspected and maintained in a roadworthy condition in accordance with statutory requirements and good practice guidelines;
- A system is in place to monitor driver's hours and fatigue;
- A system is in place to ensure that driver licenses are checked periodically;
- Cranes are fitted with equipment and systems to detect, warn and protect vulnerable road users;
- They have achieved a minimum of Bronze status with F.O.R.S. – Fleet Operator Recognition Scheme⁴ or recognised equivalent (e.g. Construction Logistics and Community Safety – CLOCS⁵ / DVSA Earned Recognition Scheme⁶ - ERS). Refer to the hirer's minimum standards as to which requirements prevail;
- Cranes and vehicles meet local emission standards by legislation and additional local requirements.

3.3 Supplier Assessment

The organisation requiring the lifting operation to be undertaken has a duty to ensure that the crane supplier chosen can complete the job safely and without unmanaged risks to health. This should include enquiries about the competence of the supplier and suitability of the equipment to be provided for lifting operations, including travel to and from site.

Guidance on the selection of contractors is provided in the following HSE publications:

- INDG368 - Using Contractors – A brief guide;
- HSG159 - Managing contractors: A guide for employers (Second edition) HSE Books 2011;
- INDG411 - Want construction work done safely? A quick guide for clients on the Construction (Design and Management) Regulations 2007 Leaflet.

The checklist provided in **Annex A** can be used to assess potential crane suppliers. Copies of completed assessments should be retained as a record of the assessment process.

Crane suppliers are encouraged to use **Annex A** to undertake an audit of their crane fleet and operational procedures to identify areas of strength and items where improvements can be made.

⁴ Information on FORS can be found at: <https://www.fors-online.org.uk/cms/>

⁵ Information on CLOCS can be found at: <https://clocs.org.uk/>

⁶ Information on ERS can be found at: <https://www.gov.uk/government/collections/dvsa-earned-recognition-guidance-and-forms>

4.0 Operational Standards

Due to the inherent risks involved of moving heavy cranes on the public highway and those associated with lifting, it is vital that in addition to the regulations that both crane users and crane suppliers work to operational standards that promote good practice at all levels. The list below suggests headline operational standards that promote good practice which are explored in more detail in Annex A, which has further elements that could also be considered as important. Crane hirer's may have developed minimum standards documents that guide the procurement process, however the following may also be helpful:

Crane - Maintenance and Examination

- Cranes must have a thorough examination every 12 months although some crane suppliers do this check every 6 months to comply with the lifting of personnel as per LOLER;
- Lifting accessories must have a thorough examination every 6 months, unless reduced by risk assessment, outcome of a thorough examination, or requirement of Network Rail;
- Mobile cranes should have a comprehensive preventive maintenance procedure that is in line with manufacturer's criteria. It should consider the number of hours worked, miles travelled and or time between maintenance;
- Particular attention should be given to brakes and axles;
- The "carrier" of the mobile crane should be inspected for road worthiness at least every 8 weeks in line with LGV standards;
- A system should be in place to ensure that crane operators perform a pre-travel check before going on the public highway;
- A procedure should be in place to ensure that the crane is checked to have been rigged to both the lift plan and to the manufacturer's instructions. This is performed after the crane has been rigged but before it is set to work. This check is known as a Pre-Lift or Ready for Work Check. Refer to CPA guide: <https://cpa.uk.net/wp-content/uploads/2025/08/CPA-CIG-2506-Ready-for-Works-Checks-Published-Version-1-June-2025.pdf>. This check should not deter the operator from undertaking his own checks. However, in summary:
 - In a traditional crane hire, the hirer must ensure the crane has been rigged correctly, and can ask the operator to demonstrate the correct crane rig;
 - It is recommended that this check is signed for, as a contemporaneous record of the check(s), and;
 - In a contract lift, this duty remains with the crane supplier.
- Standards of maintenance should be audited;
- Evidence that additional elements of jib or components that do not normally travel with the crane have been inspected prior to incorporation into the rig of the crane.

People

Crane suppliers should ensure that:

- All staff are checked to ensure that they have a "Right to Work" in the UK ⁷.

⁷ Some crane hirer's stipulate that identification is required that demonstrates the right to work in the UK including but not limited to; a passport, National Insurance number, online share code from the government, or other eligible immigration documents: <https://www.gov.uk/prove-right-to-work/using-immigration-documents> These documents are irrelevant from a crane safety perspective, where evidence is required to demonstrate competence – skills, knowledge, attitude, training, experience and behaviours.

- Colleagues are trained to CSCS plant card scheme standards for their role;
- Crane Operators hold specific familiarisation training for the crane that they are operating. It is preferable that this is by the manufacture, but if not then as per the manufacturer's training. This should be evidenced and contain some form of formal assessment;
- Crane operators have a medical every 12 months;
- A system exists to monitor driving licences;
- Employees hours and subsequent rest periods are fully monitored, and a fatigue management policy is in place;
- They have a policy and procedure to enable both periodic and random Drug and Alcohol tests.

Crane Specification

- Crane tyres should not exceed 10 years of age;
- Cranes should be fitted with equipment and systems, such as cameras and sensors that protect vulnerable road users. This should be to the CLOCS standard;
- Cranes should travel at the appropriate speed for their category ⁸;
 - Category A cranes can be driven, without routing, up to 60mph on a motorway;
 - Category B crane, with up to a 12 tonne axle load is limited to 50mph, and;
 - A category C crane is limited to 40mph.
- Cranes should carry spill kits in the event of fluid loss;
- Crane wheels should have indicators that either prevent or show movement of wheel nuts;
- Cranes should not carry any loose items on the deck. Loose items including lifting equipment should be stored securely, preferably in a proprietary box;
- The carriage of any extra items should be considered within the axle limits of cranes. Cranes should not exceed 16.5te per axle;
- Cranes should be fitted with handbrake alarms;
- Cranes should be fitted with jib out of rest alarms;
- Outrigger support mats should be of propriety design and quality;
- Due consideration should be given to the design of outrigger mats, in regard of manual handling and stowage.

⁸ Always refer to the manufacturer's details for vehicle size, axle weight and verify the correct classification for the crane / vehicle before driving it on the highway. The following website may also help: <https://www.gov.uk/government/publications/special-types-enforcement-guide/special-types-enforcement-guide>

5.0 Specification and Equipment Check of Crane at Site

On arrival at site, the employing organisation should undertake a check that the specification and equipment fitted to the crane aligns with the information provided by the supplier during procurement process and that it is recorded on the lift plan.

Note: A list of items is supplied in Appendix C.

