

2025 EWPA AGM &



“PACIFIC” ACCESS MEETING

Welcome to the second ever Pacific Access Meeting.

This is a pun at the “Global Access Meeting” held in Australia each year.

Though we find it funny they call it “Global” it is only really represented by Australia and the agenda is only about Australia.

We do however, respect and support their work, collaborating with them and sharing information. This year Kylene and President Kenny Marshall attended the meeting in Australia, representing the EWPA NZ. Other NZ members took the time to go also.

Our meeting is focussed at NZ but we have recently been talking with Samoa, who are looking for support with the establishment of , so in the future, we may have a true Pacific reach.

Just want to address the current economy firstly. We have all seen a large slump in activity economically. We see these dips in the economy every 8-9 years. Though there was strong signs of slowing through 2023/24, for our market, the brakes came on late – 1st quarter 2024 and were fully applied by Christmas.

I am told by some of you of peaks at some activity, with the odd month showing a rebound but then the following month dropping back. I’m no expert in this field and everything I say is purely speculative and my own assumptions.

On Sunday the government released 6billion in infrastructure projects, all to start before year

end. Many of you have said you have been pricing a lot and I think we are seeing true signs of that coming to fruition.

Government spend is important as it drives positive sentiment with private spend. This is all positive signs and we need to ensure we are fit and ready for business.

Some of the projects announced include Hutt Valley Mental health unit, Middlemore hospital reclad, Dunedin sterile services unit, Roads and bridges right across the country. And, school buildings development. All will require access equipment. We will continue to message the market that a MEWP is the safest and most productive way to work at height to support your opportunities.

These are key phrases I use – low risk way of working at height, safest, most productive, trained operators are safe, competent and productive. This sells the message of lower risk, better returns and engaged workers.



Agenda

- Survey Results
- RI program - Update on numbers and changes implemented
- Incident Register and Inspector Portal
- BPG review
- Technician qualification

Agenda on this update of the Association is

Run through the recent membership survey. Thanks to those that took the time to respond, which we have taken on board and will help shape our work in the future. This is on separate document, so please hunt that out.

I will then give a quick update on the RI program and the changes implemented.

The incident register is getting use, we will run through the latest results and show you the Inspectors portal.

An update on the BPG and being able to review the document, updating it to our current settings

Lastly, an update on our work to get a Powered Access Technician Qualification up and running.

Before the survey, I want to take a minute to explain that we work very hard on your and the industry's behalf, to ensure we stay safe and not burdened with undue complication or compliance but also ensuring those considering getting into the industry meet the same standards we aspire to.

We work to the strategies set by the board, and the majority feedback of membership. This might not meet your individual approval all the time. Providing use feedback or input to subject matters helps strongly. We are always up for good positive criticism/ideas to take on. Solutions to issues are well received also.

REGISTERED INSPECTOR (RI)



37 INSPECTORS ACCREDITED

Increase of 6 from LY

Since inception

– 9 removed/resigned due to leaving employer

– 9 rejected applications,

= doesn't meet prerequisite

=

exam/audit failures.

15 Audits completed YTD

37 current accreditations.

Though this might look like great growth, we actually lost 6 this last year as they changed roles and haven't yet been sponsored on by their new employer or left the industry all together. An Inspector only stays accredited whilst employed by the sponsoring employer. This keeps both parties engaged in the program and assists with discouraging poaching. This is a code of ethics of the program and the new EWPA code of Ethics.

We are pushing ahead on audits, both desktop and on site. I haven't found an inspector unhappy with either and feedback has been very good with the the support and constructive feedback and improvement ideas being well received.

REGISTERED INSPECTOR (RI)



Changes

- Tidy up of definitions
- Added Accreditation Categories (3)
- EWPA Membership promoted but not Mandatory
- RI Auditor not a mentor but providing feedback (Critical Friend)
- Update Audit scoring to achieved and not achieved
- More decisions on accreditation, competency and audit findings with CAC



Lets cover off some of the changes we made make in February this year.

The QR code takes you to the EWPA website, RI program page. See <https://ewpa.org.nz/resources/registered-inspectors-program/>

We tidied up quite a few definitions, some are:

- RIP – expanded on the description of RIP, it is a means for a PCBU to determine and provide evidence of competency of an inspector.
- RIA – clearly stating that the RIA is auditing the process of the RIP and it's inspectors. A RIA shall be appointed by the board of EWPA and is deemed to meet the criteria of the RIP.
- IA – Changed SIA (Site and Inspection Audit) to IA (Inspection Audit) as the RIP is not focussed on the site of the inspection but rather the Inspector and their performance.

