

20 FACTS

ABOUT CRANE OPERATOR CERTIFICATION

1. **Twenty one (21)** of the twenty three (23) CDAC members supported operator certification as outlined in the final consensus document submitted to OSHA.
2. The CDAC consensus document was **unanimously approved** by OSHA's Advisory Committee on Construction Safety and Health (ACCSH).
3. Much of the industry that uses cranes (steel erection, petrochemical, crane rental, construction) already certifies their operators. For example, NCCCO is **endorsed or recognized by nine (9) industry management and labor associations** including AGC, International Union of Operating Engineers and the Steel Erectors Association of America. A comprehensive industry study published in June¹ recommends certification not just for crane operators, but also for signalpersons, riggers and inspectors.
4. Some employers are reluctant to test their employees for fear their **lack of training** will result in their failing tests. In many cases a stated opposition to certification masks an opposition to **training**. A federal requirement would bring those **employers who are reluctant to train** and test their employees into line with industry standards.
5. **Six (6) states have enacted crane operator certification requirements** in the four years since the CDAC report was completed². At least six (6) more states and two (2) cities have introduced legislation or are in the process of drafting it.
6. Nationwide mandatory crane operator certification is coming. The only remaining question is: Will this be a state-by-state (city-by-city, county-by-county) process, or a **national program** that will be uniform for employers everywhere?
7. Does it make sense for each state, county or city to **repeat the work that CDAC has already done?** In the absence of a federal requirement, this is **already happening** (State of Washington, County of Miami-Dade, City of Philadelphia).
8. A **federal requirement** with a nationally recognized process **would cost employers less** than state-by-state licensure that could require mobile crane operators to have 50 different licenses, or worse if counties (like Florida's Miami-Dade) have their way.
9. Under CDAC, **employers are able to develop their own tests** so long as they are audited by an accredited certifying organization.
10. There are **no restrictions on sourcing training** in CDAC. Certification bodies like NCCCO do not offer training. Employers are free to train their own employees or hire in trainers of their choice.
11. Certification provides the **proof that training has been effective**, i.e., that crane operators have the requisite knowledge and skill to operate a crane safely.

12. Certification must be **independent of the training** process to ensure no conflict of interest in the testing process (e.g. schools instruct students, while Educational Testing Service administers the SAT test).
13. **Training is readily available.** There are more than 100 training schools nationwide offering crane-specific training³ in addition to numerous trade association chapters and union locals.
14. Certification must be **accredited** in order to be valid. This accreditation must be done by an organization that audits the certification organization to national **personnel certification standards**. The National Commission for Certifying Agencies (NCCA) and the American National Standards Institute (ANSI) both offer this. (The type of accreditation used to approve educational institutions does **not** meet this requirement and was rightly removed from the CDAC document prior to completion.)
15. CDAC's crane operator certification requirements are not monopolistic. While there are currently two (2) certification organizations nationally accredited to provide crane operator certifications, several more have applied and are in **process of being accredited**. Once the Proposed Rule is published, many more can be expected to meet accreditation requirements.
16. Employers have **five (5) years** from the time the Final Rule is published to meet the certification requirements recommended under CDAC, more than enough time for those that have not voluntarily certified their operators to do so.
17. The financial impact of certification to employers is negligible. For example, **CCO certification costs as little as 2¼ cents per hour**, per employee over the period of certification. Recertification after five (5) years costs just **1½ cents per hour**.
18. The **risk management benefits** and reduced workers compensation and insurance premiums that certification brings far **outweigh the costs** of training and certification.
19. Certification has been proven to **save lives** through reduced accidents. The province of Ontario has demonstrated this conclusively since 1978 with its ongoing study⁴ that shows an **80% decrease in the crane-related death rate** and a 50% reduction in crane and rigging accidents as a percentage of all construction accidents since training and licensing were mandated.
20. A study just conducted by Cal-OSHA⁵ shows a similar 80% decrease in the no. of fatalities due to crane accidents since **California's state-wide crane operator certification** requirement was introduced in 2005, despite an exponential increase in the number of cranes active in the state during that time.

¹ *Crane-Related Deaths and Injuries in Construction 1992-2006*, Center for Construction Research and Training, June 2008.

² *Web Site www.nccco.org*, National Commission for the Certification of Crane Operators (NCCCO).

³ *Ibid.*

⁴ *Crane and Rigging Fatalities, Province of Ontario*, Construction Safety Association of Ontario (CSAO). Ongoing.

⁵ *Report on Fatal Crane Related Accidents, June 1, 2002 to May 31, 2008*, California Division of Occupational Safety and Health.

The Mercury News

MercuryNews.com

Crane topples at Highway 129 road construction site

Donna Jones - Sentinel Staff Writer

Article Launched: 08/07/2008 01:31:16 AM PDT
AROMAS -- Witnesses feared the worst when a crane with its operator aboard tumbled down a hillside above the Pajaro River at a Highway 129 construction site Wednesday.

