



Victorian Crane Industry Consultative Committee

Minutes of the **Crane Industry Consultative Committee** meeting, held at CFMEU Training Centre, Sabre Drive, Port Melbourne on the **1/2/2013**.

Present

- Rob Graauwmans (Co-Chair) CFMEU
- Steve Kelly WorkSafe
- David Waterfield VCSA/Australand
- Brandon Hitch CraneSafe
- Mark Drury WorkSafe
- Barry Dunn WorkSafe
- Geoff Williams All Crane & Hoist Consulting
- Rob Oldfield ESV
- Brent Stacey VCA
- Nick Morris Universal Cranes
- Rob McCarthy Bullivants
- Gabrielle Holland Bullivants

Guest

- Brett Hyland NATA

Apologies

- Brenton Salleh (Co-Chair) Boom Logistics/VCA President
- Geoff Fletcher TiltLift
- Terry Cameron Craneworks
- Andrew Taylor WorkSafe
- Garry Barker Manitowoc

Welcome/Introduction

Rob Graauwmans as Co-Chair welcomed all to the first meeting for the year at 0801. Rob introduced Brett Hyland from NATA who has been invited to discuss some relevant follow up points from discussions last year.

Previous Meetings Minutes

Were distributed by email. If attendees could bring along a printed copy, that would be helpful. Rob read through the bullet points from the last meeting.

Guest Speaker - Brett Hyland - NATA

Brett introduced himself and gave a brief summary of his position. He noted that he attended the same forum about 10 years ago when the CraneSafe program was in its infancy stages to discuss very similar matters.

Brett provided attendees with an information pack containing two multi page handouts. One was titled IN-SERVICE TESTING OVER PAINTED SURFACES NOVEMBER 2007 and the other was NATA – Technical Assessor NDT Worksheet. *Please contact VCA Liaison Officer for copies.*

Brett discussed some points regarding how NATA operates, one of which is it is set up under a MOU with Government. The NDT component is only 3% of the total business, with 150 laboratories doing tests. Other areas of the NATA business are concrete and aggregate testing, water quality testing and the far largest component is pathology testing.

NATA calls the crack testing that the crane industry uses as Surface Crack Testing. It also looks at other imperfections such as gas pores etc.....

The question was raised – Do we need to take the paint off? > Brett commented that there are plenty of methods to use for surface crack testing on cranes, referring to the first handout. Within Industry, Mag Particle testing is the most common and can be an extremely effective method, but it is NATA's position that it is not as effective over painted surfaces. There is a reduction in the efficiency of the test over painted surfaces. Paint runs and pooling at joints, where typically cracks may be found provide difficulties.

Brett noted that NATA will not issue a NATA endorsed certificate for MP testing over painted surfaces. He also commented that AS 1171 was 15 years old and discussions had begun on updating the standard.

Some Alternatives to MP Testing were noted >

- UltraSonic Testing – is a fantastic technique for body cracks, but not effective for surface cracks.
- Eddy Current – is OK through paint, but a highly expert technique. It is also not reliable through metallic paint.
- ACFM (*Alternating Current Field Measurement*) – fantastic method for painted/galvanised material, but very expensive equipment required.

The second handout was also discussed, with some of the points on how NATA endorsement is quantified. Each company must have a NDT Level 3 endorsed assessor onsite. Random NDT audits occur ≈18 months.

A question was asked what the differences between NATA endorsed and non NATA endorsed reports?

Brett answered a NATA report is an assurance that the testing has been done with the assurance of 3rd party independence. An example was given regarding concrete pumps, where the level of inspection quality is not always at the same level.

It was raised within AS 1418/2550 that under Pumps/Cranes, there is discussion on 12 month inspections > discussing the need for crack testing, however it is not mandatory.

Some discussion took place around NATA being an accreditation of the lab, but not of the individual. Is there a danger of the NATA logo being taken as a false sense of security? Brett referred back to the auditing process.

It was asked if there were some examples of NATA accreditation being removed?

With regard to cranes, it was noted from the floor that while it is important to be at the top of the tree regarding quality and thoroughness, it was also important that there needs to be awareness that the tree branch doesn't break. The levels of compliance and subsequent costs to crane owners need to be kept in mind.

Design Checks

An attendee noted an example of a Man/Material hoist supplied by an international manufacturer being supplied with no Design Check/Design Registration.

Steve Kelly noted some recent media reports of non-proprietary cranes being discovered (fake branded cranes). Brent noted that this was something that was well known to industry, with examples of both second hand Japanese and German cranes being marketed out of China. Even though some of these cranes are being marketed with compliance plates etc, the plates are easily recognisable as being fraudulent to manufacturers, and many expert crane persons..

