



News from the Crane Association of New Zealand

Conference 2017

The conference this year is all about cranes and is to be held at the Novotel Hotel in Rotorua from the 19th – 21st July 2017.

This year's conference will have a crane display and a fall protection demonstration.

The Annual General meeting will be held as the final session on Thursday 20th.

Keynote Speakers

We have two keynote speakers:

On Thursday, Ngahihi O Te Ra Bidois will deliver "Ancient Wisdom and Modern Solutions". Ngahihi is in great demand world-wide and has delivered to such organisations as Google USA, BCITO NZ and the Selector Group in Australia.

On Friday morning, Billy Graham, international speaker extraordinaire will bring his motivational brilliance with his "Keep Your Guard Up and Enjoy the Journey".

Billy puts his winning philosophy into practice every day of his life. Most importantly, he loves people and delights in sharing his zest with others.

Diary April 1

The programme is in the final stages of completion and conference booklets will be coming out on the 1st April.

Registrations open on the first of April.

From the CEO

Dear members,

Another year has arrived and everyone has hit the ground running. On the back of last year and the forecasted growth in construction, it is timely to remind everyone that we all need life balance.

As one of the Council members is coming to terms after a heart attack, so must we all consider the impact to ourselves, our families, our employees and our businesses.

Take the time and take stock of your situation and consider what would happen if you could no longer work in your business.

Your health is the most important thing to all of those around you who could be affected.

Balance your life and stay healthy.

Rod Auton
CEO



Newsletter of the

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OF NEW ZEALAND INCORPORATED

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skills.

Prepare for Conference 2017

Project of the Year

This year, we have simplified the entry process so that all members can participate. It has been renamed as the Lift of the Year.

The basic criteria are as follows:

- The lift must have been completed between 1 April 2016 and 31st May 2017;
- The lift must be situated in New Zealand;
- Any one member may have multiple entries. Judges may limit number of entries by a single member;
- An entry application should be no longer than four A4 pages with, an extra page for photos;
- In your application, describe briefly:
 - Start and finish dates;
 - Lift details including methods used;
 - What specific issues or problems did you face? Include risks involved;
 - What, if any, planning and control issues did you face?
 - What site conditions did you face?
 - What solutions did you come up with for the problems?

We will send entry packs on the 1st April with the Conference booklet.

Weighload Trophy and Life Members

Weighload Trophy

Nominations are called for the Weighload Trophy.

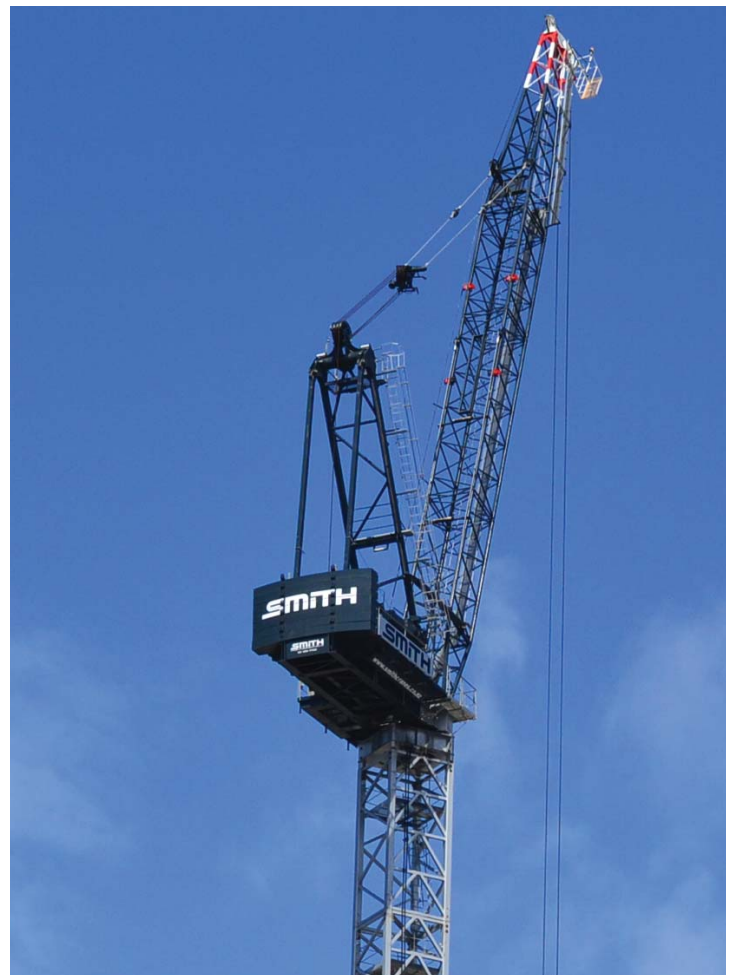
This trophy is given to an individual or company that has provided the Association with exceptional service over the last 12 months.

Life Members

Nominations are also called for life membership.

Life members are people who have contributed to the Association over an extended period and has been on the Council and held executive appointments.

Their contributions are recognised as exceptional.



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Crane Association Council

The Council achieved the following at its meeting held on 21 February 2017:

Membership Report

New members:

- HP Works Ltd (Full Category A) Auckland;
- Kennards Hire Ltd (Associate) Auckland.

Resignations:

- Hughes Partners (Full Category A) Auckland;
- Levin Crane Hire (Full Category A) Levin;
- Reefton Crane Hire (Full Category A) Reefton.

As at the 31st January 2017 the membership stood at 236.

