



## ***Victorian Crane Industry Consultative Committee***

Minutes of the **Crane Industry Consultative Committee** meeting, held at CFMEU Training Centre, Sabre Drive, Port Melbourne on the **6/12/2013**.

### **Present**

- Barry Dunn – VWA
- Andrew Taylor – VWA
- Mark Drury – VWA
- Rob Graumans – CFMEU
- Rob McCarthy – Bullivants
- Brenton Salleh – Boom Logistics / VCA
- Tom Quinlan – Quinlan Cranes
- Rob Oldfield – ESV
- Barry Heywood – ESV
- Tom Smith – Williamstown Crane Hire
- Terry Cameron – Craneworks
- Brandon Hitch – CraneSafe
- Brent Stacey – VCA
- Carmine Cambareri – VicRoads
- Les Kreisfeld – VWA
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### **Apologies**

- Steve Kelly – VWA
- Andrew Pitt – Sergi Cranes
- Phil Neville – SpanSet
- Dave Waterfield – Australand / VCSA
- Geoff Fletcher - TiltLift

### **Welcome/Introduction**

Rob Graumans acting as co-chair welcomed all to the last meeting of the year at 0803 after waiting for late and expected attendees.

### **Previous Meetings Minutes**

Were distributed by email and some copies on hand for perusal, if attendees could bring along a printed copy, that would be helpful.

### **Design Checks**

A short discussion took place on design registrations with regards to changes made to cranes, specifically tower crane tower sections that had been modified by adding internal handrails.

### **No Go Zones**

A VLC made contact with low voltage lines whilst unloading steel beams which took out area circuit breakers. The site was cleared by the time investigators arrived. Onsite persons denied any knowledge of the incident.

A 13m EWP made contact with 22Kv wires in Carlton whilst putting a sign up. Serious injuries to the two occupants > one has 35% burns with 17% full thickness; the other has 17% burns with 6% full thickness. A piece of aluminium made contact. Noted that the hazard awareness onsite was not all it could have been, including permits/JSA's/SWMS's.

WorkSafe reported an incident where a VLC was unloading trusses and footage was discoverable on YouTube. There were issues with proximity to NGZ's and other work practices. A person was seen to be riding chains in footage. A full investigation is underway.

Noted that social media is everywhere, and VWA have the same access as other people. Any breaches of safe work practices will be followed up on, regardless of how the information is obtained.

### **WorkSafe**

Major Inspection documents have been developed and are currently in the process of being sent for comment / review and awaiting release.

However, it was noted that VWA redundancies are affecting WorkSafe's productivity.

Barry reported back from some questions on licencing requirements for the safe operation of a ship's crane after an incident earlier in the year. In the opinion of WorkSafe Victoria, a ship mounted crane which is pedestal mounted should be classified as a Tower Crane, and the appropriate HRWL should be held by any operator.

This has been raised with Safe Work Australia (SWA) and will be raised again next year.

A discussion entailed on the incident that occurred in Geelong – A question was asked what action will follow on allegedly unlicensed persons. Nobody had an answer. It was noted that jurisdiction assumptions that were made at the time may have been incorrect. Noted that when a ship is tied up at a port in the state of Victoria, the local OHS Act and Regs apply and that WorkSafe has jurisdiction over the activities as it is considered a Victorian Workplace. Further discussions took place on other levels of bureaucracy, including the MOU b/w WorkSafe and the AMSA.

### **VicRoads**

The industry forums that were hosted by NHVR were discussed. Basic information was provided by the NHVR on their intents, their role and their progress, but it was disappointing that there seems to have been no great consideration of the crane aspect until questions were asked from the floor.

Noted that the upcoming NHVR issues are expected by industry to be centred around the requirement that Local Governments are a required permission step before a permit will be issued.

VicRoads has been reviewing HML and B Double access routes and have recently added >300 extra roads to those networks which will assist with the planned “pre-approval” approach that NHVR will be applying to cranes operating as a Restricted Access Vehicle (RAV) Local Governments (LGA’s) have also been asked to add to their HML networks where appropriate.

VicRoads has gone to four local and four regional councils with information taken from IAP, which is giving an indication of where RAV’s have been travelling. Because of many council’s inability to historically respond to crane permit applications, this information was hoped to indicate that cranes are already on the network, and operating without drama’s. Carmine noted that LGA’s are not aware of the volumes of RAV vehicles that are currently using the LGA managed road networks.

Progression from VicRoads will continue on obtaining pre approvals from LGA’s. VicRoads has started to test the permit application procedures that will flow through to them from NHVR. Local Government permission will still be an issue. Indicating where RAV’s cannot travel may be a far more efficient and productive way of establishing comprehensive Pre Approval maps. Route Assessments as requested by LGA’s may also be a major stalling point for the permit application process.

With a great many RAV owners concerned with the 28 day time period as set aside in the new NHVR Law, a question was asked if the non-road manager authorities, which are a third party to the NHVR but will still need to authorise access when it is identified that they are a relevant stakeholder - (such as electrical asset owners, tramways, train crossing managers, gas asset owners) Will they also be governed by the same required response time ?? Unknown answer.

The VCA noted that the good work of Carmine, Jill and others at VicRoads has seen Victorian crane owners possibly going to be the least disadvantaged by the initial introduction of the NHVR.

Further discussion points were raised such as the updating of the lighting on cranes. The removal of global leading LED technology to retrofit antiquated electrical systems was noted, as was the log book requirements for SPV’s with regards to fatigue. A question was asked if IAP will also continue under the NHVR. Answers will hopefully be forthcoming at the next meeting.

### **Man-box**

It was noted that the VCA has been awaiting a response to a formal request for clarification from Minister Gordon Rich-Phillips for a period greater than two months.

Les noted that he wasn’t aware of any ministerial requests for information.

### **CraneSafe**

Brandon noted that electronic trials of the CraneSafe process were now underway. This is a pdf based version of the checklist rather than a paper copy. This is aimed at increasing efficiency and reducing delays whilst information is “in the mail”

A question was asked if there was a reason for selecting certain applications of cranes to begin the trial with, rather than across the board. The response was the trial is a walk before you run exercise, but expectations were that it should up and running by the end of the financial year. Articulated Cranes would be first as they have the greatest numbers, then Tower Cranes, A/T Cranes and so on... Generally the idea is to implement based on the volume of assessments first.

## CICA

Brandon noted that CICA has decided that they will offer 24 selected Australian Standards as read only files for members.

## Incidents

- Some scaffolding fell whilst being lifted by an 80t mobile crane with full fly fitted. Scaffold tubes penetrated a neighbouring Porsche dealership, including one that fully disintegrated a ceramic toilet. The site was closed for 2 weeks and enquiry's are still underway. Load slinging technique will be looked at.

## General Business

- CICA raised the idea that they would like to issue a position paper on the re-reeving of hook blocks and the requirement for particular HRW licence class. Some discussion ensued.
- Rob thanked Brent for his work in writing the minutes, and Gabby for distributing.
- Noted that the industry lost a friend and colleague in the recent passing of John Galea. VCA and CFMEU both placed tributes in paper and attended funeral.

The meeting was closed at 0948. Best wishes for the Christmas Season were given.

**Next Meeting to be held 7<sup>th</sup> of February, 2014, at CFMEU Training Facility, located at 41 Sabre Drive, Port Melbourne, commencing 0800 sharp.**