No Go Zones

Rob reported known incidents to ESV occurring over the last reporting period as

- A crane being transported on the back of a truck in a quarry hit HV lines.
- A number of contacts made between excavators in the second week of January > which was working week 1 of the year – almost like people had yet to re-engage the brain for 2013.
- An incident involving a crane being delivered to a Collins Street site and tram lines occurring last week was raised > not yet showing on ESV records – however WorkSafe did attend.

Rob had some Look Up and Live stickers/LV powerline clearance stickers and Look Up and Live brochures with him and noted that these were available from ESV at any stage. VCA LO noted that he also has them and distributed close to 1000 by mail late last year after a bulletin noting their availability.

Some queries to ESV from people whose Spotters Tickets were expiring, and wondering if renewal was necessary. All agreed in the affirmative, however there is no legislative requirement. WorkSafe would look towards section 21 2 A of the OHS Act (2004) which states *“an employer contravenes that sub-section if the employer fails to do any of the following— (a) provide or maintain plant or systems of work that are, so far as is reasonably practicable, safe and without risks to health...”*

WorkSafe

Noted that WorkSafe had been concentrating efforts on the non-use of spotters in the workplace.

Barry mentioned that the **Guide to Dogging** publication is currently being reviewed for re-release by SWA and any comments or changes should be forwarded to him ASAP.

Noted by an inspector that the use of open hooks across some sectors of industry was a concern.

VicRoads

There was no representative was in attendance, however VCA LO had a discussion with Ian Mond the previous day.

Some positive news – Metro mapping for 4/5 axles cranes is imminent and will be released online ASAP. Rural mapping will follow as funding is attained. The mapping concept is one that industry has been waiting a long time for and in the initial stages, the mapping will be focused on providing guidance for crane yards on where certain structures to be avoided are by providing a number of high zoomed maps. The interactive component is not yet ready to be delivered and most likely some time away.

Man-box

No discussion took place.

Victorian Construction Safety Alliance

It was pleasing to see David in attendance. Some miscommunication last year on who was to attend from VCSA left a period of non-attendance. However, as there has been no VCSA meeting as yet this year, there was little to report.

Noted to David to raise the VCA attendance on an invite/periodical basis to make sure any specific crane matters were addressed.

CraneSafe

CraneSafe engineer Brandon Hitch was able to report that Green stickers were now available for Purpose Built Drill Rigs and Reach Stackers.

2013 will see CraneSafe auditing becoming blind audits. Most likely a second inspection or follow up will occur the day after an inspection. Any crane owners interested in participation in this please contact CraneSafe.

CICA

There was no attendee from CICA to make a report.

Incidents

- An excavator being used as a crane of sorts on a Tasmanian waste site had a sling fail and a steel beam fell on the person acting as a guide.
- Some discussion followed on the care and use of the right lifting gear, - **Pick the right tool for the right job.**
- Noted that there was a fatal fall from a prime mover in a Melbourne crane yard.
- An excavator tracking with a plate of steel with open hooks being used in oxy cut holes. The plate bounced out of the chains and inflicted serious injury to the dogger.
- A shear wall collapsed in Hawthorn whilst shot-crete was being applied. Not crane related, but a crane was used to safely recover injured persons.

- A torpedo style tie pin dropped out of an erected tower crane. Vigilant operator noticed whilst he was ascending ladders. Further reports to follow at VTCCC.
- Two Pick and Carry crane rollovers were noted; Kilmore and Thomastown. Also noted another in the border area, as well as a serious P&C contact with HV lines. NSW WorkCover recently issued an alert found here below;
- <http://www.workcover.nsw.gov.au/formspublications/publications/Documents/using-mobile-cranes-in-pick-carry-operations-safety-alert-3919.pdf>
- A steel frame building under construction collapsed in Tynong. 24mm structural bolts appear to have sheared off. Erection sequence not specific.

General Business

- Noted that an inspection of repair to rims on a recent 20t P&C crane found rims with crack like appearances. Notification given to manufacturer.
- Excavator being used for installing finishing precast panels to rammed earth walls. Site safety committee raised issue, WorkSafe attended – Company volunteered to cease using excavator and engage crane use.
- Noted that VCA rural members often raise the use of excavators as cranes in rural areas.
- Some letters exchanged regarding manbox issue raised at end of last year.
- Rob G making presentation regarding traineeship to union executive in the coming week.
- Noted that all High Risk Work licence holders should be aware that the first period of renewals is upon industry (five years). Also noted that some licences being issued with multiple crane categories; ie CO, C6 etc. Also noted that HRWL licences require a current address to be known to allow notification of expiry etc to go to the right address.

The meeting was closed at 1045.

Next Meeting to be held **1st of March, 2013**, at CFMEU Training Facility, located at **41 Sabre Drive, Port Melbourne**, commencing **0800** sharp.