Technical Report

The Technical Subcommittee worked on the following issues in the last quarter:

- 100% bridge capacity is a key issue for the crane industry. We wrote to Hon Simon Bridges (Minister of Transport) highlighting this problem and providing examples;
- The Vehicle Dimensions and Mass Rule 2017 is now in effect and because of the Association's work with the Ministry of Transport, the following has been included in the Rule:
 - Truck width increase to 2.55m;
 - Two jib sections may now be carried side by side and on top of each other so long as the width doesn't exceed 3.1m and height doesn't exceed 4.5m; There is still some work to be done around swept-path criteria for category-one vehicles that require travel time exemptions. The new criteria are significantly different from Schedule 8 of the 2002 regulation. The Association is having some research done on this to establish a baseline to go back to NZTA with;
- Tony Gibson proposed a stance on precast concrete panel rotation and it was moved and carried that the Association support the position that when rotating panels and two hooks are required, where it is reasonably practicable, two cranes must be used to rotate the panels.

Education and Training Report

Targeted Review of Qualifications

The Targeted Review of Qualifications is finalised, providing a simpler pathway with eight qualifications reduced to four.

Level 3 New Zealand Certificate in Cranes with six strands

- Cab-Controlled Overhead Crane;
- Dogman;
- Load Lifting Rigging Production;
- Pendant-Controlled Overhead Crane;
- Self-Erecting Tower Crane; and



- Truck Loader Crane.

Level 4 New Zealand Certificate in Cranes with six strands

- Advanced Dogman;
- Crawler Crane;
- Mini Crane;
- Mobile Crane;
- Non-Slewing Articulated Crane; and
- Tower Crane.

Level 5 New Zealand Certificate in Cranes (Advanced Crane Operation)

Level 5 New Zealand Certificate in Cranes

- Crane Erection; and
- Load Lifting Rigging Certification.

Skills Recognition Process

Skills have developed a recognition process (prior learning and current competencies) for the roofing sector that could be adapted for the crane industry. This would enable operators with overseas qualifications to join the New Zealand workforce and quickly re-qualify to the New Zealand qualifications. Skills are preparing a proposal for the next Council meeting.

Change in Chair of the Education and Training Subcommittee

Allan Collins (Digital Training and Assessment Ltd) has stepped down as the Chair of the Education & Training Subcommittee and Jan Cotton (Titan Cranes Ltd) has been voted into the role. Allan will remain a member of the committee.

Licensing of Crane Operators

Worksafe NZ have indicated that the crane industry is deemed a high-risk industry. One of their objectives is shortly to have all high-risk industries licenced. The industry has no choice on being licenced so the Association wants to be proactive in ensuring that we get the best possible result from this process.

Crane Training New Zealand Ltd is investigating a possible path to licence crane operators and will table a report at the next Crane Training Board meeting. If accepted, the Education & Training Subcommittee will evaluate it and send it to a full Council meeting. We will consult members on this issue.

Strategic Report

The Council has confirmed that the strategic goals of the Association remain unchanged for the 2017-18 year and the Strategic Report remains unchanged.

skills.

The Chinese tell us that it's the Year of the Rooster. Well, here's something to crow about: we had 4,387 enrolments in crane training in 2016.

That's a great result, which indicates that 2016 was a significant year for crane training, and that companies are doing their best to be compliant. In some cases, they're also lifting their performance by ensuring staff are adequately trained and assessed.

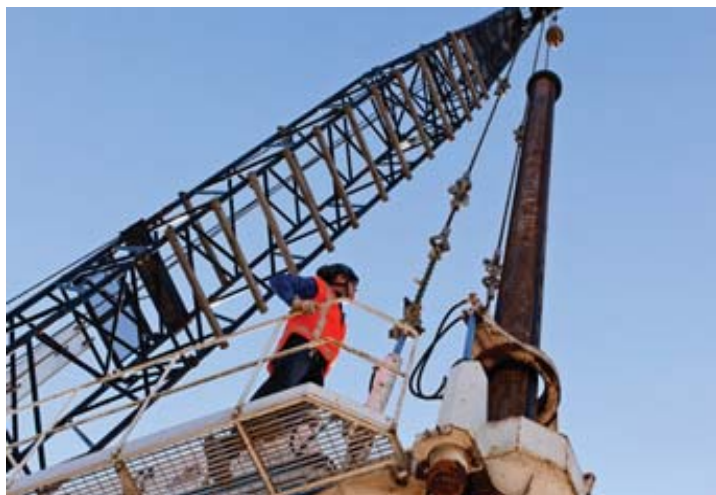
Now, for the not-so-great news. Out of all these trainees, only 5% have enrolled into a full qualification. That means many in the crane industry continue to do the bare minimum in the area of training.

Someone recently asked whether anyone would be happy having their home re-wired by an electrician who had not finished their training and had just one or two unit standards. Not likely! So why do we allow our crane trainees to do just enough to get by?

The simple fact is that trainees get heaps of benefits by completing a full qualification. They gain:

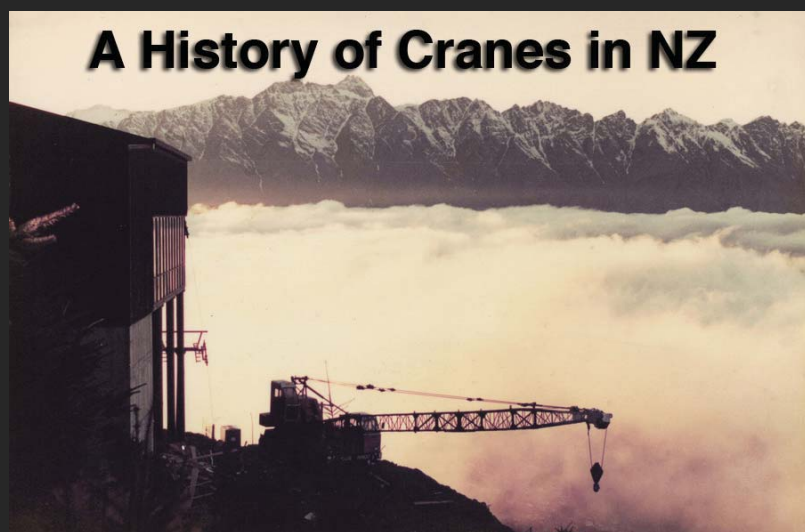
- A nationally recognised qualification that sets them up for life, giving them the skills and knowledge required to work in the industry for a longer period;
- A better understanding of health and safety in the workplace. They will work smarter and safer, and as a bonus your company can stand out as one with knowledgeable, compliant staff;
- Access to subsidised training. Skills is committed to working with government and industry to make training as accessible as possible;

Roosters may not be able to fly, but this year, you can help your business soar by making training a priority. If you'd like to discuss the positive impacts a full qualification can have, get in touch with me at waynea@skills.org.nz and we can chat.