6.0 Publications and Guidance

Abbreviation	Description	Link
LOLER	Safe use of lifting equipment - Lifting Equipment and Lifting operations Regulations 1998 – Approved Code of Practice and Guidance -L113	https://www.hse.gov.uk/pubns/priced/l113.pdf
PUWER	Safe use of work equipment - Provision and Use of Work Equipment Regulations 1998 – Approved Code of Practice and Guidance – L22	https://www.hse.gov.uk/pubns/priced/l22.pdf
CDM	Managing health and safety in construction - Construction (Design and Management) Regulations 2015. Guidance on Regulations.	https://www.hse.gov.uk/pubns/books/l153.htm
HSG150	Health and Safety in Construction – HSG 150	https://www.hse.gov.uk/pubns/priced/hsg150.pdf
INDG401	The Work at height – a brief guide – INDG 401	https://www.hse.gov.uk/pubns/indg401.pdf
INDG368	Using Contactors – A brief guide – INDG 368	https://www.hse.gov.uk/pubns/indg368.pdf
HSG159	Managing contractors: A guide for employers (Second edition) HSE Books 2011 – HSG 159	https://www.hse.gov.uk/pubns/priced/hsg159.pdf
INDG411	Want construction work done safely? A quick guide for clients on the Construction (Design and Management) Regulations 2007 Leaflet – INDG 411 rev 1	https://www.hse.gov.uk/pubns/indg411.pdf
BS7121-3	BS7121-3:2017+A1:2019 Code of practice for safe use of cranes – Part 3: Mobile cranes	https://landingpage.bsigroup.com/LandingPage/Series?UPI=BS%207121
BS7121-2-3	BS7121-2-3:2012 Code of practice for safe use of cranes – Part 2.3: Inspection, maintenance and thorough examination - Mobile cranes	https://landingpage.bsigroup.com/LandingPage/Series?UPI=BS%207121
CIG 0701	CPA CIG 0701- Working at Height on Mobile Cranes	https://www.cpa.uk.net/safety-and-technical-publications/mobile-and-crawler-crane-guidance
CIG 1001	CPA CIG 1001 Maintenance, Inspection and Thorough Examination of Mobile Cranes	https://www.cpa.uk.net/safety-and-technical-publications/mobile-and-crawler-crane-guidance
CIG 09801	CPA CIG09801 Best Practice Guide for Crane Hire and Contact Lifting.	https://www.cpa.uk.net/safety-and-technical-publications/mobile-and-crawler-crane-guidance

CIG 1901	CPA CIG 1901 Guide to Maintaining Roadworthiness of Mobile Cranes	https://www.cpa.uk.net/safety-and-technical-publications/mobile-and-crawler-crane-guidance
	Fleet Operator Recognition Scheme (FORS) Vehicle Safety Equipment Guide (supporting FORS Standard version 6)	https://www.fors-online.org.uk/cms/wp-content/uploads/2022/06/FORS-Vehicle-Safety-Equipment-Guide-v6.pdf
UNECE Reg 46	UNECE Regulation 46 – UN Vehicle Regulations – Devices for indirect vision	<u>Regulation No 46 of the Economic Commission for Europe of the United Nations (UNECE) — Uniform provisions concerning the approval of devices for indirect vision and of motor vehicles with regard to the installation of these devices - Publications Office of the EU (europa.eu)</u>

Annex A - Information to be Provided by Crane Suppliers.

The organisation requiring the use of a mobile crane should ascertain the following information from prospective crane suppliers.

A1	Details of Crane(s) to be Provided	Comments
A1.01	Make and model of crane to be provided	
A1.02	Is the crane selected owned by the crane supplier or provided on a cross hire from another provider?	

A2	Crane Documentation/Records	Comments
A2.01	Crane has a CE certificate or UKCA declaration of conformity. Crane displays an CE or UKCA mark	
A2.02	Operation instruction manual to be with crane (paper or digital format). NOTE: Sufficient information should be present with the crane to allow the crane to rigged / de-rigged safely and used as per the manufacturer's instructions. The operator should be able to demonstrate to the hirer that the crane is rigged, including the correct part of any hoist and luffing ropes around sheaves & pulleys.	
A2.03	Confirmation of inspection, maintenance and thorough examination of crane: - Record of operator daily checks (last 7days) - Date of last maintenance inspection - Scheduled maintenance inspection Interval (period in weeks) - Date of last thorough examination - No immediate defects noted on thorough examination report - Periodicity of thorough examination - Thorough Examination Provider (in-house or independent third-party provider) - Record of inspection of work at height equipment supplied with the crane NOTE: Guidance on inspection, maintenance and thorough examination is provided in CPA1001 and BS7121-2.3	
A2.04	Confirmation of roadworthiness inspection: - Record of operator daily checks (Last 7 days) - Date of last interim inspection (maximum 12 weeks) - Interim Inspection: Periodicity (weeks) - Date of last annual safety inspection (STGO cranes) - Date of last statutory MOT Test (Cranes running on standard HGV chassis) Note: Guidance on roadworthiness is provided in CPA1901	
A2.05	Engine(s) specification European emission stage (As required by site location) Fuel type	

A3	Crane Safety Equipment (Lifting)	Comments
A3.01	Over-hoist limit switch	
A3.02	Aircraft Warning Lights: (as applicable) • Position • Rating (Candela) • Back-up power supply	
A3.03	Anemometer: • Located on boom, or • Hand-held	
A3.04	Lifting Area Restriction: • Radius restriction • Slew arc restriction • Virtual wall	
A3.05	“Jib out of rest” alarm	
A3.06	Data Logger capable of recording: • Load on hook • % Rated capacity • Radius • Boom extension • Rated capacity • Number rope falls selected on RCI/RCL • Outrigger deployment • Overload • Use of override function • Operation and inhibiting of safety devices • Time • Total operating hours • Total hoisting hours	

A4	Ballast and Support Vehicles (if applicable)	Comments
A4.01	Ballast trucks	
A4.02	Support vehicles: • Vehicle for rigging team members • Vehicle for maintenance staff • Vehicle for crane operator (Longer term hire) • Welfare vehicle (If facilities not available at site) • Escort vehicle(s)	
A4.03	Crane and attendant vehicles to be provided with adequate edge protection against falls from height.	