But the worker managed to leap from the cab and avoid being crushed by the falling 40-ton crane, suffering only a 3-inch gash in his leg.

"It was hard to watch," said James Sigler, who witnessed the accident from his truck as he passed the construction site on his way to Watsonville. "I saw it teetering, and all of a sudden it went boom."

The accident occurred about 2 p.m. a mile east of Rogge Lane. Traffic, already sluggish getting past the road construction that has narrowed the highway to one lane, slowed further. An hour later, eastbound traffic was backed up a mile or more.

Luis Jimenez, assistant supervisor on the Caltrans road-widening project, said the crane operator was attempting to lift a 10,000-pound steel piling when a wooden retaining wall gave way and the crane rolled.

The worker, who was not identified, was taken by ambulance to Watsonville Community Hospital.

Jim Dallara, who was operating another piece of heavy equipment nearby, said the accident could have been more serious.

"I turned around and saw that thing topple," Dallara

said. "It was pretty hairy. Thank goodness he's alright."

Dallara said the worker jumped from the cab as it was falling. Dallara said he ran to the edge of the slope, and looking down on the belly-up crane, feared for the operator. But somehow the worker managed to crawl out from underneath the 40-ton crane.

"I sure was glad to see him," Dallara said.

An inspector from the state Division of Occupational Safety and Health is investigating the accident.

The crane operator works for San Francisco-based Proven Management, which is the contractor on the \$3.4 million Caltrans project. Todd Gates, the contractor's safety manager, said the man has worked for the company "for a while." But he said he couldn't comment further until he learned more about the incident.

About 3 gallons of diesel fuel spilled from the crane, according to an inspector from Santa Cruz County Environmental Health. State Fish and Game investigators will review the spill after the crane is removed, he said.

The road work consists of realigning a curve and widening the shoulder of the eastbound lane. Work started in April and is expected to be complete in spring 2009. Contact Donna Jones at 763-4505 or djones@santacruzsentinel.com .

traffic alert

Highway 129 will be closed 10 a.m. to 1 p.m. today from Rogge Lane to just west of the Chittenden underpass

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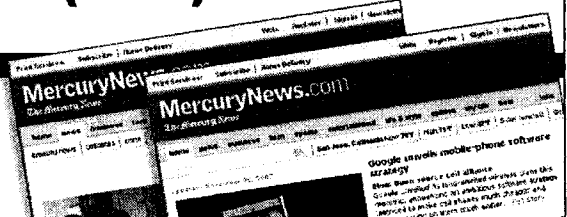
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so a crane that toppled Wednesday can be removed. Eastbound traffic will be detoured to San Juan Road

via Rogge Lane. Westbound traffic will be sent south on Highway 101 to San Juan Road and across the Main Street bridge into Watsonville to Highway 129.

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Crane tips, causing traffic delay

By Joe Slaninka
Staff Writer

DERWOOD - A crane tipped over along Shady Grove Road near the ICC Project construction site in Derwood, Monday, closing all lanes in both directions during the evening rush hour.

The crane, owned by Concrete General, malfunctioned due to operator error while assembling a sound barrier, Montgomery County Spokesperson Esther Bowring said.

Another crane was taken to the scene in order to move the toppled crane out of the way. The accident closed all westbound lanes of Shady Grove Road from Midcounty Highway to Interstate 370, for three hours. The eastbound lanes were reopened two hours after the incident.

"Traffic was redirected as soon as possible, and detours were set up quickly," chief of the Division of Transportation Engineering for the county's Department of Transportation, Bruce Johnston said.

For the last few weeks the county has been erecting three separate barriers to block traffic noise to the surrounding residential areas along Shady Grove Road between Midcounty Highway and Interstate 370. The sound barriers are reported to be complete by October.

Johnston said that there were no injuries and no damage to the barrier at the time of the accident.

Photo by Bill Wyckoff
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This crane tipped over near Shady Grove and I-370.

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Crane collapses at marina

By MICHAEL WELLES SHAPIRO mshapiro@islandpacket.com

843-706-8142

Published Tuesday, August 5, 2008

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A crane collapsed Monday afternoon at Palmetto Bay Marina and crashed into a docked sailboat and a houseboat with a woman and her dog still inside.

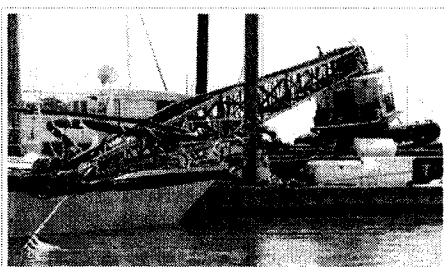


Photo: The boom of an Atlantic Marine Construction crane lies where it fell across a houseboat at Palmetto Bay Marina on Monday.

Jay Karr | The Island Packet

[Enlarge Image](#)

The Atlantic Marine Construction crane toppled over around 1:15 p.m. while workers were pulling up old wooden dock pilings, according to witnesses and marina employees. No one was injured.