Crane Shop

Get your resources from the crane shop. www.shop.cranes.org.nz





Safe Lifts create a Safer Workplace

Creating a safe workplace for cranes is vital for safe lifts. You can learn how here.

SafeCrane has been created by the Crane Association of New Zealand (Inc.) to provide guidance on how to create a safe workplace for cranes.

Resources for



Crane Users

You hire or lease cranes. You have the ultimate responsibility for ensuring your workforce operates safely and within Health and Safety legislation and regulations. To do this you work closely with plant and equipment owners.



Crane Owners

You own the plant and equipment. You have responsibility to ensure the crane is safe for operation and does not present a risk to any other persons in the Workplace. To achieve this you work closely with Crane Users.



Crane Operators

You operate the crane. You are responsible for the safe operation of the plant within the Workplace by ensuring your actions or in-actions do not create an unsafe environment. You hold the appropriate qualifications for the role.



Dogman / Riggers

You are directing the crane and rigging the load. You are responsible for ensuring the load is rigged correctly and that the lift moved safely within the Workplace.

Medical Incapacity

There are a number of challenges for employers when dealing with employees and managing those who are medically unfit, and not attending work is one of those challenges.

There comes a point where the employer will ask: "Do I need to keep this employee's job open any longer?" Often other employees are covering for the sick or injured employee which can lead to stress and resentment. The business could be incurring extra costs in covering the position and clients could be impacted.

If the employer decides to bring the employment to an end, it will need to act in a procedurally fair way. This means the employer is under a duty to enter into an inquiry with an open mind and accept that expert advice needs to be gathered in order to make a fully informed decision.

Ensure support is available for the employee by offering assistance such as EAP, alternative work arrangements, and be sure to demonstrate sensitivity throughout.

Key to the process is for the employer to seek medical information. This means obtaining a medical report which provides the employer with information in regards to the condition, treatment and importantly, a time frame for when the employee is likely to be fully fit for work. The employee can refuse an employer's request for a medical report however the employer will have to make a decision based on all the information they have to hand.



Once the employer has all the information available to them they can meet with the employee to discuss possible termination of employment due to medical incapacity. The employer must explain why the time has come to "fairly cry halt"¹ to the employment relationship; invite the employee's feedback and consider any other information; and any alternatives including redeployment. The employer will then consider all the information and make the decision about terminating employment.

It is important to keep in mind that an inquiry into an employee's medical prognosis is not a disciplinary investigation. There is a recognition of "no fault" in regards to the employee being unable to work, much the same as in cases of redundancy. The employee is not being 'dismissed'. However, don't wait too long to start investigating incapacity because if the employee has been absent for a significant period of time and the business has coped, the question could be asked as to why the investigation is being initiated now.

The Employment Court has noted a number of established factors that should be considered when deciding whether or not to terminate an employee's employment on medical grounds.



The terms of the employment agreement. The employment agreement can often anticipate, and make provision for, dealing with ongoing absence on medical grounds.

The length of the incapacity. The employer must wait a reasonable time to allow the injured employee a reasonable opportunity to recover and after that has to inquire in a fair and open-minded way as to whether the employee has any realistic prospects of returning to work within a reasonable time.

Probability of long-term employment but for the medical incapacity. The employer should consider the likelihood of the employee being employed long-term, were it not for the incapacity. For instance, if the employee is employed on a fixed-term basis, then it would likely be more reasonable for the employer to justify termination on medical grounds at an earlier stage than with a permanent employee.

The nature of employment – what is the employee's position? Is the employee in an important or key position within the business? How crucial is it to the success of the business that the role continues to be filled? How difficult would it be for the employer to find a replacement for the role? These are all considerations that an employer must think about when considering medical retirement. If the employer can show that the absence of the employee from their role would have a significant detrimental effect on the business, then it will be more straightforward to terminate that employee on medical grounds.

Nature of the incapacity and the prospects for recovery. This is where the medical report comes in. The report will give the employer guidance on the employee's ability to successfully fulfil the role they are employed in, given their capacity.

Length of employment to date. Typically, "long-standing" employees will generally have greater leeway to recover. "Long-standing" does not mean the same thing from industry to industry.

Cause of the incapacity. If work related the employer may be expected to be more lenient.

In conclusion, it is important to have an employment agreement that includes a well drafted, comprehensive clause regarding medical incapacity. The agreement should include clauses dealing with:

- access to medical information;
- medical examination; and
- termination for long-term medical incapacity.

Chapman Employment Relations assists employers in drafting employment agreements and in providing advice on medical incapacity issues.

For more information, please contact:

Chapman Employment Relations

P (03) 5450877

E office@chapmaner.co.nz

www.chapmaner.co.nz

1 Marshall v Harland & Wolff Limited [1972] 2 All ER 715. While this statement is from an English case, it has been referred to and relied upon in numerous decisions in New Zealand.



A LITTLE SLICE OF HISTORY

30 years ago in 1987, the following was the Annual Report presented at the 13th Annual Conference held in Wairakei



POWER CRANE ASSOCIATION OF NEW ZEALAND (INC)

REPORT OF COUNCIL

Ladies and Gentlemen.

