



## News from the Crane Association of New Zealand

### Health & Safety Bill

The Health & Safety Bill has passed and the new law, the Health and Safety at Work Act 2015, will come into force on the 4 April 2016.

The Act is part of the Government initiative "Working Safer: a blueprint for health and safety at work".

It reforms New Zealand's health and safety system following the recommendations of the independent taskforce on Workplace Health and Safety.

Working Safer aims to reduce New Zealand's workplace injury and death toll by 25 per cent by 2020.

It will need leadership and action from business, workers and Government to achieve this goal.

The Act emphasises that everyone in the workplace should be responsible for health and safety.

Understanding this Act and how it affects your work practices is important for all your management and staff.

We have added a series of six short video clips to the members' area of our website for you to view. They explain the effect it will have on your operations.

View those videos at:

[www.cranes.org.nz/hse-resources.html](http://www.cranes.org.nz/hse-resources.html)



### From the President

As we approach the festive season, we can look back at what a successful year we have had as an Association.

I am quite proud of the achievements that have happened over the last 12 months, in particular, the launch of the Crane Safety Manual in July. This manual has been one of the most sought after references inside and outside the crane sector. It is a vital tool for your team - the current version is about twice the size of the old version last published in 2010 and continues to set the standard for professional crane operators and dogman.

What a fabulous time we had at the conference at Trinity Wharf in Tauranga this year with possibly the best conference the association has ever had. Make sure that you book your spot at next year's conference in Nelson, 27-29th July 2016.

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### Digital Magazines

Stay current with international trends, views and technology. We have free digital magazines in the members-only area under the Industry News page. They include:

Dispatches Newsletter	CICA News
Cranes Today	Ridley Levitt Bucknall Crane index
Lifting Matters	Builders & Construction Magazine
Cranes and Access	

View these magazines at: [www.cranes.org.nz/industry-news.html](http://www.cranes.org.nz/industry-news.html)



### Newsletter of the

CRANE ASSOCIATION  
OF NEW ZEALAND INCORPORATED  
Margan House  
21 Fitzherbert Street, Thorndon  
PO Box 12013, Wellington 6144  
New Zealand

# New Members

We welcome the following new members:

- **Connell Contractors South Ltd** (Full Cat A) Christchurch
- **Ashton Crane Hire Ltd** (Full Cat A) Auckland
- **Oil Imports Ltd** (Associate) Hastings
- **Wiri Wholesale Timber Ltd** (Full Cat A) Manakau City
- **Keene Krib 2000 Ltd** (Associate) Wellington
- **Nauhria** (Full Cat B) Auckland
- **Contract Landscapes** Limited (Full Cat A) Auckland



## Awards for Members

Recognition is important. It's a pleasure to see member's names on the honours lists for outstanding work.

Two Crane Association members: HEB Construction and Downers NZ, were contractors of the Memorial Park Alliance. It built the Pukeahu National War Memorial Park and Underpass (Arras Tunnel).

This project won three of the six awards at the recent NZ Concrete Society 'recognising excellence' awards. The awards were:

- Concrete Award;
- Landscaping Award;
- Infrastructure Award;

The Crane Association congratulates them both on their recognition for excellence in achieving these high profile concrete awards.

At the 2015 Site Safe awards held recently, McLeod Cranes Hiab division won the AWF Safety Innovation Award for large organisations, for creating a ladder solution called "Three Points of Contact Vehicle Access". Congratulations to McLeod Hiabs.

### *From the President cont.*

The focus is going to be on health and safety with the by-line being "highest standards - safety first". I suggest with changes to the HSE Act you don't want to miss this one.

