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Introduction

Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international and European standards, comments will be reviewed by the relevant UK national committee before submitting the consensus UK vote and comments. If the draft standard is approved, it is usual for the resulting published standard to be adopted as a British Standard.

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UK Vote

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BS 7981:2025

Mast Climbing Work Platforms (MCWPs) – Selection, configuration, installation, maintenance, thorough examination and safe use – Code of practice

Contents

1 Scope	6
2 Normative references	6
3 Terms and definitions	6
<i>Figure 1 – Example drive train assembly with centrifugal brake</i>	8
<i>Figure 2 – Example drive unit using 1 drive train assembly</i>	9
<i>Figure 3 – Example drive unit using 2 drive train assemblies</i>	10
<i>Figure 4 – Example of FOPS</i>	12
<i>Figure 5 – Example single-mast mobile MCWP</i>	14
<i>Figure 6 – Twin mast MCWP illustrating one fixed and one moveable chassis</i>	15
<i>Figure 7 – Typical mast tie arrangement 1</i>	16
<i>Figure 8 – Typical mast tie arrangement 2</i>	17
<i>Figure 9 – Example of a overspeed safety device</i>	19
4 Hazards associated with MCWP working	21
<i>Table 1 – Typical Hazards associated with the operations of MCWPs</i>	21
5 Selection, specification, installation, planning, erection, dismantling, alteration and modifications of MCWPs	22
5.1 General	22
5.2 Responsibilities of principal contractor	22
5.3 Responsibilities of supplier organization	25
6 Management and control of MCWP operation	26
6.1 General	26
6.2 Considerations when selecting use of MCWPs	26
6.3 Responsibilities of the user organization when they are not the principal contractor	27
7 Personnel and training	28
7.1 Selection	28
7.2 Fitness to work	28
7.3 Minimum attributes of personnel	28
7.4 Training arrangements	28
<i>Table 2 – MCWPs training needs analysis</i>	30
7.5 Familiarization	36
<i>Figure 10 – Example operator familiarization record</i>	37
8 Planning of the installation, maintenance, inspection and dismantling	38
8.1 General	38
8.2 Planning	38
8.3 Safe system of work for erection, alteration and dismantling	39
9 Positioning of MCWPs	39
9.1 General	39
9.2 Modifications of OEM's standard equipment	40
9.3 Temporary works	41
9.4 Access to the platform at the boarding point	44
9.5 Traffic access	44
10 Installation	44
10.1 Installation personnel	44
10.2 Erection	45
<i>Figure 11 – Example of load charts – Single and twin</i>	46
<i>Figure 12 – Examples of load charts – Extension use</i>	47
<i>Figure 13 – Example of reduced payload due to asymmetric platform from a symmetric load</i>	47
10.3 Alteration	48
10.4 Dismantling	48
11 Operation, use, maintenance and inspection of MCWPs	48
11.1 Operation and use of MCWPs	48
11.2 Transfer of a mobile MCWP	49

11.3 Distribution of load	49
11.4 Pre-use checks	49
11.5 Weekly checks	50
11.6 Inspections after exceptional circumstances	50
11.7 In-use checks	50
11.8 Maintenance of MCWPs	50
12 Thorough examination of MCWPs	51
12.1 Frequency, scope and nature of thorough examination	51
<i>Table 3 – Example of examinations and documentation</i>	52
12.2 Thorough examination report	54
13 Safe system of work for MCWPs use	56
13.1 Principal contractor	56
13.2 Person(s) using the MCWP	57
13.3 Safe operation	57
13.4 Proximity hazards	58
13.5 Barriers and edge protection	59
<i>Figure 14 – 2 m high continuous anti-climb fencing to prevent unauthorized access</i>	60
13.6 Coordination with other plant and equipment	60
13.7 Safe working platform recommendations	61
13.8 Rated load	61
<i>Figure 15 – MCWP load chart</i>	62
13.9 Access to the MCWP platform	62
<i>Figure 16 – Access at first floor level from scaffolding platform accessed via stairs with secure entrance</i>	64
<i>Figure 17 – Secure walkway fitted with secure self-closing and warning signs as access from within structure at upper level</i>	65
13.10 Weather conditions and wind speed monitoring	66
13.12 Special applications	67
<i>Figure 18 – Example of MCWPs sharing the same mast</i>	68
13.11 Emergency	69
13.12 Falling object protection	70
13.13 Dropped object prevention	70
Annex A (informative) Example checklists for pre-use and weekly inspections	71
<i>Figure A.1 – Example MCWP pre-use checklist</i>	73
<i>Figure A.2 – Example MCWP weekly checklist</i>	74
Annex B (informative) Example checklists for thorough examinations	74
<i>Table B.1 – Explanations of terms</i>	76
<i>Figure B.1 – Example report of thorough examination</i>	77
Annex C (informative) Thorough examination	77
Annex D (normative) Scope and nature of the thorough examination	78
Annex E (informative) Thorough examination checklist	79
<i>Figure E.1 – Example checklist for thorough examination</i>	80
Bibliography	81

Foreword

Publishing information

This British Standard is published by BSI Standards Limited, under licence from The British Standards Institution, and came into effect on 30 November 2025. It was prepared by Technical Committee MHE/12, *Lifting Platforms*. A list of organizations represented on this committee can be obtained on request to its secretary.

Supersession

This British Standard supersedes BS 7981:2017, which is withdrawn.

Information about this document

Mast climbing work platforms (MCWPs) are used as temporary working places, giving variable height access to specific areas above or below ground level. In many cases, they are more convenient to use than other forms of access equipment such as ladders, scaffolding, staging or suspended cradles.

This is a full revision of the standard, and introduces the following principal changes:

- the role of the principal contractor added;
- temporary works added;
- appointed person supplier and user replaced by supplier organization and user organization.

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Users may substitute any of the recommendations in this British Standard with practices of equivalent or better outcome. Any user claiming compliance with this British Standard is expected to be able to justify any course of action that deviates from its recommendations.

It has been assumed in the preparation of this British Standard that the execution of its provisions will be entrusted to appropriately qualified and experienced people, for whose use it has been produced.

Presentational conventions

The provisions of this standard are presented in roman (i.e. upright) type. Its recommendations are expressed in sentences in which the principal auxiliary verb is “should”.

Commentary, explanation and general informative material is presented in smaller italic type, and does not constitute a normative element.

The word “should” is used to express recommendations of this document. The word “may” is used in the text to express permissibility, e.g. as an alternative to the primary recommendation of the clause. The word “can” is used to express possibility, e.g. a consequence of an action or an event.

Notes and commentaries are provided throughout the text of this document. Notes give references and additional information that are important but do not form part of the recommendations. Commentaries give background information.

Where words have alternative spellings, the preferred spelling of the *Shorter Oxford English Dictionary* is used (e.g. “organization” rather than “organisation”).

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Compliance with a British Standard cannot confer immunity from legal obligations.

In particular, attention is drawn to:

- Lifting Operations and Lifting Equipment Regulations 1998 (LOLER) [1];
- Provision and Use of Work Equipment Regulations 1998 (PUWER) [2];
- The Work at Height Regs 2005 [3]; and
- The Construction (Design and Management) Regulations 2015 [4].

1 Scope

This British Standard gives recommendations and guidance for the selection, configuration, installation, dismantling, periodic inspection, maintenance and thorough examination of mast climbing work platforms (MCWPs), which are temporarily installed, altered, powered and designed to be used by persons from which to carry out work. It also gives recommendations on the safe use of MCWPs.

NOTE 1 The vertical moving component (work platform/deck) of an MCWP is used to move person(s) and their equipment and materials for the work carried out from the work platform to and from a single point. This is one of the features that distinguish MCWPs from builders' hoists.