It is my pleasure to deliver the thirteenth annual report of the Power Crane Council for the year ended 31 March 1987.

The past year has been a mixed one with some of our urban areas working at a frantic pace in the construction industry whilst our rural and provincial areas in general do not appear to have enjoyed this prosperity however temporary this boom may really be.

The crane industry has "enjoyed" headlines over the past year, at times some of this media attention has caused us some discomfort to say the least. However, from all of this some good may arise, in that the need for training has highlighted to the authorities that our Association already has in place a Training Scheme. With development of further training courses the Association will be well placed to 'slot in' on now well recognised needs of crane users.

Council 1986/87

The twelfth Annual Conference held last year in Greymouth elected the following to the Power Crane Council for the ensuing year:

Messrs Graham Foster, John Carter, Graeme Haugh, Brian James, Bill McIntosh, Bill Vivian, Basil Jordan, Phil Olsen and Peter Thompson. Warren Jenson did not seek re-election to the office of President, a position he had held for one year from 1985-86, but remained on the Council as Immediate Past President. Associate Members re-appointed Mr Giff Linder to represent them for a further term on the Power Crane Council.

The Power Crane Council subsequently elected Graham Foster as President of the Association for 1986-87. Basil Jordan was elected Vice-President.

We record our thanks to Messrs Les Hall, Roy Johnson, Peter Diack and Bruce Lund for the services they gave the Association during their time on the Council.

Councillors have met four times since their election at the 1986 Conference. The June 1986 meeting spread over two days allowed Councillors to discuss in depth their plans, and the concerns and programme for 1986-87. Five Council committees were set up at this meeting and their respective co-ordinators were also appointed. In particular the Technical and Submissions Committee, the Training Committee and the Conference Committee had little time for rest over the past year, whilst the other two committees also had to deal with their specially allotted tasks.

At their June 1986 meeting councillors also appointed the Association representatives to such groups as the National Roads Board Axle Weights and Loadings committee, Contrafed Publishing Co.Ltd. and the representative to the New Zealand Contractors' Federation Industrial Committee and to the Federation's Board of Management.

Life Honorary Member

The Power Crane Council unanimously voted to have Past President Warren Jenson elected to the office of Life Honorary member. Only once before in its 13 year history has the Association created a Life Honorary member when several years ago founder President Mr Max Whiley became our first Life Honorary member.

Past councils, and indeed all members, owe a great debt to Warren Jenson, whose guidance and expertise in the technical problems, that inevitably arise in an organisation such as ours, was constantly sought and always so willingly given.

Council Committees

Much of the routine work of the Power Crane Council is carried out at committee level.

The past year has seen extraordinary activity in a number of areas which necessitated extra calls upon the time of Councillors. I have mentioned previously several of the Committees which have been more than deeply involved in Power Crane matters.

A summary of committee work in a report such as this hardly does justice to the personnel concerned as I can only touch upon some of the highlights which caused the Council some deep concern during the year now gone.

Whilst committee members may feel an element of frustration in that loose ends may not yet be tidied up, they have none-the-less kept the interests of membership always to the fore and their constant attention to detail when taking up questions on members' behalf has really brought forth some perceptible results.

Committee activities are summarised as follows:

i) Technical Transport Certification Testing and Submissions

a) Wire Rope The Association would appear to be back to square one on the issue of wire rope supply.

It appears that whilst some non-rotating ropes are now allowed into New Zealand duty and licence free - the remainder are still subject to duty and licence. A client so affected could accept higher grades of wire rope which fail to comply with the manufacturers' specification.

It has been pointed out that the Marine Division has not altered its views that wire rope used on cranes must comply with the manufacturers specifications. The local supplier could approach the MOT. to seek their approval of dyform ropes, however the department will merely refer them back to seek the Crane Manufacturers endorsement. Customs has amended the schedule for wire rope upon which members will pay duty. Our comments have not been sought.

It has been suggested that this year there will be more ropes available which will be licence and duty free. Prices will hold or even reduce. Council was advised that the local suppliers have refused to acknowledge that they cannot produce certain classes of ropes - and this is how the Association would appear to be back to square one. Some qualifying ropes supplied by the manufacturers are totally unsuited for crane use. There are crane-friendly wire ropes available, which are cheaper than dyform. Generally the supply situation from the local manufacturers may now be worse.

The Power Crane Council resolved to request from Customs, a copy of the standard form of application upon which the Association can apply to have duty removed from wire rope in respect of which our submissions are already lodged. We have advised Customs that it would appear that there has been a change of duty initiated on wire rope and it would seem no recognition has been given to the Association's submissions in this connection nor was the Association invited to comment before the amendments were made.

b) Axle Weights and Loadings Committee Council continues to receive regular reports from its delegates to this committee of the National Roads Board. Council did seek to have two observers accredited to the committee. Whilst we were not successful in this we now have two alternate delegates appointed to represent us.

In Council's report last year we set out a very comprehensive schedule of topics which have been taken up with officials.

Council has been concerned that the MOWD. has been adjudicating upon matters that pertain to the National Roads Board policy, in particular the Axle Weights and Loadings committee, recommendations which may be acceptable to the Board. The MWD. was taking upon itself functions that properly fall within the ambit of the Ministry of Transport.

Council on advice, resolved to engage the services of a lobbyist to assist it with the ongoing problem members were having especially in the Auckland and Bay of Plenty areas. Mr F. Langbrien, former Director of Roading agreed to act for the Association in representations to various Departmental Officials.