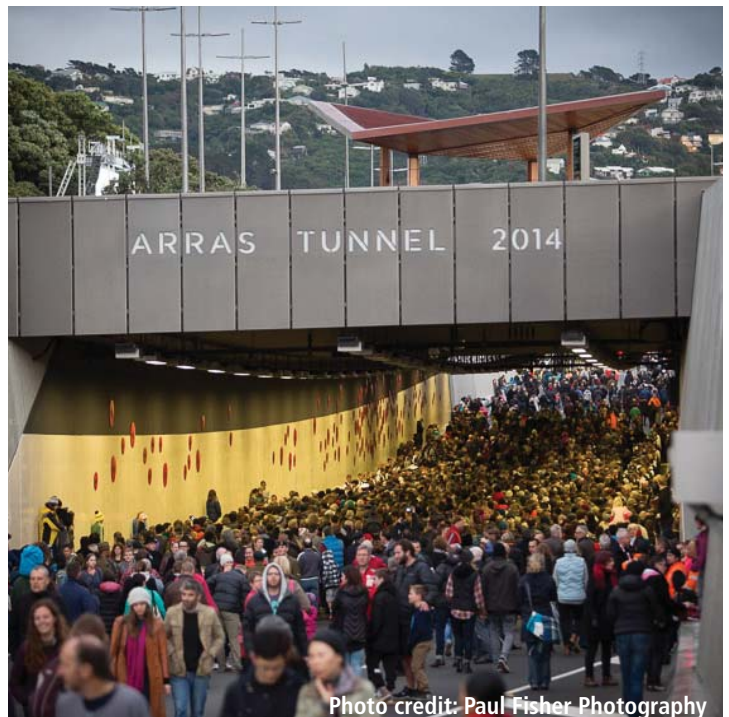
I would like to thank the Council for the work put in these last 12 months and in particular the Technical Sub-Committee which has done some outstanding work this year. The Technical Sub-Committee has been working with NZTA and other industry sectors on the VDM review which will see some major changes for the crane sector. They have also been working to ensure our interests are reflected in a number of other areas - such as with the Axle Weights and Loading Group and Worksafe committee's for new ACOP's.

I would also like to thank you all for your lobby fund contributions as this will now allow us to address serious issues with Government and continue to ensure the association stays at the forefront of legislation changes that affect you.

No association would work without the team who bring it all together, so I thank on your behalf Rod and Robyn in the Executive Office for their work on behalf of you our members. Without their efforts, the association would not be where it is today.

Finally I wish everyone a very Merry Christmas and a happy New Year and safe travels over the festive season.

Scott McLeod  
President



# Road User Charges

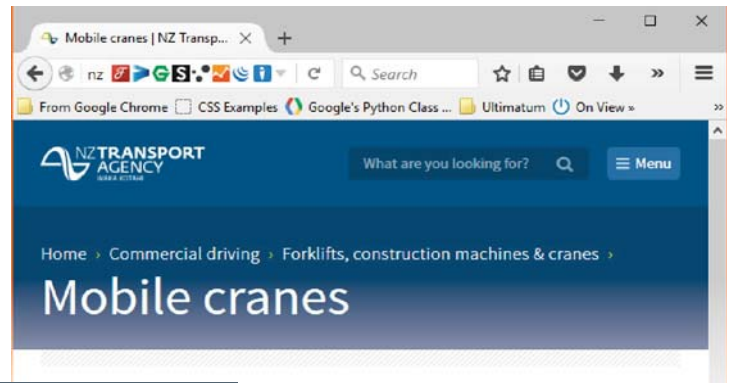
## We have succeeded in having truck crane RUCs reduced.

The Crane Association contracted Transport Specifications Limited (TSL) to research and provide data that will reduce Road User Charges for Mobile Cranes (Truck Cranes) operating on large tyres.

NZTA wanted all applications from a single entity. The applications were to include all relevant information to be reviewed and submitted from the single entity to ensure vehicles qualify for reduced RUC rates.

Transport Specifications Ltd will confirm the criteria has been met and calculate an indicative reduced RUC rate. The operator will receive confirmation by way of a quotation confirming the application fee of \$140 + GST.

Once the quote has been signed and returned TSL will provide the application to NZTA on the operator's behalf. The following are examples of savings for truck cranes.



### Trial 1:

Shows a typical four-axle crane fitted with 365/80R20 tyres on the front axles and Bridgestone 13:00R20 tyres fitted to the rear axles.

The current RUC rate for this example is \$7,791.00 per 1,000 km.

The new RUC for the same crane is \$5,531.00 per 1,000 km.

**Result= a saving of \$2,260.00 or 29% per 1,000 km.**

### Trial 2:

Is a crane mounted to a Scania 4 axle truck in the same manner as Liebherr and the TRT -Grove with 385/65 tyres on the front axles and standard truck tyres on the rear axle?

The current RUC rate for this example is \$2,411.00 per 1,000 km.

The new RUC rate for the same crane is \$2,131.00 per 1,000 km.

**Result= a saving of \$280.00 or 12% per 1,000 km.**

Comment: The smaller saving is due to the fact that the rear axle tyres are standard truck tyres.