A5	Training and Competency	Comments
A5.01	Training and Competency Assessment details for Crane Operator: • CSCS-logoed training or competency certificate for class of mobile crane • Site Safety training and certification	
A5.02	Records of operator training: • Manufacturer training on crane type • In-house familiarisation	
A5.03	<u>Driver's Licence:</u> Crane providers shall have a procedure to check and verify all driver licences, categories, expiry dates, endorsements and restrictions • Driving licence checks shall be conducted at least every six months. This frequency of checks shall be increased for higher risk drivers using an approved risk scale. A typical approved risk scale is: - 0–5 penalty points on the driving licence – six monthly checks - 6–8 penalty points on the driving licence – quarterly checks - 9 or more penalty points on the driving licence – monthly checks	
A5.04	<u>Driving Standards:</u> Crane providers should have a policy in place to ensure a safe standard of driving, consideration for other road users and to reduce the risk of death and injury	
A5.05	Drivers should have access to the Highway Code. The driving standards policy shall be supported by a risk assessment or method statement and include: • Driver responsibilities and professionalism • Wearing seat belts • Adherence to speed limits, traffic signs and road markings • Distractions such as smoking, eating and drinking whilst driving • Sharing the roads safely, particularly with vulnerable road users • Fuel efficient driving techniques, air quality and emissions • Driving on different road types such as urban, rural and motorways • Driving in adverse weather conditions • Actions in the event of a breakdown and road traffic collision	
A5.05	<u>Staff Induction:</u> To inform drivers and other staff involved in the fleet operation of the fleet operation policies and procedures, commencing from the start of their employment: Record of induction	
A5.06	<u>In-vehicle communication:</u> Crane owners shall have a policy on the use of hand-held mobile phones and interactive communication devices while driving. The policy shall be supported by a risk assessment or method statement and include: • Unlawful use of hand-held mobile phones and hand-held communication devices • The responsibilities of office staff making and receiving calls to and from drivers • The actions for office staff to end a call if they suspect the driver is driving • The fact there is no expectation for drivers to answer any call until it is safe to do so	
NOTE: For further guidance refer to https://www.fors-online.org.uk/cms/		

A6	Health and Eyesight Surveillance	Comments
A6.1	Crane owners shall have a policy and supporting procedures in place on fitness-to-drive and the eyesight standards for driving. The policy and supporting procedures shall include: • Minimum medical standards for driving • Illness and prescribed and over-the counter medication • Health effects of driving such as posture and in-cab air quality • Impairment through drugs and alcohol • Fatigue-related illnesses such as sleep apnoea • Mental health problems such as stress, depression, and anxiety • Minimum vision standards for driving and the use of glasses and contact lenses • A driver health and fitness declaration • Driver eyesight checks and tests	
A6.2	A driver eyesight check procedure shall be in place that requires drivers (with glasses or contact lenses - if required) to read a vehicle number plate made after 1 September 2001 from 20 metres, or a suitable alternative check. Records of health and eyesight surveillance shall be retained. The frequency of eyesight checks should be dependent on the individual and operating conditions but shall be conducted: • Pre-employment or the start of a specific contract • Every six months • After involvement in a blameworthy road traffic collision Any driver failing an eyesight check shall be referred to an optician for an eyesight test.	
A6.3	A procedure shall be in place for drivers to inform management of any health or eyesight condition that affects driving ability and to inform the Driver and Vehicle Licensing Agency (DVLA) of reportable medical conditions that affect driving entitlement.	
A6.4	A drugs and alcohol procedure shall be in place that includes the actions to take on suspecting driver impairment through drugs or alcohol. This should include drug and alcohol testing that is conducted: • Pre-employment or the start of a specific contract • Routinely, randomly, or unannounced • After involvement in a road traffic collision, incident, or near-miss	
A6.5	Fleet Operator Recognition Scheme (FORS) compliant – Bronze accreditation	
NOTE: For further guidance refer to https://www.fors-online.org.uk/cms/		

A7	PPE to be Provided for Crane Operator	Comments
A7.1	High vis clothing	
A7.2	Head protection	
A7.3	Eye protection	
A7.4	Gloves	
A7.5	Hearing protection	
A7.6	Safety harness	
A7.7	Nuisance dust mask	

A8	Access/Work at Height	Comments
A8.1	Stepladder/ladder for access to hook block and rigging	
A8.2	Secure point on boom for location of ladder	
A8.3	Access steps to machine deck	
A8.4	Access to crane cab	
A8.5	Anchor points on boom for work at height	
A8.6	Non-slip coatings on machine deck, access platforms and steps	
NOTE: Refer to CPA CIG 0701- Working at Height on Mobile Cranes for further details		

A9	Equipment Provided with Crane	Comments
A9.1	Raidos: - Fixed cab radio for operator 2 x portable radios for slingers - Charging point for portable radios - Spare batteries for portable radios	
A9.2	Camera system: - Hook/Jib camera - Monitor in cab	
A9.3	Lighting: - Task lighting for rigging and night-time working - Lighting for access to machine deck and crane cab	
A9.4	Lifting equipment and accessories - Lifting chains (Legs, Size, Length) - Shackles - CE/UKCA Marked - Marked with SWL - Marked with unique identifier - Current reports of thorough examination with crane	
A9.5	Lift-specific lifting equipment - Lifting frames (beam, spreader) - Load cell(s) - Reports of thorough examination with crane	

A10	Cab Equipment (Lifting)	Comments
A10.1	Window sun blinds	
A10.2	Air conditioner	
A10.3	Operator seat tiltable	
A10.4	Heater	
A10.5	Fire extinguishers in road and lifting cabs	
A10.6	Falling object protection	
A10.7	Elevating/Tiltable cab	
A10.8	Falling Object Protective Structure (FOPS) where identified by Risk Assessment completed as part of lift planning.	
A10.9	Door locked by key	

A11	Routing	Comments
A11.1	Crane suppliers shall have in place to plan and adhere to compliant, safe and efficient routes. The procedure shall specifically include adherence to any route scheduled by the crane supplier, or any route authorised by a competent authority, including: • Designated routes to and from construction sites, crane depots, and other premises • Permit-controlled routes, such as the London Lorry Control Scheme • Notified routes for abnormal indivisible load (AIL) movements (ESDAL) • Routing Information to and from site to be provided (ESDAL) NOTE: Further information provided in Section C2 STGO Routing Information	

A12	Travel on Public Highway and at Site	Comments
A12.2	Hazard warning lights on crane for travelling on highway	
A12.3	Escort vehicle to be provided	
A12.4	STGO mobile cranes - Fitted with a speed restriction system to limit maximum speed:	
A12.5	Secure storage location for lifting equipment and accessories	
A12.6	Oil spill kit on crane	
A12.7	Outriggers: • Warning lights • Hazard markings	
A12.8	Hazard warning marking at rear of vehicle	
A12.9	Handbrake audible alarm	
A12.10	Wheel chocks	
A12.11	Visual indication of wheel nut torque	
A12.12	Visual Indication of tyre pressure	
A12.13	Slew Ring lock for travel on highway	