Some of the points taken up with the departments concerned were:

- Is the MWD. making decisions in areas which are not of their jurisdiction.
- Cranes do not come within regulations which allow them to have: Certificate of Fitness, Warrant of Fitness.
- Counterweights are under the jurisdiction of the MOT.
- Would it not be practical to have a special section in the NRB. Policy for cranes only - thus avoiding confusion with other types of vehicles.
- Tyre problems now arising only with some local authorities.
- The allowance for the 1480 R20 tyres is 7t. - can the Association obtain a higher allowance.
- Whilst there is a 5% tolerance in weight, problems arise because of axles.
- Necessity to have a standard method of weighing axles. Axle weights should be on the combined weight of the two axles not each axle taken separately and only when load sharing is taken into account.
- The only problem with the 1480 tyre now is the MWD. axle-weight policy.
- The MWD. gives a less rating for dual tyres than what manufacturers give as ratings.
- Why cannot the policy allow for the manufacturers ratings - where the problem is deemed to be the footprint area of each tyre.
- MOT. and MWD. need to agree upon policies for cranes using motorways.
- Endorsed weight certificates are of doubtful value (at \$200-\$400 a weigh) because much depends on individual interpretations when items of equipment and tools are included.
- Can the weighing of cranes be postponed until the operator has completed his/her job - interruptions and delays can be costly e.g. concrete pours.
- Crane Operators are being caught on highways outside the specified hours. They are taking this risk so as to avoid having to leave their depots at (say) 6 am. for an 8 am. start. Likewise return journeys to depots are based on a reasonable time frame; calculations made for the return trip however can be frustrated by unexpected delays.
- It is noted that clauses 1-13 'Time of Travel' are to be amended: The 3m clearance under a projected boom is to be deleted.
- Certificates of crane weight still require classification.
- Load Transfer Devices Statistically determined boom trailer is a load transfer device. Officials do not accept any of the two systems work. The problem is isolated to cranes. There are very few cranes fitted with load transfer devices.
- Divisible Loads Cannot the MWD. give approval on the basis of make and model rather than approval having to be sought on an individual basis?
- Trailer will not be deemed to be part of the crane - although amending legislation is possible. The wording of any amending legislation will be important.

Only some cranes enable operators to carry counter-weights. Because of the importance of the issue, it was suggested that the Association receive a copy of the proposed amendments.

- The load sharing issue is an important one for Council. Some owners have sold their cranes and have thus been penalised.
- The association to ascertain how and when alterations to the NRB. Policy were advised.

As a consequence of these negotiations it is felt by Council that lines of communication have been established. Every endeavour must be made to initially resolve problems as they arise, at local level. There is still the outstanding concern in that the MWD. has apparently established certain criteria of which our members have no knowledge, which complicates a situation where the Ministry is acting as agent of the National Roads Board. Lack of advice on NRB. Policy up-dates is still an outstanding matter.

Copies of directives on overweight policy sent by the MWD. to their districts should also be sent to the Association.

Officials from both the MWD. and the MOT. made themselves available to the Association at meetings of the Technical Committee. We are grateful for their courtesies.

- d) A deputation from Council also called upon the Roothing Division of the Ministry of Transport in October 1986 to resolve problems connected up with overdimensional permits. Pending the gazetting of regulatory amendments, the Ministry will issue temporary permits.
- e) The Council has taken steps to become involved in the issue of precast concrete tiltslab erection. This particular subject also involves the Association Training Scheme.
- f) Importation of Tower Cranes The proposed withdrawal of exemption of duty on imported tower cranes has been opposed by the Power Crane Council. All members were invited to make comment in accordance with the invitation of the Customs Department. Several members did support the proposal to reimpose duty on imported tower cranes. A number of members indicated their opposition to the proposal. After examining this question at some length council resolved to confirm their opposition to the proposal. A submission was lodged with the Customs Department. The main thrust of the association's submission opposing reimposition of duty covered such matters as cost, cost savings to the construction industry generally, greater choice of models, the fact that other types of cranes now enter New Zealand duty free as a result of our Association's pressure in past years, real competition, current Government policies and the question of 'dominant position in a market' as defined under the Commerce Act.
- g) Road User Charges The Power Crane Council has submitted to the Ministry of Works and Development the findings arising from the membership survey of road user charges.

The Association survey revealed an average distance travelled per unit of 4712.82km over the 12 month period. However, the average was based on replies from 36 companies from a total of 88 crane owner members. The majority of the replies came from larger crane hire firms who operate in medium to larger New Zealand cities. The Council makes the point that had all members responded the annual travel per crane unit would have been smaller. The upsurge in construction activities in a number of our cities has also created greater and perhaps temporary crane usage.

The Association's survey covered a much larger number of crane units in the number of participating companies when compared with the Ministry's survey. Whilst the increase in annual km per unit since road user charges came into force is only 30.91% the increased fees for time licences has been 600% of which 200% occurred in 1985.

The Council contended that mobile cranes are being unjustly penalised. The Ministry in reply indicates that the increases in Road User charges prior to 1985 applied to all vehicles equally and the percentage increase was simply to keep pace with inflation as is the 1987 increase.

The 1986 increase was applied in order to obtain full cost recovery and a 20 to 30 per cent increase in time licence fees were applied at the same time because of changed assumptions in annual distance travelled.

The Ministry states that this was the only increase resulting from changes in distance travelled. The Department states that mobile cranes are not being unduly penalised by the current rates of Road User charges.

- h) Ministry of Transport Inspection Fees Substantial increases in Ministry of Transport inspection fees were gazetted during 1986.

In response to an enquiry from Council the Ministry of Transport advises that reduction of inspection fees in certain circumstances is related to special cases and not to crane owners who can group their cranes for inspection at the one time.

(ii) Publications and Membership Committee

-The Association publication 'Hoist' was published several times during the past year with supplementary monthly news sheets despatched to members in the intervening months.

-Fresh publications in the past year emphasised the Association's Training scheme and included a Training Fees schedule combined with an Enquiry Card and a new Training prospectus.