Win LaForce, a University of South Carolina student who works at Palmetto Bay Water Sports, said the crane was attached to a cable that was tied around a piling. The crane was pulling up on the cable and the cable either slipped off the piling or snapped.

LaForce said it was like watching a catapult as the arm of the crane was propelled over the crane's cabin. The operator was able to jump out to safety, while the metal crane arm listed precariously over the two boats, according to observers.

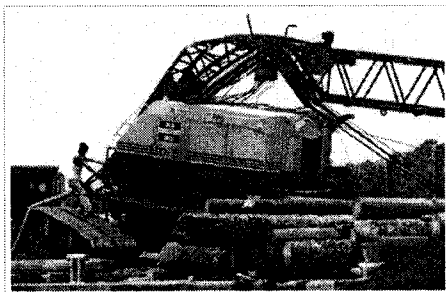


Photo: An employee from Atlantic Marine Construction inspects the damage Monday after this barge-mounted crane toppled over at Palmetto Bay Marina. While removing old dock pilings, the boom of the crane flipped backward, buckling across the top of the operator's booth and damaging two boats docked nearby. No one was hurt in the incident.

Jay Karr | The Island Packet

[Enlarge Image](#)

Richard Bradley said he was outside washing the back of his boat, "One Love," when he heard a whipping noise from the crane.

"It whipped up and teetered and started to lean back against itself," Bradley said. "And then all of a sudden, it came crashing down on the two boats."

Bradley said he ran over and started knocking on the boats to see if anyone was hurt.

He learned quickly that the houseboat's owner, Cindy Holland, had been inside on her couch, just feet away from where the crane landed on her boat.

"She said it almost killed her," Bradley said. "She was shaken, and her dog appeared more scared than she was."

Holland declined to comment.

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A sailboat belonging to Brasstown, N.C., resident Troy Conner also was in the path of the crane.

The boat, called "Magic," had its forward shroud, the rope or wire that supports the mast, snapped.

Bradley said it was a miracle the mast didn't fall, causing even more damage.

Palmetto Bay Marina harbor master Chris Wimmer said his company has worked with Beaufort-based Atlantic Marine for decades, adding the construction team was highly skilled.

"The guys on that crew have been doing this type of work for over 20 years," Wimmer said. "But accidents happen. It's just the nature of the beast if you're in this business long enough."

Officers with the U.S. Coast Guard's Charleston office, which is investigating the accident, had not finished an assessment of the damage by late in the day Monday.

Sean Shrum, civilian controller for the Coast Guard, said Atlantic Marine was sending a barge and another crane to pick up the fallen one.

Atlantic Marine's owner did not return a message left late Monday. An employee with the company said workers were still gathering details about how the accident occurred.

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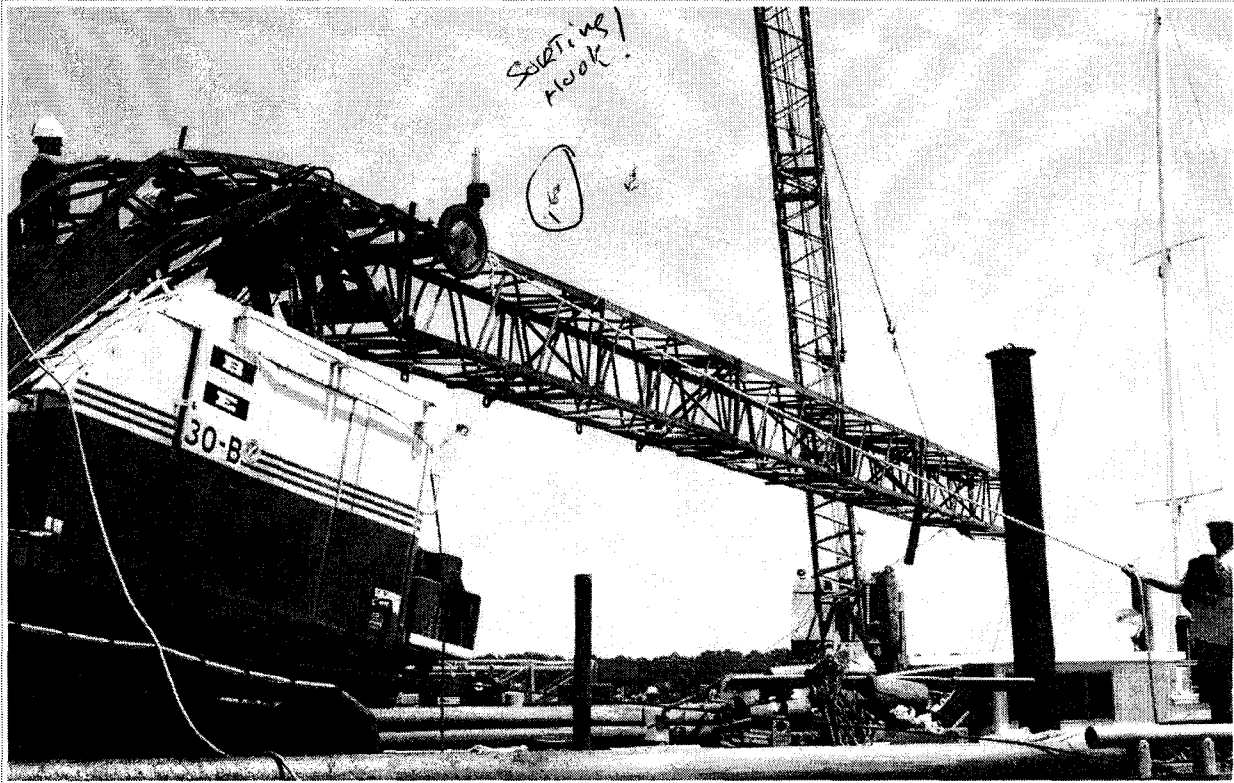