A12.14	Counterweight travel lock	
A12.15	Travel height of crane displayed in cab	

A13	Vulnerable Road User - Detection, Warning and Protection	Comments
A13.1	Blind Spot Warning Signage - Warning signage and markings displayed prominently at the rear of the crane to warn other road users of the near side close-proximity blind spot hazard. Warning signage should be A4 or equivalent if not practical. NOTE: The signs should not cause offence to other road users. NOTE: Illuminated panels or LED warning signs may also be fitted at the rear of the vehicle to alert cyclists to the blind spot on a heavy goods vehicle. Panels can flash in conjunction with the directional indicators and only operate when the vehicle is stationary (not parked) or manoeuvring below 15 mph.	
A13.2	Audible warning systems – Vehicle manoeuvring warning for vulnerable road users. Audible and visual warning that warns other road users of a left turn and reversing vehicle manoeuvre. The system should: • Activate when the left turn indicator is engaged and reverse gear is selected • Be fitted with a manual switch to mute the sound when required, such as operating between 23:30 and 07:00 in urban areas • Be supplemented with a visual warning to vulnerable road users	
A13.3	Class V and V1 Close Proximity Mirrors Mirrors should be fitted in such a way that they can be adjusted and fully visible from the driving position. NOTE: The mirror position should take account of driver position with RHD or LHD cranes	
A13.4	Camera system and In-cab audible warning system, including: • A camera system that monitors the near-side blind spot • An in-cab display screen to provide the driver with a view of the near-side blind spot • A close proximity sensor and driver audible alert system to alert the driver of other road users in the near-side blind spot NOTE: On LHD cranes, a camera system and close proximity driver warning system may not be required NOTE: Devices for indirect vision such as blind spot camera and monitor systems can be used instead of Class V and Class VI mirrors, but the image shall cover the same field of view. Camera and monitor systems used to replace Class V and Class VI mirrors shall be R46 (UNECE Regulation 46) approved products and comply with pre-defined installation guidelines. Camera displays should be positioned	
A13.5	Reversing camera to monitor the rear blind spot at the rear of the crane	
A13.6	Vision survey assessment record (direct and indirect) NOTE: Surveys should be completed before and after fitment of any supplementary mirrors or cameras. The assessment should consider parts of the crane that may obscure and indirect direct vision and such as crane jibs and hook blocks. The assessment should include a list, or photographs, of any additional devices that have been fitted.	
A13.7	Side under-run protection (on both sides of crane) NOTE: Areas that are closed off by equipment fitted to the crane such as access ladders, equipment lockers and fuel tanks may satisfy this requirement.	
NOTE: For further guidance refer to https://www.fors-online.org.uk/cms/		

A14	Hazardous Area Equipment (where applicable)	Comments
A14.1	Engine fitted with fire suppression system	
A14.2	Exhaust system spark arrestor	

A15	Operation Near Aerodromes (where applicable)	Comments
A15.1	Aircraft warning lights NOTE: For further guidance refer to CAP1096 https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/	

A16	Operation Near Network Rail (where applicable)	Comments
A15.1	Understanding of the CIV063 rules from Network Rail and the CPA guidance for the positioning and safe use of cranes beside railways NOTE: For further guidance refer to the CPA website for updated guidance	

A17	Lifting of Persons (where applicable)	Comments
A15.1	Ability to restrict the working speed of all crane functions to 0.5 m/s (or equivalent working %)	
A15.2	Load bearing hydraulic cylinders fitted with check valves	
A15.3	Hoisting and lowering ropes minimum diameter of 8 mm	
A15.4	Control levers return to neutral automatically when released	
A15.5	Power lowering capacity fitted to the crane. If not, free fall capability must be locked out	
A15.6	SWL of crane configuration in use is at least twice the rated capacity of the carrier	
A15.7	Recovery system available should the crane break down	
NOTE: Guidance on lifting of persons is provided in BS7121-1 and -3, noting that the lifting of persons by crane is only to be undertaken as a last resort, only when no other less hazardous means are exhausted.		

A18	Risk Assessments and Method Statements Provided by Crane Supplier (Contract lift and crane hire)	Comments
A16.1	Movement of crane on site to the berthing position	
A16.2	Rigging and de-rigging of crane	
A16.3	Work at height (rigging and daily checks)	
A16.5	Manual handling	
A16.6	Re-fuelling of the crane	
NOTE: Risk assessments and method statements for the lifting operations and movement of the crane at site should be prepared by the Appointed Person planning the lift. Guidance is provided in BS7121-3 and CPA CIG 09801 Best Practice Guide for Crane Hire and Contact Lifting.		

A19	Participation in Development of Industry Good Practice Standards	Comments
A17.1	Members of the Construction Plant-hire Association (CPA)	
A17.2	Member of the CPA Crane Interest Group (CIG)	
A17.3	Actively contribute to CPA Good Practice publications	
A17.4	Participate in drafting BS7121 series of standards	

Annex B - Contract Lift – Additional Information to be Provided by Crane Providers

If the crane is supplied on a Contract Lift arrangement, the following information should be ascertained from the crane supplier before the lifting operation commences. This information is in addition to that provided in Annex A.

B1	Personnel	Comments
B1.1	Appointed Person - Name - Qualifications/CSCS-logoed certification/Safety critical medical/ - Contact details for appointed person	
B1.2	Date site survey undertaken by Appointed Person	
B1.3	Crane Supervisor - Name - Qualifications/CSCS-logoed certification - Contact details for crane supervisor	
B1.4	Slinger Signaller - Name(s) - Qualifications/CSCS-logoed certification	
B1.5	Crane rigging team - Name(s) - Qualifications/CSCS-logoed certification	
B1.6	When considering the appointment of a crane supplier to act as a contract lift manager and supply an appointed person, it is essential to understand that the team has the proven ability to provide that managed service. A sample(s) of safe system(s) of work should be reviewed, managing paperwork / electronic systems. This should include how often the appointed person is to be on-site for reviewing changes to the loads and environment and how revisions to the written lift plan shall be controlled. Understanding of how residual risks shall be communicated and managed – eg requirements for pavement gantries or other additional control measures beyond the contract of the lift supervisor / appointed person. To understand how the appointed person will review other lifting operations on site, such as the installation of a hoist on internal lifting operations such M&E items where broader services are provided.	

