

## GILLESPIES CRANES

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### OVERVIEW OF GILLESPIES CRANES AND THE NSW CRANE INDUSTRY

Gillespies Cranes is based in the Sydney suburb of Rozelle and has a depot based at Glendenning. Their cranes business mostly occurs within a 300km radius of the Sydney CBD. Gillespies Cranes has a modern fleet of mobile cranes with up to 400 tonnes capacity, an extensive range of boom and scissor lifts; as well as a fleet of rigid trucks, semi-trailers, low loaders and tilt and slide vehicles.

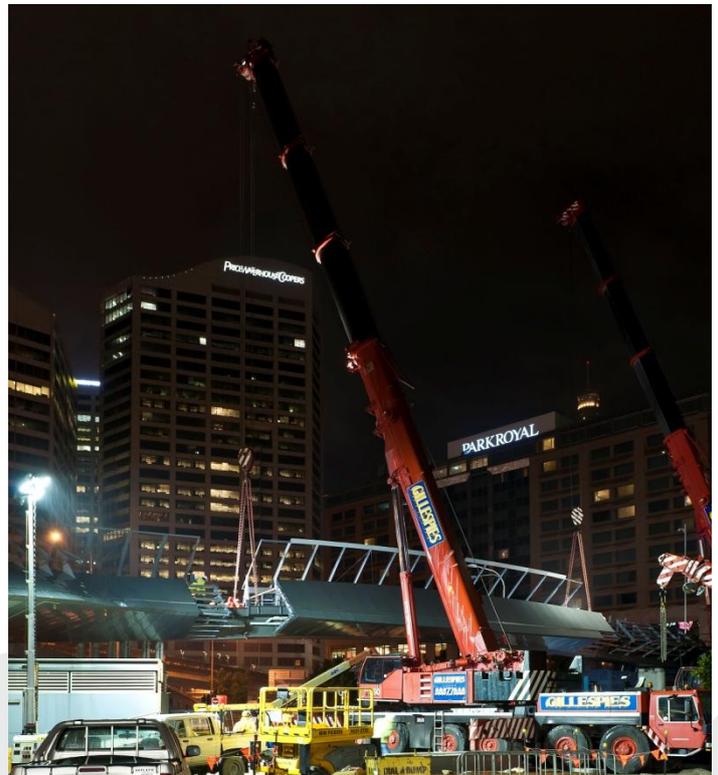
Gillespies Cranes has an overriding commitment to professionalism and attaining the highest possible standards for safety and productivity and it has sought to share these core values through its active and long standing participation in the Crane Industry Association of NSW.

Mr John Gillespie, Managing Director of Gillespies Cranes, was appointed President of the Crane Industry Council of Australia (CICA) in 2004 and has served two terms as CICA President prior to his current appointment. Additionally, Mr Gillespie is an Executive Member of the Crane Industry Association of NSW. In this role he has worked closely with elected industry colleagues to help shape reform of the industry's regulatory environment. An important part of that work included negotiations on the introduction of a regulatory framework governing the operation of high risk mobile cranes under the Intelligent Access Program (IAP), which became mandatory in NSW from 5 October 2011.

### NEED FOR A REGULATORY FRAMEWORK GOVERNING MOBILE CRANES

Mr Gillespie said that, 'many of the mobile cranes used in the industry have axle weights and widths which exceed maximum allowable limits for trucks and buses and necessitate the use of extra steerable axles or trailing boom dollies, to ensure effective weight distribution.'

'This means mobile cranes operate under restricted access conditions, not dissimilar to truck and trailer combinations involved in over size and over mass sectors of the trucking industry.'



'All terrain cranes are designed and manufactured to an international standard of 12 tonnes per axle. Most all-terrain cranes are required to remove significant weight in order to comply with national road regulations. Larger cranes require further disassembling to enable transportation in accordance with road regulations and reassembly for use on site.'

'Our cranes need to access various sites that are often difficult to reach, especially in the older parts of Sydney. These include construction sites, demolition sites, sites in the Sydney CBD and rail bridge sites.'

'Access may be restricted to outside of normal business hours, especially in the CBD or where work is undertaken on major arterial routes.'