Added the three Accreditation categories – Vertical (Scissors and mast lifts), Boom types and Truck types.

An applicant is required to provide proof that they can keep up to date with industry news, notices and guidance. Being a member of the EWPA supports this requirement but it isn't the only way. Membership is not mandatory but highly recommended.

The auditor was originally described as the mentor for the Inspector but this is not the case. The auditor is a critical friend, providing feedback to assist in improved inspections. This in turn increases the quality of the fleet, ensuring a safer industry.

Previously, we described the scoring for an audit on a sliding scale. We have now gone to a achieve and not achieved on the audit as the inspector

- Failing on non-critical items will result in recommendations – 85% required
- Failing on safety critical items will result in an immediate fail – 100% required

The audit checklists are provided to inspectors as supporting resources.

We also described a lot of decisions as being made by the EWPA. We have adjusted this for transparency to the Competency Assessment Committee and the board. The team in the Association provide reports and recommendations to the board and CAC but the decision lies with them.

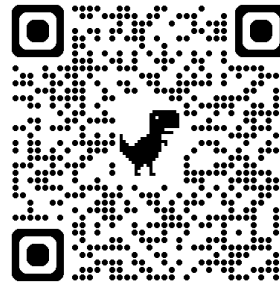
There's quite a bit more that was improved and amended. We have an enhancement summary document if you want it, please email the office and we will provide it. The QR code takes you to the latest version of the RIP and application forms on our website – See: <https://ewpa.org.nz/resources/registered-inspectors-program/ri-application/>

We look forward to continuing to offer support and guidance to the industry on inspections.

Guidance Publishing



- 4 published YTD
- 16 coming 1st Tuesday of the Month
- Webinars on Standards changes – Late Sept



At the beginning of the year we started to put out some industry guidance in support of the BPG but also where there is gaps or a lack of info on a subject matter.

We have published 4 so far –

- Use of Harness in Scissorlifts
- Wheel nuts torquing and marking
- Competent person
- MEWP Records

We also have put out a couple of safety bulletins following incidents in NZ and overseas. These were standing on rails and deck extensions catching on structures below when lowering.

The QR code takes you to the public guidance on our website. See:
<https://ewpa.org.nz/resources/public-guidance/>

We have written 16 more guidance documents, picking up some of the changes in AS2550.10 and feeding off our international partners including EWPA AUS and Ipaf. Expect to see these on the 1st Tuesday of the month going forward. Some of this guidance may make it into the new BPG.

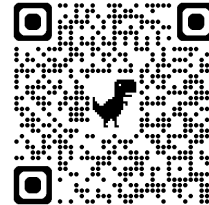
From Late September, we will run a few webinars on changes in the 2 standards we follow

closely – AS/NZS1418.10 and AS2550.10. These webinars will be considered as continuing education for Inspectors also. Keep an eye out for it.

INCIDENT REPORTING PORTAL



- Help Develop Guidance and Safety Alerts
- Grow Industry understanding
- Dispel myths on MEWPS being high risk
- Help improve Safe use and Training
- Not a Tit for Tat or Telltale tit platform



Follow the QR code to our website for the incident reporting portal See:
https://incidents.ewpa.org.nz/online/report_an_incident_1.csn

This is where you can report incidents, anonymously if you want. We just want to know the machine type, issue and cause.

It's building some great data and of late has shown some issues around inspection.

Its helping with the growth of industry wide understanding and dispelling some myths around the equipment being high risk.