B2	Lift Plan	Comments
B2.1	Crane type / class & boom length: maximum extended length planned deployed length	
B2.2	Fly jib (Length(s), Angle(s)) Luffing jib (Length, Angle)	
B2.3	Hook block: - Type (maximum rope falls, hook type) - Size/Weight - Safety Catch	
B2.4	Number of rope falls & reeving diagram	

B2.5	Lifting capacity at planned lift radius	
B2.6	Load chart for crane configuration selected	
B2.7	Counterweight (for the duty selected) (tonne) On board counterweight (travelling with crane) (tonne) Supplementary counterweight (travelling with ballast truck) (tonne)	
B2.8	Weight of crane (gross weight including counterweight) (tonne)	
B2.9	Maximum axle weight (axle weight with on-board counterweight) (tonne)	
B2.10	Dimensions of crane: - Length, width, height - Outrigger: width, spacing Symmetric or asymmetric (cranes with variable outrigger position)	
B2.11	Outrigger maximum point loads: 360-degree slew during rigging (max. counterweight / min. boom / min. radius), as well as for all of the planned lifting activities, and uplift where large area load is being lifted to height, which could affect the outrigger loads beyond the manufacturer's standard duty charts. Source of outrigger loads such OEM printouts / digital output.	
B2.12	Outrigger mats to be provided with crane: - Material - Dimensions - Capacity - Weight of each outrigger mat / pan - Deployment method (Manual or by crane) - Storage location on crane for standard mats - Manual handling aid for placing in storage area. Details of any supplementary mats, handling arrangements and transport method to site	
B2.13	Limiting windspeeds: - Maximum wind speed for operation of the crane – no load on hook - Maximum wind speed with no account taken of load characteristics - Maximum wind speed allowable for rigging and derigging of the crane Wind speed by which the crane boom must be lowered onto boom rest	
B2.14	A note could be added to the safe system of work stating that additional lifts should not be added onto the end of the planned lifting operations. All work should stop until a revised lift plan and safe system of work have been completed for the additional item(s) by the appointed person.	

Annex C: Information to be Confirmed When the Crane Arrives at Site

The organisation requiring the use of a mobile crane to undertake a lifting operation should confirm the following information when the crane arrives at site.

C1	Crane Documentation	Comments
C1.1	Crane make and model matches that declared on lift plan	
C1.2	Copy of the CE or UKCA Declaration of Conformity for crane	
C1.3	Valid report of thorough examination • 12 months goods • 6 months if lifting persons • Any special requirements from Network Rail for lifting accessories	
C1.4	Load chart provided with crane	
C1.5	Crane operation manual provided with crane	

C2	STGO and Routing Information (where applicable)	Comments
C2.1	Copy of notified route plan with vehicle	
C2.2	Escort vehicle Present	

C3	Crane Roadworthiness Inspections	Comments
C3.1	Record of driver daily checks (last 7 days)	
C3.2	Roadworthiness inspections: • Date of last inspection • Periodicity of safety inspections (weeks)	
C3.3	Date of last annual safety inspection	
C3.4	Date of last statutory MOT Test (where applicable)	

C4	Crane Inspection and Maintenance	Comments
C4.1	Record of daily pre-use checks (last 7 days)	
C4.2	Record of weekly inspections	
C4.3	Record of in-Service maintenance inspections	
C4.4	Periodicity of in-service inspections	
C4.5	Record of intermediate inspections	

C5	Crane Operator	Comments
C5.1	Mobile Crane Qualifications/CSCS-logoed certification: Certification type(s) Number	
C5.2	Record of familiarisation training on crane type	
C5.3	Record of Work at Height training	
C5.4	Health surveillance medical <12months	

C6	Crane Supervisor	Comments
C6.1	Crane Supervisor Qualifications/CSCS-logoed certification: Certification type(s) Number	

C7	Slinger/Signaller	Comments
C7.1	Slinger/Signaller Qualifications/CSCS-logoed certification: Certification type(s) Number	

Annex D: Legislation Relevant to Mobile Cranes

The following list of legislation may help the hire company / crane supplier and the customer who is hiring the crane to understand their legal duties in hiring the mobile crane(s).

D.1 Movement of the crane on the public highway

The Road Traffic Act 1984, 1988 and 1991

The Road Traffic Act covers requirements for the use of all vehicles on highways and any other road to which the public has access. The act covers the construction and use of vehicles, including requirements for testing.

The Road Vehicles (Construction and Use) Regulations 1986 (As amended) (C & U)

The Road Vehicles (Construction and Use) Regulations, made under the Road Traffic Act 1972, specifies detailed requirements for the construction and use of all road vehicles, including mobile cranes. Part of the requirements for use is a requirement (Regulation 100) that all vehicles, including mobile cranes, are maintained so that no danger is caused or is likely to be caused to any person in or on the vehicle or on a road.

The Road Vehicles Lighting Regulations 1989 as amended.

The Road Vehicles Lighting Regulations made under the Road Traffic Act 1988 sets out the requirements for the lighting of road vehicles.

The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO)

This Order - made under Section 44 of the Road Traffic Act 1988 - authorises the use on the road of certain types of vehicles, including mobile cranes, which do not fully comply with the Construction and Use Regulations. The Order also specifies the requirements that must be met by such vehicles.

The Goods Vehicles (Plating and Testing) Regulations 1988 (as amended)

The Goods Vehicle (Plating and Testing) Regulations - made under the Road Traffic Act 1972 - sets out the requirements for the annual testing of most goods vehicles. Schedule 2 lists those vehicles which are exempt from the regulations. Schedule 2 has been amended by The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017.

The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations 2017

The Goods Vehicles (Plating and Testing) (Miscellaneous Amendments) Regulations amend the list of exempted vehicles in Schedule 2 of the 1988 regulations. The amendments remove mobile cranes from the list of exemptions from plating and testing. However, those mobile cranes running under STGO (see 3.5) continue to be exempt by virtue of Regulation 44(e) of the Goods Vehicle (Plating and Testing) Regulations 1988.

D.2 Use of the crane at site

Health and Safety legislation requires that safe systems of work and equipment are in place for all lifting operations.

Health & Safety at Work etc Act 1974 (HSWA)

HSWA places a duty on employers, such as crane owners and users (hirers), to ensure the health and safety of their employees and others who may be affected by their work activities.

This includes the crane rigging / de-rigging team, technicians and crane operators working on a site, both under crane hire and contract lift conditions (Section 3.1). The HSWA also places a duty on mobile crane owners/suppliers, mobile crane operators and users (hirers), where their work activity involves any form of crane is being used, or crane related activity where they could affect the general public and the self-employed (Section 3).