This British Standard is not applicable to:

- a) dealing with the hazards involved in the manoeuvring, erection or dismantling, fixing or removal of any materials or equipment which are not part of the MCWPs;
- b) the handling of specific hazardous materials;
- c) the manufacture of MCWP;
- d) delivering person(s) and/or materials to fixed landing levels; and

NOTE 2 Equipment referred to as lifts, hoists or transport platforms is dealt with by other standards, including BS EN 12158-1, BS EN 12159, BS EN 16719 and BS EN 81-43.

- e) mobile elevating work platforms (MEWPs) as defined in BS EN 280, suspended access equipment as defined in BS EN 1808 or lifting tables as defined in BS EN 1570 (both parts).

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes provisions, or limits the application, of this document¹⁾. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

BS 5975-1:2025, *Temporary works – Management procedures for the control of temporary works – Code of practice*

BS EN 13374, *Temporary edge protection systems – Product specification – Test methods*

BS 8539:2012, *Code of practice for the selection and installation of post-installed anchors into concrete or masonry*

BS EN 1495:1997+A2:2009, *Lifting platforms – Mast climbing work platforms*²⁾

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1 asymmetric configuration

non-identical platforms on either side of the mast

NOTE The asymmetric configuration might be beyond the scope of the manufacturer's manual and might require Original Equipment Manufacturer (OEM) approval.

3.2 base frame

part of the MCWP which provides support at ground level for the mast and elevating assembly

¹⁾ Documents that are referred to solely in an informative manner are listed in the Bibliography.

²⁾ This standard also gives informative references to BS EN 1495:1997+A2:2009.

[SOURCE: BS EN 1495:1997+A2:2009, **3.9**, modified – “the” removed and “at ground level” added]

3.3 buffer

resilient stop at the end of the travel, comprising a means of arresting using fluids, springs or similar means

[SOURCE: BS EN 1495:1997+A2:2009, **3.26**, modified, “a” removed]

3.4 centrifugal brake (C brake)

safety brake used to help control the descent speed of the MCWP

NOTE 1 The brake consists of the external drum, the masses with the friction material, the retaining springs and the hub.

NOTE 2 Its operating principle is centrifugal force of the centrifugal brake. By increasing the speed of rotation, the masses overcome the force of the springs and friction material rub against the static drum until it reaches a speed where the torque exerted by the centrifugal force and the torque exerted by the weight are balanced, maintaining that speed until the end of the descent as shown in Figure 1.

NOTE 3 This is sometimes known as an overspeed governor as in BS EN 1495:1997+A2:2009.

3.5 chassis

mobile part of the MCWP which provides mobility and support for the mast at ground level and elevating assembly

[SOURCE: BS EN 1495:1997+A2:2009, **3.10**, modified – “the” removed and replaced with “mobile”]

NOTE This differs from the standard base frame as it is used with a mobile MCWP.

3.6 competent person

authorized person who possesses the necessary skills, knowledge, experience and appropriate behaviours to effectively fulfil defined roles, functions and activities while performing specified tasks

3.7 demonstrator

competent person with full knowledge of the operating commands of the equipment who is able to perform an emergency descent, carry out pre-use/daily and weekly inspections, verify there are being carried out and be responsible for performing familiarizations to trained operators and users

3.8 drive train assembly

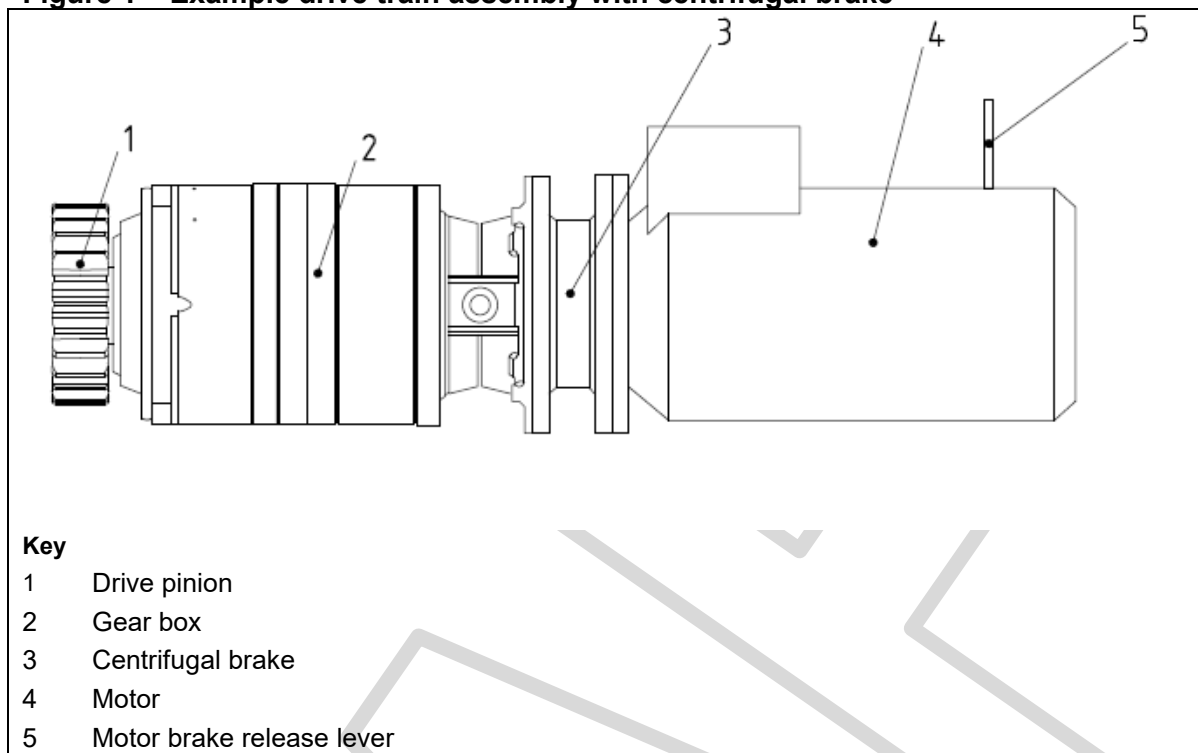
assembly of motor, motor brake, gear box and in cases a centrifugal brake or speed limiting device, that is operational in descent

NOTE 1 Figure 1 gives an example of drive train assembly.

NOTE 2 This is also known as drive unit as in BS EN 1495:1997+A2:2009.

NOTE 3 Where a drive train assembly does not include a centrifugal brake, it has additional means to prevent free-fall an overspeed safety device.

Figure 1 – Example drive train assembly with centrifugal brake



3.9 drive unit

assembly of components including the drive train assembly(ies) which attach the platform deck sections to the mast(s) via guide rollers

NOTE 1 Drive unit is defined as per industry common terminology and OEM documentation for equipment currently in the market.

NOTE 2 Examples of drive units are given in Figure 2 and Figure 3.

