



## Chief Executive's report

The Council meets in Christchurch on 24th November and all South Island members (or their staff) are invited to attend a short meeting on the evening of 23rd November at the Grand Chancellor to discuss matters with the council. Following the meeting those who wish to join the council for dinner may do so at a cost-per-head of \$50.

Like Malcolm I am disappointed in the lack of response to the road user charge exercise. It's especially disappointing considering the numbers who operate all terrain cranes. Many have complained in the past about a perceived lack of action by the council and yet they haven't helped us out. The conference programme is almost complete. There is just 1 session for which we need your suggestions for a topic to occupy half an hour on Friday 16th. We will issue a draft programme shortly.

Sponsorships at the conference are still available, including a couple of spots for Associate members to promote their company and products. You need to be a sponsor to secure one of these slots.

Please contact our office for further details.

We have mentioned our intention to work closer with authorities and inspection bodies and to that end the council will meet representatives of inspection agencies on 24 November (as part of the regular council meeting).

We'll discuss mobile and overhead crane inspections. Once we have agreement with them we will seek membership's views.

## Traffic control at bridges

Over the past few months Tranzqual have developed a draft Unit Standard to cover traffic control at bridges being crossed by overweight vehicles. We agreed with authorities some time ago to develop this once the new Unit Standard for BESS was in place. We hope to finalise this new document and we will inform you of progress. The New Zealand Heavy Haulage Association has published Guidelines for traffic control – this covers more than just bridges and if you would like to purchase a copy please contact the NZHHA.

## Road User Charges

The Association has prepared a comprehensive submission to a government review of Road User Charges, based in part on the contributions of those members who took the time to contribute..

The government is considering alternative ways to gather tax from diesels, other than by imposing Road User Charges. We hope to meet with authorities before Christmas.

The government says it will legislate changes next year.



Transport Minister,  
Steven Joyce

## From the President

*We may still be in a recession, depending on which politician or economist you listen to, but for a lot of companies work does not seem to have slowed that much.*

*I guess that shortly we will have the annual round of "panics" where people will want their work completed before the Christmas shut-down, although I know that many companies will be working through this period. In the October newsletter we mentioned the matter of gathering data to assist us in our discussions with the authorities. I am again disappointed that only about 50% of members who are running all terrain cranes provided information.*

*Thankfully these were the usual companies that respond to requests but as we have stated on numerous occasions, our information is reliant on your input. Thanks to those who did provide data - we will make good use of it.*

*Malcolm McWhannell,  
President*

## Newsletter of the

CRANE ASSOCIATION  
OF NEW ZEALAND INCORPORATED  
21-23 Andrews Ave, Lower Hutt  
PO Box 30 074, Lower Hutt  
New Zealand  
Telephone: 04 569 9799  
Facsimile: 04 569 6969  
Email: [info@cranes.org.nz](mailto:info@cranes.org.nz)  
[www.cranes.org.nz](http://www.cranes.org.nz)

## Code of Practice for Cranes

The long-awaited and argued-over Code of Practice for Cranes should have been completed, signed-off and in place by now but the Department of Labour says there has been a delay in signing because the Minister has been out of the country.

We have been assured that the signing is very close.

## Crane Operators Responsibilities

It is the crane operator's responsibility not only to operate the crane but carry out regular checks to ensure that the machine is kept in a safe operating condition and report all defects and faults to the appropriate person.

### DAILY CHECKS

The following items should be checked daily in addition to any daily checks that are required by the manufacturer or owner.

- Fuel, oil & water
- Tyres (condition & pressure)
- Gauges & indicator lamps
- Wire rope
- Sheaves
- Upper works & boom
- Safe Loading Indicator (SLI)
- Lubrication – Keep oil, lubricants and fuel clean
- Hydraulic oils
- Lights
- Controls
- Hooks
- Reeving
- Chassis
- Brakes & clutches

It may not be necessary to check all these items at the beginning of each working day, but ensure that they are checked during the course of the day.

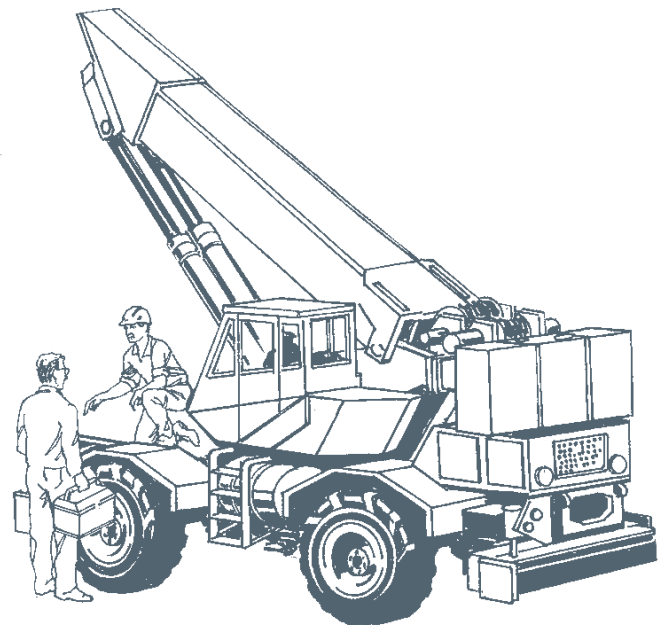
In addition to the above items, the crane should carry up to date documentation, ensuring that it can operate legally whether working on a site or travelling on the road.

### THIS WILL OR MAY INCLUDE THE FOLLOWING:

- Vehicle registration
- Current Certificate of Inspection
- Current Certificate of Fitness

### RELEVANT PERMITS SUCH AS:

- Overweight permit
- Overdimension specific permit
- Distance or time licences
- Correct licence for the crane operator to drive the crane on the road.



Where practicable all cranes should be refuelled at the conclusion of the working day.