



Code of Practice for Cranes - confusion

The implementation of the Code of Practice for Cranes has caused confusion and disappointment for the Association after the Minister brought the practice into force without the promised, final consultation.

We had received a written undertaking from the department of Labour that we would be given one last look at the Code before it was signed by the Minister but this didn't happen. Already a number of unhappy members have voiced their concerns to us.

To compound the confusion, some departmental officials have admitted that they have problems interpreting the requirements.

Our last contribution to the development of the amended code came in January when more than thirty Association members made a trek to Wellington to debate the Code with departmental officials. We believe that meeting exposed deficiencies in inspection standards and a lack of suitably qualified inspectors. It also showed the need for more debate on the design life of cranes and clarification of rules governing the importation of used trucks with truck loader cranes fitted from Japan.

Subsequent to the meeting, the Department was to have given us a final inspection of the draft before the Minister signed. They failed us in this.

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CBIP

Our lead item in the May newsletter reported on CBIP going into "voluntary liquidation". This was not correct and the letter received from the CBIP Chairman is reproduced in full at the end of this newsletter. There have been some developments since the beginning of May and we will keep you informed when details are received.

Development of New Unit Standards

The response to our call for contributions from members for the new Unit Standards was a positive one.

A meeting has been held already and we are looking at 5 new Unit Standards and also 2 new National Certificates. They are:

- Operate a crawler crane and lift and place loads
- Twin winch operation
- Multi crane lifting
- Operate articulated cranes and lift and place loads. This relates to Franna and Hamilton type machines which lift off rubber as opposed to outriggers

We are preparing drafts of the standards and details will be provided to members when they're finished.

As is usual with standards drafts we'll publish details when the drafts have been prepared and members will be given the opportunity to comment on what is proposed. When we're agreed on the content the standards will be registered with the New Zealand Qualifications Authority.

From the President

Interest in the 2007 conference and registration have continued at a reasonably steady rate.

We appreciate that many companies are very busy but as has been mentioned on a number of occasions, we cannot guarantee accommodation after 22 June especially as there is an All Blacks' test in Christchurch the night after the conference finishes. There are still rooms available at present and also a few seats left for the train trip to Greymouth.

I am impressed by the fact that already we have some 30 people registered who have not attended one of our conferences in the past. This annual event is a very good opportunity to learn more about your business and your industry and it's well worth attending. Few leave our conferences not having picked up some very effective knowledge that helps their business.

R Carden, 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
www.cranes.org.nz

Conference 2007 12 & 13th July

The conference happens in not much more than a month. Here are some events that will occupy delegates' time.

New Rules

The revised draft of the Association's rules (required by our name change) is complete and has been sent to members for information.

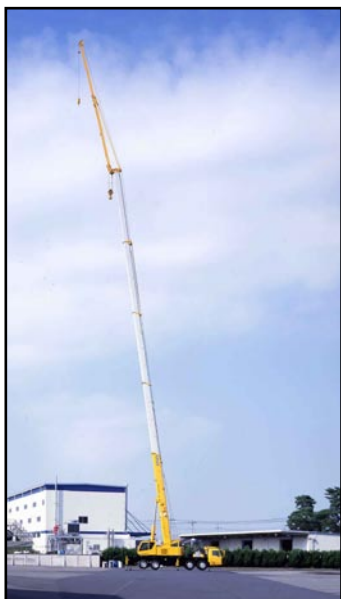
The draft will be debated at the annual general meeting on 13 July.

A copy of the proposed new rules will be included in the conference handbook so all attending will be clear about the content as it's debated.

Once agreement is reached the rules will be filed with the companies office. They become binding on how the Association conducts its affairs.

BESS

There will be a workshop conducted by Lynn Sleath of Transit New Zealand at the conference which will explain exactly how this new system will operate.



CERTIFICATION BOARD FOR INSPECTION PERSONNEL

We are publishing in full the letter received from John Wilson, (Chairman of the CBIP Governance Board) in response to our lead story last month.

It has been drawn to my attention that in the May issue of your newsletter you indicate that the Certification Board for Inspection Personnel has gone into voluntary liquidation.

That statement is not correct. The background is that the Government, or more particularly the Department of Labour has placed CBIP, in a position where it is now being required to meet additional International Standards requirements. The impact is that CBIP will be required to meet very considerable additional expenditures. These will have both a very high initial cost and after the initial processes are completed a considerable ongoing annual cost.

The Board of CBIP considered that this was inequitable to industry and end users, who would have to absorb the additional costs, without any financial contribution either directly from the Department of Labour or as a stand-alone funding from Government funds.

The background is that when CBIP was authorized by the Secretary of Labour a reasonable condition was required that CBIP create a system where international recognition of the various equipment inspectors' certifications was achieved. That has been done by CBIP where through the quality of the work that is carried out by the CBIP qualified inspectors their statements and certificates issued are now accepted without question internationally.

What has changed is that subsequently to that original authorization the Department of Labour now additionally requires CBIP to achieve and maintain accreditation through JASANZ for compliance with the international Standard ISO-IEC 17024 which is entitled - "Conformity Assessment - General Requirements for Bodies Operating Certification of Persons."

This standard was only first published in 2003 and even today has not yet been adopted as a New Zealand standard. The requirement by the Department of Labour is probably not unreasonable in itself. CBIP has been working to achieve this objective and is within close proximity. However DOL whilst being very aware of the status have refused to consider funds that would allow CBIP to meet those associated costs and to build up structure that would ensure accreditation through JASANZ and maintain them on a continuing basis. It should be noted that the regulators have clearly stated that any scheme that attempts to replace the CURRENT CBIP certifications will be required to achieve the same standard. These initial and ongoing costs would then have to be carried by a smaller number of inspectors if the scheme was broken into smaller industry sector certification. This will obviously apply to inspectors of all types of cranes.

The amount of money that CBIP was seeking was not large in terms of Government current expenditures, (probably less than the annual

costs of supplying tea and coffee to a relatively small Government Department).

The sum required would have enabled CBIP Equipment Inspectors and Non Destructive Testing personnel to become more widely recognized and to gain a higher status. The level of competence that would be achieved would not significantly change but the processes in place and the structure required for supporting and maintaining the accreditation system becomes more detailed and documented.

CBIP therefore is unable to continue with its present limited cash flows created through industry subscriptions and the examination fees. It is now in a process where the Board is still seeking to gain adequate Government or alternative funding and to devise ways by which it will be able to act in the best interests of those persons who currently hold or wish to obtain CBIP certificates of competency and the end users of certificated inspectors.

The action CBIP has taken is to avoid a situation arising where it would become insolvent. Insolvency is a situation that the Board regards as being unacceptable and irresponsible. I trust that this clarifies the position and would appreciate that the position in the newsletter is corrected quickly so as to not cause over reaction on behalf of inspectors and crane owners.

Yours sincerely,

John Wilson.

(Chairman of the CBIP Governance Board.)

Weighload Trophy

As mentioned in the last newsletter in a departure from the norm we would welcome suggestions from members on the name of any individual or company that they consider should be considered for the award. Please advise our office.

Australian Conference

The Crane Industry Council of Australia have advised that their conference will be from 6th to 8th September in the capital of South Australia, Adelaide. Further details are not available yet but we will supply them as they come to hand.

