



## New council up and running

The Association's new year is only just underway but some new initiatives are already up and running.

As the President has mentioned, the new council has met already and started some new things happening. We've decided to make a copy of the Association's updated business plan available in the members-only section of the web site. This is a working document and will be updated after every council meeting. Check on it regularly to see where your Association is heading.

To access the members-only section of the web site requires a username and password allocated by our office and we appreciate that many are not now aware of what their's is.

We've decided to automate this process so that members can click a password reminder button to have their member section access emailed to them.

At present people have to send a separate Email or ring the office.

There are more changes in the wind. The council has decided that it will visit the regions progressively and be available on the evening prior to a council meeting for discussions with members (and their staff) on what the Association and ITO does.

We hope this will be supported by good attendance from members and are looking at the first visit to be in Christchurch before Christmas. More details will be released once arrangements have been made.

Readers will also notice that in this issue of Dispatches we have included a page from our safety manual. We want to make this a regular feature of the newsletters so that we create a greater awareness of safety.

The council makes no apology for being "in your face" on this as there are still too many incidents & accidents in our industry.

## Membership holds its own

While New Zealand continues in the grips of the recession there is a bright side to things.

We're pleased to note that we have not had any further cancellations of membership and have had another new full member join:

- Fulton Hogan Northern Civil.

## New overweight permit system goes live

The New Zealand Transport Agency has just introduced a new system called OPERMIT, to process applications for overweight permits on state highways. It replaces the former Transit NZ's TOPS system.

"OPERMIT is more accurate and thorough than TOPS", says Lynn Sleath, NZTA's Commercial Vehicle Team Leader.

"Because it is more comprehensive, we expect it will let us make a better assessment of the ability of a bridge to carry a load. But this will take some time to achieve," she says.

Lynn says there will be inevitable delays in issuing permits while introducing the new system and getting everyone used to it.

NZTA's has asked for patience from the road transport industry during this initial period.

## From the President

*The council that was elected at the 2009 AGM has met already and planned new initiatives.*

*It is already clear that there are some significant issues that will require considerable input from the councillors. In turn they will call on members to contribute.*

*In fact, councillors have already started consulting some members. It is essential that companies give us information when requested otherwise we are not able to adequately present cases to the authorities.*

*Such submissions must be supported by facts to have any chance of getting the authorities to listen.*

*It is possible to effect changes that benefit our members and the industry generally but they must be soundly argued and based on experience and fact. That's where you, our membership comes in. When councillors call, the information they're seeking is for your long-term good.*

*Malcolm McWhannell,  
President*

### Newsletter of the

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Watch this space. It's certainly been a long time coming but we understand that the reviewed Code of Practice for Cranes will be released in September.

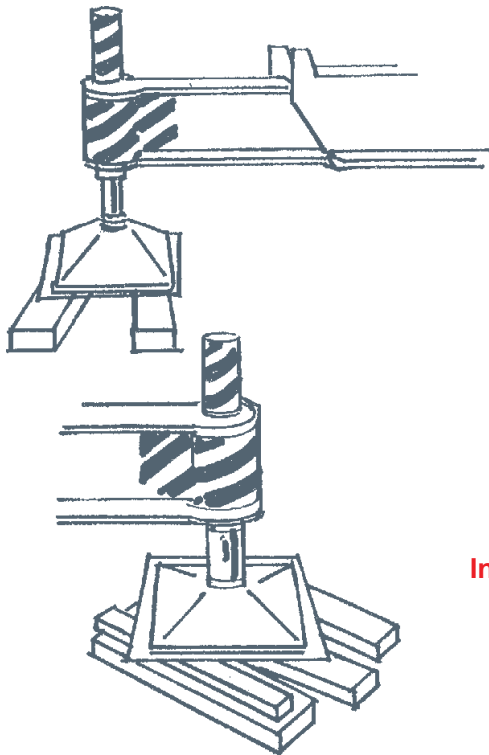
A lot of work has gone into this document, and while it may not be the document that suits all it is considered the best for the industry. We will inform members of relevant points when it is released.

The new council has considered an outline of the proposed programme for the 2010 conference and there are still some time slots available for subjects that members think would be of interest.

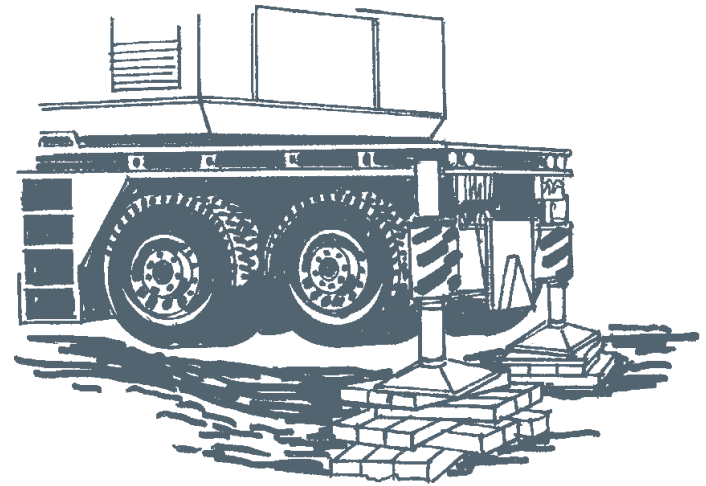
If anyone has an item please let us know (in the next month) so we can weigh the options and fit them into an interesting and informative programme.

## ■ Setting up the Crane

### MANY CRANE ACCIDENTS ARE CAUSED BY POOR BLOCKING UNDER OUTRIGGER PADS



Watch for hidden drains, holes and soft spots



**WRONG**  
Inadequate blocking



The above is an excerpt from the Crane Association's Crane Safety manual, available to order at [www.cranes.org.nz/general/publications/](http://www.cranes.org.nz/general/publications/)