The Construction (Design and Management) Regulations 2015 (CDM)

The Construction (Design and Management) Regulations place duties on organisations and individuals - including duty holders, clients, designers and contractors - in respect of the planning, management and monitoring of health, safety, and welfare in construction projects and of the co-ordination of the performance of these duties by duty holders. These include a duty on every person concerned in a project to co-operate with any other person involved with the project or an adjacent site to ensure that work is carried out safely (Regulation 8(4)). Responsibilities remain with the principal contractor to ensure that although they may delegate some duties to others, including lifting specialists, they retain the responsibility to ensure those individuals and companies are competent and that they undertake those duties.

Management of Health & Safety at Work Regulations 1999 (MHSWR)

Under the MHSWR, employers and self-employed people are required to assess risks to health and safety from their undertaking (Regulation 3). This assessment shall be suitable and sufficient. It is necessary to identify what could cause injury or illness when undertaking the activities. The process should consider how likely someone could be harmed and how seriously they could be injured. This includes risks from lifting operations using the mobile crane during rigging / de-rigging the crane as well as the use of the crane during the construction phase of the project. The risk assessment(s) should identify ways to eliminate the hazard or if this is not possible then preventative and protective measures required to minimise risk. The duty holder (organisation in control) should then put in place the management controls and practical arrangements (planning) to ensure that those measures are properly implemented.

Different risk assessments may be required for example one for the rigging, one for the use and one for the eventual de-rigging of the crane. Different organisations may be required to prepare the different documents. They should be relevant to the planned activities and be specific for the activity being undertaken.

MHSWR also places a duty on employers to consult and co-operate where two or more employers share a workplace, even on a temporary basis such as a crane hire. MHSWR (Regulation 14) also places duties on employees to cooperate with their employer to enable the employer to comply with statutory duties. This includes a requirement for employees to inform their employer of shortcomings in the health and safety arrangements.

The Provision and Use of Work Equipment Regulations 1998 (PUWER)

PUWER deals with the risks arising from the use of all work equipment, which includes lifting equipment such as mobile cranes, tower cranes and other lifting accessories. PUWER covers many general duties including but not limited to:

- Maintenance (Reg 5)
- Inspection (Reg 6)
- Information & Instructions (Reg 8)
- Training (Reg 9)
- Stability (Reg 20).

The Lifting Operations & Lifting Equipment Regulations 1998 (LOLER)

LOLER deals with the specific risks arising from the use of work equipment that is undertaking lifting operations including lifting accessories employed to lift loads. LOLER applies to employers in respect of lifting equipment provided for, or used by, their employees, self-employed persons in respect of work equipment they use and other persons, e.g. visitors.

Regulation 8 of LOLER specifies requirements for the planning, supervision and organisation of lifting operations and the guidance to LOLER cites the BS 7121 suite of standards as giving practical guidance on the safe use of cranes. The guidance to LOLER and BS7121 both highlight the differences between a standard crane hire and a contract lift.

LOLER covers many general duties including but not limited to:

- Stability (Reg 4)
- Lifting equipment for lifting of persons (Reg 5)
- Positioning and Installation (Reg 6)
- Thorough examination and inspection (Reg 9)

Working Time Regulations (1998)

The Working Time Regulations are in place to improve workplace health & safety by implementing rules regarding working hours. These rules include daily and weekly rest periods, rest breaks, annual leave entitlements, maximum working weeks and night work restrictions. Under the Working Time Regulations, employers are required to monitor when and how many hours employees are working.

Guidance on the selection of contractors is provided in the following HSE publications:

- INDG368 - Using Contractors – A brief guide;
- HSG159 - Managing contractors: A guide for employers (Second edition) HSE Books 2011;
- INDG411 - Want construction work done safely? A quick guide for clients on the Construction (Design and Management) Regulations 2007 Leaflet.

Annex E:

E.1 Information to be shared by the Hirer to the Crane Supplier

Before entering a contract, the organisation requiring the mobile crane should satisfy itself that the crane supplier has the necessary competence, procedures, and suitable cranes to carry out the work safely. The employing organisation is often the principal contractor but may be the client who is commissioning the construction activity, such as under construction management contracts. As such this document shall refer to this organisation as the employing organisation. Whether lifting operations are being undertaken under a crane hire agreement or as a contract lift, the employing organisation should ensure that:

- a) The site layout, plan and height of structures / obstacles;
- b) Adequate information about the load to be lifted has been provided – such as weight, centre of gravity (in 3 dimensions), nature of the load (fragile / liquid);
- c) Unloading bay location(s);
- d) Local environmental constraints, including oversailing restrictions;
- e) Local restrictions for power supply;
- f) Programme period to complete the lifting activities, including any road closure restrictions;
- g) The crane selected and any accessories for lifting are properly maintained, inspected, and thoroughly examined (see note);
- h) The crane selected is safe to travel on the road;
- i) A competent operator is provided;
- j) Adequate information regarding the location of the lifting operation, site conditions and hazards have been provided to the appointed person.

Reference should be made to BS7121-1:2016, with particular attention to 4.3.2 and section 5 when considering the contents of the plan. Reference should also be made to BS7121-3:2017+A1:2019

In some cases, an employing organisation may formulate an outline crane strategy, including outline crane location(s), type(s) and boom configuration(s).

This yields the outline tender enquiry required by the crane supplier to assess what crane(s) are required.

The employing organisation should also ensure that a competent person has been appointed to have overall control for the following items. Where this person is not available from within the employing organisation, they can be appointed from a labour only source (with direct management) or supplied as part of the mobile crane supply contract. Guidance as to the type of contract can be found in 3.1. The following non-exhaustive overview list should be addressed either in the enquiry or excluded (for self-delivery) and form part of the detailed analysis suggested in Annexes A and B:

- a) Plan the lifting strategy for the project, by selecting the most appropriate crane(s) and locating them to minimise clashes with structures, temporary works, other cranes (in-service and out of service);
- b) Provision of a risk assessment of sufficient detail for the work, including rigging and de-rigging of the mobile crane;
- c) Liaising with relevant competent people such as temporary works engineers, geotechnical engineers, site management, local highways department & traffic management;
- d) Consideration of oversailing of boundaries and the need for any party wall agreements;

- e) Be aware of the requirements for neighbours such as Network Rail or other organisations with special requirements;
- f) Ensure that others who may be affected by the lifting operations, such as members of the public are provided with suitable protection;

NOTE: Where a risk assessment identifies a residual risk that the appointed person cannot minimise or mitigate, as it is beyond their contract, then the hirer should be advised that it is their responsibility to manage this risk.

