



Victorian Crane Industry Consultative Committee

Minutes of the **Crane Industry Consultative Committee** meeting, held at CFMEU Training Centre, Sabre Drive, Port Melbourne on the **1/3/2013**.

Present

- Rob Graauwmans (Co-Chair) CFMEU
- Geoff Fletcher TiltLift
- Steve Kelly WorkSafe
- David Waterfield VCSA/Australand
- Steve Roach CFMEU
- Andrew Taylor WorkSafe
- Terry Cameron Craneworks
- Garry Barker Manitowoc
- Tom Smith Williamstown Crane Hire
- Phil Neville SpanSet
- Glen Pearson Elite Cranes
- Ian Mond VicRoads
- Brandon Hitch CraneSafe
- Geoff Williams All Crane & Hoist Consulting
- Brent Stacey VCA

Apologies

- Brenton Salleh (Co-Chair) Boom Logistics/VCA President
- Rob Oldfield ESV
- Barry Heyward ESV
- Barry Dunn VWA
- Nick Morris Universal Cranes
- Rob McCarthy Bullivants

Welcome/Introduction

Rob Graauwmans as Co-Chair welcomed all to meeting for the year at 0805.

Previous Meetings Minutes

Were distributed by email. If attendees could bring along a printed copy, that would be helpful.

Design Checks

- Noted that Les K is now on the CICC mailing list. He will attend where possible.
- No further discussion

No Go Zones

Rob/Barry were both apologies, but had noted nothing to report via email earlier in the week.

WorkSafe

Noted that Planning of crane and general site work is important.

Also noted that if you are planning on putting people into places, plan with the right equipment.

Man-box

Rob asked about cranes being used for entertainment purposes?

Discussion took place regarding the “*Lifting in the Sky*” restaurant.

Discussion took place on the right items of plant being used for the right job.

Further discussion took place on excavators being used as cranes on civil jobs.

Victorian Construction Safety Alliance

Training review body looking at generic online inductions.

MBAV reports that employment numbers are down, and WorkCover claims are up. It’s not a reflection on roting, but more likely to be people getting work done on themselves whilst industry is quieter than it has been in recent years.

Discussion on Pick and Carry Cranes – Ground must be suitable. Noted that there was a good article in a recent CICA newsletter written by CraneSafe GM Brandon Hitch.

Noted that with the use of P&C cranes when mobilising a load, it should be done at or below the manufacturers recommended travelling speed. Also discussed that side slope de-rtion charts are available and should be used.

Discussion on loading bay areas for truck deliveries should be prepared, ie the ground is not angled so trucks can get excessive lean. Some discussion took place on work practices such as dropping semi trailer legs etc.

It was noted that the Office of the Federal Safety Commissioner keeps requiring more and more paperwork. The detriment of this is that Safety Mangers and Reps are now less engaged with site matters and spending far more time than considered healthy and productive, drafting and reviewing paperwork.

Lengthy discussion took place on SWMS’s and there issues, especially those SWMS’s that are prepared and sent out before the crane even leaves the yard. Generic SWMS’s have a place yet must be able to be adapted, and reviewed prior to any work taking place.

Incidents

- It was noted that incidents with mobile cranes had been quiet, but not the case for tower cranes.
- Lifting loads over people was discussed.
- Crane Hirer noted his companies adhesion to a policy often found in MHF’s etc, and the Policy is called The Line of Fire.

- Noted that a reported shutter being lifted by a tower crane in Abbotsford with two persons riding upon the structure was actually mis-reported in online press. The cage is a purpose built manbox to work on Silo face. However, the box wasn't designed to 1418.17.
- Steve Roach distributed sample Pre-Cast Concrete checklist. A discussion followed, noting that this was developed very much in conjunction and with heavy consultation with industry.
- A discussion on shear bar/tension bar insertion took place. Noted that panel handling onsite can sometimes see panels layed over, handled numerous times before installation.... It's important to be aware of all aspects of actual practice for Pre-Cast.
- With regards to paperwork for Pre-Cast, there are times when panel pouring can be subbied out, perhaps more than once as well.... and paperwork can get lost. Noted that there is no reasonable excuse for correct paperwork and processes to not be followed, regardless of who pours the panel. A question was asked about *on-siters*... All relevant paperwork applies.

