Commission of Inquiry into the CFMEU and Misconduct in the Construction Industry

WITNESS STATEMENT OF RYAN CREIGHTON

I, Ryan Creighton, former Director of Global Hire & Services Pty Ltd, affirm:

1. I make this statement in response to a notice issued by Stuart John Wood AM KC, the Commissioner appointed pursuant to the *Commissions of Inquiry Order (No. 2) 2025*.

2. Attached to this Statement is a bundle of documents (**Bundle**). I refer to relevant documents by reference to the page number of the bundle.

3. For the purposes of this statement, a reference to the 'CFMEU' is a reference to:

   (a) the Queensland and Northern Territory Divisional Branch of the Construction and General Division of the organisation registered under the *Fair Work (Registered Organisations) Act 2009* (Cth) that at all material times has been known as the 'CFMEU' (or from 2018 to 2023 as the 'CFMMEU'); or

   (b) the Construction, Forestry, Mining & Energy, Industrial Union of Employees, Queensland, registered under the *Industrial Relations Act 2016* (Qld).

Background

4. I am a former Director and owner of Global Hire & Services Pty Ltd (**GHS**) and I make this statement in that capacity. A company extract for GHS is at **Annexure RC-1, pages 2 to 15.**

5. In January 2010, I co-founded GHS in Townsville.

6. In 2013, I moved to Cairns to grow GHS's presence in the Far North.

7. In December 2023, GHS was sold to another hire company, and I resigned from my directorship.

GHS's Operations

8. GHS was an equipment hire business specialising in lifting equipment, specifically elevated work platforms (**EWPs**) and telehandlers. GHS serviced a large geographical area which spanned from Far North Queensland down to Mackay, and out west to Mount Isa. A map outlining GHS's service area is at **Annexure RC-2, page 16.**

9. GHS's fleet included:

   (a) straight booms;

(b) electric scissor lifts;

(c) rough terrain (RT) diesels scissor lifts;

(d) vertical lifts;

(e) electric knuckle booms;

(f) spider booms;

(g) forklifts; and

(h) telehandlers.

10. A screenshot of the GHS website showing pictures of the above equipment is at **Annexure RC-3, page 17.**

11. GHS hired equipment to anyone who needed height, but not a crane. This included steel fabricators, ceilings and partitions contractors, plumbers, electricians, glaziers and signage contractors.

12. Prior to it being acquired by another company, GHS had around 20 employees and over 500 pieces of equipment and machinery available for hire, with depots in Cairns and Townsville. GHS was a dominant player in North Queensland and its primary competition was large, ASX listed multinationals like Coates.

13. The hire industry is a major part of the construction industry. When I refer to the '*hire industry*' I mean the industry of hiring equipment to contractors for construction projects. It is very common for contractors not to have their own lifting equipment and to rely on hiring it in on either a dry hire or a wet hire basis.

14. GHS only offered dry hire, meaning GHS would rent the equipment out but did not supply operators to use the equipment on site. By comparison, cranes are usually hired out as wet hire, meaning the crane company would provide a crane and a worker who would operate the crane on site.

15. GHS also provided equipment servicing and in house training that complied with the *Work Health and Safety Act 2011* (Qld). The training GHS offered is the EWP Operator Training Program and the High-Risk Work Licence Training Course. Successful completion of these courses satisfied the theoretical knowledge and practical skills requirements to apply for, respectively, a 'Yellow Card' and a High-Risk Work Licence in Queensland. Different equipment requires a different licence to operate. For example, a person needs a Yellow Card to operate a scissor lift, and a High-Risk Work Licence to operate a boom lift. I am licenced to provide this training and regularly did so, and continue to do so, as part of my job.

My Experience in the Industry

16. I have around 22 years' experience in the hire industry in Queensland. I started work with another hire company called Skyreach in 2004.

17. In 2010, I left that employment to co-found GHS. I have worked in the hire industry in Townsville, Mackay, the Sunshine Coast and now Cairns. I hold a Yellow Card, having completed the EWP Operator Training Program, and a High-Risk Work Licence. I am a certified Trainer and Assessor in the Yellow Card and High-Risk Work Licence. I am also a certified Assessor capable of assessing the High-Risk Licenses for Boom Lifts and Forklifts.

18. I am heavily involved in the construction industry in Cairns. A large part of my role at GHS was building and maintaining relationships. This is still a large part of my role today. Because of this I had the chance to speak to all sorts of contractors in the industry and I would hear their stories about what was happening on different construction sites and what was generally going on. In Cairns in particular, the construction industry and those who regularly work in it are close knit because of its size and we all work closely together on multiple projects.

19. I still work in the construction industry in Cairns.

Cairns Convention Centre Expansion and Refurbishment Project

20. On 8 August 2019, the Queensland Government announced the Cairns Convention Centre Expansion and Refurbishment Project (**CCCER**). The $176 million project involved the expansion of the existing Cairns Convention Centre to provide additional exhibition and meeting facilities and a refurbishment of the existing facilities.

21. In late 2019, Lendlease was awarded the Managing Contract for CCCER. Sometime shortly after, they began the tender process for work on CCCER.

22. In my opinion, the Cairns Convention Centre is an important part of the community. It draws people and conferences and events to Cairns that we otherwise would not have the facilities to host. That has flow on effects to local restaurants and hotels. As a Cairns resident, it is important to me, and I think it is right, to see money invested in the Cairns community and North Queensland generally.

23. The announcement of the project was very exciting for construction businesses in Cairns because we do not often see projects of that size in the Far North. When they come up, everyone wants to get on the job. Tenders are usually very competitive for this reason. Getting work is also made more competitive because the Managing Contractor is usually a larger contractor based in Southeast Queensland and they come up north with their own mentality, pricing and preferred contractors. If the job is a union job, the Managing Contractor will usually use subcontractors from down south or interstate who have a relationship with or are

otherwise affiliated with the unions and have union enterprise bargaining agreements (**EBAs**).

24. The same thing happened on CCCER, except it had more of an impact because of the very high wage rates on the project which lured local talent away from their existing employers and to whoever got the job on site. The rest of the industry in Cairns at the time could not compete with the wages and allowances on CCCER.

25. Between May 2021 and September 2023, GHS had 180 contracts to supply EWPs to various subcontractors working on CCCER. The project involved both internal and external works, so GHS provided all types of equipment at different stages.

CFMEU presence on CCCER

26. CCCER was a unionised site and there was an obvious CFMEU presence and influence on site. I could tell it was a unionised site because when I was there:

    (a) I would overhear conversations between workers about the CFMEU, their membership and what was happening on site;

    (b) I met officials and representatives of the CFMEU on site;

    (c) some workers would wear CFMEU badges on their workwear, or they would have CFMEU stickers on their cars which were parked all around site;

    (d) there were CFMEU flags flying over the site; and

    (e) it was my understanding that you basically had to have a CFMEU EBA and be a union member to work on site.

27. I do not remember ever being explicitly told that you had to have a CFMEU EBA, or be a union member, to work on CCCER but that seemed to be what everyone was doing. It seemed to be generally accepted and understood particularly on the bigger and longer government projects.

28. It seemed that a lot of contractors with CFMEU EBAs and relationships came up from down south to work on CCCER. For example, Lendlease contracted Cooke & Dowsett to do the plumbing works on CCCER. Cooke & Dowsett is from Victoria. There are plenty of plumbers in Cairns and in Queensland capable of servicing the CCCER project, so without there being some form of specialisation, there did not seem to be any reason for a Victorian company to come up to work on this project. When they did come up, I had heard they did not come up with many existing tradesmen or staff and instead poached local staff from local businesses.

29. There were also local companies that local contractors would expect to get on the job that did not. For example, CSF Industries (formerly Cairns Steel Fabricators) is the big steel fabricator in Cairns, but they missed out to Beenleigh Steel Fabrications which is based down in Brisbane. I do not know what ties or EBAs Beenleigh Steel Fabrications had with the CFMEU (if any) or what other factors

were involved in this decision. It is just another instance of a capable, local business in CSF Industries who have completed jobs of similar magnitude losing out to a southern competitor. CSF Industries was more than capable of doing the work and had done jobs of similar magnitude in Cairns.

30. In my opinion, CCCER was a one in a decade kind of project in terms of the environment and magnitude of issues on site. Things go wrong on every construction project but usually you can rely on your relationships with people, and everyone bends over backwards to make it work and maintain those relationships. That was not my experience on CCCER.

31. I do not remember having much to do with the CFMEU prior to CCCER. From talking to contractors in the industry in Cairns, I know that the CFMEU has more of a presence on the big government jobs going on up there like the Cairns Hospital Expansion Project and other university and hospital jobs in Far North Queensland.

Intimidation by the CFMEU on CCCER

32. On occasion, I was required to attend the CCCER site to do a site inspection. This would happen when a contractor did not know what equipment they might need so I would go on site to see the space and give some advice.

33. I am not easily physically intimidated by people. I am 6 ft 3 in, 100kg and I work in the construction industry in Far North Queensland. I felt intimidated by the representatives of the CFMEU I came across on CCCER.

34. CFMEU representatives are often physically large and imposing men who tend to wear branded gear with the CFMEU logo all over them. The CFMEU representative at the Cairns Convention Centre also wore a different style hard hat to everyone else and it was decked out in CFMEU stickers.

35. It could just be a different approach but the way the union representatives would engage with me or with others around me often seemed was unfriendly at best and intimidatory at worst. For example, on one occasion I introduced myself to one of these guys and went to shake his hand. He did not speak to me or take my hand. He just stared at me in an unfriendly way like I was beneath him. He was kitted out in CFMEU branded gear.

36. On another occasion, I went to site to advise whether a scissor lift could be used in part of the build which had a mezzanine floor. One of the CFMEU representatives came into the room and started saying things like '*What are you putting a machine in here for, you're going to smoke everyone out*'. This was not accurate, and it felt like the CFMEU representative was just trying to disrupt the conversation and cause delays.

37. I also heard rumours about the site delegate sleeping on the couch in the crib room or watching TV during his shifts and it being overlooked on site.

38. These incidents sound small, but I was aware of the CFMEU's reputation in the industry which was that they were disruptive and could lock contractors out of jobs. The guys on site were treated like they were untouchable, and I felt like I was walking on eggshells around them.

39. Again, I was very concerned the CFMEU potentially taking a dislike to GHS and could somehow result in negative business repercussions. There were several incidents which made me concerned that the CFMEU was making life hard for some contractors on site, and it made me worry that GHS might get unnecessary attention from the CFMEU. This only reinforced my own uneasiness when I was around site.

40. I am usually pretty excited to go on site because I get to see different kinds of buildings and unique places that other people do not get to see. Usually on big jobs GHS would offer to do something like put on a BBQ for the workers on site. We had a truck specifically kitted out to do this. GHS did not offer to do that on CCCER. I was reluctant to go onto CCCER because of how tense and unwelcoming the site always seemed to feel and I avoided going unless a subcontractor needed me to go onsite.

41. There was also a high turnover of Lendlease site staff on CCCER. I had to deal with Lendlease from time to time as part of getting our equipment on site, and it seemed that every couple of months I was speaking to someone new. A lot of the Lendlease guys were coming up from Sydney, Melbourne and Brisbane. I believe they were just burning out from all the issues and delays that were happening on the project. CCCER took way longer than it should have.

Missing paperwork

42. There is an Australian Standard that each machine is required to meet before it can be hired out and used on a construction site. Prior to 4 April 2025, that standard was *AS 2550.10-2006 Cranes, hoists and winches – Safe use Part 10: Mobile elevating work platforms* (**Standard**). The Standard dealt with the safe use of mobile EWPs and outlined essential practices for the safe use of EWPs, including safe systems of work, management, planning, selection, operation, and maintenance. The Standard provided a framework for the safe and efficient use of EWPs at all times, including on construction sites. A copy of the Standard is at **Annexure RC-4, pages 18 to 83.**

43. The usual process for hiring out equipment is that GHS would get a checklist of the equipment required by the contractor, GHS would then make sure the equipment was available and serviced so that it was safe to use, and then they would complete the logbook for the machine and the necessary paperwork so there was proof that it was serviced and safe in accordance with the Standard.

44. When GHS first started supplying equipment to contractors on CCCER, I went and met with someone from Lendlease and got a checklist from them about what

Lendlease would require for a machine to come on site. I did this so that GHS would be prepared when we got hire requests from contractors and we could make sure that we were doing everything we needed to on our end. I explained what Lendlease needed to GHS's depot guys, and they would do all the checks required by Lendlease when GHS got those hires.

45. Every piece of equipment has a yellow pouch on the side of it which is where we keep copies of the logbook and the relevant paperwork for that hire. GHS's office staff would also email a copy of the paperwork to the contractor. However, it is not uncommon for equipment to be hired out on very short notice. For example, GHS might get a call at 7:00am with a request to provide equipment on site at 7:30am. This is just part of the nature of the business. It was common to get very short notice for hires on CCCER.

46. When GHS had urgent requests, we would still go through the usual process, but the office staff generally would not have time to email the paperwork to the contractor before the equipment got on site. That means the contractor would only get a physical copy of the paperwork when the equipment arrived, and they might get the scanned copy a day or two later.

47. On CCCER, there were several incidents where GHS's paperwork would go missing from the yellow pouch by the time the contractor got to the equipment on site. I would find out about this because either I would get a call from the contractor, or the office staff would get a call and then tell me about it, to say that the paperwork and logbook were missing and Lendlease would not let the equipment be used on site.

48. GHS staff would then have to try to quickly find and scan our copy of the records and provide them to the contractor, who would then have to send it to Lendlease so that the equipment could be used on site. However, it was not always possible to do this quickly. GHS had a very large fleet and several jobs on the go at any one time, meaning GHS could not always meet the window of time available to provide the records before work was significantly delayed. Sometimes the delay might just be a couple of hours, but sometimes it might mean that work was put off for the entire day because the contractor lost their window or could not afford to have their workers just waiting around.

49. I cannot remember each time this happened, but it happened around twelve to fifteen times. I remember that we frequently hired out scissor lifts which are pretty important for internal works and paperwork went missing on those machines around six to eight times. There might have been some occasions where we had not done the paperwork or had to run something down to site quickly. I am not talking about those occasions, only the occasions where paperwork disappeared in questionable circumstances. I no longer have records of the paperwork that went missing. I believe that in most cases, GHS would have physically produced a copy of the paperwork to Lendlease because our offices were very close to the CCCER site, and this would get the paperwork there faster. Any communications about the

paperwork would have been phone calls between someone on site and me, or someone in the office.

50. GHS did not work on any other job where paperwork would go missing regularly. It has happened where there is a genuine oversight or error by GHS staff, or where a supervisor on the site might grab the paperwork and put it down somewhere, but it is not a common thing to happen. It has never happened on a job as many times as it happened on CCCER. This includes on other jobs of comparable size where we had a lot of hire contracts.

51. I was not on site when the paperwork would go missing, but my suspicion is that someone was taking the paperwork sabotage for Lendlease or particular contractors. I say this because:

(a) my staff were trained on what to do with the paperwork for CCCER and would tell me they remembered putting the paperwork with the machine and following the process;

(b) the pouch had a zip, and it was waterproof so it was very unlikely the paperwork would just fall out making me believe someone must have deliberately removed the paperwork;

(c) while it was possible the paperwork had been innocently misplaced, this happened very infrequently over my career and yet it happened so many times that either whoever was checking the machines just kept making mistakes or there was something else going on;

(d) I cannot think of any reason why the contractor or Lendlease would want to misplace the paperwork because all that did was waste their guys' time and cause delays;

(e) based on my own experiences detailed above and what I had heard anecdotally from contractors at the site, I thought the paperwork must have been deliberately hidden for delay tactics.

52. There was a particular series of incidents which happened to Status Signs which also contributed to making me think that the CFMEU had it out for particular contractors and used paperwork to cause them issues.

Different treatment of contractors

53. It seemed that only some contractors on CCCER would have trouble with our machines, whereas others would be fine. For example, between 1 February 2021 and 11 April 2021, GHS hired out a spider boom lift to Stowe Australia. To my knowledge, Stowe Australia did not have any issues with getting the machine deployed on site.

54. By comparison, Status Signs had great difficulty getting the exact same machine deployed on site. I remember the issues Status Signs had because of how ridiculous it all was.

55. Status Signs hired the spider boom lift immediately after Stowe Australia. Because of where it was being used, the spider boom lift had to be lifted in and out of site by a crane. Rather than crane it out at the end of the hire and deal with all the rigamarole of doing that, GHS identified that Status Signs would need the same machine for its work.

56. At the end of Stowe Australia's hire, GHS sent one of its Service Technicians onto site to pre-hire the same spider boom lift to Status Signs. Status Signs' hire started on 14 April 2021.

57. Even though the machine was staying on the same site, because it would now be used by a different contractor in Status Signs, the pre-hire involved servicing the machine to make sure there was no damage from the previous hire use and to make sure it was safe to use by Status Signs.

58. At the time, Status Signs was planned to commence night works tinting all the glass panels in the build. The glass panels were 11.5 metres high and surrounded the mezzanine floor. To access most of the panels required Status Signs' workers to use the spider boom lift.

59. I believe that one of our Site Technicians would have serviced the machine, completed the relevant paperwork, certified the machine as safe for use and left both the paperwork and the logbook in the yellow pouch. GHS would not have handed over the machine to Status Signs unless this had been done. However, it took four nights of troubleshooting before the machine could be deployed by Status Signs.

60. On the first night, all the paperwork for the machine went missing. Because it was night work, our office was closed, and we could not send a copy of the paperwork to Status Signs until the following day.

61. On the second night, one of the batteries for the machine (which was electric) went missing so the machine could not be operated. The battery for the machine is like a 4WD car battery. It would require some level of skill and appropriate tools to find and remove the battery. The machine was being kept on the mezzanine floor of the build which would have had site security, so it must have been removed by someone who had access to the mezzanine. It would have also had to have been removed by someone who, to observers, was meant to be there as there was day and night works happening around the floor.

62. On the third night, the CFMEU delegate required Status Signs to use outriggers to stabilise the machine. The machine does not need outriggers, but it is easy enough to install them. However, the CFMEU delegate wanted pads to be used under the

outriggers and they wanted them to be rated by an engineer before they could be used. Stowe Australia had been allowed to use the same machine, without outriggers or pads, in the same space without issue.

