



120 tonne load kills and injures Australian workers

In a deadly accident with a faulty safety catch a 120-tonne load of steel railway tracks rolled onto workers in New South Wales, killing one and severely injuring several others.

Two of the survivors lost limbs in the accident in the NSW Hunter Valley, where they were upgrading a coal line.

Investigators say subcontractors had been positioning a section of rail and sleepers on the track when the safety catch keeping four lengths of prefabricated track secured to the crane's hook broke.

The tracks, each weighing about 30 tonnes, rolled onto the group and crushed them, killing one.

A 47-year-old man who was trapped under the steel for almost 40 minutes lost a leg, and a 33-year-old's arm was crushed. They're both seriously ill. Others suffered lesser injuries. The dead man left a wife and young children.

Investigators say, "It looked like the crane was swinging a load and it fell, but the load was on the ground when the securing device broke and it has rolled onto the men."

Safety inspectors prevented further work until the contractor, Abigroup, found an alternative way of lifting the steel.

Police forensic experts and workplace safety specialists are investigating the site and the actions of all involved in the incident

Chief Executive's report

Many thanks to all those who provided updated details for the 2009/10 Crane Register. We will publish the updated register shortly. After you receive your copy let us know if you need more copies.

We'd like your opinion on whether the Association should sponsor training sessions for management, to help member companies work their way through the recession. The skills required to manage a business are different from the technical ones needed to keep machinery and staff functioning out in the field. Let us know what you think of the idea and what form the sessions should take.

We have posted the final programme and second set of registration forms for the July conference. To gain the "reduced" registration fee return the papers and money to us by 30 April. Note that after 30 April we won't accept registrations for the evening at Dracula's as we have to confirm the bookings in early May.

Any company wishing to have a display stand or sponsor slots at the conference please advise our office.

From the President

Recessions are strange things. In some industries and some parts of the country it's business as usual. In others, the gloom merchants hold sway. Just in time this week for the optimists to take heart. TV news showed farmers in Canterbury admiring new machinery at the Lincoln field day. Their comments, in effect, said, "Recession? I haven't experienced it yet." This is the group on which New Zealand still depends and our own industry should take heart from the cockies. If they're optimistic, we should be too. There's a heck of a lot of infrastructural spending about to hit us; interest rates are down for the foreseeable future and our banks didn't founder doling out hopeless loans. We need to be vigilant and look after our businesses closely but, all things considered, I'm with the cockies on this one.

Malcolm McWhannell,
President

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Accidents

It is always of concern when we hear of accidents where someone is injured or worse still, killed.

While it may seem somewhat morbid to publish details, we hope, in doing so (even from overseas accidents) that companies here will learn from the experiences and take steps to avoid making similar mistakes. The lead story this month is of a recent accident in New South Wales, which caused a death and some horrific injuries.

BESS

On numerous occasions we have mentioned the changes with BESS and the following is what has just been received from the NZ Transport Agency. This clearly sets out the procedure that will be followed from 30 April.



1 April 2009

Dear Sir/Madam

Arrangements for Bridge Engineering Self Supervision (BESS) from 30 April 2009

You will be aware that last October the NZ Transport Agency (NZTA) introduced a new system for assessing and approving drivers to perform Bridge Engineering Self Supervision (BESS) using Unit Standard 23436 and administered by Tranzqual ITO. During this period the ex-Transit legacy system that incorporates other training providers has continued to operate in parallel whilst the new system has been allowed to settle in.

The purpose of this letter is to inform you that the NZTA intends to close off this parallel system from 30 April 2009. After 30 April 2009 the NZTA will only consider recommendations for BESS drivers from Tranzqual-accredited assessors. You can obtain details of these assessors by contacting Tranzqual on 0800 4Quals (478257) or by visiting: tranzqual.org.nz/trainers-assessors/find-assessor.php Companies and drivers that are already BESS-registered with the NZTA at 30 April 2009 under the ex-Transit NZ system will be assumed to have undergone background checks by the NZTA including screening by the NZ Police Commercial Vehicle Investigation Unit (CVIU). These drivers will have until 30 April 2011 to undergo assessment against US 23436.

Drivers that are NOT on the BESS register at 30 April 2009 ("New Drivers") will be required to undergo the NZTA checks and CVIU screening before they apply for assessment against US 23436. New companies will also require background checks and screening. The NZTA will issue BESS letters of authorisation under US 23436 for all new and renewing BESS holders. These will be followed up in due course by personal registration cards. In the case of new drivers, cards will not be issued until completion of the 6 month trial.

The attached flowchart from Tranzqual ITO covers the new process.

Yours sincerely

Lynn Sleath

Commercial Vehicle Manager
For Manager Operations
Highways and Network Operations Group

BRIDGE ENGINEERING SELF SUPERVISION (BESS)

STEPS FOR NEW BESS DRIVERS:

1. Apply through the Overweight Permit Officers at the New Zealand Transport Agency (NZTA) Regional Offices for registration (formerly Transit New Zealand).
2. NZTA processes the application and runs the background check on your company and driver.
3. Your driver undergoes training and assessment against unit standard 23436 (BESS).
Contact Tranzqual on 0800 4Quals (478257) or visit our website for details of assessors available in your area.
4. Once the driver has been awarded the unit standard, your company informs NZTA and your driver can be issued with provisional BESS registration (for six months).
5. If no breaches occur during the six months, full registration can be awarded (for five years).

STEPS FOR CURRENT BESS REGISTERED DRIVERS:

1. Your driver undergoes training and assessment against unit standard 23436 (BESS).
Contact Tranzqual on 0800 4Quals (478257) or visit our website for details of assessors available in your area.
2. Once the driver has been awarded the unit standard, your company informs NZTA and your driver can be reissued with full registration for five years.

For more detailed information on the BESS registration process, contact the New Zealand Transport Agency on 04 894 5400 or the New Zealand Heavy Haulage Association on 04 472 0366.

www.tranzqual.org.nz



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