### Trial 3:

Shows the same axle configuration as trial 1, above, but fitted with Bridgestone 1300R20 tyres on all axles.

(These tyres allow heavier axle loads than the crane in example 2).

The current RUC rate for this example is \$5,451.00 per 1,000 km.

The new RUC rate for the same crane is \$3,881.00 per 1,000 km.

**Result= a saving of \$1,570.00 or 29% per 1,000 km**

More details and forms are available on the website at:

[www.cranes.org.nz/truck-crane-road-user-charges-reductions.html](http://www.cranes.org.nz/truck-crane-road-user-charges-reductions.html)



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# From the Council

The latest Council meeting was held on the 1st September with the following on the agenda:

## Conference

- Held in Nelson in 2016
- Planning underway

## Subscriptions

- No changes to subscription other than the CPI adjustment.

## Fighting Fund

- Fighting fund as agreed at AGM added to 2015-2016 subscription invoices

## Terms of Trade

- We will update the Terms of Trade for crane hire and then post them on the website.

## Technical Report

- Draft submission for VDAM completed and will be tabled at Axle Weights and Loading Working Group
- Increase of vehicle width to 2.55 discussed and supported

## Education & Training

- Targeted Review of Crane Qualifications (TRoQ) under way
- ITO's streamlining processes between each other
- Google sheet register of issues established for training issues, complaints, system failures and general concerns that the Council should be made aware of. Contact Executive Office for access to the register.
- Congratulations to Rusty Rhodes who has been approved by the Council as a contract trainer/assessor. Rusty is based in Christchurch.



**CRANE TRAINING  
NEW ZEALAND SHOP**

## Crane Training Shop

Keep an eye on the shop as we will be reducing selected items for a period each month specifically for members.

Last month was the Dogging Training CD and this month we are discounting Safe Use of Articulated Pick & Carry Cranes.

You can visit the shop at:

<http://shop.cranes.org.nz>





# From the Archives

In December 2009 the following excerpt from the Crane Safety Manual was prominent in the Dispatches Newsletter.

## GENERAL SAFETY PRECAUTIONS – CRANE OPERATORS

**A clean and tidy crane cab is the first indication of an efficient and conscientious crane operator.**

Be a good housekeeper.... Keep the deck clean, free of oil, grease, rags, cables, chains, buckets, barrels, and other hazards. Keep loose parts in a toolbox. Be sure your safety footwear is clean and dry – this will reduce the possibility of your foot slipping off a control pedal, resulting in an accident.

**Be safety conscious and alert. Never perform an unsafe act or work in obvious hazard conditions.**

Regularly inspect machines that you operate or for which you are responsible.

Keep the machine in proper adjustment at all times. Serious injury to ground personnel or damage to equipment could result if adjustments are neglected.

**Stop the machine when lubricating or adjusting. IT IS IMPERATIVE TO STOP ALL OPERATIONS when cleaning, adjusting or lubricating the machine.**

Report any unsafe condition promptly so that it can be corrected as soon as possible.

**Replace GUARDS after adjustment. Unguarded machinery can cause accidents and is a contravention of the regulations.**

DO NOT OPERATE unless all repairs have been completed and the machine is in good working order. Keep the entire machine clean. Quick and easy inspections are possible on a clean machine. Dirt hides potential failures.

## LUBRICATION

Keeping your machine properly lubricated is the most effective way to prevent failures and consequent costly repairs. In order to properly protect your machine and get the best performance and longest life out of it, schedules of lubrication and preventive maintenance MUST be adhered to, according to the manufacturers' charts.