63. On the fourth night, the CFMEU delegate complained that the harness had been left in the machine for last three days. It is common practice to leave the harness in the machine when it's not in use, but the CFMEU delegate complained that dust might have gotten into the harness and so it needed to be inspected or replaced. In my 22 years of experience, I have never heard of dust being an issue with a harness unless it was left somewhere where there might be exposure to toxic chemicals. This was not the case on CCCER. It was in the machine, which was in an enclosed building.

64. All the issues with the machine were eventually resolved and it was put to use, but not before there was at least four nights of wasted time and productivity. I do not remember now if these events happened on consecutive nights, but I remember they happened very close together within the same week and it took a while to get the machine deployed for its first use by Status Signs.

65. I was told about these incidents as they occurred or the following morning by either the GHS office staff who were triaging issues, or by Status Signs. I cannot remember whether it was the owner, Rhys Carmady, or his foreman Steve Rantall who called me, but I remember them telling me about the issues.

66. I do not think GHS charged Status Signs for the four days the equipment could not be used because it was important to me that we maintain the relationship with Status Signs. I also felt bad for Mr Carmady because he had only hired the equipment for a week, and because of the delays getting started Status Signs then needed it for three weeks.

67. I do not know why Status Signs were targeted but having no EBA or union members did not seem to be a good combination at CCCER. If I had to guess, it would be because I do not think Status Signs had an EBA or that its workers were members of the union.

68. Status Signs' hire of the spider boom lift ended on 7 May 2021.

69. On 11 May 2021, the same machine was hired to Lendlease. To my knowledge, Lendlease had no issue getting the machine deployed on site.

Stop work directions

70. There were also occasions during the project where GHS Site Technicians were forced to stop work on CCCER because CFMEU representatives made them stop.

71. Any worker probably should not be working in Far North Queensland if they do not want to get wet, or do not want to sweat. Far North Queensland is the tropics and when it is not raining, it is humid and hot. The build up ends in around November,

and then the wet seasons runs from around December to around April. The wet season is monsoonal, and we sometimes still get cyclones in May. People in Cairns pretty much only down tools if there is a cyclone or a flood.

72. If GHS had to pull fitters off work every time it was over 36 degrees, or the humidity was over 75%, or it rained, it could not be in business. It would not have been commercial because GHS would not have been able to get machines serviced for six months of the year.

73. One of my Site Technicians, Jake Reid, told me about a particular incident on CCCER where he was on site to service a machine or do some other work, and it started drizzling rain. Mr Reid was not bothered because he was used to it but also because he was working under an awning or some covered space, so he was not actually getting wet.

74. While he was working, the CFMEU delegate told him to stop working and leave site because of the rain. Mr Reid refused and explained that he needed to finish fixing the machine before he could move onto the next one. I do not remember exactly what happened, but Mr Reid told me he was basically given an ultimatum and forced to stop fixing the machine and wait until the rain stopped.

75. This was not the only time Mr Reid was told to down tools because of weather. I do not remember any detail about other times this happened, but I believe Mr Reid told me similar stories more than once.

Union companies

76. My understanding was that not every contractor had a bad relationship with the CFMEU or had negative experiences with them. Some contractors seemed to play the game which I understand why they would do that when there are very high rates on offer and that is good for their workers.

77. For example, there was a local crane company on CCCER allegedly doing certain crane lifts and charge a minimum rate for the hours that was really inflated. It was something like if they were on site for an hour, they would charge a minimum for four hours. The rumour was that they were allowed to do this because they were a CFMEU affiliate.

Impact of CFMEU's conduct

78. The stuff arounds on CCCER caused GHS to lose time and productivity and put our relationships with our customers and Lendlease at risk. I do not believe GHS was deliberated targeted by the CFMEU, but it was caught out in the cross hairs when things went wrong.

79. The missing paperwork issue was very frustrating because it caused a scramble on our end, and GHS's depot workers would be frustrated because they knew they had done the paperwork, but they were getting the blame for it. It also made GHS

look sloppy and unprofessional to our customers and Lendlease because it looked like we did not take our safety obligations seriously.

80. The delays to getting equipment serviced on CCCER when Mr Reid was told to down tools also cost us time and money. At the time, GHS only employed two fitters so it was important that Mr Reid's time be used to its best capacity.

81. CCCER was a big job, and it was important to me that we did a good job and kept our relationships because I did not want to miss out on other big jobs in future.

82. The public attention on the CFMEU and the actions and comments of the Crisafulli Government seems to have quietened them down. However, there are still signs of them around. For example, there are two CFMEU flags flying over the worksite for the current works happening at the Cairns Hospital. One of the flags is black and white and reads 'CFMEU'. There is an identical flag which is red and white. There is also a blue flag with a cross on it that I understand is associated with the unions. A photo of these flags over the Cairns Hospital site is at **Annexure RC-5, page 84**. I took this photo a couple of days before signing this statement.

I affirm the contents of this statement are true.

Signature of Deponent

Place Cairns Date 8 / 5 / 26.

Before me (signature of witness)

Mike Elliott
Full name of witness (please print)

☐ Justice of the Peace (JP #)
☑ Notary public
☐ Lawyer
☐ Other authorised person (specify)

Commission of Inquiry into the CFMEU and Misconduct in the Construction Industry

Bundle of Documents to Statement of Ryan Creighton

InfoTrack
1800 738 524

ASIC
Current Organisation Extract

ASIC Data Extracted 18/03/2026 at 15:38

This extract contains information derived from the AustralianSecurities and Investment Commission's (ASIC) database undersection 1274A of the Corporations Act 2001.Please advise ASIC of any error or omission which you may identify.

- 140 886 166 GH&S ASSETS PTY LTD -

ACN (Australian Company Number):	140 886 166	**Document No.**
ABN:	52 140 886 166	
Current Name:	GH&S ASSETS PTY LTD	
Registered in:	Queensland	
Registration Date:	02/12/2009	
Review Date:	02/12/2026	
Company Bounded By:		

- Current Organisation Details -

Name:	GH&S ASSETS PTY LTD
Name Start Date:	02/10/2024
Status:	Registered
Type:	Australian Proprietary Company
Class:	Limited By Shares
Sub Class:	Proprietary Company

- Company Addresses -

- Registered Office 6EADY2980

Address:	C/- HAM BROTHERS UNIT 2 28 METROPLEX AVENUE MURARRIE QLD 4172
Start Date:	25/03/2024

- Principal Place of Business 0EBW44572

Address:	581 INGHAM ROAD BOHLE QLD 4818
Start Date:	25/07/2018

- Company Officers -

Note:
A date or address shown as UNKNOWN has not been updated since ASIC took over the records in 1991. For details, order the appropriate historical state or territory documents, available in microfiche or paper format.
* Check documents listed under ASIC Documents Received for recent changes.

Director

Name:	KENNETH WILLIAM BAKER	6ESL55966
Address:	[redacted]	
Birth Details:	[redacted]	
Appointment Date:	06/12/2023	
Cease Date:		

Secretary

Name:	KENNETH WILLIAM BAKER	6ESL57034
Address:	[redacted]	
Birth Details:	[redacted]	
Appointment Date:	06/12/2023	
Cease Date:		

- Share Structure -

Current

Class:	ORDINARY SHARES	2EZN17918
Number of Shares Issued:	1050	
Total Amount Paid / Taken to be Paid:	$50,045.00	
Total Amount Due and Payable:	$0.00	

Note:
For each class of shares issued by a company, ASIC records the details of the twenty members of the class (based on shareholdings). The details of any other members holding the same number of shares as the twentieth ranked member will also be recorded by ASIC on the database. Where available, historical records show that a member has ceased to be ranked amongst the twenty members. This may, but does not necessarily mean, that they have ceased to be a member of the company.

- Share/Interest Holding -

Current

- Holding -

Class:	ORD	**Number Held:**	1050	6EGFG7464
Beneficially Owned:	Yes	**Fully Paid:**	Yes	

- Members -

Name:	HEIGHT 4 HIRE PTY LTD
ACN:	142 343 539
Address:	UNIT 2 28 METROPLEX AVENUE MURARRIE QLD 4172
Joint Holding:	No

Abn: 11 142 343 539

- External Administration Documents -

There are no external administration documents held for this organisation.

- Charges -

There are no charges held for this organisation.

Notes:
On 30 January 2012, the Personal Property Securities Register (PPS Register) commenced.
At that time ASIC transferred all details of current charges to the PPS Registrar.
ASIC can only provide details of satisfied charges prior to that date.
Details of current charges, or charge satisfied since 30 January 2012 can be found on the PPS Register, www.ppsr.gov.au.
InfoTrack may cap documents for on-file searches to 250.

- Document List -

Notes:
* Documents already listed under Registered Charges are not repeated here.
* Data from Documents with no Date Processed are not included in this Extract.
* Documents with '0' pages have not yet been imaged and are not available via DOCIMAGE. Imaging takes approximately 2 weeks from date of lodgement.
* The document list for a current/historical extract will be limited unless you requested ALL documents for this extract.
* In certain circumstances documents may be capped at 250.

Form Type	Date Received	Date Processed	No. Pages	Effective Date	Document No.
205	02/10/2024	02/10/2024	2	01/10/2024	6EGKP7644
205A	Notification of Resolution Changing Company Name				
484	26/09/2024	26/09/2024	2	26/09/2024	6EGFG7464
484N	Change to Company Details Changes to (Members) Share Holdings				
484	18/03/2024	18/03/2024	2	18/03/2024	6EADY2980
484B	Change to Company Details Change of Registered Address				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL57052
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL57034
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL55966
484E	Change to Company Details Appointment or Cessation of A				

	Company Officeholder				
2205	24/11/2023	01/12/2023	4	16/11/2023	031997260
2205F	Notification of Resolution Relating to Shares Financial Assistance - Approval By Company's Own Sharehold				
2601	21/11/2023	13/12/2023	2	05/12/2023	031959392
2601	Notification of Intention to Give Financial Assistance				
2602	15/11/2023	12/12/2023	11	15/11/2023	031983512
2602A	Notification of Financial Assistance Details Approval By Company's Own Members				
484	28/04/2022	28/04/2022	3	22/04/2022	2EZN17918
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	15/09/2021	15/09/2021	3	14/09/2021	2ENG71791
484	Change to Company Details				
484E	Appointment or Cessation of a Company Officeholder				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	19/07/2021	19/07/2021	2	16/07/2021	2EJV53576
484A1	Change to Company Details Change Officeholder Name Or Address				
2601	08/06/2021	17/06/2021	2	23/06/2021	031298470
2601	Notification of Intention to Give Financial Assistance				
2205	08/06/2021	17/06/2021	2	04/06/2021	031298469
2205F	Notification of Resolution Relating to Shares Financial Assistance - Approval By Company's Own Sharehold				
2602	03/06/2021	28/06/2021	27	03/06/2021	031292078
2602A	Notification of Financial Assistance Details Approval By Company's Own Members				
484	24/03/2020	24/03/2020	2	19/03/2020	5EBP00407
484	Change to Company Details				
484A1	Change Officeholder Name or Address				
484A2	Change Member Name or Address				
484	19/12/2019	19/12/2019	3	28/11/2019	5EBK38272
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	31/07/2018	31/07/2018	2	25/07/2018	0EBW44572
484	Change to Company Details				
484B	Change of Registered Address				

484C	Change of Principal Place of Business (Address)				
484	05/09/2013	05/09/2013	2	05/09/2013	1E9761453
484B	Change to Company Details Change of Registered Address				
484	02/04/2013	02/04/2013	2	02/04/2013	1E9245796
484B	Change to Company Details Change of Registered Address				
484	31/01/2013	31/01/2013	2	31/01/2013	1E9078199
484A1	Change to Company Details Change Officeholder Name Or Address				
484	10/01/2013	10/01/2013	2	10/01/2013	1E9024056
484A2	Change to Company Details Change Member Name or Address				
484	21/12/2012	21/12/2012	2	10/12/2012	1E9004021
484A1	Change to Company Details Change Officeholder Name Or Address				
484	21/12/2012	21/12/2012	3	21/12/2012	1E9004014
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	11/07/2012	11/07/2012	2	11/07/2012	5E3058657
484C	Change to Company Details Change of Principal Place Of Business (Address)				
484	15/02/2012	15/02/2012	4	15/02/2012	028015068
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
309	18/05/2011	18/05/2011	15	11/05/2011	7E3674013
309A	Notification of Details of a Charge				
484	21/12/2009	21/12/2009	2	21/12/2009	1E6108699
484	Change to Company Details				
484O	Changes to Share Structure				
484G	Notification of Share Issue				
484N	Changes to (Members) Share Holdings				
201	02/12/2009	02/12/2009	3	02/12/2009	1E6047156
201C	Application For Registration as a Proprietary Company				

- Company Contact Addresses -

- Contact Address for ASIC use only

Address: PO BOX 450 MORNINGSIDE QLD 4170

Start Date: 18/03/2024

*** End of Document ***

InfoTrack
1800 738 524

ASIC
Current & Historical Organisation Extract

ASIC Data Extracted 07/05/2026 at 10:36

This extract contains information derived from the AustralianSecurities and Investment Commission's (ASIC) database undersection 1274A of the Corporations Act 2001.Please advise ASIC of any error or omission which you may identify.

- 140 886 166 GH&S ASSETS PTY LTD -

ACN (Australian Company Number):	140 886 166	**Document No.**
ABN:	52 140 886 166	
Current Name:	GH&S ASSETS PTY LTD	
Registered in:	Queensland	
Registration Date:	02/12/2009	
Review Date:	02/12/2026	
Company Bounded By:		

- Current Organisation Details -

Name:	GH&S ASSETS PTY LTD
Name Start Date:	02/10/2024
Status:	Registered
Type:	Australian Proprietary Company
Class:	Limited By Shares
Sub Class:	Proprietary Company

- Former Organisation Details from 02/12/2009 to 01/10/2024 -

Name:	GLOBAL HIRE AND SERVICE PTY LTD	1E6047156
Name Start Date:	02/12/2009	
Status:	Registered	
Type:	Australian Proprietary Company	
Class:	Limited By Shares	
Sub Class:	Proprietary Company	

- Company Addresses -

- Registered Office		6EADY2980
Address:	C/- HAM BROTHERS UNIT 2 28 METROPLEX AVENUE MURARRIE QLD 4172	
Start Date:	25/03/2024	

- Previous Registered Office		0EBW44572
Address:	'PVW PARTNERS' 52 WALKER STREET TOWNSVILLE QLD 4810	
Start Date:	07/08/2018	

Cease Date: 24/03/2024

- Previous Registered Office 030333104
Address: 'ASIC MAIL RETURNED 17/07/2018' 37-41 **MACKLEY STREET GARBUTT QLD 4814
Start Date:
Cease Date: 06/08/2018

- Previous Registered Office 1E9245796
Address: MOORE STEPHENS (QLD) LTD LEVEL 5 280 FLINDERS STREET TOWNSVILLE QLD 4810
Start Date: 09/04/2013
Cease Date: 11/09/2013

- Previous Registered Office 1E6047156
Address: MOORE STEPHENS LEVEL 2 21 STOKES STREET TOWNSVILLE QLD 4810
Start Date: 02/12/2009
Cease Date: 08/04/2013

- Previous Registered Office 1E9761453
Address: 37-41 MACKLEY STREET GARBUTT QLD 4814
Start Date: 12/09/2013
Cease Date:

- Principal Place of Business 0EBW44572
Address: 581 INGHAM ROAD BOHLE QLD 4818
Start Date: 25/07/2018

- Previous Principal Place of Business 030333104
Address: 'ASIC MAIL RETURNED 17/07/2018' 37-41 **MACKLEY STREET GARBUTT QLD 4814
Start Date:
Cease Date: 24/07/2018

- Previous Principal Place of Business 1E6047156
Address: 269 INGHAM ROAD GARBUTT QLD 4814
Start Date: 02/12/2009
Cease Date: 10/07/2012

- Previous Principal Place of Business 5E3058657
Address: 37-41 MACKLEY STREET GARBUTT QLD 4814
Start Date: 11/07/2012
Cease Date:

- Company Officers -

Note:
A date or address shown as UNKNOWN has not been updated since ASIC took over the records in 1991. For details, order the appropriate historical state or territory documents, available in microfiche or paper format.
* Check documents listed under ASIC Documents Received for recent changes.

Director

Name: KENNETH WILLIAM BAKER 6ESL55966

Address: [redacted]
Birth Details: [redacted]
Appointment Date: 06/12/2023
Cease Date:

Previous Director

Name: RYAN JOHN CREIGHTON 1E9004021
Address: [redacted]
Birth Details: [redacted]
Appointment Date: 02/12/2009
Cease Date: 06/12/2023

Name: DARREN JOHN MORRISON 5EBP00407
Address: [redacted]
Birth Details: [redacted]
Appointment Date: 03/02/2012
Cease Date: 06/12/2023

Name: PAUL DARREN PHILLIPS 2EJV53576
Address: [redacted]
Birth Details: [redacted]
Appointment Date: 03/02/2012
Cease Date: 14/09/2021

Secretary

Name: KENNETH WILLIAM BAKER 6ESL57034
Address: [redacted]
Birth Details: [redacted]
Appointment Date: 06/12/2023
Cease Date:

Previous Secretary

Name: RYAN JOHN CREIGHTON 1E9004021
Address: [redacted]
Birth Details: [redacted]
Appointment Date: 02/12/2009
Cease Date: 06/12/2023

- Share Structure -

Current

Class:	ORDINARY SHARES	2EZN17918
Number of Shares Issued:	1050	
Total Amount Paid / Taken to be Paid:	$50,045.00	
Total Amount Due and Payable:	$0.00	

Note:
For each class of shares issued by a company, ASIC records the details of the twenty members of the class (based on shareholdings). The details of any other members holding the same number of shares as the twentieth ranked member will also be recorded by ASIC on the database. Where available, historical records show that a member has ceased to be ranked amongst the twenty members. This may, but does not necessarily mean, that they have ceased to be a member of the company.