- g) Be aware and make notifications to the Civil Aviation Authority;
- h) Has set up a site management structure and lifting team numbers to ensure safe lifting operations are being undertaken via appointments which may include an appointed person (lifting operations), crane supervisor(s), slinger-signaller(s), mobile crane operator(s);
- i) There are protocols in place to assess the competence of the lifting team prior to appointment and ensuring pre-start equipment familiarisations are undertaken;
- j) Provision of lifting operation activity briefings to the whole team;
- k) The crane selected and any accessories for lifting are properly maintained, inspected, and thoroughly examined;
- l) There are protocols in place to report breakdowns, damage, quarantine of lifting accessories;
- m) Adequate information about the load to be lifted has been provided;
- n) The lift is properly planned, and a safe system of work is followed;
- o) The lifting operation is appropriately supervised and carried out in a safe manner;

NOTE: Other guidance for the maintenance, inspection and thorough examination of mobile cranes is provided in BS7121-2.3:2012 and CPA CIG 1001 - Maintenance, Inspection and Thorough examination of Mobile Cranes

The above elements may be used by the employing organisation as part of the tender process to assess the capability of different tower crane suppliers to undertake the role of crane supplier for the project. A list of possible questions that could be considered in the tower crane supply tender has been attached in Annex A & Annex B.

E.2 Customer Involvement in Planning Lifting Operations – avoid a ‘Hybrid Lifting Operation’

When the employing organisation chooses to hire a crane from a crane supplier and manage (plan and supervise) the lifting operation(s) themselves, they are responsible for ensuring that there is a safe system of work in place and that all lifting operations are carried out safely. The crane owner also needs to be satisfied that a safe system of work, to which their crane operator will work, has been established by the employing organisation (CIG9801), but are not required to review it for adequacy. Under the CDM regulations, the employing organisation should realise that they are responsible for all activities, including monitoring the crane rigging activities even though they are not required to supervise it closely.

Further to this, under the CPA crane hire terms and conditions, the employing organisation is responsible for the acts and omissions of the crane operator and rigging team, hence those managing the activity and taking receipt of the rigged crane should have enough training, knowledge and experience to assess if the crane has been rigged as per the lift plan. BS7121-1:2016 confirms in clause 4.2.1.1 that the hirer retains responsibility for the lifting operation(s) even though they may have employed an appointed person to plan, manage and control the lifting operations.

Where the employing organisation is unable to plan and manage the lifting operation, then they should opt for a contract lift.

Should the employing organisation choose to opt for a contract lift, the planning, supervision, and execution of the lifting operation(s) will be carried out by the crane supplier. As the employing organisation is in control of the site and has access to the expertise required to assess the ground on which the crane will stand, they are responsible for the assessment and preparation of the ground.

The crane supplier is responsible for ensuring adequate stability of the crane above the load bearing surface, which may be the ground. The employing organisation should be careful to avoid assisting too much in the planning phase and be wary of supplying their own staff for the activities as this could lead to hybrid lifting operations where it is unclear who is responsible for the work and who is responsible if there is an incident.

Where the employer is taking a role, it must be formally laid out and agreed in advance, between all parties, who is responsible for what and how a handover of control is agreed and when this should happen.

Where the crane supplier does not have a suitable crane available from their own fleet and elects to source a crane from another crane supplier (cross hire), the employing organisation should be informed of the arrangement.

NOTE: Further guidance on crane hire and contract lifting is provided in CPA Publication CIG09801 - Best Practice Guide for Crane Hire and Contact Lifting.

The crane hirer should not impose their own planning requirements and staff on to the crane supplier when it is a contract lift. Such actions lead to uncertainty in responsibilities during the planning and execution of the lift plan. If there were to be an incident, it may then be difficult to ascertain who was in control of the lifting operation and could be considered to have become a hybrid lift. Hybrid lifting is outlawed by BS7121-1:2016. Further guidance is provided in [CIG-TIN-107](#).

It should be noted that if it is a contract requirement to hand-over the lift that is substantially complete, such as for final positioning of the load, then a handover procedure should be agreed in writing in advance. Equally, it is important to understand how the load will be secured prior to it being released from the crane, e.g., how will the load be secured on transport or bolted in position on a support and when will these elements happen in the sequence of the transferring of the weight from the crane to the support.

E.3 Road closures, Traffic Management

The employing organisation should decide who will liaise with the local authority / borough highways team to obtain approvals which may include the following non-exhaustive list: to close the road, alter the direction of flow of the traffic, suspend parking meters, loading bays, taxi ranks, relocate bus-stops and provide suitable traffic management partially or fully. Temporary fencing may also be required to prevent access to the crane erection zone. The organisation of the road closure is usually undertaken by the mobile crane supplier.

Significant notice periods may be required before roads can be closed, and costs can be very high.

A knowledge of buried services or underground structures is essential when considering the positioning of the mobile crane plus any attendant cranes and transport required for the rigging/de-rigging activities. The employing organisation should supply this information to the tower crane / mobile crane supplier.

E.4 STGO defines a mobile crane as:

- a motor vehicle that's specially designed or built to carry out lifting operations - that can't safely be carried out by a motor vehicle or trailer;
- its gross weight exceeds 12,000 kgs per axle;
- a motor vehicle which has a crane permanently mounted as part of the vehicle chassis design;

- it is operated by the driver or other person riding on it.

There are three categories of crane in the UK. The category identifies the number of axles and the gross vehicle weight across the axles. Category A & Category B cranes are less common in the UK and hence omitted from this guidance.

This document focuses on Category C as many cranes are Category C due to many cranes travelling with a 16.5t axle weight, up to a maximum gross weight of 150 tonnes. This benefits the hirer as it means the crane is carrying as much ballast as possible to reduce the amount of ancillary transport vehicles and reduce time and cost in preparing the crane for use or return travel.

Refer also to **Annex C** which highlights the matters that the hirer should ensure are place prior a crane movement and then verified when the crane reaches site.

NOTE: *that these requirements were correct at the time of publication and should be verified at the time of planning any vehicle or load movements.*

E.5 Notification of crane movement

Notifications can now reflect a 30-day window for movement dates to accommodate scheduling changes. Operators can list up to five substitute vehicles in notifications, which must match the same model, dimensions and weights as notified on the original notification. As an example, if a LTM1060 is notified, a LTM1090 cannot be substituted. A new notification must be made.

Operators who transport ballast under STGO conditions must have a Vehicle Special Order, issued by the Vehicle Certification Agency (VCA). This authorises the operator to move a divisible load as an 'Abnormal Indivisible Load'. The maximum GVW of the vehicle plus load must not exceed 100 tonnes GVW.

