

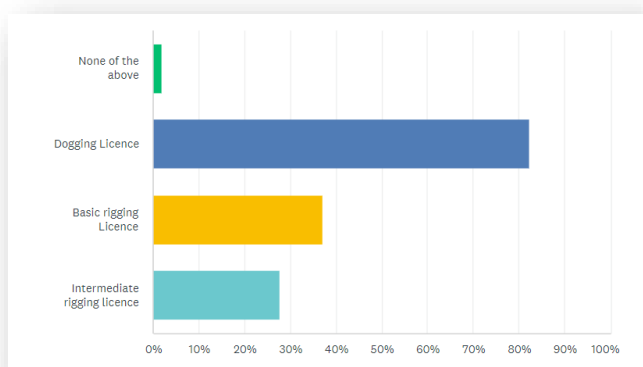
Greetings all. In today's bulletin, we evaluate the results of the crane licencing review survey.

Safety bulletin (#302) looked at the current crane high risk work (HRW) licence classes, issues with the current licencing framework and our suggestions for reform of the crane HRW licences to ensure they remain relevant to contemporary work practices and equipment.

At the end of the bulletin, we asked you to complete a survey to help us get a better understanding of the industry's view on the way forward for the crane licence framework. We also sent the survey separately to our industry members in the other States. We were overwhelmed by the industry's support on this topic. The high number of survey responses reflected the fact that our industry members recommend crane HRW licence reform is necessary for the safety of the industry.

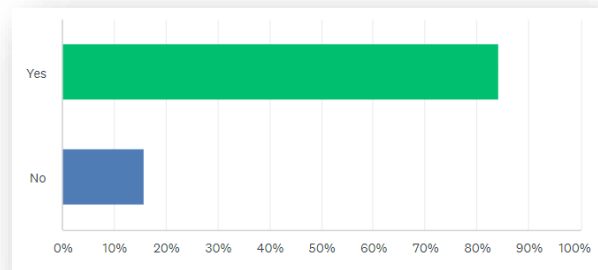
We asked seven questions in the survey and the responses we received from our members on these seven questions were in line with the recommendations we submitted to the Safe Work Australia Crane Licence Review website.

Q1 What licence(s) from the list below should be a prerequisite for applying for a crane high-risk work licence? (Please select all that are applicable)



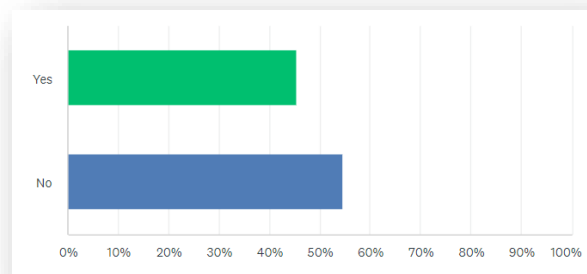
82% of respondents recommended a Dogging Licence as a prerequisite for applying for a crane licence. 37% recommended Basic Rigging Licence and 28% recommended Intermediate Rigging Licence.

Q2 Do you think logbook requirements should be re-introduced into the licencing framework?



85% of the responses supported the re-introduction of logbook requirements to the licencing framework. This shows that our industry members recognise the value of the practical operational experiences for crane operators.

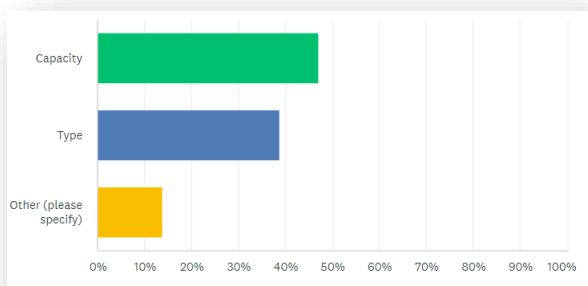
Q3 Do you think crane operators with slewing mobile crane licence (e.g. C2, C6) are competent to operate non-slewing mobile cranes (e.g. articulated pick and carry cranes)?