- Share/Interest Holding -

Current

- Holding -

Class:	ORD	**Number Held:**	1050	6EGFG7464
Beneficially Owned:	Yes	**Fully Paid:**	Yes	

- Members -

Name:	HEIGHT 4 HIRE PTY LTD
ACN:	142 343 539
Address:	UNIT 2 28 METROPLEX AVENUE MURARRIE QLD 4172
Joint Holding:	No
Abn:	11 142 343 539

Ceased/Former

- Holding -

Class:	ORD	**Number Held:**	1050	2EZN17918
Beneficially Owned:	Yes	**Fully Paid:**	Yes	

- Members -

Name:	REGGIE HOLDINGS NQ PTY LTD
ACN:	650 550 486
Address:	581 INGHAM ROAD BOHLE QLD 4818
Joint Holding:	No
Abn:	91 650 550 486

- Holding -

Class:	ORD	**Number Held:**	262	5EBK38272
Beneficially Owned:	Yes	**Fully Paid:**	Yes	

- Members -

Name: RYMEE PTY LTD
ACN: 054 098 510
Address: SUITE 1 320 SHERIDAN STREET CAIRNS NORTH QLD 4870
Joint Holding: No

- Holding -

Class:	ORD	**Number Held:**	394	5EBP00407
Beneficially Owned:	No	**Fully Paid:**	Yes	

- Members -

Name: KYRAMON PTY LTD
ACN: 109 271 605
Address: UNIT 604 53 GREGORY STREET NORTH WARD QLD 4810
Joint Holding: No

- Holding -

Class:	ORD	**Number Held:**	394	5EBK38272
Beneficially Owned:	No	**Fully Paid:**	Yes	

- Members -

Name: JACRYAN PTY LTD
ACN: 107 399 431
Address: UNIT 37 122 WALKER STREET TOWNSVILLE QLD 4810
Joint Holding: No
Abn: 30 107 399 431

- Holding -

Class:	ORD	**Number Held:**	350	1E6108699
Beneficially Owned:	Yes	**Fully Paid:**	Yes	

- Members -

Name: RYAN JOHN CREIGHTON
Address: [redacted]
Joint Holding: No

- External Administration Documents -

There are no external administration documents held for this organisation.

- Charges -

There are no charges held for this organisation.

Notes:
On 30 January 2012, the Personal Property Securities Register (PPS Register) commenced.
At that time ASIC transferred all details of current charges to the PPS Registrar.

ASIC can only provide details of satisfied charges prior to that date.
Details of current charges, or charge satisfied since 30 January 2012 can be found on the PPS Register, www.ppsr.gov.au.
InfoTrack may cap documents for on-file searches to 250.

- Document List -

Notes:
* Documents already listed under Registered Charges are not repeated here.
* Data from Documents with no Date Processed are not included in this Extract.
* Documents with '0' pages have not yet been imaged and are not available via DOCIMAGE. Imaging takes approximately 2 weeks from date of lodgement.
* The document list for a current/historical extract will be limited unless you requested ALL documents for this extract.
* In certain circumstances documents may be capped at 250.

Form Type	Date Received	Date Processed	No. Pages	Effective Date	Document No.
205	02/10/2024	02/10/2024	2	01/10/2024	6EGKP7644
205A	Notification of Resolution Changing Company Name				
484	26/09/2024	26/09/2024	2	26/09/2024	6EGFG7464
484N	Change to Company Details Changes to (Members) Share Holdings				
484	18/03/2024	18/03/2024	2	18/03/2024	6EADY2980
484B	Change to Company Details Change of Registered Address				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL57052
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL57034
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
484	06/12/2023	06/12/2023	2	06/12/2023	6ESL55966
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
2205	24/11/2023	01/12/2023	4	16/11/2023	031997260
2205F	Notification of Resolution Relating to Shares Financial Assistance - Approval By Company's Own Sharehold				
2601	21/11/2023	13/12/2023	2	05/12/2023	031959392
2601	Notification of Intention to Give Financial Assistance				
2602	15/11/2023	12/12/2023	11	15/11/2023	031983512
2602A	Notification of Financial Assistance Details Approval By Company's Own Members				
484	28/04/2022	28/04/2022	3	22/04/2022	2EZN17918
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				

484	15/09/2021	15/09/2021	3	14/09/2021	2ENG71791
484	Change to Company Details				
484E	Appointment or Cessation of a Company Officeholder				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	19/07/2021	19/07/2021	2	16/07/2021	2EJV53576
484A1	Change to Company Details Change Officeholder Name Or Address				
2601	08/06/2021	17/06/2021	2	23/06/2021	031298470
2601	Notification of Intention to Give Financial Assistance				
2205	08/06/2021	17/06/2021	2	04/06/2021	031298469
2205F	Notification of Resolution Relating to Shares Financial Assistance - Approval By Company's Own Sharehold				
2602	03/06/2021	28/06/2021	27	03/06/2021	031292078
2602A	Notification of Financial Assistance Details Approval By Company's Own Members				
484	24/03/2020	24/03/2020	2	19/03/2020	5EBP00407
484	Change to Company Details				
484A1	Change Officeholder Name or Address				
484A2	Change Member Name or Address				
484	19/12/2019	19/12/2019	3	28/11/2019	5EBK38272
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	31/07/2018	31/07/2018	2	25/07/2018	0EBW44572
484	Change to Company Details				
484B	Change of Registered Address				
484C	Change of Principal Place of Business (Address)				
484	05/09/2013	05/09/2013	2	05/09/2013	1E9761453
484B	Change to Company Details Change of Registered Address				
484	02/04/2013	02/04/2013	2	02/04/2013	1E9245796
484B	Change to Company Details Change of Registered Address				
484	31/01/2013	31/01/2013	2	31/01/2013	1E9078199
484A1	Change to Company Details Change Officeholder Name Or Address				
484	10/01/2013	10/01/2013	2	10/01/2013	1E9024056
484A2	Change to Company Details Change Member Name or Address				
484	21/12/2012	21/12/2012	2	10/12/2012	1E9004021
484A1	Change to Company Details Change Officeholder Name Or				

	Address				
484	21/12/2012	21/12/2012	3	21/12/2012	1E9004014
484	Change to Company Details				
484O	Changes to Share Structure				
484N	Changes to (Members) Share Holdings				
484	11/07/2012	11/07/2012	2	11/07/2012	5E3058657
484C	Change to Company Details Change of Principal Place Of Business (Address)				
484	15/02/2012	15/02/2012	4	15/02/2012	028015068
484E	Change to Company Details Appointment or Cessation of A Company Officeholder				
309	18/05/2011	18/05/2011	15	11/05/2011	7E3674013
309A	Notification of Details of a Charge				
484	21/12/2009	21/12/2009	2	21/12/2009	1E6108699
484	Change to Company Details				
484O	CHANGES TO SHARE STRUCTURE				
484G	NOTIFICATION OF SHARE ISSUE				
484N	CHANGES TO (MEMBERS) SHARE HOLDINGS				
201	02/12/2009	02/12/2009	3	02/12/2009	1E6047156
201C	APPLICATION FOR REGISTRATION AS A PROPRIETARY COMPANY				

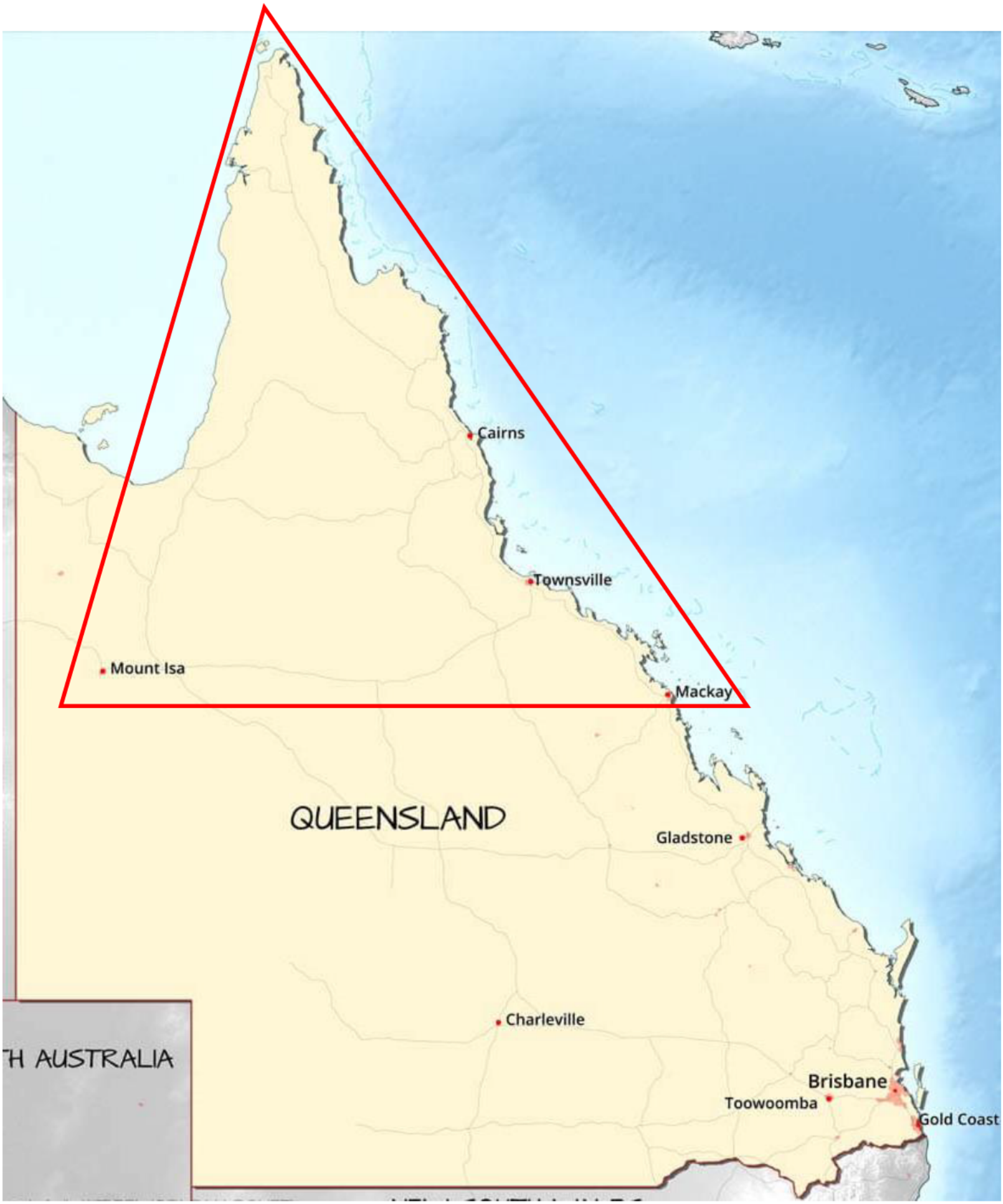
- Company Contact Addresses -

- Contact Address for ASIC use only

Address: PO BOX 450 MORNINGSIDE QLD 4170

Start Date: 18/03/2024

*** End of Document ***


Cairns
Townsville
Mount Isa
Mackay
QUEENSLAND
Gladstone
Charleville
TH AUSTRALIA
Brisbane
Toowoomba
Gold Coast

STRAIGHT BOOM

The perfect machine for those jobs needed extended horizontal and vertical reach. Our fleet ranges from 40' to 125'.

DISCOVER MORE

ELECTRIC SCISSOR LIFT

Our fleet of scissor lifts contains the best brands around; Genie, JLG, and Haulotte. With Electric Scissors ranging from 19' to 40'.

DISCOVER MORE

ELECTRIC KNUCKLE BOOM

Global Hire have a large range of electric knuckle booms, with non-marking tyres and over, up and out reach for various job types, ranging from 34' to 45'.

DISCOVER MORE

FORKLIFTS

Our forklifts have large load management systems for material handling jobs. We stock both 2WD & 4WD forks for different job requirements.

DISCOVER MORE

TELEHANDLER

Our high capacity telehandlers allow operators to accomplish multiple tasks with the perfect blend of strength and versatility. Their higher lift capacity and enhanced versatility can reduce job completion time.

DISCOVER MORE

RT DIESEL SCISSOR

Construction-oriented and with 4WD capabilities, diesel rough terrain scissor lifts have been designed to increase productivity in demanding outdoor worksites. Our fleet contains scissor lifts from 26' to 63'.

DISCOVER MORE

VERTICAL LIFT

Our Vertical Lift Equipment provides a safe, efficient means of working at height in restricted spaces typically encountered in offices, retail stores, hotels, public buildings or crowded industrial aisles.

DISCOVER MORE

SPIDER BOOM

Our Spider Boom Lifts climbs slopes with ease thanks to tracked wheel carriages. allowing use for indoor and outdoor jobs.

DISCOVER MORE

Australian Standard®

Cranes, hoists and winches—Safe use

Part 10: Mobile elevating work platforms

This Australian Standard® was prepared by Committee ME-005, Cranes. It was approved on behalf of the Council of Standards Australia on 26 October 2006.
This Standard was published on 6 December 2006.

The following are represented on Committee ME-005:

- Association of Consulting Engineers Australia
- Australian Industry Group
- Australian Institute for Non-destructive Testing
- Bureau of Steel Manufacturers of Australia
- Construction and Mining Equipment Association of Australia
- Crane Industry Council of Australia
- Department for Administrative and Information Services (South Australia)
- Department of Consumer and Employment Protection, WorkSafe Division (WA)
- Department of Industrial Relations (Qld)
- Department of Infrastructure, Energy and Resources (Tasmania)
- Department of Labour New Zealand
- Institution of Engineers Australia
- State Chamber of Commerce
- Victorian WorkCover Authority
- WorkCover New South Wales

This Standard was issued in draft form for comment as DR 06042.

Standards Australia wishes to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the Committee and through the public comment period.

Keeping Standards up-to-date

Australian Standards® are living documents that reflect progress in science, technology and systems. To maintain their currency, all Standards are periodically reviewed, and new editions are published. Between editions, amendments may be issued.

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Australian Standard®

Cranes, hoists and winches—Safe use

Part 10: Mobile elevating work platforms

First published as AS 2550.10—1994.
Second edition 2006.
Reissued incorporating Amendment No. 1 (April 2009).

Published by Standards Australia GPO Box 476, Sydney, NSW 2001, Australia

ISBN 0 7337 7898 4

PREFACE

This Standard was prepared by the Australian members of the Joint Standards Australia/Standards New Zealand Committee ME-005 to supersede AS 2550.10—1994, *Cranes—Safe use*, Part 10: *Elevating work platforms*.

This Standard incorporates Amendment No. 1 (April 2009). The changes required by the Amendment are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

The objective of the AS 2550 series of Standards is to provide uniform requirements and guidance for the safe use of cranes, hoists and winches.

Most of the changes from the 1994 edition reflect the fact that Part 10 was the first type-specific Standard in the AS 2550 series, and there have been many advances in the requirements for safe use since then, both through technology and identified by experience. Other changes have been made to ensure compatibility with occupational health and safety legislation across Australia.

The principal changes include the following:

1 More definitive guidance on most operations and associated procedures, including the use of fall arrest systems/restraint devices; leaving an elevating work platform in the elevated position; and travelling with the elevated work platform.

2 More emphasis placed on maintaining elevating work platforms in accordance with the manufacturer's instructions.

3 An option to have a structured 'enhanced' periodic inspection and maintenance schedule that incorporates the requirements of a major inspection, or a 'normal' periodic inspection and maintenance schedule coupled with a major inspection.

4 The onus has been taken off identified persons for specific tasks, e.g., 'manager' and 'operator'.

Other Standards published in the series are:

AS		
2550	Cranes, hoists and winches—Safe use	
2550.1	Part 1:	General requirements
2550.3	Part 3:	Bridge, gantry, portal (including container cranes), jib and monorail cranes
2550.4	Part 4:	Tower cranes
2550.5	Part 5:	Mobile cranes
2550.6	Part 6:	Guided storing and retrieving appliances
2550.7	Part 7:	Builders' hoists and associated equipment
2550.11	Part 11:	Vehicle-loading cranes
2550.13	Part 13:	Building maintenance units
2550.15	Part 15:	Concrete placing equipment
2550.16	Part 16:	Mast climbing work platforms
2550.20	Part 20:	Self-erecting tower cranes
AS/NZS		
2250	Cranes—Safe use	
2550.9	Part 9:	Vehicle hoists

Other Standard under development in this series is:

Part 19: Telescopic handlers

The terms 'normative' and 'informative' have been used in this Standard to define the application of the appendix to which they apply. A 'normative' appendix is an integral part of a Standard, whereas an 'informative' appendix is only for information and guidance.

Some defined terms or those with specific meaning are highlighted throughout the text in ***Bold Italic***.

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STANDARDS AUSTRALIA

Australian Standard
Cranes, hoists and winches—Safe use

Part 10: Mobile elevating work platforms

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard specifies the requirements for the safe use of mobile elevating work platforms, herein referred to as MEWPs. It covers MEWPs of the following three types:

(a) ***Type 1*** MEWP for which travelling is only allowed with the MEWP in its stowed position.

(b) ***Type 2*** MEWP for which travelling with work platform in elevated travel position is controlled from a point on the chassis.

(c) ***Type 3*** MEWP for which travelling with work platform in elevated travel position is controlled from a point on the work platform.

NOTE: Types 2 and 3 can be combined

This Standard is complementary to AS 2550.1, but the requirements given herein take precedence over the corresponding requirements of AS 2550.1.

It does not cover the specific requirements for the use of MEWPs for work in proximity to live electrical equipment and within the no-go zone specified in Clause 5.8 or other specific requirements of the supply authorities in the State or Territory of use. All other requirements given herein apply.

A1 This Standard does not apply to the operation of firefighting equipment.

1.2 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS	
1318	Use of colour for the marking of the physical hazards and the identification of certain equipment in industry
1418	Cranes hoists and winches
1418.1	Part 1: General requirements
1418.10(Int)	Part 10: Elevating work platforms
1742	Manual of uniform traffic control devices
1742.13	Part 13: Local area traffic management
2549	Cranes (including hoists and winches)—Glossary of terms
2550	Cranes, hoists and winches—Safe use
2550.1	Part 1: General requirements
4748	Acoustic emission testing of fibreglass-insulated booms on elevating work platforms

AS/NZS 1891	Industrial fall-arrest systems and harnesses (all parts)
2865	Safe working in a confined space
3000	Electrical installations (known as Australian/New Zealand Wiring Rules)
3504	Fire blankets
3788	Pressure equipment—In service inspection
4804	Occupational health and safety management systems—General guidelines on principles, systems and supporting techniques
IEC 61057	Aerial devices with insulating boom used for live working
ANSI/SIA A 92.2	Vehicle-mounted elevating and rotating aerial devices

1.3 DEFINITIONS

For the purpose of this Standard the definitions given in AS 2549, AS 2550.1 and those below apply.