Figure 2 – Example drive unit using 1 drive train assembly

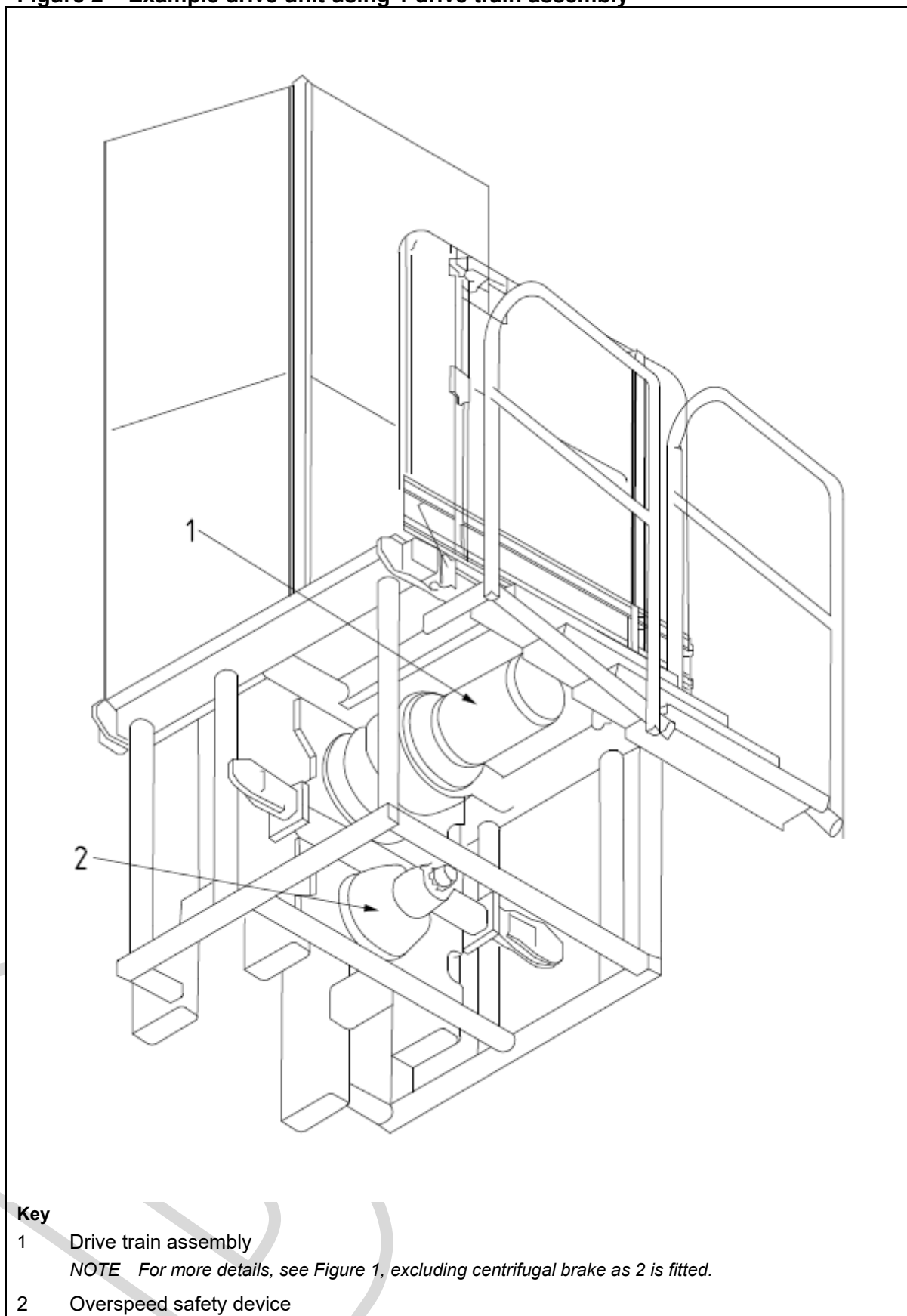
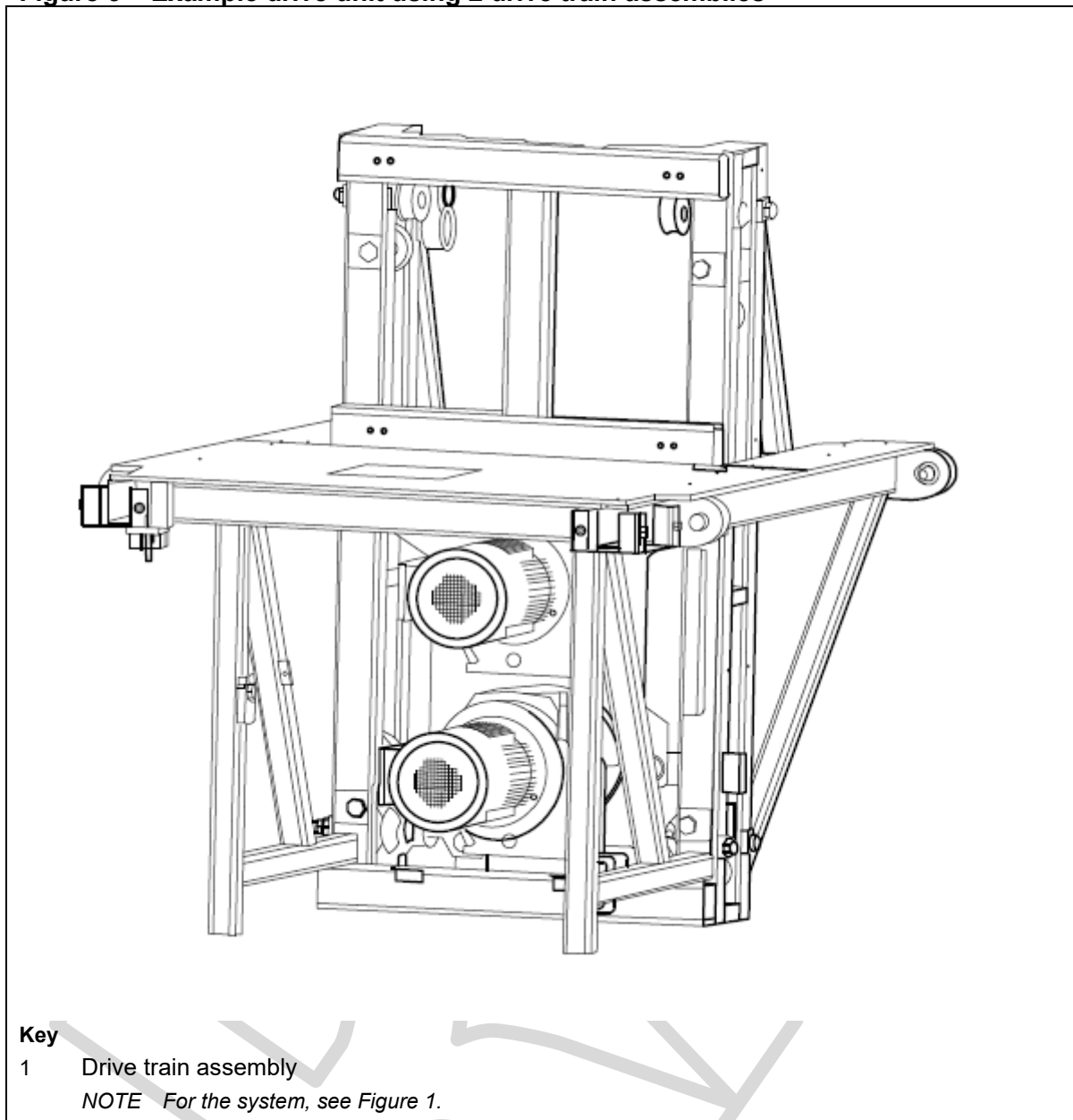


Figure 3 – Example drive unit using 2 drive train assemblies



3.10 dropped object protection

robust covering added to the guardrails of the working platform level, to prevent materials and objects being dropped from the platform inadvertently between the guardrails and toe board

NOTE 1 The dropped object protection might extend beneath the working platform.

NOTE 2 The addition of dropped object protection increases the wind surface area of the working platform and a competent person, ideally the OEM, assesses the effect on matters such as machine stability, tie loads, any mast cantilevers. The dropped object protection can interfere with the intended use of the equipment as planned by the OEM, for example by the addition of flaps or trays added to guardrails adjacent to the working face. Where the machine owner supplies additional safety features, such as enhanced guardrails, sheeting or limit switches which monitor the correct use of the dropped object protection, then a suitable and sufficient risk assessment concerning the effect on or addition of new hazards is undertaken.

NOTE 3 Where dropped object protection is not designed and supplied by the OEM, refer to 9.3.

NOTE 4 Dropped object protection is not to be confused with tool tethering which is used to retain hand tools or other items that are being used outside of the confines of the guardrail.

