

Greetings All,

Welcome back to the new look Crane Safety Bulletin.

The recently held CICA National Crane Conference has been and gone and seems like it was months ago. This very important national gathering of crane owners, operators and suppliers sees an ever increasing attendance and attracts a wide variety of top speakers. Well done to the NSW Branch and conference teams for a great event!

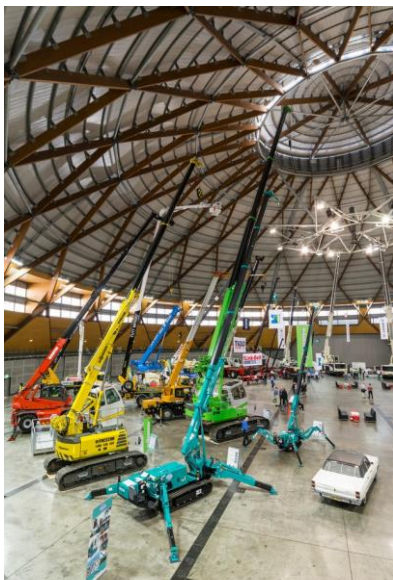
One of the topics that was covered was the difficulties that all of today's red tape presents to crane companies in running a safe and successful business in modern times.

An example was made of the amount of paper work that is required to be completed before a crane even leaves the yard. This varies from job inspections, lift studies, SWMS's, JSA's, crane & lifting gear compliance and licencing for the crane crews.

Safe Work Method Statement		CONSEQUENCES				
Risk Assessment Tool		1. Insignificant	2. Minor	3. Moderate	4. Major	5. Catastrophic
1. Risk Category	High	Low	Low	Low	Low	Low
2. Likelihood	High	Low	Low	Low	Low	Low
3. Control	High	Low	Low	Low	Low	Low
4. Lability	High	Low	Low	Low	Low	Low
5. E-Stop	High	Low	Low	Low	Low	Low

These important documents and studies are integral to successful crane work. Even the oldest of the old timers has got their heads around the fact that crane safety is very important and planning is a large part of the work being carried out successfully.

Just like our recent conference, which saw a record number of cranes on display, planning for a successful lift is vital.



One of the frustrations for crane owners is the paperwork that isn't directly related to the crane lifting a load. The ever increasing requirement for permits relating to travel upon the road, traffic control, both full street and partial road closures also require planning and permits to be submitted.

For many crane companies, the introduction of the NHVR has seen a major increase in the amount of work required just to get a crane out of the gate. Whilst our industry valiantly attempts to work with the new NHVR, it hasn't been a journey many of us will forget.

The new law gives added responsibility to Local Governments that in many documented examples, they just couldn't manage in the past.

Add the requirements for street occupation permits on top of the road travel requirements and it's easy to appreciate why crane companies are sometimes left wondering?

**Application for Permit to Occupy Space on Road or Footpath**  
**Motorised Plant and Equipment**

Activities Local Law 2009

**THIS APPLICATION MUST BE LODGED AT LEAST 7 BUSINESS DAYS PRIOR TO PROPOSED COMMENCEMENT DATE TO ALLOW ADEQUATE TIME FOR ASSESSMENT WHEN TRAFFIC ENGINEERING APPROVAL IS REQUIRED.**

**TO**

Construction Management Group (Site Services) City of Melbourne 3 <sup>rd</sup> Floor, CH2, 240 Little Collins St., Melbourne 3000	Telephone (03) 9658 9658 Fax (03) 9658 9572 Email siteservices@melbourne.vic.gov.au
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**FROM – All details are to be completed, tick who is the applicant responsible for all billing and enquires**

Crane Company

Company:	Contact Name:
Tel. no:	Fax. no:
Mobile. no:	Email:

Traffic Management

Company:	Contact Name:
Tel. no:	Fax. no:
Mobile. no:	Email:

Building Site Principle Contractor

Company:	Contact Name:
Tel. no:	Fax. no:
Mobile. no:	Email:

Every single person in our industry recognises the need for good planning and safe crane operation. It is a cornerstone that is fundamental to what we do.

The added cost and time required for applications to be made and approved must be something that crane companies can pass onto their clients – after all, it is all part of the client having their project completed safely.

Cheers for now and have a safe week!

Brent Stacey [www.cica.com.au](http://www.cica.com.au)