1.3.1 Boom type mobile elevating work platform

A MEWP in which the platform is supported by a hinged member that may be luffed telescoped or slewed.

1.3.2 Chassis

Base of the MEWP.

1.3.3 Competent person

A person who has acquired through training, qualification, experience or a combination of these, the knowledge and skill enabling that person to correctly perform the required task.

NOTE: Different types of MEWP (e.g., self propelled boom lift, scissor lift, vehicle mounted or insulated vehicle mounted MEWPs) require different competencies. Appropriate training and qualifications should demonstrate competencies in the applicable type of MEWP under consideration.

1.3.4 Critical component

One whose failure would result in a risk to the health and safety of persons using the MEWP or in its vicinity.

1.3.5 Extending structure

Structure which is connected to the chassis and supports the ***work platform***, and allows movement of the ***work platform*** to its required position.

1.3.6 Mast

A vertical member of the extending structure that telescopes or slews.

1.3.7 Mobile elevating work platform (MEWP)

A mobile machine (device) that is intended to move persons, tools and material to working positions and consists of at least a ***work platform*** with controls, an extending structure and a chassis, but does not include mast climbing ***work platforms***.

1.3.8 Shall

Indicates that compliance with a statement is mandatory for compliance with the objectives and intent of this Standard.

1.3.9 Should

Indicates a recommendation.

1.3.10 Transportation

Delivery of the MEWP to or from the worksite.

1.3.11 Travelling

Any movement of the chassis except ***transportation***.

1.3.12 Work platform

Movable component of the MEWP, other than the chassis, intended for carrying personnel with or without material, e.g., cages, buckets and baskets.

1.4 INSTRUCTIONS

Instructions, in plain English and SI units, shall be prepared, maintained and made readily available to the appropriate personnel, to ensure the safe use of the MEWP. Such ***instructions*** should include the manufacturer's ***instructions***, recommendations and specifications. Where any of these ***instructions***, recommendations and specifications are not available from the manufacturer or are deemed inappropriate, they shall be drawn up by a ***competent person***. All ***instructions*** shall be not less than those specified in this Standard.

1.5 COMPETENCY OF PERSONNEL

All activities required to be carried out under this Standard shall be carried out by a ***competent person***(s).

1.6 RISK ASSESSMENT

A risk assessment shall be undertaken by a ***competent person*** before carrying out operations involving the use of an MEWP. The assessment shall be in writing and shall take into account the following:

(a) The task to be carried out.

(b) The range of methods by which the task can be carried out.

(c) The type of MEWP that will be required or that can be used.

(d) The hazards involved and the associated risks.

(e) The actual method and the other requisite plant and material.

(f) Emergency and rescue procedures.

NOTE: The risk assessment should address the proposed operation rather than each individual lift.

As a result of the risk assessment, the ***competent person*** shall formulate a safe work method procedure, which shall be monitored for ongoing effectiveness and modified whenever it is found to be deficient, when the task changes or when the associated risks change.

NOTES:

1 There may be two forms of a risk assessment: (a) a generic risk assessment that covers all routine work; and (b) a job specific risk assessment for non-routine work which should be carried out for each operation.

2 Guidelines on hazard identification and risk assessment procedures are given in AS/NZS 4804.

SECTION 2 PLANNING

The following items shall be considered by ***competent persons*** and appropriate measures initiated as part of planning for the operation(s) involving a MEWP:

(a) The selection of the MEWP.

(b) The setting up of the MEWP.

(c) Ensuring that the supporting structure is capable of supporting the MEWP.

(d) Appraising an existing MEWP for suitability for use.

(e) Availability of competent personnel for all tasks.

(f) Availability of suitable equipment for the setting up, maintenance, operation and dismantling of the MEWP.

(g) Condition monitoring of the MEWP and associated equipment.

(h) The maintenance, inspection and safe operation of the MEWP and associated equipment.

(i) The preparation, availability and maintenance of ***instructions*** for the assembly, operation, maintenance and inspection of the MEWP.

(j) Emergency procedures for the evacuation of personnel from the MEWP, if applicable.

(k) Procedures to deal with reasonably foreseeable situations.

(l) Procedures to deal with reasonably foreseeable emergencies.

(m) Where an MEWP is required to operate in or near buildings or structures, that there are sufficient clearances between the operational path of the MEWP and the building or structure

(n) Where MEWPs are required to operate in or near buildings or structures, considering MEWP loadings and access at the project design stage.

(o) Water flow, including tides and floods.

(p) Weather conditions.

(q) Interface with members of the public, including pedestrians and vehicular traffic. Where operation occurs on public roads, a traffic management plan be developed and implemented.

(r) All necessary precautions are taken if working near live electricity.

(s) Interface with local authorities where necessary to ensure notification has been made and approval granted.

SECTION 3 SELECTION

3.1 GENERAL

The general matters to be considered before selecting a MEWP for a specific operation shall be as given in AS 2550.1. In addition the following shall be considered:

(a) Working height and reach.

(b) Mass and bulk of materials, equipment and tools to be elevated.

(c) Required size and rated capacity of the platform.

(d) The need for load or moment limiting systems.

(e) Wind loading.

(f) Wheel and outrigger or stabilizer loadings imparted to the support surface.

(g) Need for puncture-proof tyres.

(h) Electrical insulating characteristics.

(i) Motive power.

(j) Environmental considerations (such as exhaust emissions and noise).

(k) Number of personnel required on the platform.

(l) Suitability for use on non-level and/or undulating surfaces (by the ability to level the chassis using outriggers) to within the rated operating slope.

NOTE: Consideration should be given to employing MEWPs with two pairs of outriggers on undulating ground surfaces.

(m) Ability to travel across rough terrain to the work location.

(n) Ability to work in confined spaces.

(o) Tail swing, boom elbow swing.

(p) MEWP dimensions.

(q) MEWP mass.

(r) Outrigger and stabilizer base spread dimension.

(s) ***Travelling*** characteristics.

3.2 FALL ARREST SYSTEM OR RESTRAINT DEVICE

For boom type MEWPs, the type of fall arrest system or restraint device shall be appropriate for the work being carried out (see Clause 5.15).

3.3 EMERGENCY RETRIEVAL SYSTEM

The emergency retrieval system shall be appropriate for the intended application.

NOTE: For example, where it is intended to work over protruding structures, the emergency retrieval device should provide for horizontal/rotational movement as well as for vertical descent. In some instances, emergency retrieval may require the use of additional auxiliary equipment.

SECTION 4 SITING

4.1 GENERAL REQUIREMENTS

The general requirements for the siting of MEWPs shall be in accordance with AS 2550.1.

Where the platform is elevated without the engagement of stabilizers or outriggers, the danger of instability due to loss of inflation of a tyre shall be considered. If tyre deflation is likely to destabilize the MEWP, puncture-proof tyres or dual wheels shall be used.

The overall stability and safety of the MEWP shall be checked in relation to local conditions of operation. Such conditions of operation may include some or all of the following:

(a) On soft surfaces and in close proximity to excavation or embankments (see Clauses 4.2 and 4.3).

(b) In riverbed, tidal and floodwater areas (see Clause 4.4).

(c) Over or in close proximity to cellars, underground cavities and services (see Clause 4.5).

(d) On structures such as bridge decks, wharves, jetties and suspended floors (see Clause 4.6).

(e) On partially completed building frames or other structural supports (see Clause 4.6).

(f) In orchards (see Clause 4.7).

(g) On sloping surfaces or undulating ground (see Clause 4.8).

(h) Proximity to traffic (see Clause 4.12).

(i) On floating vessels such as barges (see AS 2550.1).

Where there is doubt about the safety of a particular siting, the advice of a ***competent person*** shall be sought.

The level of the MEWP chassis shall be verified during operations, where appropriate by reference to the level indicators and regular examination of the supporting surface to ensure that there has been no movement that might affect the stability of the MEWP.

4.2 EXCAVATIONS AND EMBANKMENTS

Before placing the MEWP in the vicinity of an excavation or embankment, consideration should be given to siting the MEWP in another location. Where a MEWP is required to work in the vicinity of an excavation or an embankment, the possibility of slip or collapse of the supporting surface shall be evaluated by a ***competent person***. Where necessary, the excavation or embankment shall be reinforced.

4.3 SOFT SURFACES

An MEWP shall not travel over or be operated on soft or waterlogged surfaces unless appropriate measures are taken to ensure stability of the base. Mats, steel plates, timber sleepers or similar aids should be used to distribute the operational loads under the support points of the MEWP so that the bearing capacity of the supporting surface is not exceeded.

4.4 RIVERBED, TIDAL OR FLOODWATER AREAS

Appropriate precautions shall be taken to protect MEWPs required to stand in flowing water against specific hazards, such as scouring the surface around the MEWP. The effectiveness of the measures shall be regularly monitored.

4.5 WORKING OVER CELLARS, GROUND CAVITIES OR UNDERGROUND SERVICES

The site shall be checked for the presence of underground cavities, basements or underground services, ducts and the like. Where the check reveals the existence of underground cavities, basements or underground services, precautions shall be taken to ensure the stability of the MEWP and MEWP standing.

4.6 WORKING ON STRUCTURES

Supporting structures such as a bridge, wharf, jetty, building structure or a suspended concrete slab shall be checked by a ***competent person*** to ensure that they are capable of withstanding the operational forces applied by the MEWP.

4.7 SELF-PROPELLED MEWPs

For self-propelled MEWPs that move continuously within the work area, the work area shall be assessed before work commences to verify the existence of local hazards including, overhead structures, ruts, slopes, slippery and soft conditions, rocks, branches and accumulation of debris, and the current and predicted weather conditions checked.

Particular attention shall be made to ensure that the MEWP is rated for the slopes likely to be encountered.

4.8 LEVELLING

Before elevating the MEWP it shall be located and levelled in compliance with the ***instructions*** developed in accordance with Clause 1.4. Where the manufacturer's specifications are not known, the ***competent person*** shall determine the maximum allowable working slope using calculations and tests to AS 1418.10(Int).

NOTES:

1 MEWPs incorporating a single set of outriggers require special consideration when used on side slopes. Levelling one end of the MEWP will attempt to twist the vehicle chassis and add to the overturning moment on the downhill side. The slope of the support surface under the wheels should be within the permitted range before the chassis is levelled using the outriggers.

2 Adjustment of the section of MEWP with outriggers fitted, while appearing to do so, will not bring the section of MEWP dependent on wheel support back within the manufacturer's specifications.

4.9 OUTRIGGERS OR STABILIZERS

MEWPs fitted with stabilizers or outriggers shall be located on the site in such a manner that the outriggers or stabilizers can be extended and set to the manufacturer's specifications.

Where necessary, suitably prepared packing shall be placed under the outrigger or stabilizer footplates to ensure that the load is distributed over an adequate area.

4.10 WIND

Only MEWPs designed for outdoor use, i.e., for a wind speed 12.5 m/s or greater, shall be used in locations where wind may arise.

An assessment of the likely wind conditions at the proposed location shall be made.

The wind loading shall not exceed that specified by the manufacturer or ***competent person***. Any increase in the exposed wind area by the carrying or attachment of signs, panels or materials shall be considered and appropriate measures taken to ensure they do not affect the stability of the MEWP.

4.11 EXHAUST GAS

A MEWP powered by an internal combustion engine should not be used in a poorly ventilated area. Where a MEWP powered by an internal combustion engine is required to operate in a poorly ventilated area, appropriate artificial ventilation shall be provided.

4.12 PROXIMITY HAZARDS

Consideration shall be given to the presence of proximity hazards including the following:

(a) Overhead power lines (see Clause 5.8).

(b) Nearby structures.

(c) Excavations.

(d) Fixed hazards including the risk of elevating or ***travelling*** into overhead structures.

(e) Personnel movement within the MEWP working area.

(f) Mobile equipment movement within the MEWP's working area, including those parts of the MEWP that may encroach in the path of passing traffic.

(g) Public access areas including roadways, railways, rivers and aircraft flight paths.

(h) The effects of electromagnetic radiation (EMR), (e.g., busbars, strobe lights, induction furnaces, welding) on radio, infrared or electronic controls.

(i) Temporary installations, e.g., scaffold, tilt-up bracing and formwork.

(j) The vicinity of airfields (applicable to the operating height of the MEWP).

NOTE: In some situations, aircraft warning lights will need to be fitted to the highest part of the MEWP and the boom sections painted in high visibility colours in accordance with AS 1318.

(k) Obstructions and other hazards within the MEWP's stopping distance.

(l) The presence of atmospheric contaminants.

(m) Openings, penetrations and edges of structures.

4.13 ENVIRONMENTAL RESTRICTIONS

Precautions should be taken against the effects of noise, exhaust gases, hydraulic fluids, lubricants, fuel, dust and other environmental pollutants emitted by the MEWP.

SECTION 5 OPERATION

5.1 OPERATIONAL INSTRUCTIONS

5.1.1 General

Instructions shall be established in relation to the operation of the MEWP. Such ***instructions*** shall detail practices, which shall be established to eliminate or control hazards and potential risks identified in a risk assessment, and shall be issued to the MEWP operators.

The ***instructions*** shall give directions on all applicable operating procedures detailed in this Standard and all others identified.

5.1.2 Operating instructions

The ***instructions*** shall include at least the following:

(a) Pre-operational inspections shall be carried out at the beginning of each working shift in accordance with the pre-operational checklist, and the results entered in the logbook (see Clause 6.4.2).

(b) Where pre-operational inspections reveal a safety malfunction or potential risk, the MEWP shall not be put in service until the risk has been assessed by a ***competent person*** and the appropriate action carried out and recorded.

(c) All malfunctions and hazards shall be reported and properly recorded for assessment by a ***competent person*** and acted upon as appropriate.

(d) MEWPs that are deemed to be in an unsafe condition shall be immediately removed from service, tagged and recorded in the logbook.

(e) The operational area shall be checked for proximity hazards (see Clause 4.12) prior to and during each work shift.

(f) Areas in which the MEWP may enter during operation shall be clear of personnel, materials, tools and equipment. Care shall be taken to avoid entanglement with ropes, cables and hoses.

(g) Prior to leaving the MEWP unattended, it shall be positioned at a designated place, all the motions disabled against unauthorized operation and all necessary safeguards implemented. Isolating switches shall be put in the 'off' position and locked where this capability is provided. Keys, if applicable, shall be removed.

(h) In the event of the operator becoming incapacitated through injury or illness, the MEWP should be lowered to where safe egress/access can be obtained and action taken as appropriate. The cause of the injury or illness to the operator shall be determined and the incident assessed by a ***competent person*** prior to the MEWP being returned to service. All motions shall be disabled until the MEWP has been assessed as suitable for service and a replacement operator is available.

5.2 MEWP—OPERATION MANAGEMENT

The following requirements apply to operation of the MEWP:

(a) A logbook shall be supplied and maintained on each MEWP (see Clause 6.6).

(b) The MEWP shall be operated in compliance with the operational ***instructions*** developed in accordance with Clause 1.4.

(c) Only ***competent persons*** shall be involved in the operation of the MEWP.

NOTE: Operation of certain classes of MEWP may require a Certificate of Competency.

(d) Personnel who are accommodated on the platform shall have the ability to perform the required work at elevated levels.

(e) The MEWP shall not be put into operational service until it has been commissioned in accordance with the requirements of AS 1418.10(Int) and evidence to this effect is displayed on the machine.

(f) The MEWP shall be transported to site and set up in accordance with applicable ***instructions***.

(g) ***Instructions*** and training applicable to the operation of the MEWP including emergency procedures shall be provided to operators.

(h) Guarding shall be in place.

(i) Notices critical to the various relevant operating configurations of the MEWP shall be in plain English and SI units (using diagrams where appropriate) and be legible, clear and permanently displayed prominently on the MEWP.

(j) Access onto and egress from the ***work platform*** shall only be at designated positions unless the MEWP is in a breakdown or emergency situation. Where applicable, a procedure shall be developed to allow safe access to the ***work platform*** where the MEWP is at a location other than its designated landing position.

(k) A clear and defined pathway for the operators of MEWPs controlled by pendant, radio or infrared shall be provided and maintained.

(l) Procedures shall be established to deal with reasonably foreseeable emergency situations and operators shall be fully trained in their application.

(m) Inspections, maintenance and repairs shall be carried out in conformance with the requirements of Section 6 of this Standard.

(n) Records shall be maintained and retained in accordance with Clause 6.6.

(o) Appropriate personal protective equipment shall be provided and used, and personnel shall be instructed in the use of such equipment. Where fall arrest systems or fall restraint devices are required, they shall be selected in accordance with AS/NZS 1891.4 and shall comply with the appropriate part(s) of AS/NZS 1891, and be correctly fitted and attached to an anchor point (see Clause 5.15).

(p) Personnel shall not be under the effects of any drug including alcohol that adversely affects their performance.

(q) Manufacturer's and other relevant safety bulletins shall be implemented.

(r) MEWPs shall be correctly secured when out-of-service.

5.3 COMMUNICATION OF IRREGULARITIES

All pertinent details of the MEWP's performance, particularly all irregularities concerning the operation of the MEWP or any abnormal noise or movement, and of all incidences concerning the safe operation of the MEWP in any way whatsoever shall be recorded in the logbook and communicated to the responsible person.

5.4 GENERAL OPERATIONAL REQUIREMENTS

The general requirements for the operation of MEWPs shall be in accordance with AS 2550.1 and operational ***instructions***. Operations shall not commence until pre-operational checks are completed in conformance with Section 6.

MEWPs may be used for carrying materials and equipment as well as personnel and tools, providing that their total mass does not exceed the rated capacity of the MEWP and permissible single point loadings are not exceeded. No part of the load shall extend beyond the guardrails of the platform unless otherwise permitted by the manufacturer or a ***competent person***.