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3.11 falling object protection structure (FOPS)

structure to prevent falling objects hitting person(s) on the platform from either the adjacent structure or used in multi-level platform systems based on risk assessment

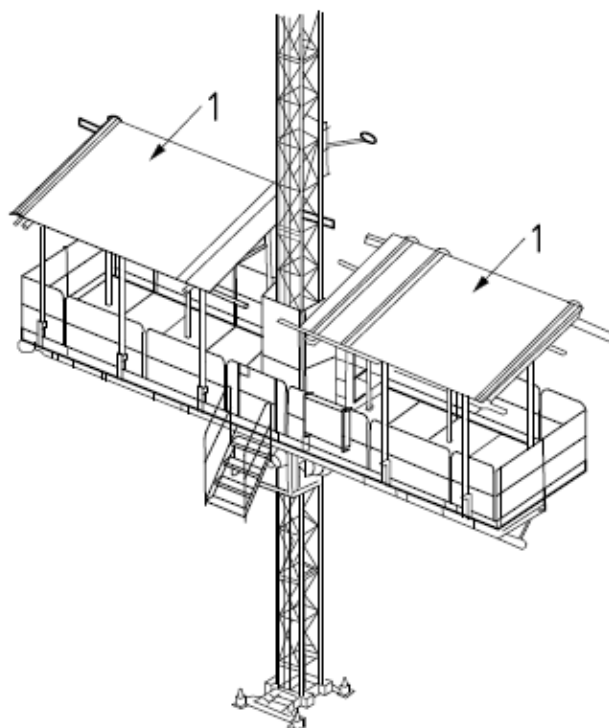
NOTE 1 It is not intended that person(s) stand on the FOPS.

NOTE 2 FOPS is also known as a falling object protection system.

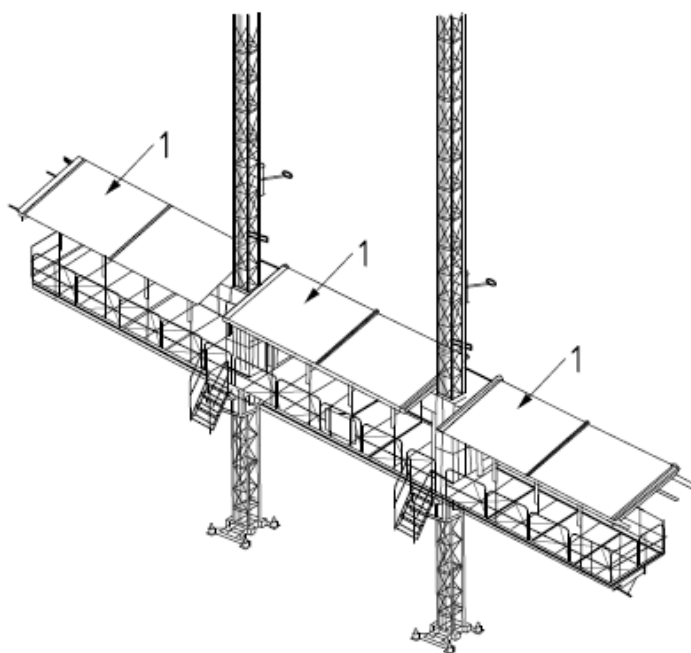
NOTE 3 Where FOPS is not designed and supplied by the OEM, refer to 9.3.

NOTE 4 Figure 4 shows an example of a FOPS.

Figure 4 – Example of FOPS



a) Single configuration



b) Twin configuration

Figure 4 – Example of FOPS

Key

1 Falling Object Protection System (FOPS)

NOTE Single or twin configuration shown without base protection zone for clarity.

3.12 familiarization

provision of machine/equipment-specific information by a competent person to a potential operator, identifying the manufacturer's instructions and warnings, control functions, current configuration load chart, operating characteristics, safety devices and emergency lowering procedures

[SOURCE: BS 8460:2025, **3.14**, modified – “recovery” changed to “lowering”]

3.13 foundation

designed/assessed structure or surface capable of withstanding the imposed loads applied by the MCWP during both normal operating and buffer impact conditions

3.14 installer

competent person from the supplier organization responsible for installation of MCWPs, including erection, alteration, modification and dismantling

3.15 maximum in-service wind speed

wind speed specified by the manufacturer up to which the MCWP is safely used

3.16 mast

structure that supports and guides the drive unit and to which tie systems are connected

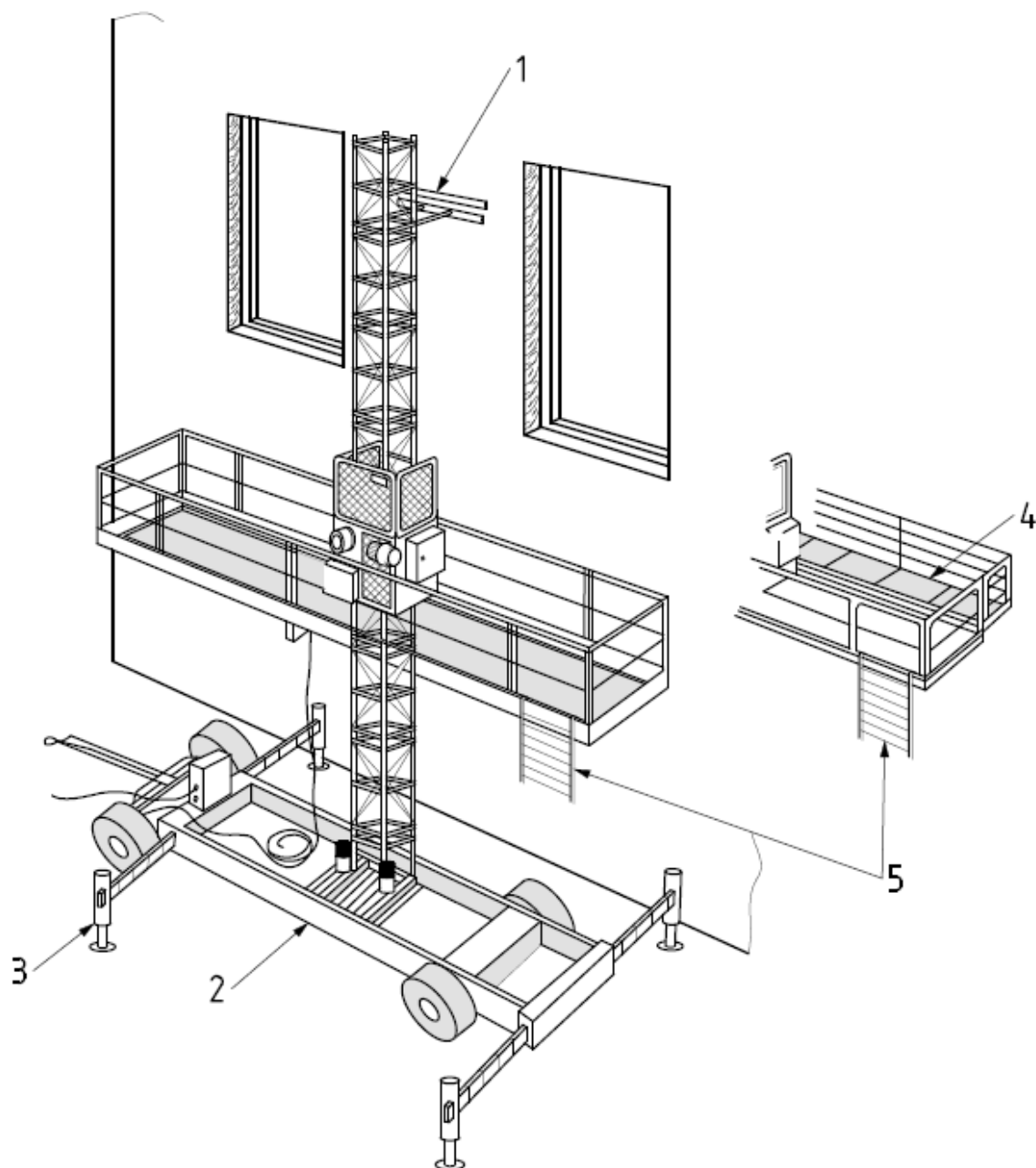
3.17 mast climbing work platform (MCWP)

powered access system designed to elevate or descend personnel to a place of work at height on a building facade or structure

NOTE 1 These systems run on single or multiple guide structures commonly known as masts which can guide a MCWP in vertical and inclined directions. A MCWP only operates with a single point of access and egress determined by the single point of origin. Multiple MCWPs on the same mast may be permitted, if determined by the OEM.