Photo: Workers Troy Powell, left and Jacob Hussman, right, watch as a crane lifts a section of an Atlantic Marine Construction crane arm off two boats docked in Palmetto Bay Marina on Tuesday.

Michael Welles Shapiro *ix95 The Island Packet*

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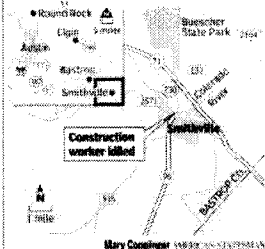
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Kelly West
AMERICAN-STATESMAN

(enlarge photo)

The crane fell while dismantling the old Loop 230 bridge, which was next to the new bridge.



Mary Coppinger
AMERICAN-STATESMAN

(enlarge photo)

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BASTROP COUNTY

Construction worker killed after crane overturns

Crews were dismantling unused Loop 230 bridge over Colorado River near Smithville.

By Regina Dennis, David Shieh
AMERICAN-STATESMAN STAFF

Thursday, July 31, 2008

SMITHVILLE — A crane dismantling an unused bridge just outside Smithville overturned Wednesday morning, knocking a pair of construction workers out of a manlift, killing one and injuring the other, officials said.

The accident, which witnesses said made the ground shake, happened about 10 a.m. on the old Loop 230 bridge over the Colorado River in Bastrop County. A third construction worker who was operating the crane was able to swim to safety without sustaining any serious injuries, Texas Department of Transportation spokesman Marcus Cooper said.

James Michael Miles, 47, of North Richland Hills died from his injuries.

The mobile crane was gripping a steel girder that was about to be removed from the bridge, Lt. Lonny Richardson of the Smithville Police Department said. A second girder came loose, falling on the other girder and causing the crane to overturn, he said.

The workers in the manlift were removing the fasteners that bound the beams together and were knocked out of the lift when the beams and crane fell, Richardson said. He said the worker who was killed fell about 60 feet onto a stack of construction materials.

The other worker suffered serious injuries and was airlifted to University Medical Center at Brackenridge, Richardson said. His condition was not known. Officials did not release the names of the workers involved.

The construction worker who was killed and the injured worker were employees of Stomper Demolition Co., a subcontractor for Capital Excavation, Cooper said. He said he did not know which company employed the crane operator.

Julie Tupper, an office manager for Stomper Demolition, which is based in Euless, said the company was still trying to collect information on what happened and had no comment. Tupper said she did not know what company the crane operator worked for but said that the operator was not a Stomper employee.

The Smithville Fire Department handled initial containment of the oil, gas and hydraulic fluid that seeped into the river when the crane toppled over, said Bastrop Emergency Management Coordinator Mark Fisher. Ft. Worth-based TAS Environmental completed the containment process, Fisher said. Richardson said a private environmental agency from Houston will assist in collecting an remaining hazardous waster in the river when the crane is removed.

Richardson said he did not know how much cleanup will cost but that there was no major environmental damage to the river.

The manager of a nearby store said she heard loud booming sounds when the accident happened and thought an 18-wheeler had fallen off the bridge.

"It was just so loud, and I knew something big had happened," said Karen Dolgener, who manages the B&B Express convenience stand in the parking lot of the Brookshire Bros. grocery store just off the south entrance of the bridge. "I ran down to the bridge and saw the crane in the water and heard the engine roaring, and then one of the workers ran out and said, 'Call 911.'"

David Coats, 12, who lives in a home directly across from the bridge, said he was asleep at the time of the accident but was startled awake by the commotion.

"It shook the house, and I fell out of my bed onto the floor," he said.

Soon afterward, he said, his front yard was blocked as officials from the police and sheriff's department arrived and the two workers were lifted from the construction area.

"One of the other workers came from the bridge, and he threw his helmet onto the ground and started crying," David said.

The U.S. Department of Labor sent officials to the scene and could

More for this story

investigate for up to six months.

"Until our investigation is complete, won't have any information to release," said Elizabeth Todd, a spokeswoman in the Dallas office of the department's Occupational Safety and Health Administration.