Persons shall stand on the floor of the MEWP only, not on the handrails or items such as ladders, scaffolding or boxes, either placed on the platform floor or the handrails.

The MEWP shall not be positioned against any structure.

5.5 CONTROL POSITIONS

Other than for maintenance or to effect emergency retrieval, MEWPs shall only be operated from the following control positions:

(a) For all motions of the ***extending structure*** (raise, lower, slew and extend) at the controls located on the platform.

(b) For MEWPs of ***type 2*** when ***travelling***, from the controls located at the chassis.

(c) For MEWPs of ***type 3*** when ***travelling***, from the controls located at the platform.

5.6 TRAVELLING

5.6.1 General

Only MEWPs designed for travel shall be used to travel, and ***travelling*** shall comply with the ***instructions*** developed in accordance with Clause 1.4.

5.6.2 Travel with the platform retracted

Unless otherwise specified by the manufacturer, the boom of a self-propelled boom type MEWP shall be in line with the direction of travel, for travel in excess of creep speed.

NOTE: For crawler track-mounted boom type platforms, caution should be observed when ***travelling*** on an incline or over a ridge, gutter or culvert, as boom movements may be sudden when the crawler tracks overbalance at their pivot position. This may require the boom to be at right angles to the tracks and creep speed engaged.

Maximum gradients shall not be exceeded (see Clause 5.6.4).

5.6.3 Travelling with the platform elevated

The maximum travel speed while elevated shall be as specified by the manufacturer.

The operator shall have a clear view of the base structure while ***travelling*** in the MEWP.

Travel with the platform elevated shall be only permitted on firm level surfaces free of undulations, obstructions and potholes, except where otherwise specified by the manufacturer.

5.6.4 Gradients

The gradient on which the MEWP travels, including loading ramps, shall be not greater than the maximum gradient specified by the manufacturer or, where the manufacturer's maximum designated gradient for travel with the platform lowered is not known, it shall be determined by a ***competent person***.

Extreme care shall be exercised when ***travelling*** down a slope.

NOTE: Travel down a slope is more dangerous than ***travelling*** up, due to reduced longitudinal stability and the increased loading on the braking system of the MEWP.

5.6.5 Vehicle-mounted MEWPs

Persons shall not occupy the ***work platform*** of a vehicle-mounted MEWP during ***travelling***, unless it is ***travelling*** within the one worksite at speeds no more than 6 km/h and the MEWP has been designed for that purpose.

5.7 TRANSPORTATION

A1

5.7.1 Loading and unloading from vehicles

When a MEWP is loaded onto or unloaded from a vehicle, the following precautions shall be taken:

(a) Steps shall be taken to prevent unauthorized access to the unloading area.

(b) The boom of a boom type MEWP shall be loaded with the boom retracted and lowered as far as practicable but shall not obscure clear view of the wheels of the MEWP.

(c) The maximum gradient of loading ramps, tilt trays or a slide bed shall not exceed the rated gradeability of the MEWP. Otherwise the MEWP shall be loaded onto the vehicle using a winch.

NOTE: For the purpose of loading and unloading only, a fall restraint system, comprising a lanyard and belt, may be used, provided the lanyard length is such that the operator is restrained within the platform at all times.

5.7.2 Securing for transport

When a MEWP is to be transported on a vehicle, it shall be securely attached to the vehicle to prevent movement during ***transportation*** and in conformance with ***instructions*** developed in accordance with Clause 1.4.

Road travel of truck-mounted and trailer-mounted MEWPs shall be in accordance with operating ***instructions*** and local regulations.

When transporting a MEWP, the following precautions shall be taken, as applicable:

(a) Engaging the MEWP's parking brakes or otherwise secure the MEWP.

(b) Securing loose items to prevent their movement.

(c) Securely stowing the outrigger beams and footplates.

(d) Securing the platform in the stowed position.

(e) Engaging the slew lock mechanism.

(f) Securing all door panels, and slide out compartments and decks against movement.

No one shall be on the platform during ***transportation***.

5.8 WORKING IN PROXIMITY TO AERIAL CONDUCTORS (OVERHEAD POWER LINES)

5.8.1 General

Clause 5.8 refers to hazards and risks presented by the operation of MEWPs in the vicinity of overhead electrical conductors.

NOTES:

1 Occupational Health and Safety authorities and electricity supply bodies in each State may have issued guidelines for the use of cranes and other plant in the vicinity of overhead conductors.

2 A conservative approach has been adopted. Separation distances have not been determined based purely on electrical voltages of conductors, nor whether the conductor is bare or insulated. The distances were chosen based on experience and practical considerations, since MEWPs cannot be operated as accurately as arcing distances can be calculated.

Before setting the MEWP into operational configuration, a check for the presence of overhead conductors and power lines shall be undertaken.

Throughout Clause 5.8, the following definitions apply:

(a) *Aerial conductor*—an overhead conductor that is either insulated or bare.

(b) *Operation*—where any MEWP components are moved or about to be moved from their transport configuration and in the instance of MEWPs having stabilizers, where stabilizers are moved or about to be moved from their transport configuration.

(c) *Overhead power line*—aerial conductors and other parts that make up an aerial line for the distribution and transmission of electrical energy.

(d) *Electricity distributor*—the power supply authority, transmission line operator, generator, traction company or distribution company.

All aerial conductors shall be treated as live unless documentary evidence that the conductors have been positively de-energized, isolated or earthed has been received from the electricity distributor or transmission line operator.

Where such documentary evidence has been made available, it shall state the date and time frame of isolation and any special conditions and precautions. The MEWP shall not be operated in contravention of this documentary information.

5.8.2 Precautions when operating near live aerial conductors

The MEWP shall only be operated within close proximity of live aerial conductors, if the separation distances appropriate to the 'NO-GO-ZONE' or 'SPOTTER-REQUIRED-ZONE', and risk controls given in Clause 5.8.3, are maintained.

A site-specific risk assessment shall be completed before the commencement of the job by a trained and ***competent person***. This assessment shall be verified immediately before work commences, and its relevance monitored during the job. If initial circumstances change, work shall cease until an appropriate risk assessment is undertaken.

Where a spotter is required to inform the operator in the event of the MEWP approaching the zone boundaries shown, the following applies:

(a) The spotting operation shall be carried out by a ***competent person***.

NOTE: Required competency levels may be defined by the applicable State authority.

(b) The spotter shall be positioned so that the exposure to hazards is eliminated or minimized.

(c) The spotter shall be able to clearly observe the separation distances.

(d) The spotter shall not undertake any other work whilst performing spotting duties.

(e) The spotter shall be specifically instructed in the workplace hazards applicable to the site.

(f) The spotter shall be able to communicate with the MEWP operator at all times during erection, operation and dismantling.

5.8.3 Separation distances and risk controls

Where possible, the zone separation distances should be not less than those shown in Figure 5.8.3.

NOTE: The separation distances shown in Figure 5.8.3 include allowance for sag and sway of line(s) due to the effects of wind and temperature.

Where the separation distances cannot be achieved, the electricity distributor shall be notified in writing. The MEWP shall not be operated within the 'no go zone' until the applicable requirements below are satisfied.

When operating in the vicinity of aerial conductors, the separation distance between the MEWP and aerial conductor and risk controls shall comply with the following:

(a) *Overhead power lines (up to and including 133 kV)* The following applies:

(i) *Spotter required zone* The MEWP shall not be operated in the 'spotter required zone' as indicated in Figure 5.8.3 for overhead power lines up to and including 133 kV, unless—

(A) the electricity distributor is notified before commencing work;

(B) written permission from the electricity distributor has been obtained;

(C) the MEWP is insulated in accordance with the requirements of AS 1418.10(Int.);

(D) a spotter performs spotting duties;

(E) a pre-start site/job meeting has been convened and a risk assessment completed; and

(F) the MEWP is equipped with one controlled descent device located at the platform or basket for each occupant, and each occupant is trained and experienced in its use.

NOTE: The controlled descent device is not an emergency retrieval device.

(ii) *No go zone* The MEWP shall not be operated in the 'no go zone' as indicated in Figure 5.8.3 for overhead power lines up to and including 133 kV, unless—

(A) the electricity distributor is notified before commencing work;

(B) written permission from the electricity distributor has been obtained;

(C) all conditions specified by the electricity distributor are complied with;

(D) the MEWP is insulated in accordance with the requirements of AS 1418.10(Int.);

(E) a spotter performs spotting duties;

(F) a pre-start site/job meeting has been convened and a risk assessment completed; and

(G) the MEWP is equipped with one controlled descent device located at the platform or basket for each occupant, and each occupant is trained and experienced in its use.

NOTE: The controlled descent device is not an emergency retrieval device.

(b) *Overhead power lines (greater than 133 kV)* The following applies:

(i) *Spotter required zone* The MEWP shall not be operated in the 'spotter required zone' as indicated in Figure 5.8.3 for overhead power lines greater than 133 kV, unless—

(A) written permission from the electricity distributor has been obtained;

(B) an easement entry permit has been provided by the electricity distributor;

(C) a spotter performs spotting duties;

(D) a pre-start site/job meeting has been convened and a risk assessment completed;

(E) the MEWP is insulated in accordance with the requirements of IEC61057 or ANSI/SIA A92.2; and

(F) the MEWP is equipped with one controlled descent device located at the platform or basket for each occupant, and each occupant is trained and experienced in its use.

NOTE: The controlled descent device is not an emergency retrieval device.

(ii) *No go zone* The MEWP shall not be operated in the 'no go zone' as indicated in Figure 5.8.3 for overhead power lines greater than 133 kV, unless—

(A) an easement entry permit has been provided by the electricity distributor;

(B) written permission from the electricity distributor has been obtained;

(C) all conditions specified by the electricity distributor are complied with;

(D) the electricity distributor is notified before commencing work;

(E) a spotter performs spotting duties;

(F) a pre-start site/job meeting has been convened and a risk assessment completed;

(G) the MEWP is insulated in accordance with the requirements of IEC61057 or ANSI/SIA A92.2; and

(H) the MEWP is equipped with one controlled descent device located at the platform or basket for each occupant, and each occupant is trained and experienced in its use.

NOTE: The controlled descent device is not an emergency retrieval device.

(iii) *Spotter required zone* The MEWP shall not be operated in the 'spotter required zone' as indicated in Figure 5.8.3 for overhead power lines greater than 133 kV, unless—

(A) written permission from the electricity distributor has been obtained;

(B) an easement entry permit has been provided by the electricity distributor;

(C) a spotter performs spotting duties;

(D) a pre-start site/job meeting has been convened and a risk assessment completed;

(E) the MEWP is insulated in accordance with the requirements of IEC61057 or ANSI/SIA A92.2; and

(F) the MEWP is equipped with one controlled descent device located at the platform or basket for each occupant, and each occupant is trained and experienced in its use.

NOTE: The controlled descent device is not an emergency retrieval device.

(c) *Public transport authorities* Where aerial conductors are dedicated to the use of public transport authorities (e.g. tramways and railways), the separation distance shall be the same as that for aerial conductors up to and including 133 kV (see Item (a))

(d) *Downshop conductors* Before mobile machinery is set up for operation in the vicinity of downshop conductors, the power supply to the conductors shall be isolated unless appropriate control measures have been developed and implemented.

NOTES:

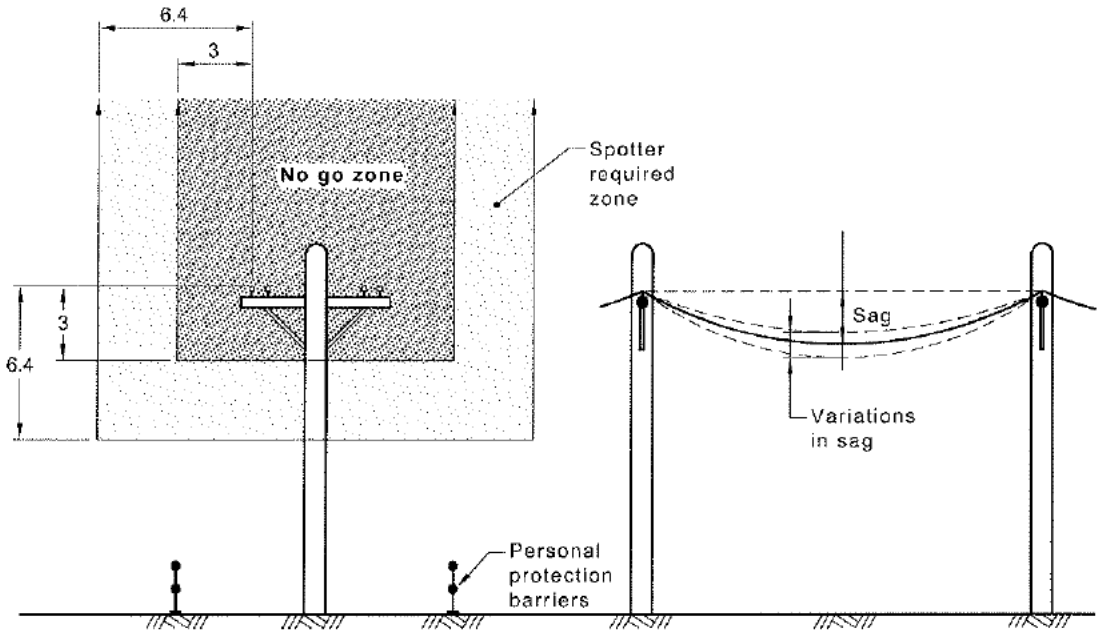
1 Downshop conductors (e.g. collector rails), should be clearly identified.

2 Clearances from downshop conductors should be in accordance with AS/NZS 3000.

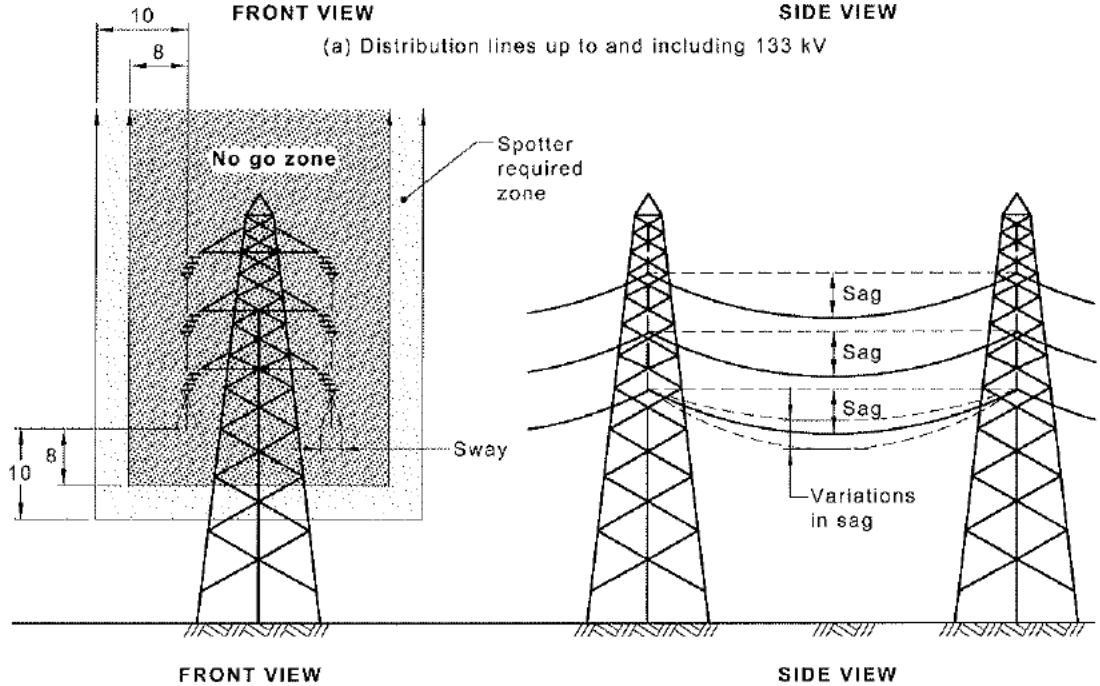
(e) *Barriers at ground level* Where people not involved in the operation could otherwise come into the area of possible voltage step potential, barriers shall be provided at ground level to prevent this from occurring. Appropriate warning signs shall be displayed on the barriers. Pedestrians should be barricaded from the area of possible voltage step potential (see Figure 5.8.4) in the vicinity of the MEWP and associated equipment.

(f) *Earthing systems* An appropriate earthing system shall be fitted to the MEWP and shall be in use. Operators and those working in proximity to the MEWP shall be advised of the limits of the effectiveness of the earthing equipment.

(g) *High visibility bunting* Where high visibility bunting, for example 'tiger tails' is applied to the conductors, it shall be regarded as a visual indicator only and not as insulation.



(a) Distribution lines up to and including 133 kV



(b) Transmission lines greater than 133 kV

LEGEND:

= No shading, in the front views, indicates no proximity requirements

= Light shading indicated spotter is required

= Heavy shading indicates the NO GO ZONE

DIMENSIONS IN METRES

FIGURE 5.8.3 CLEARANCES FROM LIVE AERIAL CONDUCTORS

5.8.4 Aerial conductors contact

If the MEWP or load contacts aerial conductors, the relevant electricity distributor shall be immediately notified of the situation and, until assistance is received, a ***competent person*** shall remain in a prominent position to warn of the danger of electrocution.

In such an event the MEWP operator should act as follows:

(a) Remain on the MEWP.

(b) Warn all other personnel to keep away from the MEWP and not touch any part of the MEWP.

(c) Without anyone approaching the MEWP, operate the MEWP in such a manner to break contact, where possible.

(d) When unable to move or disentangle the MEWP from the aerial conductors, remain on the MEWP and take no further action until it is confirmed that conditions are safe.

