20 FACTS
ABOUT CRANE OPERATOR CERTIFICATION AND THE PROPOSED FEDERAL RULE

1. **Twenty one (21)** of the twenty three (23) **CDAC members supported operator certification** as outlined in the final consensus document submitted to OSHA in August 2004.
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 June 2008[1] 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 completed[2]. 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) mandate county-wide requirements.
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**, specifically that crane operators have the requisite knowledge and skill to operate a crane safely. OSHA officially recognizes certification as evidence of an employer having met its requirements for training.[3]

⓬ 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).

⓭ **Training is readily available.** There are more than 100 training schools nationwide offering crane-specific training[4] in addition to numerous trade association chapters and union locals.

⓮ 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.)

⓯ 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.

⓰ 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.

⓱ The financial impact of certification to employers is negligible. For example, **CCO certification costs as little as 2.25 cents per hour** per employee over the period of certification. Recertification after five (5) years costs just **1.5 cents per hour.**

⓲ The **risk management benefits** and reduced workers compensation and insurance premiums that certification brings far **outweigh the costs** of training and certification.

⓳ Certification has been proven to **save lives** through reduced accidents. The Province of Ontario has demonstrated this conclusively since 1978 with its ongoing study[5] 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.

⓴ A study just conducted by Cal-OSHA[6] shows a similar 80% decrease in the number 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] *Voluntary Agreement between the Occupational Safety & Health Administration and the National Commission for the Certification of Crane Operators,* 1999.

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

[5] *Crane and Rigging Fatalities, Province of Ontario,* Construction Safety Association of Ontario (CSAO).

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