NOTE 2 Figure 5 shows a single-mast mobile MCWP. Figure 6 shows a twin mast MCWP that for illustrative purposes shows examples of a fixed base and a wheeled base for initial positioning. Figure 7 and Figure 8 show typical mast tie arrangements. The vertical moving components (work platform) are also used to move person(s) and their equipment and materials to and from a single boarding point.

Figure 5 – Example single-mast mobile MCWP



Key

- 1 Mast tie
- 2 Mobile chassis
- 3 Chassis outrigger
- 4 Platform deck extension
- 5 Safe access

NOTE 1 Access is commonly via a gate opening inwards.

NOTE 2 Base protection or an exclusion zone are omitted from drawing for clarity.

Figure 6 – Twin mast MCWP illustrating one fixed and one moveable chassis

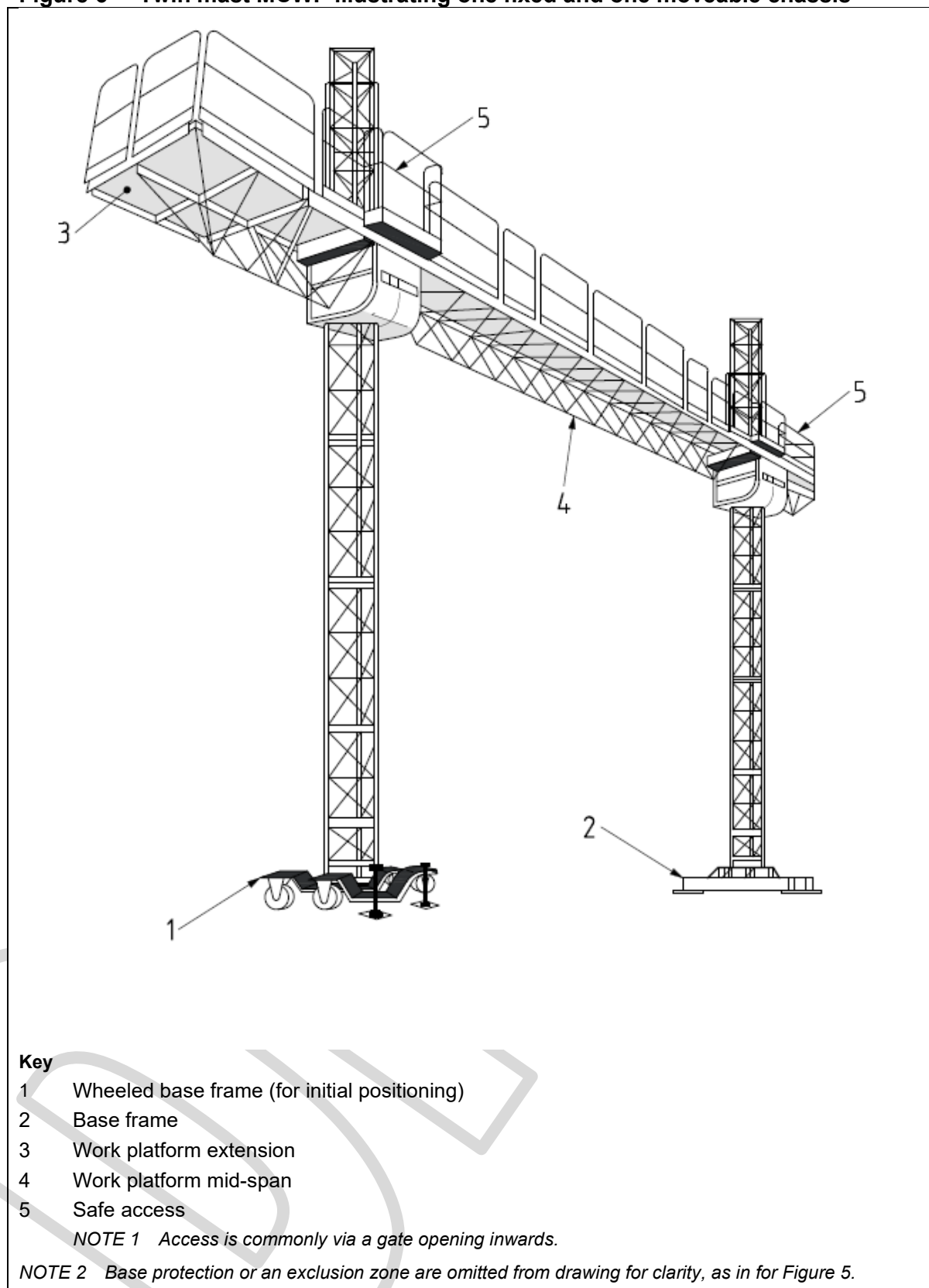
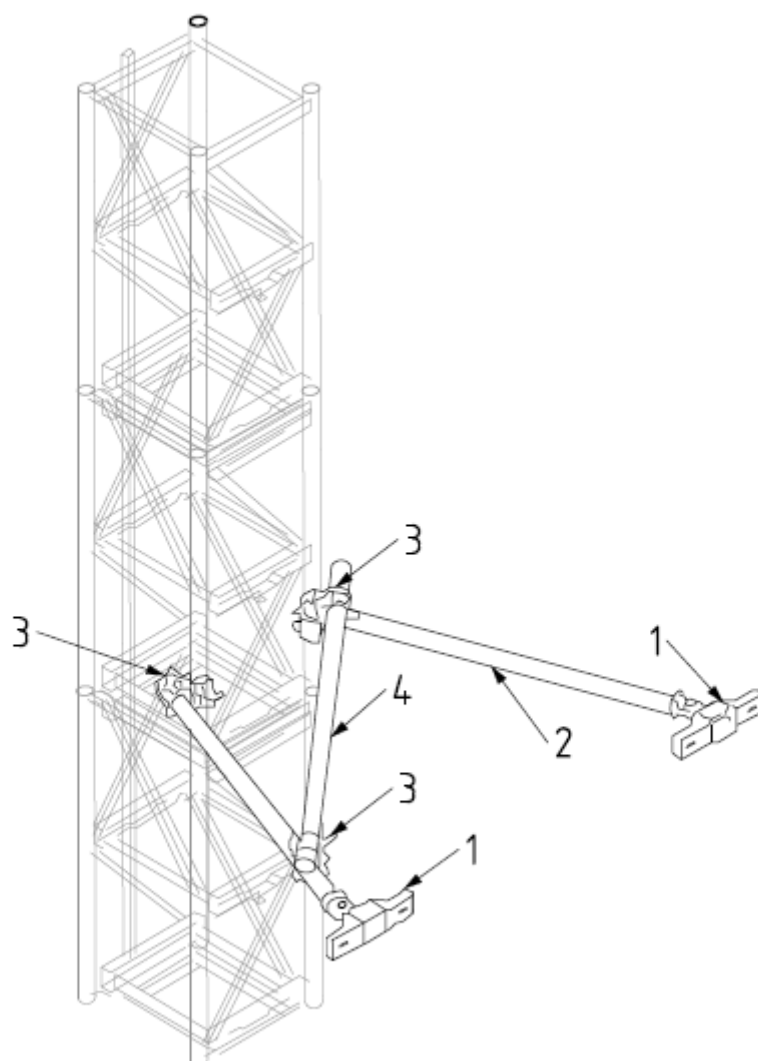


