



Information Item	Word from the President
Sponsor	CEO
Date	October 2019

Another month and another word or two from me about what’s happening within our industry and Association.

While I know everybody is exceptionally busy, there is a hell of a lot occurring throughout the industry that will have an impact on the daily running of your businesses.

Of the many issues we covered at our latest Council meeting on September 10, the major changes to the Pressure Equipment, Cranes, and Passenger Ropeways Regulations and vocational education and training were of prime concerns.

If you haven’t heard, Education Minister Chris Hipkins announced earlier this year that the country’s institutes of technology and polytechnics will merge into one.

Due to the size of our industry (or lack thereof), and that of our vocational training pathways, we may be overlooked. And this will have significant impacts on our unit standards and qualifications for operators and staff.

CANZ is working closely with Skills to understand the repercussions of this merger. We will be attending the Select Committee workshop on September 26, along with meeting with TEC directly, as not a one size fits all mega-member consultation.

We understand that TEC will also be offering public consultation meetings. We are looking to be part of the new WDC Construction and Infrastructure group, to ensure we are at the forefront and acting in the best interest of the crane industry.

On to other government matters – the Pressure Equipment, Cranes, and Passenger Ropeways Regulations review will most likely determine our industry as high-risks works.

Most likely this will result in all operators having to have a license of some sort. And currently, as many of you know, we don’t have a licence, only unit standards.

Hence our recent engagement with our Australian counterparts, CICA, to investigate how we might develop their Crew Safe Programme into the New Zealand environment.

The CANZ Accreditation Licence Programme has been in development for several months, with presentations undertaken by Sally during the CANZ roadshow.

It was made abundantly clear from this that the industry wants more certainty around training, qualifications, VOC and licensing. As a result, the CANZ Council wishes to move into the next phase – a soft pilot.

We'll be approaching those who have expressed interest in working with us over the next few months – and into early next year – regarding how we conduct that pilot with them.

With regard to the swept path consultation, we're re-engaging TSL to return to the NZ Transport Agency, with a proposal that will work for our industry.

All of these ongoing issues, which will have significant changes on our business, will cost money to address. So, we will be using the lobby fund money to challenge these fights, which will require topping up come subscription time.

To that end, we've had to dip into what was the Association's healthy reserves to fund the employment of Sally and exit / retirement of Rod. We incurred a recruitment cost, overlapping salaries and Rod's final pay in this financial year.

Additionally, the Association is costing more to run than the current subscription intake.

Consequently, we'll review the costs, what we will collect, and how much we'll change the subscription by. This will be presented at the next AGM for everyone to evaluate and determine.

Tony Gibson

Crane Association of New Zealand President

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