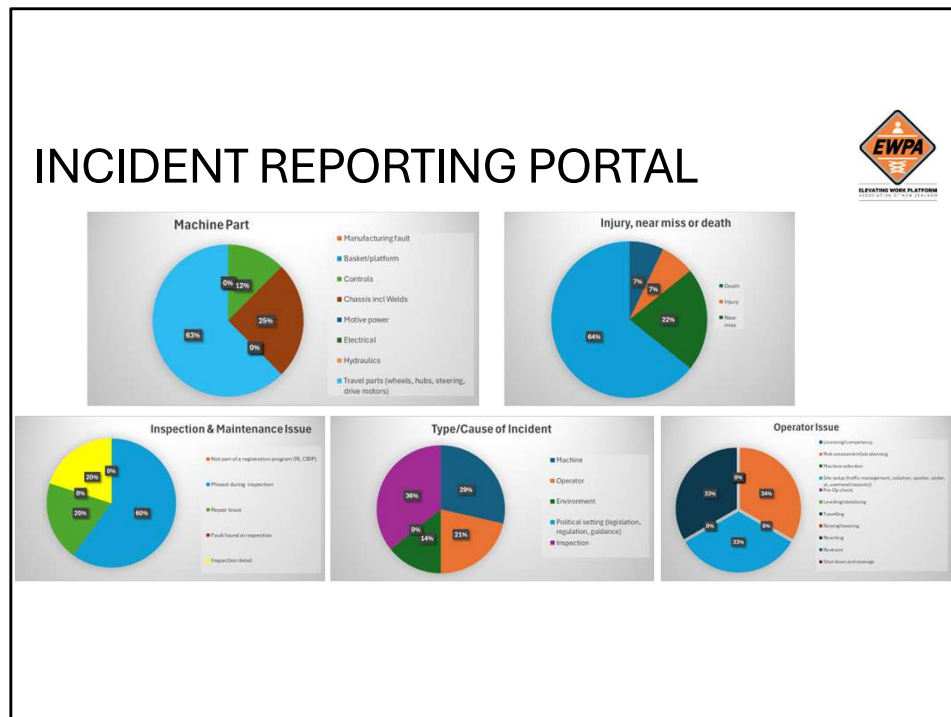
I constantly am saying that MEWP's are a control feature to high risk heights work. They are the risk but the control of it. It's the safest way to work at height.

What we don't want the portal becoming is a tell tale tit or tit for tat platform. We want good honest incident reporting.

We aren't capturing enough, so please crack into it, promote it to your customers. We will get a sticker made to go on machines with the QR code linking to the reporting portal.

Remember, we don't investigate off these unless it affects the reputation of the RIP or the

association. We have been requested to assist on a couple of incidents, which we are happy to do to assist in understanding root cause.



Here's the latest graphs from the portal. As mentioned before, we have had a few wheel hub issues recently on indoor scissor lifts.

We also have had issues around the quality of major or enhanced inspections. We hope to have guidance from the NDT association very soon on best practice for NDT process, testing and result recording.

Sadly, we do have 1 fatality incident recorded, this is the operator who died after falling from a indoor scissor lift back at the end of 2024.

I have been lobbying government and WorkSafe to release information faster on all incidents they investigate, so the industry can learn and put steps for improvement in place as soon as possible so to reduce reoccurrence of the harm. Response on this is not what we are looking for. All I can say, and this is my view point only – Don't let safety get in the way of the good chance for a prosecution.

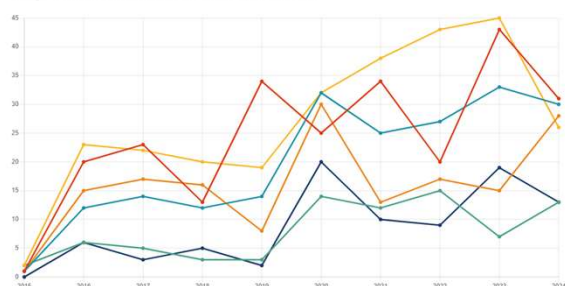
We will publish our updated stats on the website next week.

Ipaf Safety Report



INTERACTIVE LINE CHART

Top Six Fatal Incident Trends



Last night, Ipaf ran their Annual Safety report release.

We have not started reporting our numbers to them yet but are going to do so going forward. Over 26 reporting countries, they had 211 people involved in serious harm incidents, 100 fatalities.

Top three causes of accidents were electrocutions, overturns, entrapment and in 4th, falls from platforms, albeit reducing in numbers.

That's why we message out constantly that if using a harness system you are to be in restraint in a MEWP. You cannot be ejected from the MEWP whilst in restraint – you are restrained to the basket.

Ipfaf Safety Report



ELECTROCUTION AND ELECTRIC SHOCKS

People involved by machine category



3b Mobile Boom
Self-propelled booms

2024	29% (9)
3-year total	27% (25)
10-year total	31% (75)



1b Static Boom
Self-propelled booms (outriggers), trailers, vehicle-mounted platforms

2024	52% (16)
3-year total	49% (47)
10-year total	52% (128)



3a Mobile Vertical
Scissor lifts, vertical personnel platforms (mobile)

2024	3% (1)
3-year total	11% (10)
10-year total	6% (15)



1a Static Vertical
Vertical personnel platforms (static), push-arounds

2024	0% (0)
3-year total	0% (0)
10-year total	1% (1)



Other
Unknown or no machine involved

2024	16% (5)
3-year total	13% (12)
10-year total	10% (25)

I am not presenting all the data, you can get that from our website, we will have a link up on there in the coming days – this only was released last night.

