



# Safety Lines

**OSH**  
occupational safety  
& health service  
te ratonga oranga

  
DEPARTMENT OF  
**LABOUR**  
TE TARI MAHI

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## 2003 National Forklift Competition

Paihiatua man Mike Pennall, who works for Fonterra, has been judged the best forklift operator in the country after intense competition at the 2003 Nissan National Forklift Drivers' Competition in Auckland.

The top 12 forklift drivers in New Zealand were brought to Auckland on 26 and 27 November, to compete against each other for the coveted title of National Champion. They competed for over \$7500 in cash, prizes and trophies as well as a trip for two to the 2004 Formula One Grand Prix in Melbourne.

The competition had been run in eight regions since July with each of the regional winners automatically qualifying for the National Final, making it a true 'test of the best'.

The main objective of the event is to promote safety and productivity in the workplace as well as assisting forklift operators to further develop and enhance their skills, so that both employers and employees benefit from their involvement.

OSH inspectors made up the judging panel. Chief Judge Maurice Flood said the demonstrated skills were again of a very high standard, and he praised



Secretary of Labour, James Buwalda (left), presents the trophy to Mike Pennall, overall winner of the competition.

the efforts of all the competitors. The judges tested the 12 finalists on their safety, skill, efficiency, and knowledge of forklifts.

The 2003 National Finals saw a good cross section of industries represented with over 350 competitors from the regions being narrowed down to the top 12. The National Forklift Drivers' Competition has been running since 1992 and this year was sponsored by Nissan Forklifts, Loadlift Equipment, OSH, Mainfreight, and Timpack.

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The two-day event consisted of each competitor completing five on-course practical assessments using different course layout configurations to test their skill levels, using both a conventional forklift as well as a reach truck, a comprehensive forklift pre-operational check and six theory examination papers. The results were collated after the final round with nobody knowing their actual placing throughout the event.

The 12 finalists were:

Chris Bown	Polarcold Stores	Timaru
Stuart Mitchell	Fisher & Paykel	Dunedin
Bill Simmiss	Mainfreight	Nelson
Andrew Teye	Juken Nissho	Masterton
Mike Pennall	Fonterra NZMP	Paihiatua
Vernon Griffin	Turners & Growers	Hastings
Wally Rota	Tranz Rail	Hamilton
Leon Cassidy	Cerebos Greggs	Auckland
Paddy Didovich	CHH Consumer Brands	Hamilton
Keith Mudgway	Mainfreight	Palmerston North
Steven Reid	Woolworths Distribution	Palmerston North
Andrew Blackie	Fonterra	Te Awamutu

Announcing the winners and presenting them with their prizes, was Secretary of Labour, James Buwalda, and OSH General Manager, Bob Hill.

Mr Buwalda said that the Department of Labour is involved with the event as it continued to develop and strengthen partnerships with industry. “The National Forklift Competition is designed to encourage forklift operators to develop their skills and to boost safety and health in the workplace”, he said.

Mr Hill said that OSH was supportive of bringing a variety of industries together to demonstrate ‘best practice’ under simulated workplace conditions. “This is about encouraging ‘best practice’ and discouraging ‘bad practice’. The tangible benefits of this is that the finalists take this message back to their respective workplaces, demonstrate it to their peers, which is of benefit to all concerned”, Bob Hill said.

The winners were:

1 <sup>st</sup> place	Mike Pennall	Fonterra NZMP	Paihiatua
2 <sup>nd</sup> place	Chris Bown	Polarcold Stores	Timaru
3 <sup>rd</sup> place	Stuart Mitchell	Fisher & Paykel	Dunedin

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# Of Codes and Things

The Health and Safety in Employment Act 1992 (HSE Act) is chosen as the starting point for this broad overview of the main documents with which Engineering Safety is routinely involved and which largely define the boundaries of its operations. The article, which is focussed on the PECPR Regulations and third party inspection regime, will endeavour to show the interdependence of these documents (such as items of legislation and codes of practice) and briefly describe their purpose. Those with long memories will know that the Boilers Lifts and Cranes Act 1950 used to be the prominent legislation in this area of industrial safety, but that will only merit a small further mention. The figure shows the relationships between the main documents, and, in brackets the authority behind them.