(e) Only when it is essential to leave the MEWP because of fire or some other reason, to avoid being electrocuted, the following actions should be taken:

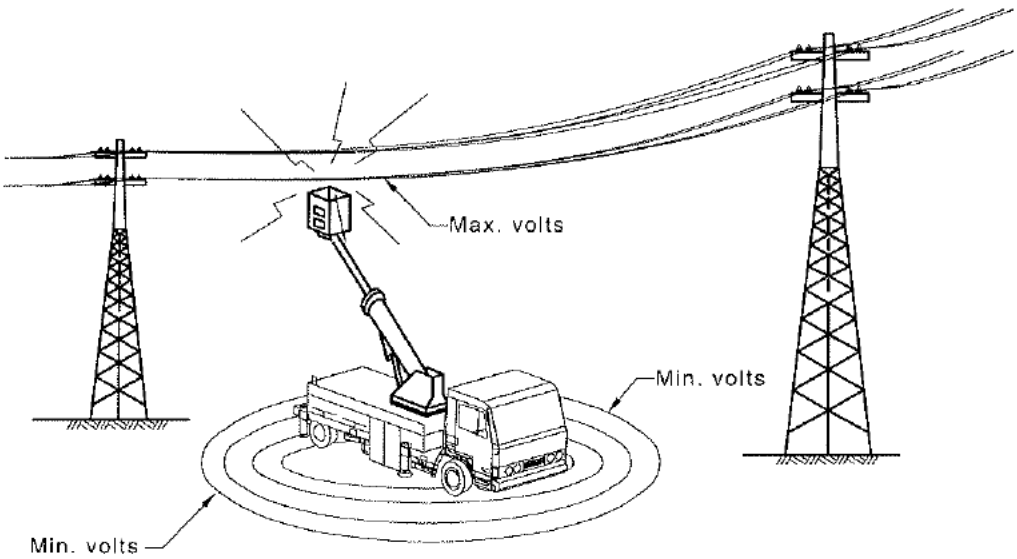
  (i) For personnel on the chassis of the vehicle, jump clear as far away from the MEWP as possible and avoid touching the MEWP and the ground at the same time. When moving away from the MEWP, shuffle or hop slowly across the affected area to avoid a simultaneous contact across areas of high potential difference (see Figure 5.8.4)

  (ii) For personnel in the platform or basket, escape using a controlled descent device. When moving away from the MEWP, shuffle or hop slowly across the affected area to avoid a simultaneous contact across areas of high potential difference (see Figure 5.8.4).

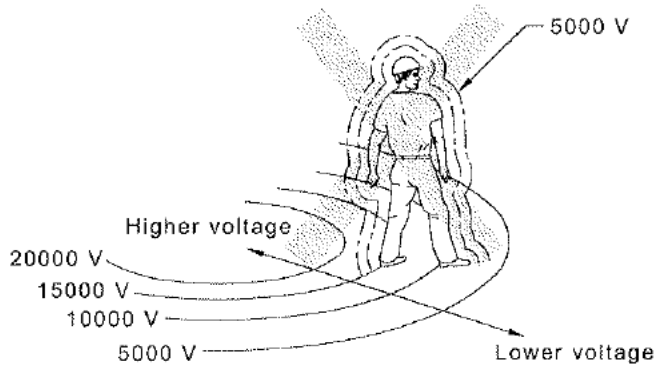
Where the MEWP operator is immobilized, the power shall be isolated before assistance is given.

When a MEWP has been in contact with a live aerial conductor, it shall be withdrawn from service and checked by a ***competent person*** for any damage to its components. Any actions recommended by the ***competent person*** shall be completed before the MEWP is returned to service.

NOTE: AS 1418.10(Int) provides additional guidelines relating to inspection of MEWPs following contact with powerlines.



(a) Affected area



(b) Avoid simultaneous contact across areas of high potential difference

FIGURE 5.8.4 TYPICAL AFFECTED AREA SURROUNDING A MEWP WHEN IN CONTACT WITH A LIVE AERIAL CONDUCTOR

5.9 ACCESS TO AND EGRESS FROM THE PLATFORM IN THE ELEVATED POSITION

Personnel shall not enter or leave the platform when elevated (except in an emergency) unless each of the following conditions are met:

(a) Risk analysis shows that this means of access is safer than all other means of access.

(b) The structural adequacy of the landing area has been established, and the landing area is clear.

(c) The risk of falling from the landing area is considered and controlled.

(d) The working envelope of the MEWP is at least 1.2 times greater than that required to access the landing (e.g., if the landing is positioned 10 m vertically and 5 m horizontally from the support surface, then the ***work platform*** shall be able to access a point located 12 m vertically and 6 m horizontally (see Figure 5.9(A)).

(e) The ***work platform*** floor is capable of being located within 300 mm vertically of the landing (see Figures 5.9(A) and (B))

(f) Where the ***work platform*** is located over the landing, the landing point is not less than 2 m from the edge of the structure, unless a safety harness is properly worn and attached to a suitable anchorage, where any potential fall is in excess of 2 m (see Figure 5.9(A))

(g) Where the ***work platform*** is located adjacent to the landing, the maximum gap between the platform and landing does not exceed 100 mm, and access and egress does not take place unless a safety harness is properly worn and attached to a suitable anchorage on the structure (see Figure 5.8(B)).

NOTE: When egressing from a MEWP, where a person is required to use a fall arrest system and remain connected to an anchorage at all times, the MEWP should incorporate a double lanyard.

(h) The base controls are tagged to indicate the equipment is in use and to caution against interference.

(i) The resulting deflection that occurs when access and egress is performed at elevated positions are assessed and allowed for.

NOTE: To avoid excessive deflection, scissor lifts should be placed end on, when the ***work platform*** is positioned adjacent to a landing.

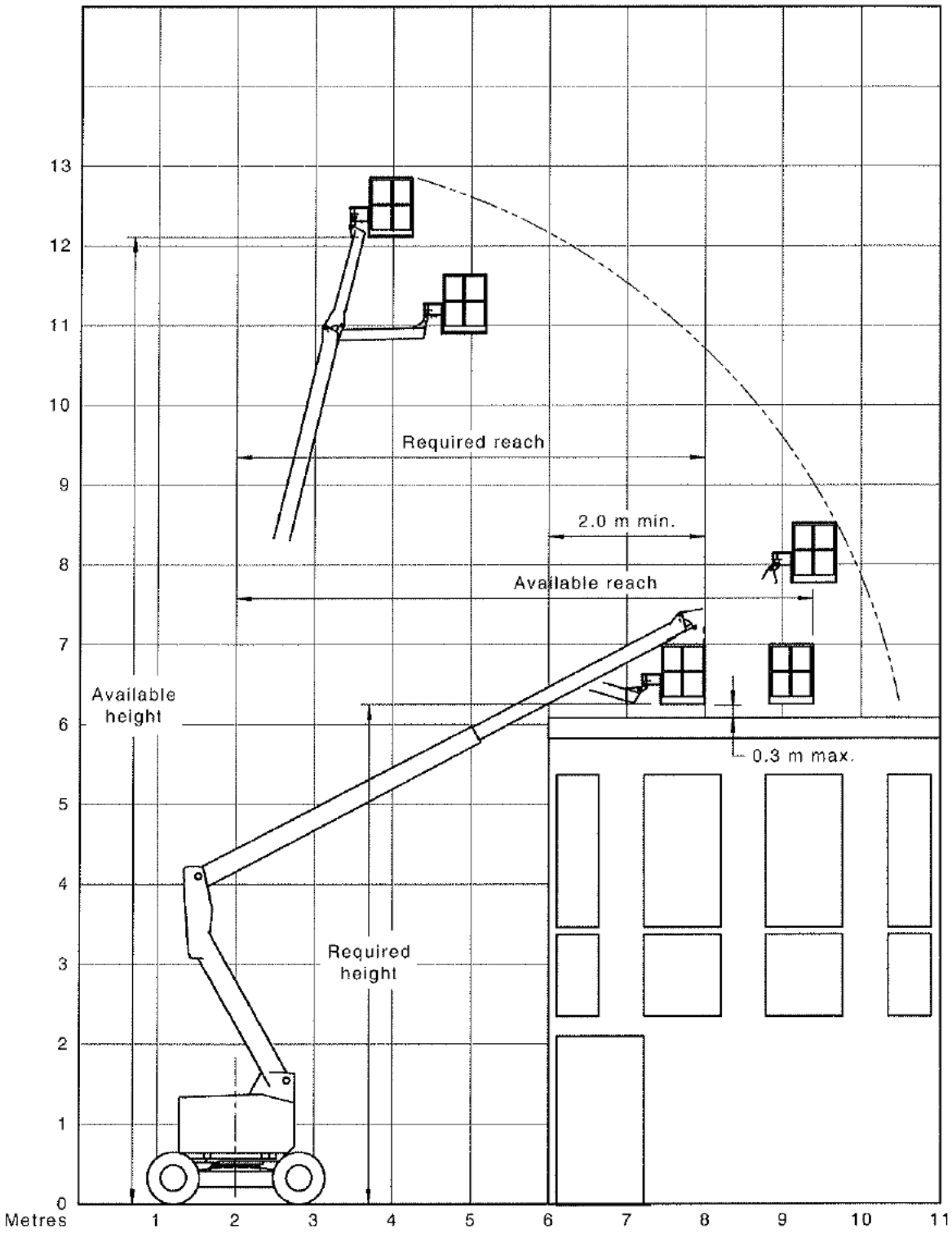


FIGURE 5.9(A) HEIGHT AND REACH REQUIREMENTS FOR MEWP'S POSITION ABOVE THE LANDING

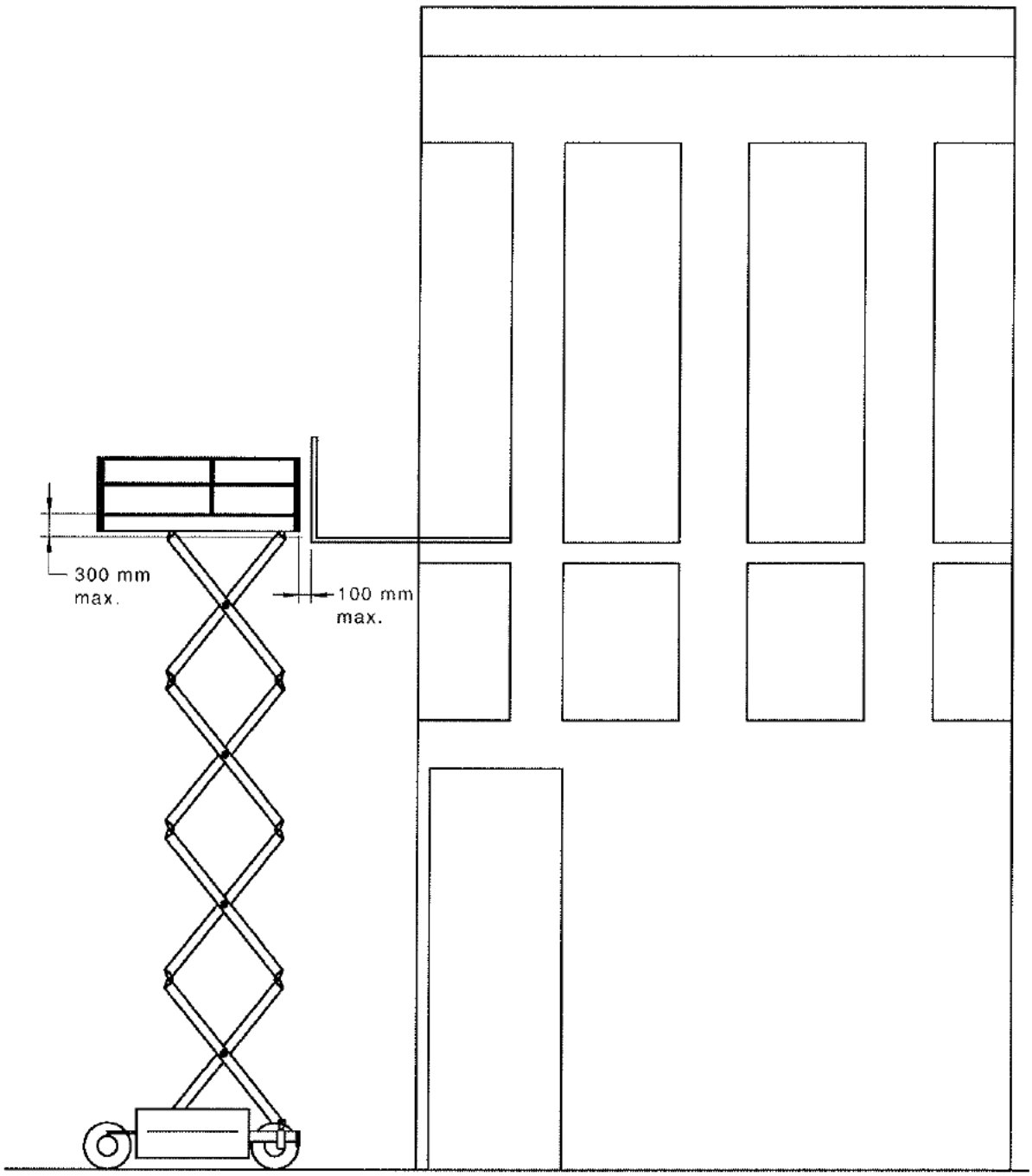


FIGURE 5.9(B) MAXIMUM DIMENSIONS FOR LOCATION OF THE WORK PLATFORM ADJACENT TO LANDING

5.10 TRANSFERRING MATERIALS IN THE ELEVATED POSITION

Precautions shall be taken when transferring materials to or from an elevated platform as the deflection of the boom or structure of the MEWP may result in relative movement between the platform and the elevated position. Care shall also be taken to eliminate or control the risk of the materials being transferred from falling.

5.11 USE AS A SUPPORT DEVICE OR CRANE

An MEWP shall not be used as a device to hoist or support any load in any manner unless specifically rated for that configuration by the manufacturer or ***competent person***.

MEWPs shall not be used to travel with freely suspended loads.

5.12 DUAL OPERATION

Lifting operations involving more than one MEWP should not be undertaken. If such lifting operations are necessary, the lifts shall be treated as a designed lift in accordance with AS 2550.1.

5.13 APPLICATION OF SIDE LOADS

The application of side loads by personnel working on the platform should be avoided. If a side load is applied, it shall not exceed the value specified by the manufacturer.

5.14 ASSISTANCE FROM SUPPORT PERSONNEL

Prior to operation, a system of communication shall be established between people working on the platform and nominated support personnel.

Arrangements shall be made for rescue in the following events:

(a) Failure of the elevating mechanism.

(b) Disabling injury or sickness of the operator.

(c) The MEWP coming into contact with overhead powerlines.

(d) The operator being suspended in a safety harness after being expelled from the MEWP.

Ground personnel shall be trained in the use of emergency retrieval systems.

5.15 USE OF FALL ARREST SYSTEM OR RESTRAINT DEVICE

Fall arrest systems or restraint devices, complying with the appropriate parts of AS/NZS 1891 and selected in accordance with AS/NZS 1891.4, shall be worn and attached to the anchorage point(s) by everyone in a boom type MEWP unless it can be demonstrated that the risk of them being ejected from the platform through a component failure or other eventuality, e.g., catapult effect is controlled. Means of demonstration shall include a documented test. Unless otherwise specified by the manufacturer or determined by a ***competent person*** each anchor point shall only be considered suitable as an attachment for a single system/device. A1

NOTE: To determine the risk of a person being ejected from the platform, the ***travelling*** speed, the operating height, the boom length, the natural frequency of the MEWP, the proximity of structures to other items that may catch on the harness or lanyard, the slope of the ground and the evenness of the ground should be taken into consideration.

The fall arrest system or restraint device shall be applicable for the work being undertaken. When the platform height is less than 3 m, consideration shall be given to using a restraint device; however, where a fall arrest system is used, the length of the lanyard and the activation length of the system shall be sufficient to effectively arrest the fall within the operating height.

A1 NOTES:

1 It is strongly recommended that persons using fall arrest systems not work alone. Where it is necessary that persons work alone, a monitoring program should be implemented to ensure they have not fallen. In the event of a fall, it is vital that the person be rescued as soon as possible, even if uninjured. This is necessary as a suspended person may suffer suspension trauma, as explained in Appendix B.

2 A fall arrest system should be selected having regard to the work to be performed, the environment, as well as the potential fall height and platform size. Lanyards should be maintained as short as possible to minimize the risk of ejection or tripping.

5.16 WORKING ABOVE PERSONNEL ACCESS AREAS

Where work above personnel access areas cannot be avoided, appropriate actions shall be taken to prevent objects falling from the platform or basket. Where practicable, all tools and other loose objects shall be secured with lanyards.

Where slewing equipment is in use, barricading or other suitable means shall be applied as required to prevent persons encroaching into the slewing zone.

The following controls shall be implemented:

(a) Warning devices (e.g., flashing light, motion alarm) shall be positioned and maintained to advise persons of the activity, and barricades shall be erected to prevent injury to pedestrians.

(b) Warning signs shall be displayed.

All necessary approvals shall be obtained from statutory authorities and other relevant parties (e.g., controllers of the premises).

NOTE: Where the MEWP is used on a roadway, refer to AS 1742.13.

5.17 GAS CYLINDERS

Where gas cylinders are to be carried on a MEWP, the cylinders shall be adequately secured. Only the minimum quantity of gas sufficient to carry out the work should be transported. Fusible plugs shall be directed away from the platform and a fire extinguisher shall be carried. Gas cylinders shall not be carried inside baskets that could trap an accumulation of gas. Gas cylinders containing flammable contents shall not be carried in baskets made from flammable materials.

5.18 REFUELLING ANCILLARIES

Ancillary equipment that is not an integral part of the MEWP shall be refuelled away from the MEWP. All engines in the vicinity and the engine being refuelled shall be turned off. The area shall be well ventilated and free of flames, sparks, potential explosion and other hazards.

5.19 BATTERY CHARGING

The recharging of batteries for the MEWP and auxiliaries shall only be carried out in well ventilated areas free from sources of ignition. An onboard battery charger should be connected to a supply fitted with a residual current device rated at 30 mA.

SECTION 6 MAINTENANCE, INSPECTION AND REPAIR

6.1 SCOPE OF SECTION

Where manufacturer's specifications for maintenance and inspection are available, they shall be assessed by a ***competent person*** against the requirements of this Section and Appendix C. Where they are determined to be adequate and appropriate they shall be applied to the MEWP.

Where the manufacturer's specifications are not available, or are deemed inappropriate or inadequate by a ***competent person***, the applicable provisions of this Section shall apply (see Figure 6.1).