### EVOLUTION OF A REGULATORY FRAMEWORK FOR THE NSW CRANE INDUSTRY

Mr Gillespie said that, 'like the trucking and bus industries the crane industry has been characterised by inconsistent state based regulation.'

'The industry was in need of reform that supported best regulatory practice to ensure an effective and appropriate enforcement regime and assure a level, competitive and fair playing field for all crane operators.'



‘In 1999 the then National Road Transport Commission (NRTC) responded to industry concerns and agreed to a review of the existing regulatory framework governing issues such as tyre size on all terrain cranes, towing of trailers by mobile cranes, the restricted gross mass limit for truck cranes and the development of Performance Based Standards for mobile cranes.’

‘This led to recommendations and the development of template legislation for adoption by road agencies.’

## INTRODUCTION OF THE MOBILE CRANE CONCESSIONAL BENEFITS SCHEME

Mr Gillespie said that, ‘the NRTC report triggered the commencement of work in NSW between the then Roads and Traffic Authority (RTA) and the crane industry on a package of practical reforms designed to enhance consistency across enforcement and regulation.’

‘The outcome was the establishment of the NSW Mobile Crane Concessional Benefit Scheme (MCCBS), which was introduced in 2001. Although the MCCBS was voluntary, industry participants were for the first time able to use GNSS based-technology to manage access for high risk vehicles such as mobile cranes on the road network. This provided the RTA with a greater level of assurance that access conditions were being met.’



‘The industry in NSW wanted the 3.1 metres width adopted as a maximum allowable standard for mobile cranes, to ensure consistency with access conditions in Victoria and Queensland. A compromise was reached where the RTA agreed to allow the operation of mobile cranes up to a maximum width of 2.9 metres under the MCCBS.’

‘Measures which prohibited mobile cranes from operating during peak hour and clearway times were also removed. This enabled mobile cranes to operate under the MCCBS on a 24/7 basis.’

‘These concessions gave operators under the MCCBS greater flexibility compared to those who operated outside this voluntary scheme.’

‘The MCCBS was one of the first uses of GNSS-based monitoring systems to manage access for heavy vehicles, and contributed as a key demonstration project to the national development of the IAP.’

‘Moving towards a mandatory regulatory framework for specific types of mobile cranes under the IAP, as introduced in October 2011, formalised the earlier reforms that were made possible under the MCCBS, and ensured that every crane operator is complying with permitted conditions of access.’

## WORKING WITH SERVICE PROVIDERS

Mr Gillespie said that Gillespies Cranes chose Minorplanet to install GNSS equipment in their mobile crane fleet, so they could operate under the MCCBS.

‘I was particularly impressed by the high level of customer service that we received from Minorplanet’s staff. They installed the GNSS equipment efficiently and without disrupting the smooth operation of our business. We agreed to become customers of Ctrack after they took over Minorplanet’s business.’

‘As an IAP Service Provider, Ctrack is independently certified by the government owned Transport Certification Australia (TCA), to meet a standard for performance and reliability.’

‘Using telematics technology under the MCCBS provided the industry with a very useful business tool. Our vehicles represent a huge investment. For the first time we could see exactly where our cranes were at any given time and could communicate with our drivers. This made the scheduling and management of our crane fleet much more efficient and streamlined. It also improved relationships with our customers.’

‘Constant monitoring by Ctrack means we know where our vehicles are at all times.’

## THE IAP AS A REGULATORY SOLUTION

According to the Chief Executive Officer of TCA, Mr Chris Konidistiotis, 'the availability of IAP for use on mobile cranes provides yet another example of how technology can be applied to address the concerns of road agencies and industry.'

'When we developed the IAP we did not want to create a rigid solution that could not adapt to meet the diverse challenges of industry and government. The IAP is capable of delivering both a high standard of assurance whilst also having the inherent flexibility to deliver a tailored solution for different industry sectors.'

'It is heartening to know that there are industry leaders who see the IAP as an industry wide solution which can provide a higher level of assurance that operators will do the right thing to the benefit of their business, their industry and the broader community,' Mr Konidistiotis said.