The demolition project on the bridge began June 16, four days after a new bridge was opened, Cooper said. He said he did not know when the demolition was scheduled to end but that most such jobs take between three to six months.

Crane collapses have killed more than a dozen workers nationally over the past five months.

In March, a 19-story crane broke away from a New York construction tower and killed seven people, including the crane operator.

Since then, crane accidents have been responsible for deaths in Houston, Miami, Las Vegas, Nev., Oklahoma City and again in New York.

In Austin on Oct. 11, a mobile crane fell four stories at an apartment building under construction at Ninth and Red River Streets, but no one was hurt. City Council Member Mike Martinez has asked that Austin assume some oversight on cranes in the city. Right now, the city plays no role in monitoring cranes.

rdennis@statesman.com, 445-3851

Staff writer Marty Toohey contributed to this report.

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stevemustangred wrote:

Horrible accident. Excellent reporting. Why does it seem that there is suddenly a rash of crane accidents?

7/31/2008 10:32 AM CDT

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eldon4@aol.com wrote:

Stargazer, I agree with you. Good grief people, this was a tragic accident and someone lost their life and another is seriously hurt. I cannot believe the stupidity of some of the people that post their comments. My sympathy goes out to all involved and the family that lost a loved one.

7/31/2008 7:14 AM CDT

Recommend (5)

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Stargazer wrote:

My condolences to the Miles family. It's sad that someone lost a father, husband and son. What is also sad is that idiots are commenting on this article and they didn't even take time out to read it and are spewing their idiotic hateful venom. His name was James Michael Miles and even if his name was Jose Martinez it doesn't necessarily make him an immigrant let alone an illegal one. What is happening to this world when we hear a that a man dies and the first thing we can think of to say is "Lose one, a million more coming over the border." How callous is that. And we wonder why the world is as it is. Again my condolences to the family, I know it's hard to lose someone you love.

7/31/2008 6:58 AM CDT

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tia wrote:

To Collin and Gib Filps you'll are really stupid nowhere in the article does it state that these two construction workers are immigrants go back and read the article and keep your dumb comments to yourselves. If it wasn't for the construction workers no matter where they are from you probably wouldn't have a nice place to stay in right now. At least the immigrants are out there working for their money and not standing on a corner with a cardboard that has "will work for food" or " anything helps god bless" no way because that's the white and black folks job there, wouldn't want to take their jobs

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Barge, crane sink at Titusville marina

BY MEGAN DOWNS AND JOE PAGAN • FLORIDA TODAY • JULY 28, 2008

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An environmental crew is cleaning up more than 100 gallons of diesel fuel that spilled into the water at Titusville Municipal Marina before dawn today after a barge carrying a crane sank.

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No one was injured and no boats were damaged in the accident between 2:30 and 2:45 a.m., Titusville Fire Department Division Chief Scott Gaenicke said.

The 90-foot crane was making repairs to the B-dock on Marina Road by replacing old wood, and performing other maintenance duties, said Walter Hoppe, a supervisor with the U.S. Coast Guard in Port Canaveral. The Coast Guard is in charge of investigating the cause of the accident. Hoppe said it is unlikely the crane was operating at 3 a.m.

Gaenicke said there was no failure on the part of the crane. Rather, it was the barge taking on water and tipping, which likely caused the crane to fall into the water. The 100-foot-by-25-foot barge tipped, toppling the crane into the slip. The barge also sunk in the 12-foot-deep water.

The diesel fuel was onboard the crane and in a portable fuel tank, Gaenicke said. Containment booms were placed across the marina to keep fuel from spreading into the lagoon, he said.

Dozens of recreational boats are docked at the marina, but aren't being let in or out unless there's an emergency, Hoppe said.

The John Toft Construction Co. of New Smyrna Beach operates the crane. Company officials could not be reached this morning for comment. A private contractor is tasked with raising the barge and crane, but not until the fuel leak is cleaned up.

CBI Environmental Services has put up a blockade about the length of a football field to contain the spill and is using oil-absorbing pads to soak up the fuel. Hoppe said he thought the spill would be cleaned up by the end of the day.

Lamar Boleman, facility manager for CBI, said it's unlikely that animals would be hurt because there's only a thin layer of diesel fuel on the water.

"Other than a few curious manatees, we see no problem with wildlife," Boleman said.

The marina is closed to incoming and outgoing traffic.

"Luckily, the slip was empty," Gaenicke said. "This (task) will be a multi-day effort."



Crews are working on containing fuel spilled into the Titusville marina after a crane collapsed early Monday morning. By...

An aerial view shows the diesel fuel that spilled into the water at Titusville Municipal Marina before dawn today after a barge carrying a crane sank. (Michael R. Brown, FLORIDA TODAY)



A barge holding crane sank today at Titusville Municipal Marina. About 100 gallons of diesel fuel were spilled into the water. (Malcolm Denmark, FLORIDA TODAY)



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Officials Review Las Vegas Crane Mishap

Staff – Rocky Mountain Construction, 7/28/2008

Las Vegas— Safety and construction officials are investigating what caused a crane to buckle and malfunction at MGM Mirage's CityCenter resort work site.