More than half (55%) of respondents indicated that slewing mobile crane licence holders are not competent to operate non-slewing mobile cranes. Non-slewing mobile cranes have significant different operating features compared with slewing mobile cranes, refer to the CICA video below for more details:

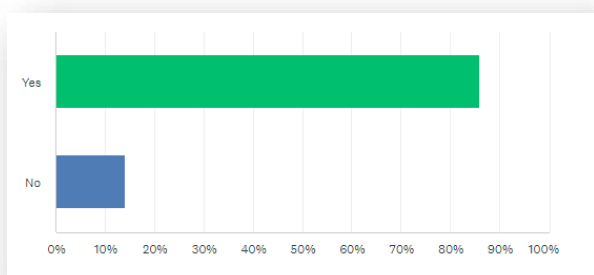
<https://www.youtube.com/watch?v=d9cDQ2rLkwE&t=320s>

Q4 Do you think slewing mobile crane licences should be classified by crane capacity (20t, 60t, 100t...) or crane type (e.g. cranes with wheel carrier and hydraulic boom vs. cranes with crawler carrier and lattice boom).



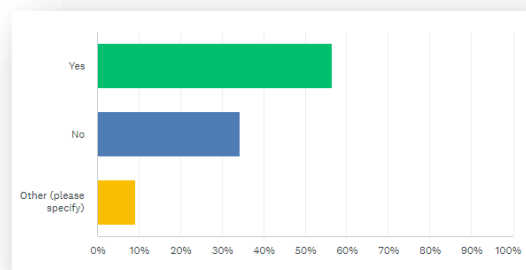
47% of respondents agreed to classify crane licence by capacity, 39% supported the suggestion to classify crane licence by type, and 14% indicated in their answer (the “other” option) that they would like the crane licence to be classified by a combination of “type” and “class”. Crane licence classification will be an important topic for the licence review discussion, it is a critical factor for crane licences to remain relevant to contemporary work practices and equipment.

Q5 Under the current licencing framework, a high-risk work licence is required for the operator of a vehicle loading crane with a capacity of 10 metre tonnes or more. Do you think high risk work licence should be required to operate a vehicle loading crane despite its capacity?



86% of respondents supported the decision to require a licence for operating vehicle loading crane regardless of its capacity. A high risk work licence should be required to operate a powered vehicle loading crane despite its capacity. This will ensure that anyone operating a powered vehicle loading crane is competent and can assess the risks before and during the lifting operation.

Q6 Do you think crane high-risk work licence for operating tower cranes should be separated into two separate licences. A hammer head tower crane licence and a luffing jib tower crane licence?



57% of respondents indicated that the tower crane licence should be split, 34% do not support this recommendation. 10% of the people selected “other” because they do not have tower crane operating experience. We recommend that splitting the licence will improve operational aspects for different types of tower cranes (for example, how to do rigging and reeving for the different types of tower cranes), and separate crane licence class will allow the operator to have more specific training on the different types of tower cranes.

Q7 Any additional comments on the crane high-risk work licence framework.

Question 7 is an open-ended question for us to collect additional comments from the industry. 42 responses were received, and topics mentioned include:

- Half of the responses emphasised the important role practical experience should play in the process of obtaining crane licences. Apprenticeship style training and logbook requirements were suggested.
- Dogging skills are essential for crane operators, knowledge on slings and rigging skills should be required for crane operators.
- Articulated mobile cranes have different operating features compared with slewing mobile cranes, training on these features should be distinct.
- Crane licence class should be reviewed, licence for different crane types should be considered, cranes with superlifts should have their own licence class.
- Training content should be updated to include more practical knowledge, for example, how to set up the crane, ground pressure.
- The regulator should be more involved in the licence assessment process.



**CICA – Vic / Tas Branch
Crane Safety Bulletin
305
June 2022**



As we mentioned in the previous bulletin, CICA will participate in the licencing review and participate in the discussions with the reviewing panel, if you have views or thoughts on this topic please contact us to share your ideas with the industry.

If you would like to subscribe to these safety bulletins please send an email [here](#).

To become a CICA Member, click [here](#).

Stay Safe - CICA

Look Out for each other -CICA