Figure 7 – Typical mast tie arrangement 1



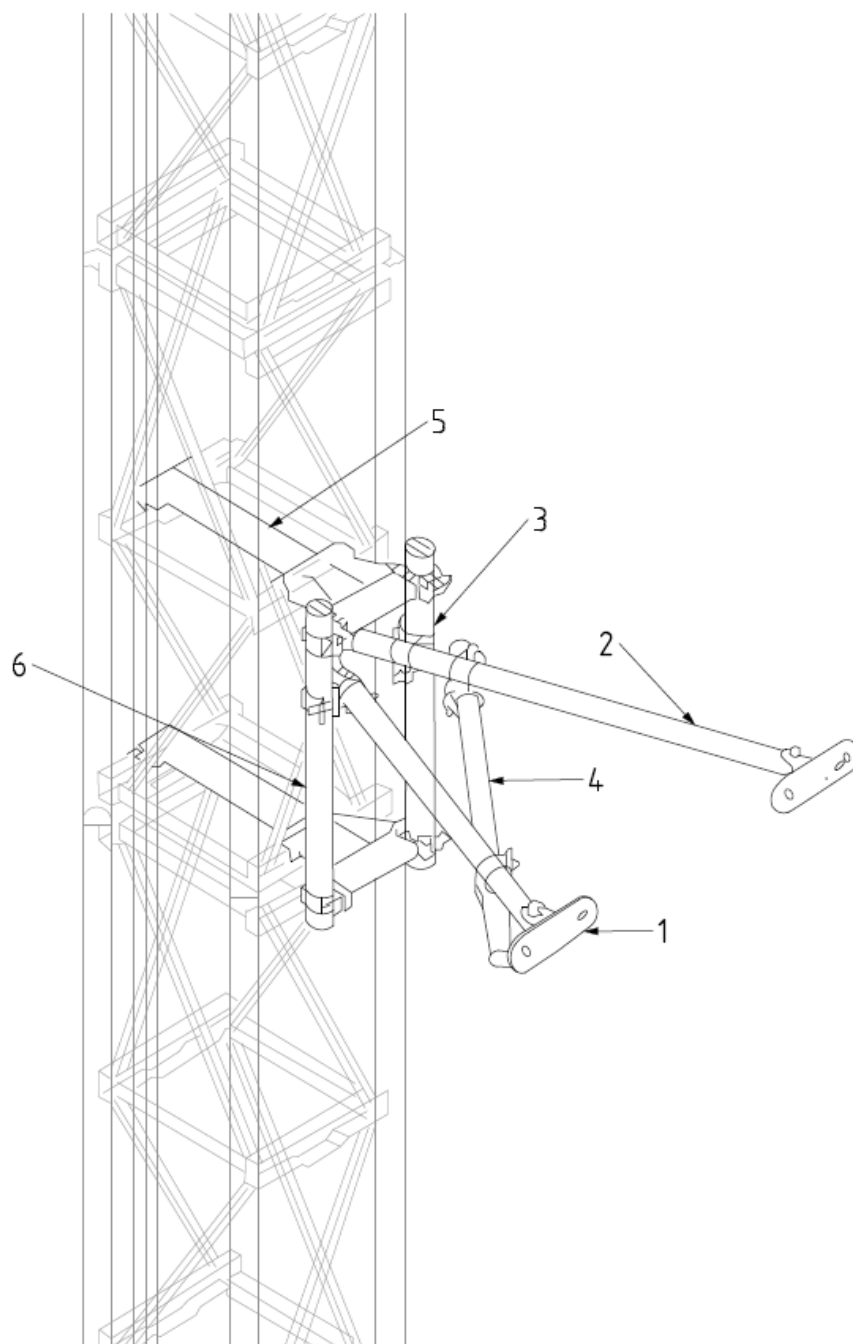
Key

- 1 Wall bracket/plate
- 2 Tie tube
- 3 Tie clamp/coupler
- 4 Diagonal/sway brace

NOTE 1 Only applicable to a two (2) corner guided drive unit.

NOTE 2 Anchors are omitted from drawing for clarity.

Figure 8 – Typical mast tie arrangement 2



Key

- 1 Wall bracket/plate
- 2 Tie tube
- 3 Diagonal/sway brace
- 4 Tie clamp/coupler
- 5 Mast tie frame/adaptor
- 6 Drop tube

NOTE 1 Applicable to a two (2) or four (4) corner guided drive unit.

NOTE 2 Anchors are omitted from drawing for clarity.

3.18 mast tie

anchorage system used to provide lateral restraint to the mast from the building or other structure subject to a temporary design check

3.19 mobile MCWP installation

MCWP installation which is suitably designed with a mobile chassis for horizontal transfer on site

NOTE See Figure 5.

3.20 monorail

horizontal lifting track or similar that is attached by various means to the vertical mast of a single or twin masted machine in order to assist with lifting of a product being installed from the mast climber to the working face

NOTE The influences/potential increased forces on the mast climber structure and structural ties can be taken into account. Further risk assessment may be done when there is use of the monorail in conjunction to the moving working mast climber platform.

3.21 multi-level work platforms

two or more work platforms on the same mast or an additional working level attached to and totally supported by a work platform

[SOURCE: BS EN 1495:1997+A2:2009, **3.23**, modified – “multilevel work platforms consist of” and “travelling” removed]

3.22 non-standard configuration

configuration outside of the predefined set of hardware, software and settings as described as the default setup in the instructions for use

3.23 Original Equipment Manufacturer (OEM)

company that manufactures and sells products or its parts to another company which sells to customers while putting the products under its own branding

NOTE This means a company that makes a product to be sold by another company under its own name.

3.24 operator

competent person responsible for the operation and movement up and down the mast of MCWPs, and trained (and machine-specific familiarized) in MCWP operation

NOTE For mobile units, the operator is also trained and responsible for the horizontal transfer and positioning of the chassis (see Table 2).

3.25 outriggers

supports at the base frame level used to maintain or increase the stability of the MCWP within specified conditions and in accordance with the manufacturer's instructions

NOTE They may also be used for levelling.

[SOURCE: BS EN 1495:1997+A2:2009, **3.12**, modified – “and in accordance with the manufacturer's instructions” added and last sentence became a note]

3.26 out of service

condition in which the MCWP is left when unattended, as specified in the OEM's instruction manual

3.27 overspeed

any speed above rated speed

[SOURCE: BS EN 1495:1997+A2:2009, **3.27**]

3.28 overspeed safety device

safety device which is independent of the drive unit to progressively stop the mast climber in the event of an uncontrolled descent