NOTE: The manufacturer's specifications may be inappropriate or inadequate for a number of reasons, including occupational health and safety requirements, the frequency of use, the severity of use and the operating environment.

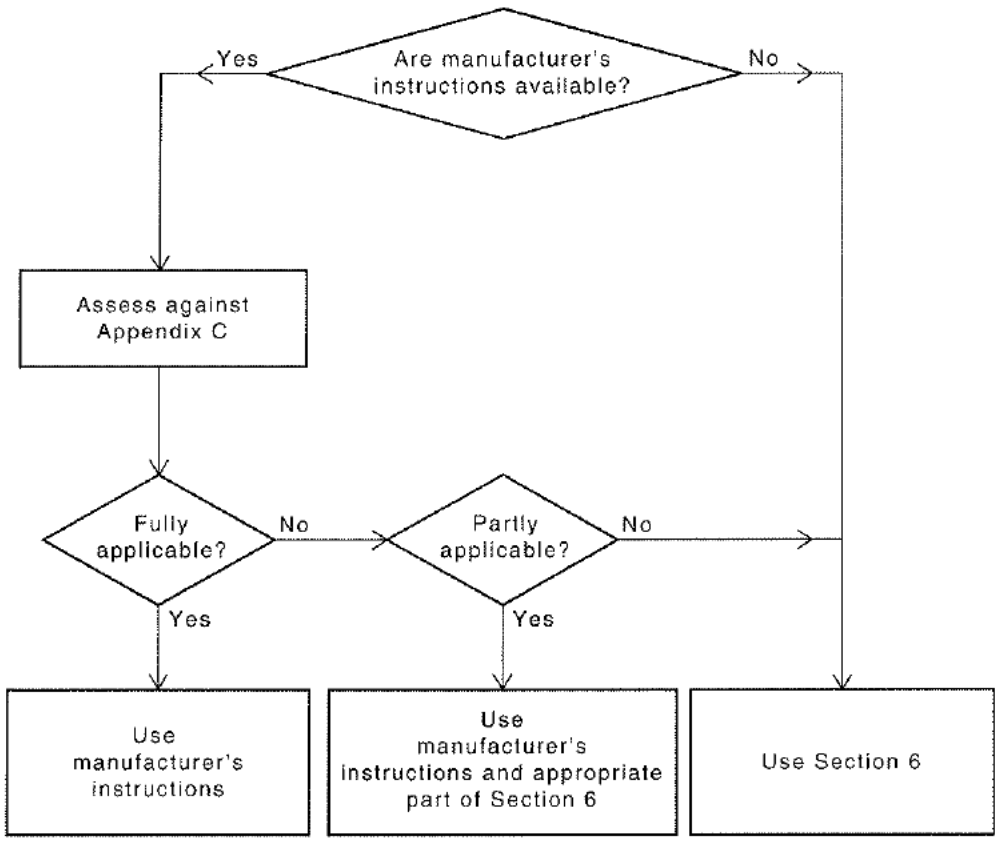


FIGURE 6.1 APPLICABILITY OF MAINTENANCE AND INSPECTION FLOW CHART

6.2 GENERAL

Maintenance, inspection and repair shall be carried out in conformance with this Section, AS 1418.10(Int) and AS 2550.1, and ***instructions*** written in accordance with this Standard (see Clause 1.4). The ***instructions*** shall be made available to all persons carrying out maintenance inspection and repairs.

The ***instructions*** shall be written in plain English and shall give specifications for suitable tools and consumable items such as lubrication fluids and hydraulic fluids.

All inspections, maintenance and repairs shall be carried out by a ***competent person***.

6.3 MAINTENANCE

A preventative maintenance program shall be established and shall be based on the working environment, and the frequency and severity of use of the MEWP.

When components are replaced, replacements shall be identical or equivalent to the original components.

Where past experience has shown particular problems with a MEWP, a specific rectification program shall be initiated.

All safety-related malfunctions and problems shall be corrected before the MEWP is returned to service.

6.4 INSPECTION

6.4.1 General

Inspections shall be carried out at a frequency to enable the MEWP to be kept in a safe and satisfactory condition. Inspections shall be carried out in conformance with this Standard, AS 2550.1, and ***instructions*** written in accordance with this Standard (see Clause 1.4). All such work shall be noted in the records.

The following inspections are applicable:

(a) Pre-operational inspection—required for all MEWPs.

(b) Routine inspection and maintenance—required for all MEWPs.

(c) Periodic inspections—required for all MEWPs.

(d) Enhanced periodic inspection.

(e) Major inspection—required for those MEWPs not subject to an enhanced periodic inspection regime.

A person shall either implement an enhanced periodic inspection after the first 5 years of service or continue with periodic inspections followed by a major inspection by the end of the 10^{th} year. Regardless of the option chosen, all ***critical components*** shall have been inspected by the end of the 10^{th} year.

NOTES:

1 Appendix D provides flow charts to guide the sequence of inspections outlined above.

2 The intent of the inspections is to ensure the continued safe use of the MEWP. As machines remain in service it is essential to ensure that the ***critical components*** are inspected and the necessary maintenance is carried out. This becomes important after 5 years of service and should be completed by 10 years.

3 Consideration should be given to conducting third party inspections as specified in AS 2550.1.

6.4.2 Pre-operation inspection

Before the commencement of each work shift, the MEWP shall be given a visual inspection and functional test. Such inspections and testing may be carried out by the operator and should include the items listed in Table 6.4.2.

TABLE 6.4.2

PRE-OPERATIONAL INSPECTION

Component	Visual inspection	Functional test
Platform and base controls	✓	✓
Emergency controls and retrieval system		✓
Visual and audible alarms		✓
Personal protective equipment	✓	
Air, hydraulic and fuel system leaks	✓	
Cables and wiring harness for security and damage	✓	
Loose and missing parts	✓	
Brakes		✓
Tyres, wheels		✓
Placards, decals, warnings, control markings and presence of operating manuals on the MEWP	✓	
Outriggers, stabilizers		✓
Guardrail system including gates with self-closing action		✓
Control descent devices where fitted	✓	
Slew brake function		✓
Safety switches and interlocks		✓
Structural defects or damage	✓	
Correct operation of drive and speed functions, including speed-limiting devices		✓

For electrically insulated machines, see also relevant requirements in AS 1418.10(Int).

All safety-related problems shall be recorded, reported and resolved, prior to using the MEWP.

6.4.3 Routine inspection

Routine inspection and maintenance shall be based upon the working environment, and the frequency and severity of use of the MEWP while in service. The inspection shall be carried out at no more than three-monthly intervals unless the MEWP is not in-service.

It shall not be inferred that dismantling of any part is necessary during this inspection but opening of covers (for example, limit switch covers), which are required for service and inspection purposes, shall be included.

The inspection procedure shall include verification that the current logbook and operators' manual/(s) are available on the MEWP and that this documentation is up-to-date.

The inspection shall include all items specified in ***instructions*** written in accordance with this Standard for routine inspections. These should include the following:

(a) All functions and their controls for speed, smoothness of operation and limits of motion.

(b) All emergency and safety devices including interlocks and emergency lowering devices.

(c) Base or ground controls including the provisions for overriding of upper controls.

(d) All chain and cable mechanisms for adjustment, wear and damage.

(e) Lubrication of all moving parts, inspection of filter element/s and fluid levels.

(f) Visual inspection of structural members and welds.

(g) Visual inspection, and measurements as necessary, of ***critical components*** such as brakes, gears, fasteners, pins, shafts, wire ropes, sheaves, locking devices, all guardrails and guarding, all attachments and connections, electrical contactors and all ancillary equipment.

(h) Signage, including warning signs, decals and control markings.

(i) Wear on tyres and damage to wheel rims.

(j) Corrosion.

A written report shall be furnished on completion of the inspection. The MEWP shall not be returned to service until all safety-related malfunctions and problems have been corrected.

NOTE: A ***competent person*** may recommend that routine inspections be carried out more frequently.

6.4.4 Periodic inspections

6.4.4.1 *General*

A program of periodic inspection shall be carried out. The frequency of periodic inspection shall be based on the working environment and the frequency and severity of use of the MEWP. For all MEWPs that remain in-service, the inspection interval shall not exceed 12 months.

The ***competent person*** shall identify components that require particular attention in subsequent periodic inspections.

A written report shall be furnished on completion of the inspection. The report shall include an assessment of the reasonable practicability of applying the requirements of the latest edition of AS 1418.10(Int).

The MEWP shall not be returned to service until all safety-related malfunctions and problems have been corrected.

For vehicle-mounted MEWPs, entirely or partly supported on wheels and axles with flexible suspension, a stability test shall be performed as part of the fifth periodic inspection and every 2 years thereafter.

NOTE: A stability test is not required on vehicle-mounted MEWPs that are fitted with four outriggers and have an interlock that prevents the boom operating unless the outriggers are set.

6.4.4.2 *Enhanced periodic inspection*

A1 After the first 5 years of service, and each and every year thereafter, periodic inspections shall be structured to ensure all critical components are inspected, and tested where appropriate, within a 5 year period, until the MEWP is scrapped or decommissioned. The scheduling of components for inspection and testing shall be based on the MEWP's operational history and anticipated future usage, and the criticality and condition of the component. The schedule shall be recorded and updated when altered.

Inspection of the ***critical components*** may be deferred till the end of the 5th year of the program, in which case the MEWP shall be subjected to a major inspection (see Clause 6.4.5).

NOTE: The sequence of inspection may be altered based on the MEWP's usage, providing all ***critical components*** are inspected in the 5 year period.

The inspections shall include all items specified in the ***instructions*** for periodic inspection together with all routine inspection and maintenance items (see Clause 6.4.3), which should include—

(a) detailed visual inspection of all structural components;

(b) tolerance checking of wearing components;

(c) checks for corrosion and environmental degradation;

(d) visual examination of all critical areas (including NDT, as appropriate) for evidence of cracking;

(e) possible replacement of selected ***critical components***;

(f) adequacy of safety ***instructions*** and manuals for operation and maintenance; and

(g) manufacturer's safety upgrades.

For MEWPs older than 5 years, the report as specified in Clause 6.4.4.1 shall indicate those ***critical components*** that have been inspected and tested. After 10 years, the report shall confirm that all ***critical components*** have been inspected.

6.4.5 Major inspection

The following categories of MEWPs shall be subjected to a major inspection and associated maintenance:

(a) MEWPs where the enhanced periodic inspection regime has not been carried out and the MEWP have been in use for a period of ten years.

(b) MEWPs that are to be re-commissioned or imported, and that do not have previous continuous working records and maintenance records as specified in Clause 6.6.

(c) MEWPs subjected to a 10 year major inspection and have experienced 5 years subsequent use.

The major inspection shall involve examination of those ***critical components*** identified by the manufacturer or a ***competent person***. Where necessary, the MEWP shall be stripped down and paint, grease and corrosion removed from ***critical components*** to allow a complete and thorough inspection.

Particular attention shall be given to the following:

(i) Past state of loading and utilization as compared to the MEWP classifications.

(ii) Future intended state of loading and utilization as required by the user of the MEWP.

(iii) Structural, mechanical, electrical, instrumentation, control and operational anomalies.

(iv) Non-destructive testing of all nominated critical areas for evidence of cracking due to fatigue and excessive stress.

(v) Components whose maintenance records indicate repeated failures.

(vi) Controls and emergency stop.

(vii) Braking systems.

(viii) Platform levelling systems.

(ix) Platform, handrails and gate.

(x) Adequacy of safety ***instructions*** and manuals for operation and maintenance.

(xi) Manufacturer's safety upgrades.

(xii) Emergency retrieval system.

A written report shall be furnished on completion of the inspection. A ***competent person*** shall assess the results and—

(A) specify the maintenance necessary to ensure its continued safe operation;

(B) identify components that require particular attention in subsequent periodic inspections; and

(C) determine the reasonable practicability of applying the requirements of the latest edition of AS 1418.10(Int).

NOTE: For those categories of MEWP listed under Items (b), and (v) above, the assessment should be carried out by a Professional Engineer.

The MEWP shall not be returned to service until all safety-related malfunctions and problems have been corrected.

Following the major inspection, the MEWP shall either be subjected to the programme for inspection and maintenance as part of the periodic inspections specified in Clause 6.4.4, or reassessed by a ***competent person*** within a five-year period. The ***critical components*** identified by the assessment shall be inspected.

NOTE: A recommended checklist for satisfactory execution of a major inspection is given in Appendix A.

6.5 REPAIRS

Repairs shall be carried out in accordance with AS 2550.1.

6.6 RECORDS

A continuous working record, including logbook and service/maintenance history of the significant events concerning the safety and operation of the MEWP, shall be kept and be readily available. The records shall be easily understood, in plain English. They may be in any suitable format. These records shall be transferred with ownership of the MEWP.

The minimum records that shall be retained in the logbook are copies of—

(a) a summary statement of the last major inspection;

(b) a summary statement of the last periodic inspection;

(c) a summary statement of the last routine inspection;

(d) the complete daily pre-operation reports for not less than the last 14 days of operation, or since the last routine inspection; and

(e) action taken or repairs carried out to rectify malfunctioning or damaged components.

Each log entry shall be signed by the responsible person making the entry and should contain details of that person's identification and qualifications.

Documentation stating that the MEWP has been inspected by a ***competent person*** and is in a safe and satisfactory condition shall be readily available.

The checks, adjustments, replacement of parts, repairs and inspections performed and all irregularities or damage concerning the unit's safe use shall be recorded.

In addition, all complete routine inspection reports, all complete periodic inspection reports and all complete major inspection reports shall be maintained and made available for examination as required.

NOTE: Any system that records these events and is readily available to the operator should be accepted as meeting the intent of this Clause.

6.7 FIBREGLASS BOOMS

6.7.1 Inspection of minor damage

Before the commencement of each work-shift, the boom shall be inspected. In order to facilitate this inspection, the outside of the boom shall be cleaned as necessary using a lint-free cloth. Excessive grime may necessitate the use of a suitable cleaning agent. Refer to the MEWP manufacturer's recommendations for cleaning agent details. A clean boom will permit ease of visual inspection and will also keep electrical leakage to a minimum while the MEWP is in use. Steam shall not be used as a cleaning agent on fibreglass booms.

Anomalies shall be noted in the logbook.

Structural damage is generally found to be due to 'cuts', 'bruises' and overloads. They are caused and recognized as follows:

(a) Cuts are usually caused by contact from hand tools or by impact with a sharp edge on a solid object. These are seen as chips or grooves in the fibreglass surface, often with broken or exposed glass fibres.

(b) Bruises are usually caused by the impact with blunt solid objects such as limbs of trees and poles. They are recognized as craze marks that are not always immediately obvious. Careful inspection is necessary.

Any change in condition of a previously logged defect shall be reported to management and noted in the logbook.

6.7.2 Inspection for critical damage

The following types of damage shall be considered critical and shall be reported to management:

(a) Damage due to overload, which can take the form of cracks in the fibreglass and can generally be detected on the top or bottom surface of the boom where the fibreglass insert changes to steel at the lower end.

(b) Penetration of the boom wall at any point.

The MEWP shall not be put back into service until inspected and authorized by a ***competent person***.

FRP booms that have been subject to significant overload or impact or reveal repeated cracking in the structure should be subject to an acoustic emission test in accordance with AS 4748.

NOTE: Specific test procedures may be required to verify the structural integrity of lower boom inserts and associated components by acoustic emission testing.

6.7.3 Maintenance

Where observed damage is limited to surface damage, the surface shall be cleaned by washing and the damaged area shall be resurfaced with the same type of coating originally used.

Where the fibreglass boom components are protected against weathering by the application of silicone spray, this protection should be maintained by cleaning and recoating every 2 to 6 months, depending on the environment in which the MEWP is operating.

Whenever the boom is cleaned with a cleaning agent that removes the silicone, the boom should be recoated.

6.8 FIBREGLASS BASKETS

6.8.1 Inspection for minor damage

The procedure specified in Clause 6.7.1 shall be followed for inspecting fibreglass baskets for minor damage.

6.8.2 Inspection for critical damage

The following types of damage shall be considered critical and shall be referred to a ***competent person*** and the MEWP not put back into service until inspected and authorized by a ***competent person***:

(a) Damage due to overload, which can take the form of cracks in the floor of the basket, may be detected by inspecting the underside of the basket. Hairline cracks that can sometimes appear along the joint line of a basket do not necessarily signify critical damage. Any doubts about structural strength shall be referred to a ***competent person*** or the manufacturer.

Cracks also occur around the connection between the basket and the metal mounting bracket, which connects the basket to the MEWP. The mounting face of the basket should be carefully inspected from both inside and outside the basket as there is generally some form of metal frame bonded to the inside of the basket to which the mounting bracket is bolted. The metal frame inside the basket is not obvious under normal circumstances because it is covered with fibreglass.

(b) Through penetration of the basket wall in any place.

6.8.3 Maintenance

Maintenance of fibreglass baskets shall be in accordance with the procedure specified in Clause 6.7.3.

APPENDIX A

MAJOR INSPECTION CHECKLIST

(Informative)

A1 SCOPE

This Appendix sets out a recommended checklist for the satisfactory execution of a major inspection by a ***competent person*** on a MEWP.

A2 APPLICATION

This checklist should be supplemented to suit the particular model and type of MEWP under consideration.

A3 NON-DESTRUCTIVE CHECKS

A non-destructive testing checklist specified by the manufacturer or ***competent person***, or both, should be prepared and used to supplement this checklist. Such a list should specify the critical areas requiring inspection, the inspection procedure and the acceptance criteria.

MAJOR INSPECTION CHECKLIST

Manufacturer		Owner	
Model No.		Owner Plant No.	
Serial No.		Operating Hours.	
Date of Manufacture		Odometer Reading	
Date of Commissioning		Design Registration No.	