-The 1987 Crane Register is to receive a 'face lift'. The new format will in the initial year cost a little more to produce. Publication costs in future years will be reduced and the method of publication will pave the way for easier amendments about members' future crane holdings. Recommended Conditions of Hire will be included in the Crane Register.

-It is also intended to send to all members an annual folder similar to the one handed to Conference delegates each year. The purpose of this decision is to have all members made more aware of the Association's efforts on their behalf and have a compact folder to retain material sent to them by Council.

-Council has examined the Association Rules. The rules are deemed to be adequate now for our present needs and the Association's requirements for the foreseeable future. A reprint at this juncture is not contemplated.

(iii) Training

Peter Healey Peter has now concluded his first full year as our Training Officer. Feedback from members and other clients about our Training Officer has been most encouraging. Whilst Peter has expressed concern at the apparent lack of interest in Training on the part of a proportion of membership, none-the-less expressed as a percentage the use of the scheme by membership may be improving. Of the 740 trainees registered for the calendar year 1986, 31.91% or 179 came from member companies.

Over a period of time it has become apparent that the Association's Training Scheme should make provision for Tower Crane training. Events over the past year especially makes it imperative that we pursue this goal more vigorously than ever. A recent meeting of interested parties which included amongst others Tower Crane importers, the Marine Division, and Peter Healey, it was apparent that we have full support and endorsement to implement Tower Crane Training Courses.

Council is convinced that if as a result of crane accidents, especially like those recorded over the last year, a general tightening up of industry practices is implemented with consequential demands for training, then the Association must give a lead and show that it has the initiative and resources to achieve this.

Training School After considering several proposals, Council resolved to shift the Association Training School to a site very close to its old location at Wiri. A number of services have now been supplied to the school building which does make it more habitable.

We record our thanks to the Associate Member Company which allows us to use its telephone and postal facilities and their staff members for receiving and transmitting messages.

Video on Tiltslabs The video on tiltslabs shown at the 1986 Conference is to be refined for training purposes. Favourable comments made by delegates at our last Conference have encouraged us to pursue this matter. Donations received from the N.Z. Portland Cement Association (\$1000) and the N.Z. ready Mixed Concrete Association (\$500) will partly off-set the video production cost of \$3,000.

Training and Public Relations Training brochures have been updated and an 'up market' training prospectus was completed last year. Both publications have been favourably received.

The Association mounted two displays at Auckland-based exhibitions including the Materials Handling Exhibition and the N.Z. Contractors Federation Contract '87 Exhibition. We record our thanks to Councilors who helped Peter Healey man our booth at the two sites.

(iv) Rates Revision Committee

The six monthly hire rates surveys were continued in the past year. The survey for August 1986 hire rates was in Council's opinion fairly patchy. Our more recent review, that for February 1987, appears to have produced a better response.

(v) 1987 Conference Committee

Under Convenor Basil Jordan, the 1987 Conference Committee made a very early start in preparing for this year's Conference. The Committee has had to overcome a number of logistical problems. However the good response from members who replied to the Committee's circular letter of August 1986, did permit arrangements for the gathering to proceed on a confident note and thus enabled us to make a virtual 'en bloc' booking of the Conference venue.

Membership We report membership to be as follows:

Full Members	85
Associate Members	25
Total	110

A welcome is extended to the four full members and three Associate Members who have joined the Association since April 1986.

Council was asked by the 1986 Conference to re-examine the question of admitting a 'public sector' classification of member. After carefully examining all the points both for and against the proposal, the Council resolved to make no recommendation to the 1987 Conference.

Contracted Publishing Co. Ltd. Mr M. Whiley agreed to again represent us with the Contracted Publishing Co. Ltd., the publishers of 'Contractor' magazine.

The 'Contractor' magazine has continued to give publicity to Association activities especially in reporting the 1986 Conference. Our thanks to Editor Gavin Riley for his continued interest in our activities.

Because of rising costs in publishing the 'Contractor', Council agreed to increase the annual \$5 per member retainer to \$10 per annum. This arrangement enables members to receive the magazine as part of their annual subscription to the Association.

Conditions of Hire The recommended Conditions of Hire will from this year onwards be published in the annual Crane Register.

The recommended Conditions are also published in the Agenda Papers for this Conference.

Comments on Hire Conditions were invited from membership prior to their publication.

Public Works Amendment Bill 1986 The Association made written and verbal submissions on the 1986 Public Works Amendment Bill. These submissions were published in full in our 'Hoist' newsletter for December 1986 - January 1987.

Weighload Trophy Council has decided that the Weighload Trophy presented to the Association by Eric Skill of Auckland will from this year onwards be awarded to a nominee of members. Nominations were invited from members of suitable persons to receive the Award.

Nominations are to comply with the following criteria:

- i) A person who has made a worthwhile contribution to the Crane industry, or
- ii) has performed a heroic action involving his work as a Crane Operator, or
- iii) showed exceptional expertise in his/her crane work in a difficult situation.

The nominations received will be submitted to a panel of judges consisting of the President, Vice-President, National Secretary and Mr Eric Skill who concurred with the Council's decision in this matter.

Industrial John Carter represented our industry as a representative on the Industrial Committee of the N.Z. Contractors' Federation and later acted as our assessor in the pre-award talks with the N.Z. Employers' Federation and in the actual award talks.

Subscriptions Conference will, as usual, decide upon subscriptions for the current year for the various category of members. Subscriptions have not been changed since 1982 which reflects the good management of past Councils.

Secretariat There has been one staff change at the headquarters of the N.Z. Contractors' Federation since our last Annual Report.

CONCLUSION Our thanks to all who helped in the work of the Association during the past year.

Graham Foster - **PRESIDENT**

Bob McKnight - **NATIONAL SECRETARY**

FOR THE COUNCIL.

