



Information Item	Word from the President
Sponsor	CEO
Date	November 2019

Word from the President

This month's *Word from the President* is somewhat long due to the busyness of the industry.

I did, however, attend the Crane Industry Council of Australia's three-day conference held in Hunter Valley, NSW.

While they seem reasonably comfortable with their lot in life, they also have roading access issues that they're working through.

It seemed to me that we are the luckier of the two Associations; they've multiple states with multiple individual state requirements, and we don't.

So, we're a little bit blessed in that regard.

I was also given the opportunity to present on the New Zealand crane scene. I talked about our current political scene and economic environment, and the challenges that come with the size of our country and the distance between us and the rest of the world.

Additionally, I updated conference attendees about the current reviews of the Pressure Equipment, Cranes and Passenger Ropeways (PECPR) – which Stephen Broomfield and I will provide a more in-depth update for you to read more about below – and the Reform of Vocational Education (RoVE).

Before the submissions for RoVE closed in April, we stressed:

- The crane industry is a small but highly specialised one;
- Often operates in a highly technical and risky environment;
- Complexities include health and safety requirements, value of equipment being used, challenging environments such as high-rise buildings, busy and populated CBDs, etc.;
- We work across a wide range of other industries such as ports, smelters, agriculture etc., not just in the construction sector;
- The industry is heavily regulated by NZ Transport Agency (NZTA), Police, and ACC;
- Training is vital to a safe industry.

Part of the Education Minister's reform involves creating Workforce Development Councils (WDCs), which we'll ensure to have adequate representation with. This will permit our voices to be heard and, hopefully, guarantee we're consulted with regards to training and funding needed within our industry.

Our other concern revolves around RoVE's new NZ Institute of Skills and Technology (NZIST), resulting from the merging of the 16 Institutes of Technology and Polytechnics.

Moreover, we have yet to determine what the financial implications of this will be when NZIST utilises the crane industry's NZQA training material in the future.

We are encouraging Minister Chris Hipkins to slowdown the speed of the reform, to ensure we get it right for wider industry and more so, give the specialised trades such as ours a voice.

This will allow time to design a process which improves but does not harm vocational training and the industries we serve.

We've touched on these in previous CANZ Newsletters but there isn't too much to add, other than we're making good, collaborative progress with NZTA regarding the Swept Path issue.

And thankfully, we are now beginning to see the light at the end of the tunnel, in large part due to their willingness to hear our concerns on the issue.

Now on to PECPR, the proposed document due to replace the current *Health and Safety in Employment (Pressure Equipment, Cranes, and Passenger Ropeways) Regulations 1999*.

While the current regulation forms the core document for Approved Code of Practice for Cranes, we submitted our thoughts to sections 4 and 5 of the proposed Ministry of Business, Innovation and Employment document.

We believe New Zealand should follow the approach taken by Australia for providing information to industry identifying hazards and risks in plant.

CANZ would also like to ensure that while New Zealand should follow the Australian approach, we must adopt a version suitable for our country's circumstances as there will be significant differences on operational requirements that – in the past – have highlighted several incompatibilities.

All parties play a role in identifying hazards on plant, and therefore suppliers, installers, commissioners and constructors should have similar requirements.

We believe that there will be initial cost increases, however the current requirements for the crane industry will remain unchanged.

There will be other sectors of the crane industry currently excluded that will be required to comply that will increase safety across the entire industry. However, we think this would be a positive move.

In relation to High-Risk Plant, the implementation of a new central register for plant designs will improve transparency of the regulations and improve conformity.

We strongly endorse this to be regulated by the appropriate government agency or by an appropriately recognised industry incorporated society with control and oversight from the appropriate government agency, including forestry plant (cranes).

In other lobbying efforts, we're actively involved in:

WorkSafe NZ

- The Health & Safety in Employment Regulations 1995;

- PECPR: Pressure Equipment, Cranes and Passenger Ropeway Regulations 1999;
- Approved Code of Practice for Cranes 2009 Update;
- Licencing of High-Risk Occupations.

RoVE

- Working with Skills Organisation to establish and understand the new training framework, based on the establishment of NZIST and WDCs;
- Attendance of any meetings relating to RoVE, including TEC and Select Committee meetings.

Immigration NZ

- Employer-assisted temporary work visa reform that came into effect October 2019;
- Aligning immigration with employment and skills on a regional basis;
- Discussions on use of the Australian Bureau of Statistics and Statistics NZ's Standard Classification of Occupational Codes (ANZSCO) as basis for Skills Shortage Lists.

Statistics NZ

- Moving from ANZSCO to ARIA (a concept and classification management system)

NZTA

- Swept Path Re-submission

Standards NZ

- Joint Standards cost recovery overview

But that's all for now. Until next time, enjoy your month going forward.

Tony Gibson

CANZ President



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