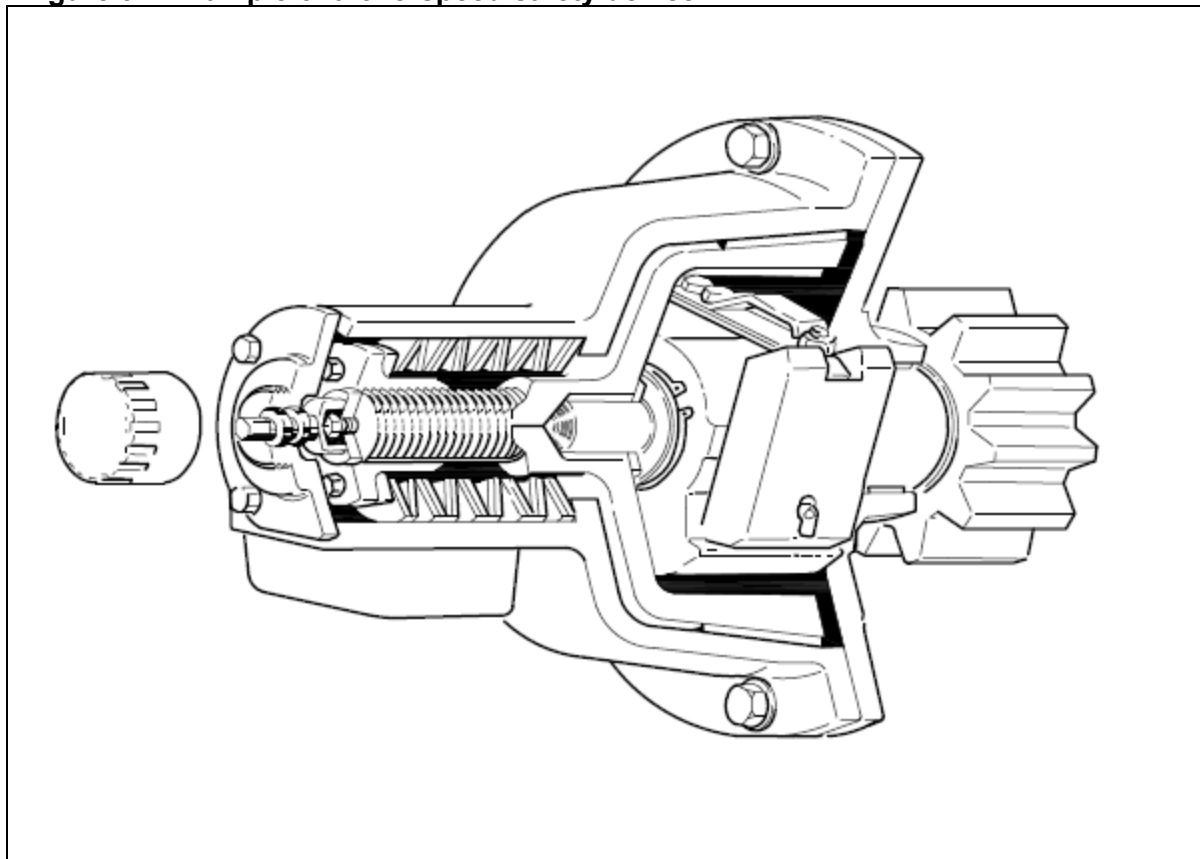
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NOTE 1 The overspeed safety device operates once a preset speed is exceeded in the downward direction. Figure 9 shows an example.

NOTE 2 The safety device has a shaft with a centrifugal weight and a pinion constantly engaged with the rack on mast. When the centrifugal weight actuates, the brake cone is screwed in against a brake lining inside the safety housing. The platform is brought to a smooth stop and simultaneously the power to the drive motors is cut off. A counter roller fitted to the safety device mounting plate ensures correct meshing of the pinion. A safety hook is provided in case of failure of the counter roller.

NOTE 3 This is sometimes known as “safety gear” as in BS EN 1495:1997+A2:2009.

Figure 9 – Example of a overspeed safety device



3.29 principal contractor

contractor with control over the construction phase of a project involving more than one contractor

NOTE 1 Principal contractors are appointed in writing by the client (commercial or domestic) to plan, manage, monitor and coordinate health and safety during the construction phase.

NOTE 2 The principal contractor retains overall responsibility for the site whether they are the hirer/user of a MCWP or the MCWP is hired and used by a specialist supplier organization or subcontractor(s).

3.30 pre-use check

check undertaken by the user/operator, prior to putting the machine into service at the commencement of the work period, usually conforming to a checklist provided by the supplier organization/OEM

3.31 rated capacity

uniformly distributed load on the work platform sections only for which the MCWP has been designed for in normal operation as stated in the load diagram/chart

[SOURCE : BS EN 1495:1997+A2:2009, 3.1, modified – “rated capacity” replaced “rated load”, “uniformly distributed load on the work platform sections” and “chart” added]

3.32 rated speed

travel speed for which the MCWP has been designed

3.33 safe system of work

documented process that assesses a way of working using control measures derived from the finding of a risk assessment, to eliminate foreseeable associated hazards or lower them to an acceptable minimum

NOTE The safe system of work can include the risk assessment and the method statement.

3.34 service engineer

authorized competent person who is responsible for maintenance of MCWPs by assessing wear, replacing components, carrying out adjustments, diagnosing faults, operating the machines as necessary for these activities, and producing comprehensive records of maintenance activities

NOTE The service engineer is trained by the OEM on their product range.

3.35 supplier organization

organization that owns/supplies the equipment which is responsible for liaising with the user organization and for the specification, installation planning, erection and dismantling of the MCWP

3.36 transfer

any horizontal movement of the MCWP from one position to another on the same working site

[SOURCE: BS EN 1495:1997+A2:2009, **3.4**]

3.37 temporary works

parts of the works that allow or enable the construction of, and provide protection, support or access to, the permanent works

NOTE Examples of temporary works are structures, supports, back-propping, earthworks and accesses.

The parts might or might not remain in place at the completion of the works

[SOURCE: BS 5975:2008+A1:2011 (withdrawn), **3.40**, modified – last sentence became Note 2]

3.38 temporary works coordinator

competent person appointed to verify that all elements of the proposed scheme of work, which includes the use of the MCWP is not compromised for strength, stability and that all design assumptions are checked

3.39 transport

any movement of the MCWP outside the boundaries of the working site

[SOURCE: BS EN 1495:1997+A2:2009, **3.6**]

3.40 user organization

organization that procures a MCWP and is responsible for its safe use, including operation, checks, inspections, maintenance and thorough examination

NOTE User organization is the organization contracted to carry out works using the MCWP and providing the operators for the MCWP controls and trade workers to carry out their works. This is normally a specialist subcontractor carrying out works from the MCWP. The hirer may be the principal contractor or the specialist subcontractor with the PC retaining the coordination role and site-wide responsibilities including temporary works, while the specialist subcontractor selects and hires the MCWP equipment. There may be more than one 'user' where different trades are using the MCWP at different times coordinated by the principal contractor.

[SOURCE: BS 7212:2016, **3.33**, modified, "organization" replaced "body" and "MCWP" replaced "hoist"]

3.41 work platform

travelling part of the MCWP upon which the person(s), equipment, load and/or materials are carried, and from which work is conducted

NOTE The work platform includes the main platform, any platform extension and guardrails.

4 Hazards associated with MCWP working

COMMENTARY ON CLAUSE 4

This clause is intended to assist those people undertaking risk assessments of the planning, installation, erection, dismantling, alteration and use of MCWPs.

BS EN 1495:1997+A2 is the design standard for MCWP. OEMs interpret the design standard when designing, testing and supplying such equipment.

BS EN 1495:1997+A2 is the design standard that the MCWP OEM's use to design and manufacture their equipment. It excludes advice on the risks associated with any use cases to be provided in the instructions for use.

Although BS EN 1495:1997+A2 excludes special cases, the competent person is responsible for seeking OEM's advice for non-standard configurations or applications for the MCWPs and their calculations that are relevant to the proposed scenario if this differs to what the OEM has allowed for in the instructions for use.

Attention is drawn to the CE/UKCA marking.

Any organization making additions or alterations to equipment might be adding additional hazards that can affect the safe use of the equipment. As such, the supplier organization contacts the manufacturer to have the modifications reviewed and accepted. For further information, attention is drawn to the Supply of Machinery (Safety) Regulations [5].

There are two ways to cause the working platform to raise or lower: using drive trains with an overspeed device or multiple drive trains with centrifugal brakes. The latter option has a potential hazard where the drive shafts fail, meaning that neither centrifugal brake operates, allowing the platform to descend in an uncontrolled manner. In order to prevent such an occurrence, BS EN 1495:1997+A2 intended for drive units, where they are used in multiples and without an overspeed device, to have their current monitored, such that if one motor failed, the remaining drive unit would sense it was carrying all of the load and stop. Each motor and motor brake being able to carry the full weight of the deck and payload, failing-to-safe.

A risk assessment should be carried out for the activities and their associated hazards by a competent person.