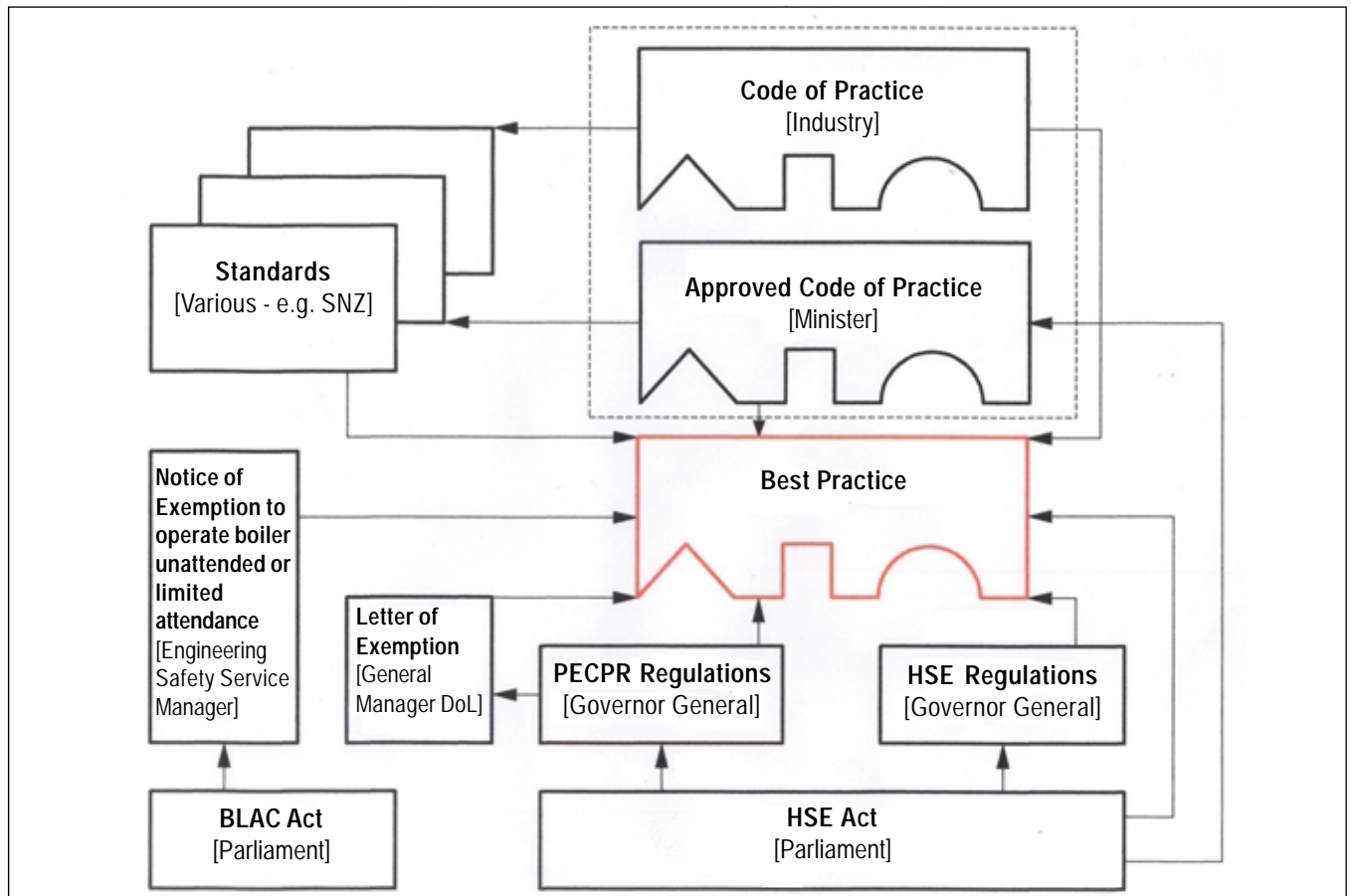
Just as a reminder of what Engineering Safety is all about, it exists as a small unit within the Occupational Safety and Health Service (OSH) of the Department of Labour (DoL). DoL's mission is **Wired for work and wellbeing**. OSH pursues this mission specifically in relation to health and safety in the workplace, having as its service outcome **Enabled people taking active responsibility for their safety, health and working environments**.