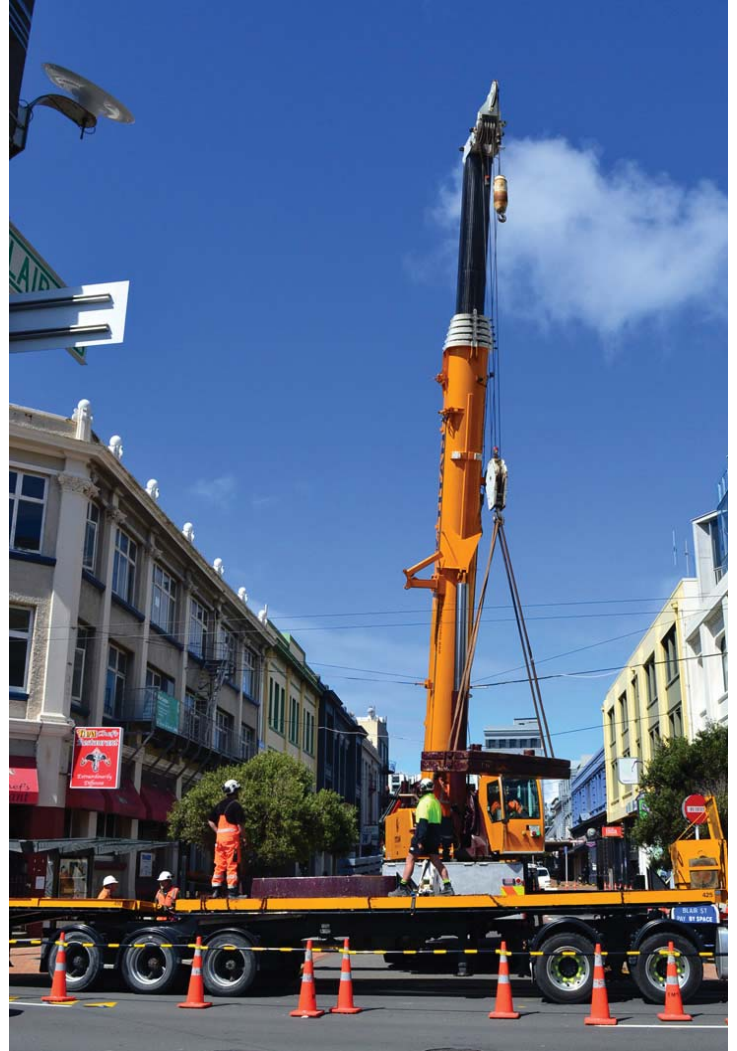
Keep all lubricants and lubricating equipment clean and free of contamination both while in storage and while in use.

Clean all grease fittings and surfaces before applying a grease gun. Dirt on fittings will be forced through along with the clean grease and will cause wear and premature material failures.

Avoid over-greasing. Excess lubricants will be thrown into clutches and brakes and will cause slipping.

**USE BOTH HANDS AT ALL TIMES WHEN DISMOUNTING OR CLIMBING AROUND A MACHINE. DO NOT JUMP OFF A MACHINE AS A NORMAL METHOD OF DISMOUNTING.**

**Ensure when leaving the crane at the end of the day that it's safe and the operator's cab/s are locked and windows closed**



# Association Member leads in Innovation and Technology

Trucking NZ magazine published the following article, which we have reproduced courtesy of Fairfax Media, Trucking NZ and the Editor Dave McCoid who wrote the piece.



Hammond Crane and Cartage Ltd of Upper Hutt under-take one of trucking's trickiest tasks in a city that instantly conjures up images of impossibly steep and narrow streets lined with cars on both sides, or entrances and driveways designed with hand-trucks in mind rather than the 'engined' variety.

But this is where Richard Hammond grew up. Craning anything and everything into simple or precarious places around Wellington and the Hutt Valleys – at times performing the impossible – is what he and his team do.

Selecting the right truck for the task becomes even more difficult when you consider Richard's work also involves tending telephone transmitter masts on the high points in the region and farther afield when required.

Three decades in this business, has taught Richard how to spec and put together a very good truck and rear mounted crane. But last year he decided 'good' wasn't where it was at any more, he needed as close to perfect as possible. He also wanted to go up a size or two in crane capacity as some of the customer requirements pushed his current gear to the outside of its operational envelope.

To accommodate the crane he wanted, Richard knew the new truck would need to be a 10-wheeler, but the thought of tag axles and triple drives kept him awake at night. Here's why...

Tag axles: Richard knew these didn't work in his line of business. All too often on Wellington's precariously steep streets the tag axle will lift the rear drive axle when backing into a job and as a result traction is compromised.

Triple drive: Obviously a solution to the drive issue, but Richard wasn't struck on the extra weight and the twisting and racking of the chassis on Wellington's thoroughfares, not to mention the effect on steering lock. What put the idea in the trash once and for all was the advice he got on what to expect in regard to tyre wear.

The solution - Richard had seen pictures of 10x4/6 configurations working in Europe that had lifting steer axles positioned ahead of the drive. The more he thought, the more he knew that this was the truck he was after. Traction wouldn't be a problem and surely the steering pusher axle would alleviate racking on the chassis while preserving an acceptable turning circle, and all the while getting him the payload he wanted.