The unstable 180-foot crane shut down traffic on the Las Vegas Strip for more than an hour. No one was injured.

It was the latest in a series of accidents at the site of the massive casino resort project. Six workers have been killed on the site since construction began 16 months ago.

Federal and state safety inspectors have been conducting a comprehensive safety review, and they were on site when the crane malfunctioned.

A spokeswoman for MGM Mirage Inc. said general contractor, Perini Building Co., is reviewing the incident.

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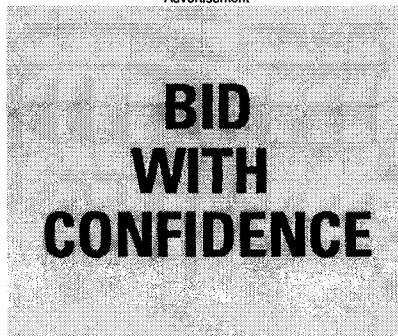
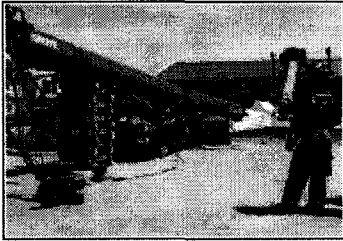
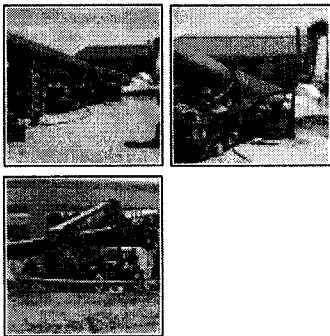




Photo 1 of 3



A firefighter looks at a car crushed by a crane in Oklahoma City, Thursday, July 24, 2008. A crane holding a church steeple, white object behind car, collapsed Thursday morning, crushing a car and killing an 80-year-old man who was watching the construction, firefighters said. (AP Photo)



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Okla. crane fall kills man watching construction

By SEAN MURPHY - Jul 24, 2008

OKLAHOMA CITY (AP) — Church members watching the steeple being raised on their new building looked on in horror Thursday as a crane holding the structure toppled, crushing a car and killing an 80-year-old man who had been watching from inside the vehicle, firefighters said.

The man's 78-year-old wife, who was also in the car, was transported to a hospital in good condition, ambulance officials said.

A group of people had gathered in southwest Oklahoma City to watch the installation of the steeple when the crane collapsed in the parking lot, said Deputy Fire Chief Cecil Clay.

Grace Assembly of God Pastor Joe Hancock said the couple were longtime church members.

"Just great people," he said. "It's just a huge loss."

Hancock said he was taking photos from the back of the church when he realized something had gone wrong. The crane started to tip when the steeple was about 10 feet off the ground, he said.

Caleb Fellenstein, the church's youth minister, said the crane started to lower the steeple just before the accident.

"And then it just quickened," he said. "The whole boom and the crane just flipped over. It was like a movie. It was like something unreal."

"I was just standing there in disbelief and panic."

The boom of the portable crane came to rest on the car, the smashed white steeple still attached.

The operator of the crane was not injured.

The woman was in the back seat of the car and the man was in the front passenger seat, said Lara O'Leary, spokeswoman for the Emergency Medical Services Authority, which operates emergency transport for the area. The couple's names weren't immediately released.

The Occupational Safety and Health Administration, the state Labor Department and the owner of the crane, Barnhart Crane and Rigging Co., were to investigate.

Jeff Latture, Barnhart senior vice president, said it had been years since the company had an accident.

"We do about 10,000 jobs a year without incident," he said. "We are very upset about this and certainly are concerned about families involved."

Latture said the cause of the accident will likely be a structural failure of the 90-ton crane, some kind of a problem with the ground it was sitting on, or operator error.

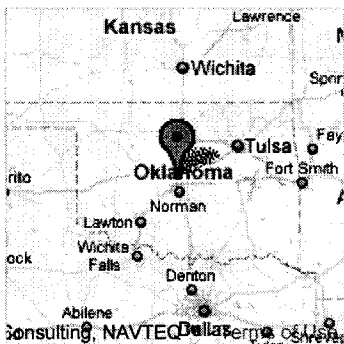
"It was at the beginning of a very simple lift, which is somewhat troubling to us and not far into the lift when the crane went over," he said.

Clay, the fire official, said he saw no obvious equipment failure or problems with the ground the crane was on.

Latture said about 150 feet of the telescoping boom was deployed at the time of the accident.

There have been several deadly crane accidents around the country this year, including one in Houston last week that killed four workers and injured seven others. Crane-related deaths have also occurred in New York, Miami and Las Vegas.

An Associated Press analysis in June found that cities and states have wildly varying rules



governing construction cranes.