Engineering Safety contributes to this outcome by taking up the challenge of achieving best practice with regard to safety in engineering.

## HSE Act

The Health and Safety In Employment Act 1992 (HSE Act) is a fundamental unit of New Zealand law, and in common with other Acts had to be passed into law by Parliament. The HSE Act affects all places of work and has a direct bearing on best practice in engineering safety. Supported on the foundation of this Act are Regulations, provision for which is in section 21 of the Act, and approved codes of practice (ACoP), provision for which is in section 20. It is important to realise that, whereas regulations, which are mandatory, provide closer legal detail in support of the Act, ACoPs do not bear a similar relationship to regulations. ACoPs are independent of the regulations, which they complement, and are not legally binding but provide a means of compliance with the Act and regulations. The HSE Act has recently been amended and no major implications specific to the involvement of Engineering Safety have been identified.

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Best practice and document relationships

## PECPR Regulations

In relation to this article, the most important regulations arising out of the HSE Act are the Health and Safety in Employment (Pressure Equipment, Cranes, and Passenger Ropeways) Regulations 1999 (PECPR Regulations). These regulations were designed to have a direct bearing on best practice in engineering safety. They do this by concentrating on certain classes of equipment, which have been identified as complex, potentially catastrophic in failure, and requiring a high level of management to guarantee their safety. It is also under these regulations that inspection bodies and certain qualification issuing agencies are recognised. The PECPR Regulations, like other regulations, required the approval of the Governor General.

## Exemptions (from the PECPR Regulations)

The PECPR Regulations contain, in regulations 5 and 6, provision for *exemptions* from the regulations (in whole or in part). Such exemptions may be from duties imposed, or in relation to equipment to which they apply. In the regulations the authority to make exemptions is attributed to the Secretary of Labour, but this was delegated in December 2002 to the General Manager of OSH.

## HSE Regulations

The Health and Safety in Employment Regulations 1995 also arose from the HSE Act. Noteworthy among these are regulations 66 and 67, which are mandatory for all plant, including that subject to the PECPR Regulations.

## Codes of Practice

Codes of Practice and Approved Codes of Practice can be viewed as templates for best practice in engineering safety, and, as mentioned earlier, a means of compliance with legislation. They tend to be practical documents, though they should ideally avoid being prescriptive wherever possible. Codes of practice have a major influence on the practicality of meeting legislative requirements and achieving safety. ACoPs need the approval of the Minister of

Labour, whereas CoPs are industry documents having the authority of industry consensus. At this time all the main codes of practice involving Engineering Safety are ACoPs.

## Standards

Standards, whether national (NZS, AS, etc.), joint (AS/NZS), or international (e.g. ISO), are consensus documents produced by standards bodies. All of our national standards are produced by Standards New Zealand (SNZ), which also jointly produces standards in collaboration with Standards Australia. SNZ also adopts overseas and international standards. Generally none of these standards is mandatory, becoming so only when cited in legislation. However, standards are referred to in codes of practice, which gives them special status. Often no single standard is required to be followed, allowing user choice, but in general the codes of practice require an appropriate (usually listed) standard to be used. ACoPs reference standards of all types, including overseas standards that have not been adopted by SNZ.

## Boilers Lifts and Cranes Act 1950

The Boilers Lifts and Cranes Act 1950 has been largely repealed but some parts remain in force. Section 37(3) empowers the Minister of Transport to provide an exemption from the attendance requirements of the Act. This exemption, delegated to the Service Manager, Engineering Safety, is used to permit boilers to be operated in unattended and limited attendance modes.

## Other Legislation

Not shown in the figure, are two other areas of documentation, which do not integrate (at least at this stage) with the others mentioned above. These are the Hazardous Substances and New Organisms Act 1996 and the Amusement Devices Regulations 1978 (made under the Machinery Act 1950).

The Engineering Safety website, at:

[www.osh.org.nz/touch/eng-safety](http://www.osh.org.nz/touch/eng-safety)

is a convenient way to access some of the abovementioned documentation.

## Conformity Assessment of Imported Cranes

The conformity assessment requirements of design verification and fabrication inspection must be met for all imported cranes, regardless of type and whether new or used.