*continues next page*





## Raising the game contd.

So Richard walked into Cable Price Wellington and told his favoured truck suppliers what it was he wanted. According to Richard they took a wee while to buy into what he was asking for, telling him that it wasn't going to be a quick or cheap exercise. However once they realised he was willing to do whatever it took, the team immersed themselves in the project completely, realising the opportunity it presented everyone.

Next to get involved was Bruce Currie, Senior Operational Policy Advisor at the NZTA. Bruce helped work through the minefield of legislation to get the truck permitted to operate on New Zealand roads.

"The NZ Transport Agency supports productivity, innovation and safety. At the heavy end of the crane truck sector this vehicle is an example of achieving both of these with its increased payload capacity and advanced safety features from Scania," said Mr Currie.

The body on the truck was made by Jackson Engineering in Pahiatua and was built from the start with the PK53002 SH crane in mind. The truck's deck is not the longest in the fleet, able to accommodate loads of just over 6.5m in length but the truck does tow a four-axle trailer when required.

Richard said the reasoning behind the deck was largely around manoeuvrability. They have trucks with longer decks but they can get "buggered" trying to negotiate some of the city's streets.

Finished and ready to roll the truck was good for an eight tonne payload on a 29 tonne sticker.

All in all the lead time wasn't too bad with the idea mooted in late 2014 and the truck rolling in late May this year. The last piece of the puzzle was the crane. Initially the truck worked with a stand-in fitted, but in September the new Palfinger 53002SH was fitted and the project was finished.

The end result is truly spectacular. Thirty years of craning has helped develop a concept that's been delivered as a real truck. Richard finds this very rewarding.

New Zealand Trucking magazine spent a day on the road around Wellington with driver Ray Goodall, himself a crane veteran of 25 years and who's been with Richard for the last 12 years. The first thing that stood out was quiet manoeuvrability as he turned the truck completely around in the inner city.

Forget turning circles and measurements, this is downtown Wellington and you know in an instant 'this thing's got game' as they say in sport today. "Quiet manoeuvrability" means no racking and twisting sounds even when he had to back around a hard right corner with an eight tonne gen set on (remember there's a big lump of a crane hanging on the tail too). There was no outward show of stressors impacting the chassis, or anything hanging off it.

Richard adamantly believes he is onto something and says the legislators need to approach new configurations with an open mind. At this stage he said the NZTA has told him that the truck is a one off and he thinks that's a bit too nearsighted, saying the configuration has much potential, particularly in applications akin to his and others like logging.

His next challenge is to get the truck HPMV permitted which he says will "bring it more into its own." At the moment the configuration does not qualify and Richard points out that if policies are predicated

on safety and road wear then the Scania must surely be a winner.

"The rear steering axle provides an additional steering footprint and there's no fixed tri-axle group to drag around the road surface."

Getting back to the logging scenario, he said not having a five-axle trailer would make for safer trailer handling in the bush where some of the new five-axle trailers must be challenging for many diggers to lift, not to mention smaller wheel loaders at sawmills.

Richard Hammond has had the courage to go after a unique configuration that fits his business to the point where what was a hunch is now sitting in his yard as a fully working truck that meets all expectations. As he will tell you the project hasn't been cheap but he decided it was worth pursuing. He laughed when he said that his wife Christine, who runs the admin side of the business and "pays the bills" as Richard put it, said recently, "No more specials".

As for the implications of this truck on the New Zealand road transport scene, only time will tell, but when confronted with a vehicle that offers much in the sense of productivity, safety and infrastructure wear and tear, why on earth would you consider it a one off.