## EMBRACING THE IAP

Mr Gillespie said that, 'many crane operators chose not to participate in the MCCBS even though the benefits outweighed the costs.'

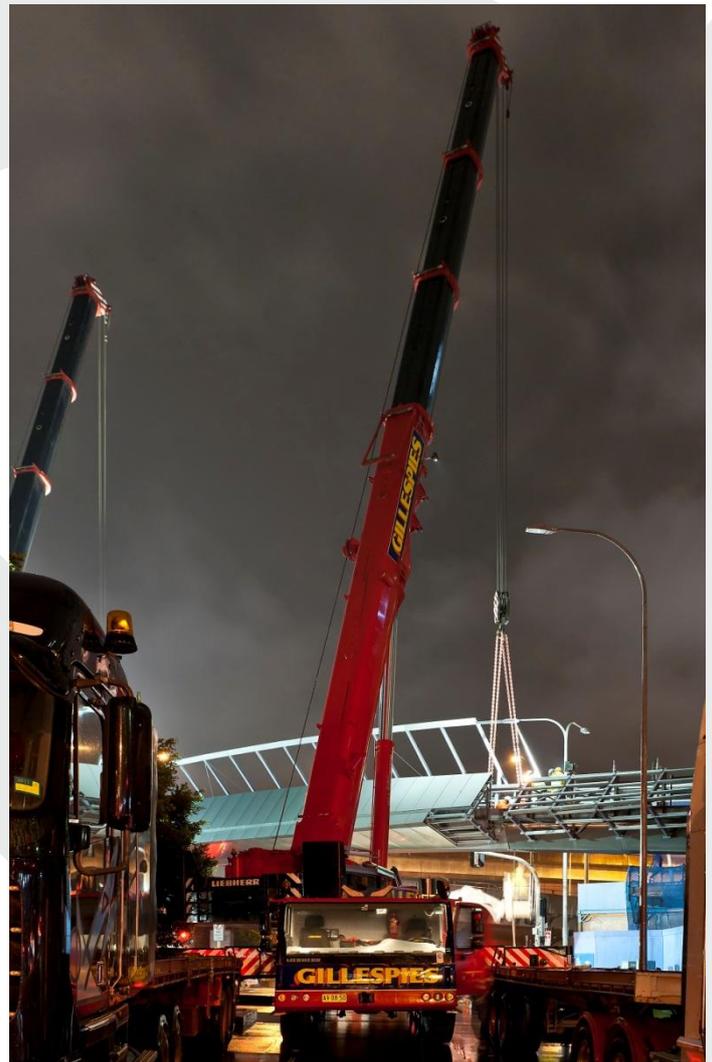
'As with many voluntary compliance regimes, uptake of MCCBS was slow and this meant there were essentially two different levels of compliance.'

'Applying the IAP, on all high risk mobile cranes, levels the playing field within the NSW crane industry. That's because all mobile crane operators are now required to operate under the same set of rules, which are monitored and verified by an independent third party.'

'The IAP also provided additional benefits. Roads and Maritime Services (RMS) agreed to integrate separate restricted access zones which operated in Sydney, Newcastle, the Central Coast and Wollongong into one zone.'

'The IAP provides the community with the highest available level of assurance that mobile crane operators are complying with road access conditions and remain on approved routes.'

'This is because as soon as a mobile crane operating under the IAP goes off route, it generates an exception report that is sent electronically to the RMS.'



## FURTHER INFORMATION

For further information, visit the TCA website at [www.tca.gov.au](http://www.tca.gov.au)

## AT A GLANCE

- Gillespies Cranes is an iconic family business that commenced operations in 1950 and has gone on to become one of the crane industry's most respected operators.
- The IAP provides the community with the highest available level of assurance that mobile crane operators are complying with road access conditions and remain on approved routes.
- The IAP is capable of delivering both a high standard for assurance whilst also having the inherent flexibility required to deliver a tailored solution for different industry sectors.
- IAP Service Provider – Ctrack.



The information contained in this case study is intended to convey the experiences of the transport operator/s concerned. The benefits of IAP mentioned in this case study may not be true for all transport operators. Transport operators should consider the appropriateness of IAP to their business operations, objectives and circumstances before enrolling in IAP.

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