If the STGO vehicle, operating under VR1 or Special Orders and is over 3.05 metres wide, you need to tell the Police regardless of the weight of the vehicle (see below). Authorisation for the vehicle movement must be carried in the vehicle.

Depending on the amount of projection of the boom or slewing portion of the crane from the front and/or rear of the chassis, then notice periods are required to move the crane and potentially an attendant / escort vehicle is also required⁹.

E5.1 General advice regarding movement notifications for mobile cranes and attendant transport

The above advice means that careful planning for crane movements will avoid unnecessary delays, fines and costs. In many cases the Police need 5-days' notice for route planning, which means the crane cannot move before the sixth workday.

Consider the following scenarios which are rules of thumb, based on real examples, although sometimes the Hire company are able to assist the situation through negotiation with the Police / Highways Authority and if the route is not into a city centre.

Scenario 1: *If booking a heavy crane >80t on a Tuesday for Friday (3 days' notice), then the crane should not legally be able to travel until the following Tuesday (assuming the movement order was put in on the Tuesday). Weekends do not count as they are not a working day.*

Scenario 2: *Cancelling a crane that is already in transit, along its approved route, cannot usually be stopped enroute or turned around. It must obey the route plan, including the timings. It must complete the planned journey and then it cannot be routed away again without another application or alternatively, waiting to travel as per the planned return date and route.*

⁹ NOTE: For further information, please refer to: <https://nationalhighways.co.uk/media/ox4pi2qe/aide-memoire-notification-requirements-for-moving-abnormal-loads.pdf>

Scenario 3: *Commencing a tower crane dismantle operation on the Friday and then cancelling it part-way through Saturday may mean the mobile crane will need to stay on site until the permitted travel time (often planned for Sunday) as the mobile crane cannot travel outside of the agreed times. NOTE: In some locations this may be possible.*

These are longer periods than the time required by the Police or the Highways Agency to allow for arranging the transport / transportation and routing of cranes and loads.

There are minimum notice periods in the CPA contract terms to cater for the above scenarios. These are currently, for cranes:

- Under 80t - 5 clear working notice;
- Above 80t – 10 clear working days' notice;
- Strut crane - 20 clear working days' notice.

These periods allow the securing of the necessary haulage fleet and then allowing for the haulier to apply for their own individual movement orders for their transport, especially the size of some of the components being handled.

Equally, the off-hire notice period reflects the different lead times above. The crane must be ready for collection on the agreed date. If it is not ready for collection, the crane shall remain on hire until it is released.

The CPA contract terms cater for the off hiring of cranes, although the crane supplier will do their utmost to minimise delays. If the crane is not ready for collection, then it will be considered to still be on hire until it is successfully collected.

The hirer must be aware that these notice periods can force poor behaviour where a hirer is demanding a crane for an urgent job. It is not possible to legally transport a 700t crane tomorrow, it may well need a 10-day notice, given its size and the amount of attendant transport required. Always consult your crane supplier in advance and understand the limitations and notice periods required, as local authorities may have other restrictions beyond the Police requirements.

For example, there may be a peak time travel restriction between 17:00-19:00 or even 20:00. So, a crane cannot leave the site until after 19:00 or it has to be back at the Yard (off the road) by 17:00 or outside of the travel embargo zone. It is unlikely that the crane can even be parked in a traffic management zone, unless part of the movement notification allows for this. A mobile crane cannot park anywhere – even a motorway service station, unless the route permits the stop.

If there were to be a fatality related to the unauthorised movement of a crane, the hirer and crane supplier may be open to a charge of corporate manslaughter should the Police believe, they can apply a test of 'use, cause or permit' in such a way that the parties have acted in such a way that avoiding the permit led to the incident.

The hirer should consider the time they are booking for the crane to arrive on site too, due to embargos. A crane may need to be off the road by 06:00, so asking for a 07:00 arrival time will not be accepted. Equally some authorities, such as the West Midlands, may operate blanket bans on movements on Bank Holidays (e.g. movements are not permitted midnight on the Saturday morning through to the Tuesday at 09:30), so asking for the crane to arrive on Monday will not be acceptable and the movement order will be declined.

Embargo times vary around the country. During planning, check the complete route for variation. The rules may also differ between the home nations of Scotland and Wales

The following is extracted for the 2025 National Police Chiefs' Council, Abnormal Load Guidance, section 4 Embargoes:

The decision to impose embargoes by a Chief Constable is based on the interests of road safety and to avoid undue traffic congestion and may be implemented in relation to specific events. As a result, due to the significant variance in the road network across the UK, local geography, and events it is expected there will be some local, and regional difference.

However, it is also recognised that movements regularly cross force borders and we should seek to achieve consistency wherever possible balancing the needs of local communities with that of the road haulage and associated industries.

It is recommended that an evidence-based approach in collaboration with key stakeholders should be adopted to understand traffic flow and movement which can then be used to justify any restrictions that are imposed, as opposed to a blanket approach.

Where, due to specific local geographical issues the Chief Officer of Police determines that embargoes on Abloads should be in place, the following principle is suggested: Category 1 STGO vehicles, Cat A mobile cranes and those moving wide or long loads under C&U Regulations should not be subject to any embargo save for congested urban roads, or where the width of the vehicle and load cannot reasonably remain within the width of the lane in which the vehicle is travelling unless there are specific local issues to be taken into consideration.

A pragmatic approach whereby only vehicles that are notifiable to the police and therefore likely to have an impact on traffic flow and safety should be subject to embargoes, unless there are specific local issues which justify the use of an embargo for non-notifiable loads under relevant legislation.

Annex F: Working Group Membership (2023)

Name	Employer
Peter Gibbs (CIG Chair)	Ainscough Crane Hire
Tom Pawson	Costain
Mark James	Ainscough Crane Hire
Chris Britton	Ainscough Crane Hire
George Hutchinson	Bryne Thomas Cranes
Hayley Sutch	John Sutch Cranes
Tristan King	King Lifting
Liam Clancy	Emerson Crane Hire
Trevor Jepson	City Lifting
Mark Woodham	Balfour Beatty
Kevin Bennison	Independent
Steve Murphy	Bovis
S Carter	Sir Robert McAlpine
Richerd Hedges	Sir Robert McAlpine
Steve Mulholland	CPA
David Smith	CPA
Craig Hook (Writer)	CPA
Katie Kelleher/ Peter Brown (Editors)	CPA

The HSE have also been consulted on this document.

Guidance on the Tendering, Supply, Management and Operation of Mobile Cranes

CPA Good Practice Guide



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