VicRoads

Ian Mond was a welcome attendee.

Ian noted some operational points of interest regarding VicRoads. A major restructure has been taking place. In December 2011, here was cuts of around 15% to the staff numbers. These have so far been either voluntary or based on normal staff attrition.

There are also major structural changes of the make-up of the sections of VRD's. These include a new Regulatory Services section which brings together several different groups.

IAP may be moved from the Policy area to the new Regulatory Services group.

Day to Day operational matters will be handled by the RS group.

However, the policy matters will still be handled by the Policy Team, however they may be rebranded with a new name.

The use of LED's was raised with Ian, after some discussion with VCA members. Many of the new cranes are being fitted with varying levels of LED lighting as manufactured now, as opposed to globe traditional styles. This also includes some replacement of the traditional revolving beacons.

VicRoads accepts hat LED's are a better fit for industry and have longer serviceable life. They are reviewing policy and will also be influenced by NHVR movements in the middle of the year.

It was raised that up to 25W with a viewable radius of 500m may be the correct specifications.

However, an uncomfortable period exists now where the law still doesn't recognise the LED lighting and is yet to reflect best practice for industry. TSS are only enforcing what is law.

Ian noted that LED's **may** be able to be noted on a permit in individual cases, yet that would require full disclosure of each specific light and all tech specifications.

Ian noted that even though the subject of mapping has been promised for over a decade, VicRoads was extremely close to having this done. The 4/5 axle map (up to 60t mass) won't do routes as yet, but will show metro area with a coloured dot system to identify structures of concern. These dotted

structures **may** be able to be individually bridge assessed for travel where necessary. Ian noted that this should be completed by Mid March.

Rural mapping will follow. Timing is more of an issue than funding.

It was asked if there would be interactive features, such as an App style ?? Not yet but NHVR have that planned for the future.

VicRoads have been holding a number of internal workshops on how the NHVR will change the state of play.

Comments from the stalls noted that it appears the new NHVR doesn't yet understand the needs of the crane industry at all. Timing of access and the requirement for short notice travel is possibly one of the largest concerns. Noted also that so far the only peak bodies to be involved with consultation have been freight based. Disappointing that the national crane interests are not well represented. This also applies to the heavy haulage sector.

The access management system – previously known as permits – features are as yet unknown.

The new law that manages the NHVR will state that the Road Manager must give approval for travel upon a road. The consequences of that may be of great interest to the crane industry. Road managers include local councils. The MAV is aware of this, but they are under resourced according to John Hennessey. VicRoads doesn't always have the most up to date contact details for each one of Victoria's 79 local council areas.

Noted that if you have local roads that you use regularly, you should be seeking approval from council for those roads now.

Also noted that going to state minister's on this may not be as effective as national minister. In this case, it is currently the Honourable Anthony Albanese MP.

(As a note whilst drafting minutes, this extract may be of interest. From the national transport ministers webpage - *In Anthony's First Speech in Parliament he said "I will be satisfied if I can be remembered as someone who will stand up for the interests of my electorate, for working class people, for the labour movement, and for our progressive advancement as a nation."*)

CraneSafe

CraneSafe engineer Brandon Hitch noted that he and VCA LO had collated some real data from a number of crane yards on crack testing.

General Business

Dave noted that the Amenities Code of Practice and the Crane Code of Practice were requiring involvement from industry.

Licensing issues involving duplication of C6/CO were noted. WorkSafe aware of issue.

Next Meeting to be held 5th of April, 2013, at CFMEU Training Facility, located at 41 Sabre Drive, Port Melbourne, commencing 0800 sharp.