Cranes in Oklahoma fall under OSHA regulations but operate without any state oversight, state Labor Commissioner Lloyd Fields said. He said Oklahoma may join other states considering improved regulatory oversight of cranes. Oklahoma is among 35 states that do not require crane operators to be licensed.

(This version corrects attribution on amount of boom deployed, company official not fire official.)

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LOCAL NEWS

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Man injured by crane in Brazoria

06:32 PM CDT on Monday, July 21, 2008

KHOU.com staff report

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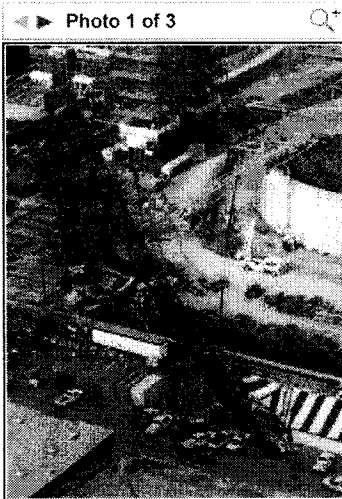
ROSHARON, Texas -- Paramedics rushed to the scene of a crane accident in Brazoria County Monday morning.

The accident occurred at Mammoet, a company that specializes in heavy lifting equipment in Rosharon.

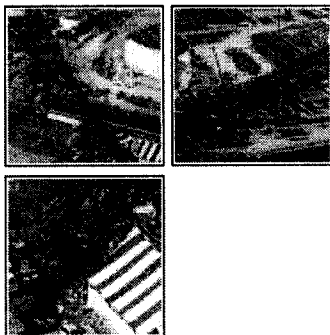
A worker was reportedly hit in the head by a crane holding a bin.

He was Life Flighted to the hospital.

Just last week, a crane collapsed in Houston, killing four workers.



A collapsed crane is visible within the LyondellBasell Houston Refinery, Friday, July 18, 2008 in Houston.. One of the nation's largest mobile cranes collapsed at a Houston oil refinery Friday, killing four workers and injuring seven others in the latest of several fatal accidents that have raised concerns about the safety of construction cranes. (AP Photo/The Houston Chronicle, Steve Ueckert)



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Houston Chronicle - Jul 19, 2008

Full coverage »

Investigation of Houston crane collapse begins

By MONICA RHOR – Jul 19, 2008

HOUSTON (AP) — Federal investigators on Saturday began trying to figure out why one of the world's largest mobile cranes toppled over, killing four contract workers and injuring seven others.

Officials said it could take time before knowing what caused the 30-story-tall crane to collapse Friday at a LyondellBasell refinery in Houston, the latest of several deadly crane accidents around the country.

The massive crane, capable of lifting 1 million pounds, was owned by Deep South Crane & Rigging, which Saturday released the names of its four workers killed in the accident.

"We wish we had all of the answers on what happened and why — but we do not — and speculating on cause would not resolve anything," the company said in a statement. "But we are actively working to find those answers."

The four men killed were: Marion "Scooter" Hubert Odom III, 41, of Highlands; John D. Henry, 33, of Dayton; Daniel "DJ" Lee Johnson, 30, of Dayton; and Rocky Dale Strength, 30, of Santa Fe, Texas.

At the LyondellBasell refinery, company officials said they were trying to restore normalcy. The refinery brought in grief counselors and will hold a series of safety meetings to address concerns about the accident starting Monday, said David Roznowski, a company spokesman.

"This is a real blow to our refinery team, and it will take some time to recover from this," said Roznowski.

Investigators with the Occupational Safety and Health Administration began their formal accident investigation early Saturday, Roznowski said.

Cameras are mounted around the plant and refinery officials said the company hopes the video will help determine what happened.

Two of the injured workers remained in Houston hospitals Saturday. Their injuries were not life-threatening, Roznowski said.

Two other injured workers were taken to a hospital and have since been released. Three others were treated and released at the scene, fire officials said.

The first lawsuit stemming from the collapse was filed in Harris County state district court, the Houston Chronicle reported.

The lawsuit was filed on behalf of Grant Pasek, a worker injured after jumping from an elevated bucket when he saw the crane start to fall. It seeks a temporary restraining order to preserve the scene and evidence relating to the accident, attorney Jim S. Hart told the newspaper.

Pasek, a lineman, was working in a bucket about 45 feet in the air when he saw the crane start to fall, his attorney said.

The massive crane fell Friday afternoon with enough force to lift workers off the ground, and toppled across another smaller crane and a tent where workers were eating lunch.

Crane safety has been getting extra scrutiny in recent months because of an alarming number of crane-related deaths in places such as New York, Miami and Las Vegas.

The crane failed and collapsed during maintenance, LyondellBasell officials said. It had not been scheduled to do any work until next week, but was idling after it hit the ground, said Jim Roecker, the company's vice president for refining.

The maintenance project has been suspended for a week, but refinery operations at the plant were operating normally, said Roznowski. The refinery has about 3,000 employees and 1,600 contract workers.

Leola firm fined; crane killed worker
Feds punish Eagle River Homes for lack of safety feature that caused death of 23-year-old employee in May.