The risk assessments should be accurate in relation to the activity at hand and the environment that the task is taking place within and address all significant hazards.

NOTE 1 Where simple, routine tasks involving repetitive and consistent actions and environments exist, the re-use of the same risk assessment developed for this task might be acceptable. However, for any risk assessment to remain suitable and sufficient within the requirements of the regulations, it is also kept under review.

NOTE 2 Typical activities and associated hazards are set out in Table 1, but the list is not exhaustive.

Table 1 – Typical Hazards associated with the operations of MCWPs

Stage/Activity	Hazard
To include	Working on construction sites
Site Survey	Moving plant and vehicles
Transport/delivery	Lifting/Overhead lifting procedures
Installation (to include base & platform build)	Overhead power lines
Mast structure build, tie installation	General public interface/highways
Thorough examination/handover	Excavations
Training/familiarization	Noise/Dust
Material loading/personnel	Work at height
	Underground culverts/adjacent excavations
	Restricted space
	Weather conditions
	Demolition
	Utilities
	Slips trips and falls

Table 1 – Typical Hazards associated with the operations of MCWPs

Stage/Activity	Hazard
Accent/descent	Ground survey (underground basements etc)
Working from MCWP	Excessive gradients
	Manual handling
	Incorrect strapping/unsecure loads
	Crushing/entrapment/drawing in
	Mechanical off loading
	Overturning of the MCWP due to incorrect installation/ground conditions/tie instability/deck configuration/support structure manufactures recommendations not followed
	Vibration for plant/tools, Hand-arm vibration
	Lifting/carrying/pulling/pushing
	COSHH

5 Selection, specification, installation, planning, erection, dismantling, alteration and modifications of MCWPs

5.1 General

COMMENTARY ON 5.1

The planning, selection, installation, maintenance and use of MCWPs require collaboration and cooperation between suppliers of the equipment, users of the equipment and the principal contractor or duty holder in control of the premises or the site where the MCWPs are used. The principal contractor/duty holder, user organization and supplier organization are responsible for the safety of MCWPs which are under their control.

All parties should work together in the selection, specification, installation, planning, erection, dismantling, alteration and modifications of MCWPs.

NOTE 1 This does not remove any responsibility from the management but enables them to use their expertise to fulfil their responsibilities.

NOTE 2 Where the user organization is not the principal contractor, the principal contractor retains overall responsibility for the project/site safety and for all work on site, irrespective of how the work is procured/managed.

The user organization should verify that any person(s) have adequate training and experience to enable their duties to be carried out competently. As it is likely that no single individual has the competence be able to undertake all of the duties and roles, that individual's capabilities should be assessed.

5.2 Responsibilities of principal contractor

The principal contractor should:

- retain overall responsibility for the project/site safety and for all work on site, irrespective of how the work is procured/managed;
- implement measures to maintain any fire integrity, weather protection, etc. to penetrations and openings to the building/façade, particularly where ties have been installed and are being removed to complete the works;
- have control of the works and site and determine the programme and sequence;
- be responsible for planning, managing and monitoring the works, and coordination of the site activities;
- have someone competent to oversee the use and user;

NOTE 1 Someone competent can include a trained demonstrator.

- f) have responsibility for the temporary works and TW Coordinator including the level of design checks; Where the principal contractor cannot undertake any required checking in-house, they should ensure a competent individual is appointed to undertake this.
- g) have overall responsibility for the layout/configuration of the equipment and interface issues;

NOTE 2 For example, access, exclusion zones, power supply, adjacent plant (scaffolding, hoists, cranes, pumps, MEWPs), protection of services and structures, dropped objects/falling materials and security/preventing unauthorized access or use.

- h) appoint competent suppliers including subcontractors and plant hirers;
- i) have responsibility in order for the workforce to be trained and set minimum requirements;
- j) provide adequate space/access and power supplies;
- k) be responsible for communication, wind monitoring and emergency arrangements;
- l) provide conditions for the installation, alteration and dismantling;
- m) plan/manage/monitor and coordinate the safe system of work;
- n) verify the lift plan for the MCWP components;
- o) carry out competency checks on all personnel in accordance with Table 2;
- p) verify the MCWP has a current report of thorough examination;
- q) verify pre-use inspections and checks are completed;
- r) prevent unauthorized use and users;
- s) verify maintenance/inspections are in place; and

NOTE 3 There are components listed under daily checks which cannot be seen/accessed/inspected by users.

- t) maintain records of the thorough examinations, ensuring the maximum interval does not exceed 6-months.

The principal contractor should check that the following are happening:

- 1) a site survey is conducted;
- 2) correct machine(s) are selected for the diversity of activities being undertaken from the same deck, especially where a machine is shared between different users;
- 3) a provision of suitably trained demonstrators to familiarize the operators of the MCWP;
- 4) only trained and competent operators use the equipment and that other users on the platform are aware of their duties too, including their part in any emergency lowering activities;
- 5) inspection, thorough examination and maintenance of the MCWP;

NOTE 4 For more details on inspection, thorough examination and maintenance, see Clause 11 and Clause 12.

- 6) prevention of unauthorized use or movement of MCWPs at all times;
- 7) taking measures for the safety of person(s) not involved in MCWP operation;
- 8) arrangements for the effective monitoring of wind speed;
- 9) maintenance of all necessary records;

NOTE 5 For more details on maintenance, see 11.4, 11.5, 11.7 and 12.2.4.

- 10) there are no unauthorized modifications, changes of use or addition of elements to the deck or mast structure, e.g. alteration to ties/tie centres, addition of banners/netting/lifting devices or accessories;
- 11) safe system of loading and unloading materials on to the working platform, without overloading the machine when compared to the OEM's configuration shown in the user manual;
- 12) any modification of MCWP equipment and configurations beyond the manual supplied with the machine are verified by the supplier organization, the OEM and/or consulting engineer;

NOTE 6 Examples of modification of MCWP equipment and configurations can include but are not limited to:

- i) signage and advertisement;*
- ii) debris netting and brickguards;*
- iii) attachments to prevent drop objects or objects falling from the platform;*
- iv) weather protection systems;*
- v) lifting beams and monorails and accessories;*
- vi) multiple platforms sharing a mast;*
- vii) platform extensions; and*
- viii) attachment points for e.g. tool tethering and fall prevention systems.*

- 13) prevention of the storage of materials beneath working decks;
- 14) an exclusion zone is created and maintained beneath the machine in case of dropped objects;

NOTE 7 Prevention of MEWPs, scaffolding or other obstructions passing into the platform path of travel. This may include windows that can be opened into the path of the MCWP.

- 15) daily and weekly checks are being undertaken and recorded as well as the regular maintenance;
- 16) where emergency lowering has been undertaken, the supplier organization is notified in order to assess that the centrifugal brakes are correctly functioning;

NOTE 6 The centrifugal brakes glaze and wear through use, so it can become less effective.

- 17) there is a methodology for isolating, quarantining and reporting any defects to the supplier; and

- 18) prepare a rescue plan for the operator and users of the MCWP, along with undertaking periodic practices.

NOTE 7 If the rescue plan requires the use of harnesses, the principal contractor checks with the supplier organization that there are adequate anchor points on the MCWP as the guardrail is not considered adequate even for work restraint lanyards.

NOTE 8 The principal contractor may select the MCWP and/or procure (hire) the MCWP.

NOTE 9 The principal contractor might have no expertise or experience in the selection or use of MCWPs and place reliance on the specialist subcontractor and/or MCWP supplier. However, the principal contractor ensures that competent organizations are employed and may be required to demonstrate on what basis an organization has been appointed.

NOTE 10 The loads and requirements might be determined by a specialist subcontractor/trade or multiple trades depending on the type of build and materials used.

NOTE 11 The workforce has safe system of work in place for the equipment use and operations taking place may operate "hold points" including temporary works, permit to work or other authorizations before the installed or adapted/reconfigured MCWP is put into use.