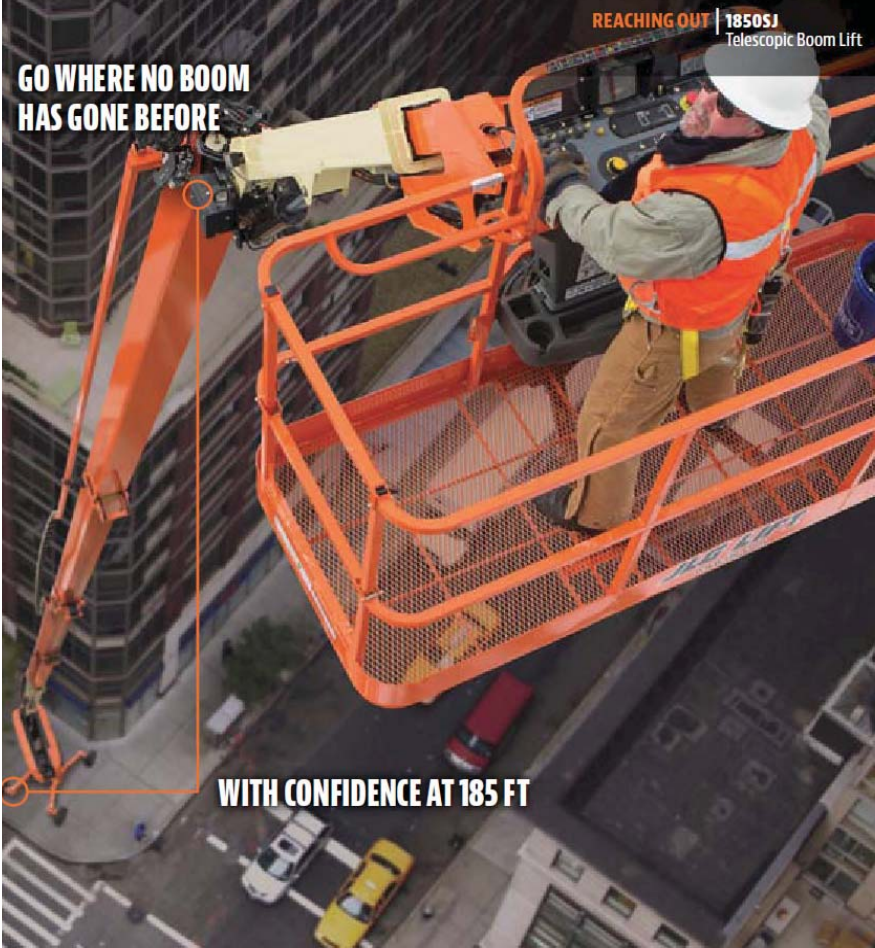


Fitting everything needed on the truck was a challenge. Note the 'extra long' load frame and tank lifter built into the top of the tail board. Foot pads are tucked neatly behind the drop guards

Tool boxes built in between the rear tri not only make good use of space but look sharp also. The access ladder to the deck is built into the front landing legs.







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The result of JLG's response to customer feedback, which identified the need for a taller boom that could work on a wider variety of jobs in a broad array of conditions, JLG's 1850SJ Ultra Boom combines valuable extra reach with easy transport and maintenance to deliver the ultimate in ready access.

"Since the 1850SJ Ultra Boom's launch in early 2014, users have recognised the flexibility this machine gives them for solving access challenges and how well it rounds out the JLG boom lift offering," explained JLG Australia & New Zealand Product Manager, Arron Cooper.

"While the 1850SJ provides 10.6m of additional vertical reach and substantially more work envelope than the 1500SJ Ultra Boom, which has 45.7m of vertical lift, it doesn't replace it; together, our 1850SJ, 1500SJ and 1350SJ booms give users the flexibility to choose exactly the right boom lift to meet the needs of specific applications."

This lift features a five-section telescopic boom that extends to full height in less than five minutes and swings 360 degrees, plus a jib that achieves lengths between 3.96m and 6.1m with an articulation range of 120 degrees. The JLG 1850SJ Ultra Boom achieves a total horizontal reach of 24.38m.

Additionally, the telescopic jib can extend and retract to deliver an up-and-over capability and telescope into structures with remarkable precision and agility, making it invaluable in a variety of applications where workers need to be repositioned at height - without the need to reposition the machine.

"The huge work envelope, which above 45m is greater than any other self-propelled boom, means users can reduce the number of times they must reposition the machine while working on a task at the high end of the reach," Arron Cooper said. "The other big advantage is the horizontal reach the boom provides; it's unmatched in the industry and it allows operators to work around obstacles more easily."

However, when it does come to moving the JLG 1850SJ Ultra Boom, JLG's design has made that easy also. Powered by a 99.8 hp turbo diesel engine, the 1850SJ offers three selectable steering modes including four-wheel steer, and standard four-wheel drive, for easy on site maneuverability.