Item No.	Item to be checked	Initial	Final	Notes
		Satisfactory/ Unsatisfactory	Satisfactory	
1	**GENERAL**			
1.1	Verification of serial number			
1.2	Completion of manufacturer's safety upgrades			
1.3	Modification to the latest standard (as far as reasonably practicable)			
1.4	Manuals			
1.5	Manufacturer's specification plates (including rated capacity, slope and wind).			
1.6	Logbooks			
2	**SAFETY ITEMS**			
2.1	Operating, installed and legible			
2.1.1	General operating instructions			
2.1.2	Emergency operating instructions			
2.2	Emergency retrieval system operates correctly			
2.3	Safety interlocks			
2.3.1	Stabilizer interlocks			
2.3.2	Boom interlocks			
2.3.3	Motion interlocks (if fitted)			
2.4	Hazard warning fitted as applicable			
3	**INDICATORS/ALARMS**			
3.1	Level indicators/alarms function correctly			
3.2	Load indicators/limiters function correctly (if fitted)			
3.3	Hour meter operational			
3.4	Motion alarms			
3.5	Other			

4	**CONTROLS**			
4.1	Lower controls return to off and correctly labelled			
4.2	Lower controls isolate upper controls			
4.3	Upper controls return to off and correctly labelled			
4.4	Stabilizer controls (if fitted)			
4.5	Emergency controls			
4.6	Emergency stop/deadman function correctly			
4.7	Other			
5	**FUNCTION SPEEDS**			
5.1	Functions operate correctly			
5.2	Speeds set to specification			
5.3	Platform levelling system operates correctly			
6	**HYDRAULICS**			
6.1	All hydraulic hoses in serviceable condition and routed correctly			
6.2	System relief valves set to specification			
6.3	Load holding valves operate correctly			
6.4	Accumulators inspected in accordance with AS/NZS 3788			
6.5	Hydraulic cylinders in serviceable conditions			
7	**ELECTRICS**			
7.1	Electrical looms adequately installed and protected			
7.2	Electrical switches secured and operational			
7.3	Work lights function correctly (if fitted)			
7.4	Rotating beacons operate correctly (if fitted)			
8	**MECHANICAL CONDITION**			
8.1	Chains/wire ropes adequate condition and tensioned			
8.2	Sprockets/sheaves guarded as necessary			
8.3	Braking systems operational and hold load			
8.4	Pivot points adequately lubricated, secured and no excessive clearance			
8.5	Slew bearing condition within tolerance			
8.6	Slew drive condition satisfactory			
8.7	Slew lock fitted and operational			
8.8	Counterweights secured			
8.9	Guarding adequate			
8.10	Wear pads within tolerance			

9	**STRUCTURAL**			
9.1	Structurally free from deformation			
9.2	Critical areas free of cracks			
9.3	Corrosion absent and surface condition protected			
9.4	Platform condition and guardrails adequate			
9.5	Platform gates self closing and latching			
9.6	Platform floor condition adequate			
9.7	Travel rests satisfactory (boom type MEWPs)			
9.8	Personnel access adequate and slip resistant			
10	**TESTS**			
10.1	Function test			
10.2	Load test			
10.3	Braking test			
11	**ADDITIONAL REQUIREMENTS FOR SELF-PROPELLED MEWPs**			
11.1	Drive brakes hold MEWP on rated gradient			
11.2	Drive wheels axles and tyres adequate condition and correct specification			
11.3	Wheel nuts correctly torqued			
11.4	Extendible or oscillating axles function correctly and interlocked			
11.5	Slope alarm operates correctly			
11.6	Motion alarms operate correctly (if fitted)			
11.7	Audible warning device operational			
11.8	Engine, fuel and exhaust systems appropriately guarded sealed and serviceable			
11.9	Batteries adequately secured and with correct specification			
11.10	Onboard battery charger secured and adequately isolated from chassis			
11.11	Safety prop installed, labelled and functional (scissor type MEWPs)			
11.12	Condition of lifting eyes and tie-down points adequate			
11.13	Harness anchor points satisfactory (boom type MEWPs)			

12	**ADDITIONAL REQUIREMENTS FOR INSULATED MEWPS**			
12.1	Insulation marking fitted			
12.2	LV cover insulation fitted and in proper condition			
12.3	Boom insulator surfaces in good condition			
12.4	Fibreglass boom condition in good order			
12.5	Basket levelling rod's condition			
12.6	Vehicle access adequate			
12.7	Basket emergency egress facility available and operational (e.g., basket tilt or escape hatch).			
12.8	Earthing system installed			
12.9	Electrical insulation acceptance test			
12.10	Hydraulic creep test			
12.11	Stability test			
13	**ADDITIONAL REQUIREMENTS FOR PEDESTRIAN-CONTROLLED MEWPS**			
13.1	Parking brake holds load on rated gradient			
13.2	Batteries adequately secured and correct specification			
13.3	Onboard battery charger secured and adequately isolated from chassis			

DECLARATION BY INSPECTING ORGANIZATION

I hereby certify that the Mobile Elevating ***Work Platform*** identified above has been inspected in accordance with the requirements of AS 2550.10 and has been found to be in a safe and serviceable condition at the time of inspection.

Inspecting Organization: _____ Authorised representative _____

Name of organization Signature

Company ABN: _____

Date: _____

The following inspection and test reports have been provided and form part of the major inspection requirements.

Report	Description	Organization	Report Number	Date
1	Examination of structural mechanical components			
2	Non destructive testing of critical structural mechanical components			
3	Function test			
4	Load test			
5	Stability test			
6	Electrical insulation acceptance test			
7	Accumulator inspection			
8	Other			

A list of major components that were replaced and major repairs undertaken on this MEWP is attached in the following sheets.

DECLARATION BY OWNER

I acknowledge receipt of this major inspection documentation. I further state that I have correctly represented the prior and anticipated future use of this MEWP to the inspecting organization and have specified the necessary upgrades and modifications necessary to ensure that risks associated with its use (including maintenance and repair) are minimised as far as reasonably practicable.

Owner's authorised representative _____

LIST OF SIGNIFICANT REPAIRS

Manufacturer		Owner	
Model No.		Owner Plant No.	
Serial No.		Operating Hours.	
Date of Manufacture		Odometer Reading.	

Date _____

Item	Description	Notes

LIST OF SIGNIFICANT COMPONENTS REPLACED (excluding consumables)

Item	Part Ref.	Description	Notes

APPENDIX B

SUSPENSION TRAUMA

(Informative)

Suspension trauma is caused by the blood pooling in the limbs of a person suspended relatively motionless in a harness and has a similar effect to a person standing at attention for extended periods of time potentially resulting in fainting. A person suspended vertically in a harness when they faint risks their condition deteriorating, potentially leading to death.

It is therefore important to have an appropriate emergency rescue plan to enable a person left suspended in a harness following a fall to be rescued as a matter of urgency.

A person's susceptibility to suspension trauma appears unrelated to fitness level, and cannot be readily assessed in advance.

There are measures that apparently can reduce the likelihood of suspension trauma in a person suspended in a harness, whether they have been involved in a fall or not. The person should move into a horizontal position, elevate the knees and pump the legs by pushing against a wall or other solid object at regular intervals. Where a person is suspended from the rear fall-arrest connection on the harness they may not be able to become horizontal, but should still be encouraged to regularly pump the legs, preferably against a solid object.

APPENDIX C

CHECKLIST TO DETERMINE SUITABILITY OF MANUFACTURER'S INSTRUCTIONS

(Normative)

C1 SCOPE

This Appendix sets out a checklist, which is to be used to assess the adequacy of the ***instructions*** available for the MEWP.

NOTE: The scope of the necessary ***instructions*** is described in Clause 1.4.

C2 APPLICATION

The checklist shall be applied to each model type. Where an item can be confirmed as adequate, the reference section in the Table shall be completed noting the reference clause or section(s) contained in the ***instructions***. Where the item cannot be confirmed as adequate, the matter shall be referred to the manufacturer or ***competent person*** for assessment and preparation of supplementary instruction.

Where some items contained in the checklist cannot be adequately addressed, the MEWP shall be subject to the appropriate series of inspections and maintenance specified in Clause 6.4.

MEWP Make:	
Model Number:	
Year of manufacture:	

Item	Description	Y/N (see Note 1)	Reference (see Note 1)
0	**Identification**		
0.1	The manufacturers instructions correspond with the subject MEWP (i.e., the model number and serial number declared in the manual correspond with that on the MEWP).		
0.2	The owner of the MEWP is registered with the manufacturer. (See Note 2).		
1	**Use**		
1.1	The instructions for inspection, maintenance and use apply to the environment in which the MEWP is being used, e.g., at temperatures within the range permitted by the manufacturer.		
1.2	The operating instructions apply to the manner in which the MEWP is used.		
1.3	*Modifications* Instructions have been prepared and address any additional procedures that arise as the result of modifications to the MEWP.		
1.4	*History* There is no history of repeated repairs or defects that are not addressed within the manufacturer's instructions.		

2	**Manufacturer's specifications**		
2.1	*Operating hours* (see Note 3) The total allowable operating hours is specified by the manufacturer The classification in accordance with A1418.10(1m) is declared.		
2.2	*Elapse of designed operating hours* (see Note 3) Guidance is provided as to the necessary action required once the designed operating hours have elapsed.		
2.3	Hydraulic and electric circuits provided.		
2.4	Operating specifications provided (e.g., lift and drive speeds, hydraulic pressure settings, etc).		
2.5	Specifications are provided for the adjustment or assembly of components. (e.g., bolt torques, pad clearances and proximity switch gap settings).		
3	**Inspection procedures**		
3.1	*Routine inspection procedures* Inspection schedules are specified and apply over the entire life of the MEWP.		
3.2	*Preventative maintenance procedures* Preventative maintenance instructions are specified and apply over the entire life of the MEWP.		
3.3	*Critical areas* Details are provided that identify critical areas requiring periodic inspection and frequency of inspection. (e.g., stub axles, chassis welds and the like).		
3.4	*Inspection procedures* Procedures are provided detailing the method of inspection of critical areas (e.g., visual inspection, magnetic particle inspection and the like).		
3.5	*Acceptance criteria* Criteria are provided against which critical areas can be assessed.		
4	**General**		
4.1	Safety warnings and residual risks declared in the operating and maintenance manuals.		
5	**Replacements parts (if applicable)**		
5.1	*Consumables* Specifications provided relating to the replacement of consumable items (e.g., hydraulic oil, filters and the like).		
5.2	*Components* Details provided relating to parts replacement and required frequency of replacements (e.g., wire ropes, bushes and the like).		
6	**Documentation**		
6.1	Checklists are provided which clearly identify the areas and procedures necessary at each inspection.		
6.2	Test report formats are provided that facilitate the recording of test or inspection measurements against specified criteria.		

NOTES:

1 Where the question is answered in the affirmative, the reference should be quoted. Where the answer is 'no' refer to paragraph C2.

2 Registration with the manufacturer should be confirmed.

3 'Operating hours' are sometimes expressed as 'cycles'.

APPENDIX D

INSPECTION FLOW CHARTS

(Informative)

D1 SCOPE

This Appendix provides flow charts to guide the sequence of the inspections applicable to the MEWP, as described in Clause 6.4.1.

D2 APPLICATION

The flow charts shown in Figures D1 to D4 should be applied as follows:

(a) Figure D1 applies where the manufacturer's ***instructions*** can be confirmed as adequate (see Appendix C).

(b) Figure D2 applies, on a MEWP less than 5 years old, where the manufacturer's specifications are not available, or are deemed inappropriate or inadequate by a ***competent person*** (see Appendix C) and an enhanced periodic inspection program is adopted.

(c) Figure D3 applies on a MEWP more than 5 years old where the manufacturer's specifications are not available, or are deemed inappropriate or inadequate by a ***competent person***, where an enhanced periodic inspection program is to be adopted in preference to continuing with major inspections.

(d) Figure D4 applies where the manufacturer's specifications may be inappropriate or inadequate by a ***competent person***, and where ***critical components*** inspection is deferred to 10th year, then the major inspection is required. (see Clause 6.4.5(a) and Appendix A).

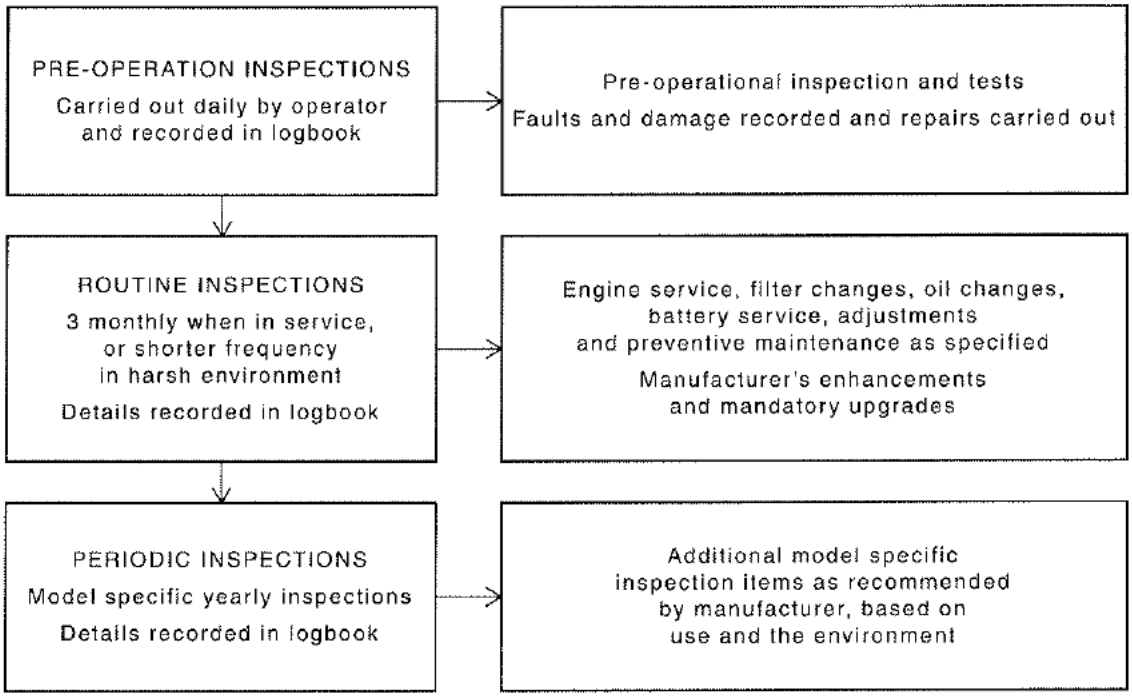


FIGURE D1 MEWPS WHERE MANUFACTURER'S MAINTENANCE AND INSPECTION INSTRUCTIONS ARE AVAILABLE AND ADEQUATE, AND MANUFACTURER'S MODEL-SPECIFIC INSPECTION REGIME IS FOLLOWED

FIGURE D2 MEWPS LESS THAN 5 YEARS OLD AND WHERE MANUFACTURER'S SPECIFICATIONS ARE NOT AVAILABLE, OR ARE DEEMED INAPPROPRIATE OR INADEQUATE BY A COMPETENT PERSON

FIGURE D3 MEWPS MORE THAN 5 YEARS OLD WHERE MANUFACTURER'S SPECIFICATIONS ARE NOT AVAILABLE, OR ARE DEEMED INAPPROPRIATE OR INADEQUATE BY A COMPETENT PERSON, WHERE AN ENHANCED PERIODIC INSPECTION IS TO BE ADOPTED

FIGURE D4 MEWPS WHERE MANUFACTURERS SPECIFICATIONS MAY BE INAPPROPRIATE OR INADEQUATE, AND CRITICAL COMPONENTS INSPECTION IS DEFERRED TO THE 10TH YEAR

AMENDMENT CONTROL SHEET

AS 2550.10—2006

Amendment No. 1 (2009)

REVISED TEXT

SUMMARY: This Amendment applies to Clauses 1.1, 5.7, 5.15 and 6.4.4.2.

Published on 14 April 2009.

NOTES

NOTES

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STANDARDS AUSTRALIA

Amendment No. 1
to
AS 2550.10—2006
Cranes, hoists and winches—Safe use
Part 10: Mobile elevating work platforms

REVISED TEXT

The 2006 edition of AS 2550.10 is amended as follows; the amendments should be inserted in the appropriate places.

SUMMARY: This Amendment applies to Clauses 1.1, 5.7, 5.15 and 6.4.4.2.

Published on 14 April 2009.

AMDT No. 1 APR 2009

Clause 1.1

Add the following new paragraph at end of Clause:

'This Standard does not apply to the operation of firefighting equipment'.

AMDT No. 1 APR 2009

Clause 5.7

Insert the following before the first paragraph (new subclause added and existing text redesignated 5.7.2):

'5.7.1 Loading and unloading from vehicles'

When a MEWP is loaded onto or unloaded from a vehicle, the following precautions shall be taken:

(a) Steps shall be taken to prevent unauthorized access to the unloading area.

(b) The boom of a boom type MEWP shall be loaded with the boom retracted and lowered as far as practicable but shall not obscure clear view of the wheels of the MEWP.

(c) The maximum gradient of loading ramps, tilt trays or a slide bed shall not exceed the rated gradeability of the MEWP. Otherwise the MEWP shall be loaded onto the vehicle using a winch.

NOTE: For the purpose of loading and unloading only, a fall restraint system, comprising a lanyard and belt, may be used, provided the lanyard length is such that the operator is restrained within the platform at all times.

'5.7.2 Securing for transport'

ISBN 0 7337 9063 1

AMDT
No. 1
APR
2009

Clause 5.15

1 In fifth line. *Change* 'e.g., catapult effect, is eliminated.' to 'e.g., catapult effect is controlled.'

2 *Delete* the last note of the Clause and *replace* with the following:

NOTES:

1 It is strongly recommended that persons using fall arrest systems not work alone. Where it is necessary that persons work alone, a monitoring program should be implemented to ensure they have not fallen. In the event of a fall, it is vital that the person be rescued as soon as possible, even if uninjured. This is necessary as a suspended person may suffer suspension trauma, as explained in Appendix B.

2 A fall arrest system should be selected having regard to the work to be performed, the environment, as well as the potential fall height and platform size. Lanyards should be maintained as short as possible to minimize the risk of ejection or tripping.

AMDT
No. 1
APR
2009

Clause 6.4.4.2

Replace the first sentence of Clause 6.4.4.2 with the following:

After the first 5 years of service, and each and every year thereafter, periodic inspections shall be structured to ensure all critical components are inspected, and tested where appropriate, within a 5 year period, until the MEWP is scrapped or decommissioned.

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