Provided the crane is a proven production model from an established manufacturer which is well known in New Zealand, the following shall be provided to a recognised inspection body:

1. The information required to be provided by the supplier to the controller as set out in the appropriate section (e.g. 8.1, 9.1, etc.) of the *Approved Code of Practice for Cranes*.
2. A general arrangement drawing. In appropriate cases this shall be supplemented by other drawings showing the main boom and fly jib with chord and lacing members specified, and also a typical cross-section at the mid length of each.
3. A complete rope reeving diagram showing all ropes.
4. A manufacturer's statement including coverage of fabrication inspection and specifically referencing items 2 and 3 above, which is important for identification purposes.

After a satisfactory review of the above information, the inspection body will record its acceptance of the equipment.

In a case where the crane is not a proven production model from an established manufacturer, which is well known in New Zealand, a full set of fabrication drawings (including those for jibs if applicable) would be required, as would be design verification by a recognised inspection body on information provided. The crane would also have to be fabrication inspected by a recognised inspection body. As there are currently no overseas inspection bodies recognised for the fabrication inspection of cranes, this means that at the present time it is not practicable to put such a crane into service.

## Conflict of Interest

Conflict of interest (CoI) is an issue that crops up regularly in a range of dealings Engineering Safety has with various organisations. It is always a matter to be considered in assessing applications for recognition of inspection bodies and qualification issuing agencies. Personnel CoI within an organisation is an organisational concern, and Engineering Safety generally only takes an interest in CoI involving the organisation as a whole or a function within the organisation.

The term "conflict of interest" only occurs in one place in the PECPR Regulations - regulation 25(1)(i). This relates to the recognition of inspection bodies, which operate in Australia or New Zealand. However, CoI is of concern also in at least the following additional areas:

- Recognition of overseas inspection bodies.
- Recognition of qualification issuing agencies.
- The exemption of organisations from parts of the regulations to permit them to perform in-house inspection or design verification.

CoI can come in a variety of forms and combinations, involving factors such as the following:

- Financial gain (or loss minimisation)
- Reputation
- Results enhancement

With respect to CoI, some of the things Engineering Safety looks for in assessing recognitions and exemptions are:

- No conflicting business interests, for example, where a type-A inspection body has close links with a related manufacturing concern, or robust mechanisms for preventing CoI in such cases. It is most important that circumstances which could lead to a possible CoI be openly acknowledged, and that auditable means of addressing them are demonstrated.
- Separate reporting paths to an appropriate organisational level for in-house inspection/design verification and design/manufacturing functions.
- No self-checking.
- Procedures and/or policy statements addressing CoI.

The Secretary may cancel an exemption or withdraw a recognition under certain circumstances and discovery of a CoI could be grounds for such action.

## HERA Courses and Seminars

HERA Training Centre is offering the following courses and seminars during 2004:

Activity	Dates
Coatings inspection home study	All year
Introduction block courses	19 March 9 - 10 September
Welding inspection	8 - 12 March 21 - 25 June 30 Aug - 3 Sept 8 - 12 November
Surface methods	22 - 25 March 2 - 5 August
Radiographic theory and interpretation of weld radiographs	10 - 14 May 6 - 10 September
Ultrasonic testing theory and ultrasonic weld testing	24 - 28 May 20 - 24 September
Ultrasonic wall thickness	1 - 2 June
Management appreciation in non-destructive testing	28 June 13 October

The venue for the above activities is:

**HERA House  
17 - 19 Gladding Place  
MANUKAU CITY (South Auckland)**

**Note:** Enrolment closes 7 days before start of course.

For further details contact:

**HERA Training Centre  
PO Box 76134  
Manukau City  
Phone: 09 262 2885 Fax: 09 262 2856  
[admin@hera.org.nz](mailto:admin@hera.org.nz)**

## Corrections to *Safety Lines* Issue 59

The answers to the issue 58 crossword were omitted and are included below:

### Answers to *Safety Lines* Issue 58 Crossword

Across	Down
2 Escape	1 Askew
6 OSH	3 Stomp
8 Kilo	4 Ages
9 Kea	5 Envy
10 Mistype	6 Oaken
14 Warps	7 Heaps
16 Ants	11 Issuer
18 Passe	12 Theism
20 Alto	13 Pascal
23 Tremolo	15 Aria
26 Urge	17 Tout
27 Dad	18 Pound
28 Amused	19 Steam
29 Ear	21 Lodge
	22 Order
	24 Elms
	25 Owed

## Announcements

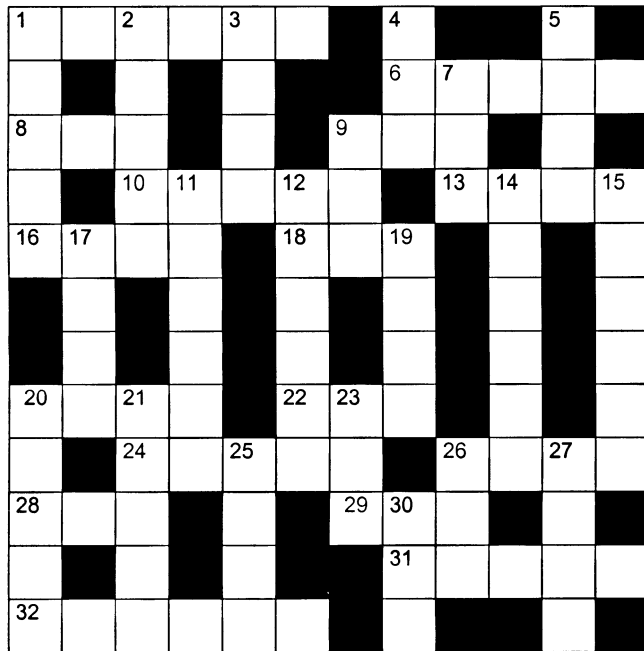
The following organisation has been recognised under the PECPR Regulations as an Inspection Body for fabrication inspection of pressure vessels:

**SGS India Private Limited  
SGS House, 4B Adi Shankaracharya Marg  
Vikhroli (West)  
Mumbai-400083  
India**

A full list of recognised inspection bodies and known contact details can be viewed at the Engineering Safety website:

[www.osh.dol.govt.nz/touch/eng-safety/index.shtml](http://www.osh.dol.govt.nz/touch/eng-safety/index.shtml)

## Puzzle Place (Issue 60)



Answers include abbreviations and acronyms.

### ACROSS

- 1 One's place in rank  
6 Dwelling-place  
8 According to Schedule 1 includes air  
9 Large distinct period of time  
10 Cubic decimetre  
13 Assert  
16 Wander  
18 Oneself  
20 Part of a large organisation  
22 Directed  
24 Impetuous  
26 Watches closely  
28 Greek letter  
29 Unit of energy  
31 Extreme suffering  
32 Fluttering in the air

### DOWN

- 1 Rigidity of the body  
2 Unit of magnetic flux density  
3 Small amphibian  
4 Ruin  
5 Boundary  
7 Bleat  
9 Electroencephalogram  
11 Attribute to a source  
12 Make golden again  
14 Establish correctness of  
15 Circumference  $\div (2\pi)$   
17 On one occasion  
19 Was obliged to pay  
20 1/farad  
21 Counterfeit  
23 One of which does 26 across  
25 Of similar character  
26 \_ on  
27 Very long periods  
30 Uncooked

Answers can be obtained by email from:

[robin.bain@osh.dol.govt.nz](mailto:robin.bain@osh.dol.govt.nz)

## Answers to *Safety Lines* Issue 59 Crossword

### Across

- 1 Enact  
5 Yet  
6 Oars  
8 Eon  
9 Undid  
12 Cells  
14 Bed  
16 ISO  
17 Log  
18 Cue  
20 Bar  
21 Spa  
23 Grease  
25 Calls  
27 kPa  
30 Gel  
31 Emit  
32 Vat  
33 Ensur

### Down

- 1 Ethic  
2 Ask  
3 Top  
4 Ore  
5 Yen  
7 Sole  
9 Units  
10 Debug  
11 All  
13 Solace  
15 Darts  
19 Err  
20 Bel  
22 Pipe  
24 Salve  
26 Lot  
28 Amp  
29 Ate  
30 Gas

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