Lancaster New Era
 Published: Jul 17, 2008
 11:28 EST
 Leola

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By RYAN ROBINSON, Staff

Federal safety officials have ordered a Leola mobile home builder to pay a fine related to an incident in which part of a crane fell on and killed a 23-year-old Leola man in May.

The U.S. Department of Labor's Occupational Safety and Health Administration issued Eagle River Homes, 21 S. Groffdale Road, a citation for what it calls a "serious" violation and ordered the company to pay a \$4,900 fine.

That amount was lowered to \$3,430 after a conference with Eagle River, OSHA's acting area director, Charles M. Bole, said today.

David Rettew, 11 Stoltzfus Lane, Leola, was operating a four- to six-ton lift crane for Eagle River Homes on May 6.

At about 3 p.m., part of the crane — a 2,800-pound lifting device — fell 15 to 20 feet onto Rettew, knocking him unconscious and injuring his head, according to East Lampeter police and OSHA reports.

Employees who witnessed the accident provided first aid until emergency medical responders arrived, but Rettew died later at Lancaster General Hospital.

Bole said the crane did not have an important safety feature — "stops" at the end of its tracks — that would have prevented the accident.

Also, he confirmed that a similar accident occurred with the same crane the day before Rettew was killed.

"Apparently a roof had fallen," he said. "The hoist mechanisms were damaged. Maintenance people repaired the damage. Eagle River believed they had it repaired, but they're not experts in hoists."

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OSHA's citation said Eagle River's facility contained "recognized hazards that were likely to cause death or serious physical harm to employees in that employees were exposed to falling loads and/or falling hoist/crane parts."

The crane is used to move completed roof assemblies from the roof fabrication area to the top of the mobile homes.

The crane moves on a rail system 15 to 20 feet off the floor.

Bole said Eagle River moved into the facility about a year and a half ago.

A company apparently inspected the crane and hoists under federal standards at some point but did not identify the problem concerning the lack of stops, Bole said.

He did not immediately know this morning if that inspection was done since Eagle River moved into the facility or before. He said the facility was previously owned by Liberty Homes.

Liberty's equipment inspection records apparently were not passed on to Eagle River, Bole said.

Bole said Eagle River shut down operation until stops could be installed on the lift crane, which was completed 10 days after the fatal accident.

"Once you put stops on, it will never happen again," he said of the tragic accident.

Because it quickly corrected the problem, Eagle River's fine — the maximum that could be applied for a small company under OSHA guidelines — was lowered, he said.

He said Eagle River did not have any previous incident reports.

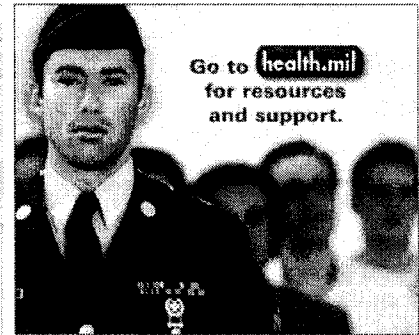
Sam Hollister, general manager and vice president of Eagle River Homes, did not immediately return a phone call for comment this morning.

In a May written statement, he wrote that "Eagle River's safety record is among the best in the industry" and precautions were being taken to "ensure that such a tragic accident cannot happen again. Our thoughts and prayers go out to the family of our associate, David Rettew."

Staff writer Ryan Robinson can be reached at rrobinson@LNPnews.com or 481-6032.

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New Era Tournament 2008

1. 8/5/2008 -- Champions picnic at Clipper Magazine stadium Photo by: Andrew Blackburn

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Contractor removes crane from Lake Lanier

Lawrenceville, Ga., (July 15, 2008) – Workers from Oscar Renda, Inc., on Saturday removed the construction crane that accidentally slipped into the shallow water at Lake Lanier last week. The Gwinnett County Department of Water Resources hired Oscar Renda, Inc., to build the underwater part of the pipeline that will return reclaimed water to Lanier from the F. Wayne Hill Water Resources Center.

“Thankfully, less than one gallon of fuel and oil leaked out and it has already been cleaned up,” said DWR Acting Director Lynn Smarr. “I’m pleased that the construction project will get back on track. Building this pipeline is one of the department’s most important projects right now.” The contractor notified county staff that it is modifying the process for moving the crane from land to barge to prevent future accidents.

“The continuing drought in North Georgia underscores this project’s significance as part of the County’s long term water resources management program,” said Jim Scarbrough of the department’s technical staff. “It sure would be great to have some of this water going back into the lake right now.” The average inflow into Lake Lanier was 190 millions of gallons per day in June. The EPD permit to allow the County to send up to 40 mgd to Lanier will substantially increase the inflows, but it may take several years for the flows at the Hill Plant to reach the maximum permitted amount, according to Scarbrough. The Hill Plant treated about 23 mgd on average last month; it is currently permitted to send 29 mgd to the Chattahoochee River.

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