And when it's time to hit the road, transportation is far easier, less time consuming and less costly with the JLG 1850SJ Ultra Boom. Ready for transport in a couple of minutes thanks to retractable axles, the 1850SJ's compact design allows it to be transported on a quad axle float without the need for an overweight permit or complex oversize load logistics.

"The 1850SJ Ultra Boom ticks all the boxes for performance, efficiency and versatility and will be invaluable for high level aerial work on a diverse range of projects and tasks in civil and commercial construction, ports and container facilities, building maintenance, refineries and churches," Arron Cooper concluded. "Designed specifically to meet the needs of customers for work at height, we expect it will meet with the same success here as it has in markets overseas."

To learn more about the innovative and exciting new JLG 1850SJ Ultra Boom, or JLG's many other products, visit [www.jlg.com.au](http://www.jlg.com.au) or call JLG Australia on 131 554 or JLG New Zealand on 64 9276 1278.

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# ACC Residual Levies to end April 2016

The ACC Minister has signalled that the residual levies will be stopped from 1 April 2016.

ACC charges the residual levies on the Work, Earners, and Motor Vehicle accounts and these levies cover all claims pre-dating 1999.

The residual levies on average make up a third of your current employers ACC bill, so the impact on paper should be quite impressive.

Unfortunately it is not quite so straight forward or lucrative.

The ACC Minister has been very deliberate in using the words “redistributive effect”, which means that when the residual levy stops, the existing levies will be recalculated and the savings will not be just a case of removing your residual component. Instead, and as quoted by the Minister, 47% of all businesses will actually receive an increase in their ACC levies as a result of stopping the residual levies.

ACC will be re-calculating the claims data for all levy codes which would mean a fairer and more accurate allocation of cost to those industries that have a lower accident history versus those that have a lot of accidents. Unfortunately this also means that if your industry is notorious for accidents and claims, you will pay for it.

Experience rating, which is the penalty / discount a business, can get, depending on its claims activity, is only ever applied to the work levy

not the residual levy. So by removing the residual levy which would in-turn increase your work levy, the impact of experience rating will also increase. This is great if you have a discount already, but it will end up costing you more if you have a penalty.

One bit of good news is that if your business is currently in one of the two ACC discount schemes, such as the Workplace Safety Discounts or the Workplace Safety Management Practices then this discount will also increase proportionally.

Parliament has passed the Accident Compensation Act (Financial Responsibility and Transparency) Amendment Bill which supports the Minister's recommendation to stop the residual levy from 1 April 2016.

The ACC Minister has indicated that the ACC Board has recommended reducing the work account levy further next year in line with stopping the Residual Levy. This has been done in part to reduce the number of companies that will end up paying more i.e. instead of 47% of businesses getting an increase, it is anticipated only 25% of businesses will get an increase.

What does this mean for the Crane Operators?

Levy Code	Description	Year	Work Levy	H & S Levy	Residual Levy	Total
42240	Steel Erection (covers tower crane assembly)	2015 / 16	\$2.44	\$0.08	\$0.63	\$3.15
		2015 / 17	\$3.00	\$0.08	-	\$3.08
42101	Hire of Construction Machinery & Cranes with operator	2015 / 16	\$1.98	\$0.08	\$0.52	\$2.58
		2015 / 17	\$2.48	\$0.08	-	\$2.56

As you can see by the table above, crane operators are only marginally better off with the Residual Levy being removed. The Work Levy is actually increasing by an average of 24%.

Where to from here?

- None of this has been signed off yet as the Minister will most likely do this in the New Year.
- From 1 – 30 October 2015 ACC undertook a public consultation into what should happen with next year's levies, for which the Crane Association has lodged a submission. Should you wish for a copy of this submission please email [martin@managecompany.co.nz](mailto:martin@managecompany.co.nz).
- In a separate work programme we will be asking ACC to provide evidence why crane operators are in essence receiving a 24% increase in their work levy. We wish to understand the justification of this increase to determine whether it is fair and equitable.

## About Manage Company

Martin Wouters is the Managing Director of Manage Company which is a risk management firm specialising in ACC.

With partnerships that span over 15 industry Associations, numerous accounting firms and more than 1,000 businesses across New Zealand, the average ACC saving that Manage Company has made for its clients over the last 5 years is 23% and for 2015, 41%.

Martin Wouters

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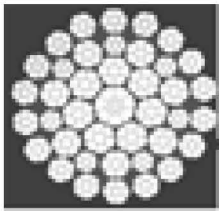


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