Health & Safety Tips for the New Year

The New Year is a great time to start reviewing your health and safety processes. Do you need a quicker way to prepare your risk assessments, keep on top of changes in legislation, or encourage your workers to take responsibility for health and safety?

Here are some tips to get started.

1. How was 2016?

Look at any incidents that occurred in 2016. Were they preventable? Have you taken action to make sure a similar incident won't happen again? Once you've identified risks you still face, you're in a good position to think of ways you can provide a safer workplace for your team.

2. Create a health and safety culture

Creating a health and safety culture doesn't have to be a lot of work. It's all about making sure you and your staff understand that health and safety is everyone's job. For a better working environment it must be taken seriously by everyone in the business. There are 3 simple steps to achieving this:

Communicate

It may sound obvious but the first step to all staff feeling responsible for health and safety is to talk openly and consistently about the potential daily risks you all face. Plan regular team meetings to make sure health and safety is always on your agenda.

Teach, don't preach!

Regular training is key to improving health and safety awareness at work. Staff should be given specialist training for your industry when they join you, and ongoing training to keep up-to-date with best practice and legislation changes.

Reward your staff

Rewarding your team for good practice - such as preventing accidents, reporting near misses etc. This demonstrates that their attention to detail is appreciated and important to the company.

3. Keep up-to-date with legislation

Complying with legislation is key for companies of all sizes. It's easy to keep yourself up-to-date by signing up to specialist, online newsletters which are ideal for sharing with staff to keep the safety conversation going.

4. Track your progress

Keeping a close eye on your health and safety performance means that you can look back and see how you have improved.

Records don't need to be complicated, making simple notes in a diary will show that processes are in place.

5. Maintain your health and safety folder

Filing your health and safety documents in one easy-to-reach folder will prevent you from losing important information.

It's a good idea to keep the following items together: Risk Assessments, Safe Work Procedures, and records such as PPE issued and equipment inspection forms.

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GS320 WIRELESS WIND SPEED DISPLAY

With effective wind speed monitoring and a wind speed warning alarm able to be set by the user, the GS320 monitors wind speed and helps to reduce on-site accidents.

With stricter Health and Safety laws in effect and possible legislation looming, the issue of operating cranes safely in escalating wind ranges is a current hot topic.

In the crane industry it's well known that wind can be a deadly element, every day on site.

One effective way to ensure that operators know when current winds exceed limits is to fit a Wireless Wind Speed System from Trimble Lifting Solutions (formerly LSI Robway).

Trimble Lifting Solutions are proudly supported in New Zealand by Barry Shardlow and the experienced team at Vehicle Technologies in Wellington (formerly Shardlow Auto Electrical).

The Wind Speed System comprises two components: a GS026 Wireless Wind Speed Sensor, paired with a GS320 Wireless Wind Speed crane cab-mounted display. For those on the go, there's the MBR hand-held display.

Being wireless, the Trimble product is easy to install. However, not all wireless Wind Speed Sensors are created equal. Although a product may claim extremely long distance communication ranges these can often be reduced by up to 75% due to localised RF interference.

To overcome this the Trimble Lifting Solutions Wireless Wind Speed Sensor uses a customised radio technology designed to suffer minimally from RF interference. This technology is market-proven and has been tested in applications globally. And with a communication range of approximately 1,400 metres (4,000 feet), this custom radio technology is put to good use.

The innovative features of the GS026 Wind Speed Sensor don't end with the custom radio technology. The overall design is made to be cost-effective, rugged and reliable.

For a start the sensor is made of a UV resistant nylon composite. It features a user-friendly design to enable quick battery changes. Not that you will need to do this often as expected battery life is up to 3 years.

The GS026 Wind Speed Sensor has no moving parts. The wind cups have embedded magnets that rotate past a reed switch in the wind-speed body. As the head assembly turns, this also provides accurate wind speed values to within +/- 4.8 Km/h.

The wind cups feature an extremely flexible design that dramati-

cally reduces wind cup breakage. However, if they did break, the user could easily replace the wind cup head by removing the old head, snapping on the a new, inexpensive replacement and they're back in business...no calibration is necessary!



The GS320 Wireless

Wind Speed Display mounts in the crane cab and is powered by 9-to-30 volts. It provides crane operators with a clear and consistent reading of the current wind speed in miles per hour or metres per second.

Included is a wind speed Warning Limit Alarm to provide a visual and audible alarm when the set limit has been reached. It gives operators a critical warning that conditions may be coming close to unsuitable. In addition the GS320 can also output a lockout signal to engage hydraulic solenoid valves or output the alarm signal to an external light or siren.

The GS320 Wireless Wind Speed Display also shows innovation through its interface with the GS026 Wind Speed Sensor. A feature called "Listening Mode" lets an unlimited number of GS320 displays to be connected through to the one GS026 Wind Speed Sensor, all displaying the same wind speed reading.

Wherever it's vital to monitor wind speed to take action when thresholds are exceeded, the Wireless Wind Speed System from Trimble Lifting Solutions is an ideal choice.



THE GS026 WIRELESS WIND SPEED SENSOR

Wide Communication Range
Simple Battery Change
User-Replaceable Wind Cup Assembly
Maximum Durability



FOR A WIDE VARIETY OF APPLICATIONS & INDUSTRIES

MOST COST-EFFECTIVE WIND SPEED SYSTEM EVER AVAILABLE FROM TRIMBLE'S LIFTING SOLUTIONS

Greetings all. Today's Bulletin is about tyre selection on All Terrain Cranes.

As with all road going vehicles, Tyres are arguably one the most significant contributors to road safety, pavement wear and vehicle handling and efficiency.

Choosing the best tyre for your All-Terrain Crane (or fleet of cranes) is crucial for maximising safety while minimising your running costs and your impact to the road and bridge assets.



Today's All-Terrain Cranes were originally designed to run with tubeless radial ply 14.00 R25 or 385-95R25 and 16.00 R25 or 445/95R25 carrying 12t per axle. These are the optimal tyres (and load) for which the suspension steering geometry and braking system is designed to operate with. In recent years the 14.00 385 tyre has more or less been replaced by the 16.00 445. There are a variety of manufacturers that produce and continuously improve these tyres. Most All Terrain Cranes will travel up to 85km/h so the speed rating is very important for the safety of you, your equipment and the public. Example from below -Load index 174F (6,700kg at 80 km/h)

www.goodyear.com.au/jm/tyres/truck/load_index.html

LI	Kg	SPEED RATING	(KM/H)
164	5,000		
165	5,150		
166	5,300	D	65
167	5,450	E	70
168	5,600		
169	5,800	F	80
170	6,000		
171	6,150	G	90
172	6,300	J	100
173	6,500		
174	6,700	K	110
175	6,900		
176	7,100	L	120

Generally, as the load carrying capacity increases, the maximum

capable speed decreases. A good example of this is the Bridgestone 20.5R25 V-Steel Highway tyre rated at 179E. This translates to a superb load carrying capacity of 7.75t per tyre but the speed capability is 70kph not 80kph. (Also bear in mind here that there aren't many roads to drive on at a load of more than 6t per tyre). In this tyre brand (or any brand for that matter) a 16.00R25 rated at 174F (6,700kg at 80 km/h) would be a more popular choice for All Terrain Cranes. It's worth pointing out that many 445 and 525 Tyres are earthmoving tyres which are not designed for All Terrain Cranes even though they are the same size. Remember to always follow the tyre manufacture's inflation pressure guidelines. Under or over inflating tyres will compromise the safe handling, braking and cornering of the crane.

20.00 R25 or 525/80R25 are also used on many All-Terrain Cranes. While these tyres do offer a wider tread contact width for improving flotation and soil compaction and traction when "Off highway", there is no evidence that they are actually beneficial to road surface wear or the loading on bridges beams and supports when "On Highway". In fact, a report by the NRTC actually shows 445 tyres to have a lower Net Mean Contact Pressure on the road surface than 525 tyres.

To fit 525 tyres to an All-Terrain Crane, several steps need to be taken. Firstly a different, heavier rim with more offset is required to prevent the bigger tyre from interfering with the suspension components and chassis. Then the chassis needs to be widened to match the tyres to the detriment of cost, weight and width while driving or manoeuvring. The combined weight increase of tyres rims and body-work mods can add up to 2t to the crane weight and will push many larger 5+ axle cranes over the 12t per axle limit at which is no longer permitted for travel. Adding a boom dolly (See Bulletin 212) would then be required which causes many other safety issues.

Adding 525 tyres to a suspension system that is designed for 445 tyres alters the Scrub Radius which is detrimental for pavement/road wear. As the wheel rotates about the kingpin axis, the contact patch gets scrubbed along the road (rather than pivoting) damaging both tyre and road surface. Similar to putting the wide rims on the Torana, HQ or Commodore. It looks great, but handling is usually compromised! Remember All Terrain Cranes can steer with all axles, so that can be up to 16 tyres scrubbing the road at once during turning.

The takeaway from all this, is that when you follow the manufacturer's guidelines and fit appropriate (and optimised) tyres that your crane is designed for, you will be running not only the best performing, most efficient configuration with the least impact on our road surfaces, but most importantly, the SAFEST configuration. That is what is most important.

Safe travels - CICA



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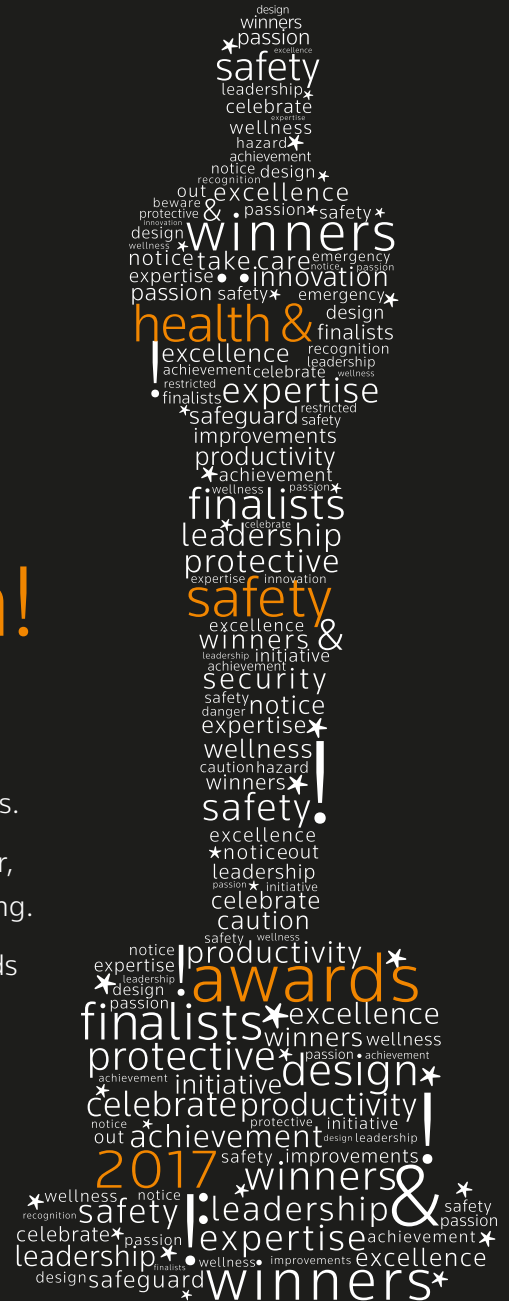
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