This slide shows electrocution and the machine category. This matches some of our thinking as to machine categories we could use in NZ – not the number and lettering but 3 types, which I will talk more on shortly.

INSPECTION PORTAL

The screenshot shows the EWPA MEWPS & Inspections website. The header includes the EWPA logo and navigation links: Find a MEWP Machine, Register as a MEWP Owner, Report an Incident, and CMPLS Verifier. The main content area has a welcome message, a 'Find a MEWP' search form with fields for MAKE OR BRAND, MODEL, and SERIAL NUMBER, and a QR code. The footer contains links to Privacy Policy, Public Guidance, Industry Standards, and Contact Us.

If you have been onto the incident reporting portal, you may have noticed the inspections section of the portal.

This is an area for Registered Inspectors to file inspections.

It will create a database of machines and is what we have to be the source of truth should the Government decide they want a register of MEWP's. We have it already, they can just pay us to provide the service.

BEST PRACTICE GUIDELINES



- Updated AS/NZS1418.10 and AS2550.10, both 2025 editions
- Working in the rail corridor
- Working near powerlines
- Arbor work
- Ground support equipment
- Indoor and outdoor vertical lifts
- Boom types, just 2 styles, with or without Riggers,
- Secondary guarding and operator protection systems
- Full harness and restraint lanyard systems for mobile plant
- Inspection periods. Follow AS2550.10
- Transporting - winching indoor units onto trucks
- Site conditions below, at and above ground
- Reaching - operators
- Exiting or entering a MEWP at Heights
- Importing and on selling-responsibility
- Other equipment working as a MEWP.

We spend a lot of time lobbying WorkSafe, MBIE, the Minister and Workplace education sectors of Government to ensure our industry is consulted, considered and not unduly overburdened with compliance.

We are the only plant and equipment in NZ outside road going vehicles that have to go through heavy compliance and are the only ones that have a finite life applied. Yes, a crane needs annual inspections but, it has no requirements to go through a 10 year or any period major inspection.

The Minister for Workplace Safety is any day now releasing her agreement to the WorkSafe and MBIE strategy for Workplace safety. One of the strategies is to review and update a large amount of ACOP's and BPG's. As this is a huge amount, somewhere north of 250 documents, they are going to call on industry to take control of the documents of reviews and they will endorse the publications.

We are high on the priority list as we are a highly compliant industry to our BPG and there is not a lot to modify. It can be done fairly quickly and can be a good news story.

This list is just some of the things that we think should be adjusted, expanded, added or removed from the BPG. WorkSafe has indicated that they want the Hort MEWP BPG merged into this document and also move sections covering MEWP's from the Working at Heights

BPG into our document.

POWERED ACCESS TECHNICIAN



Vocational Education Restructuring challenges

Moving to Industry run program

Mapping to existing NZQA unit standards

Running with UK Model, mapped as best to NZQA

Build Record of Prior Learning (RPL) for existing

Costly but quicker?

The restructuring of the vocational education scene has been draining. Short explanation is the previous government tried to centralise everything over the last 5 years. sacking the CEO of Southern institute of tech. was part of that.

That CEO became the local MP and got the Tertiary education portfolio as part of the incoming government and has gone about “restructuring” again. Which is moving workplace learning and polytechs back to a similar function prior to the first restructure. There is some changes but you could best describe it as a hybrid of both but with way less funding.

This has stalled all the work we have done in the last year on the Technicians qualification. We got a business case and needs analysis completed and submitted but nothing further on that. The timeline for getting it back on track is unknown and we are well down the priority list due to the fact we will be relatively low numbers. I’ve suggested the market has max 300 technicians currently and that our required number is more closer to 450-600. When you put that across the 1000’s of motor mechanics, we are a very small fish in a rather large pond.

I am lobbying the Motor Trade Association (MTA) and Motor Industry Training Organisation (MITO) to get their support and assist us as they seek to be a standalone Industry Training Board and provide the training and apprenticeship programs for automotive sectors.

I proposed to the board that we spend an amount of money to progress the qualification outside of the official framework until they sort them selves out. The board has agreed to a \$5K spend to get the model mapped to NZQA units and start building on the content and the

record of prior learning (RPL) program.

Before we can start apprentices, we need to have recognised and qualified people to mentor, instruct and sign off on apprentices work. This will fill the next year I suspect, which will take us to the 2026/27 year where hopefully we can start apprentices.

We have a bit of content to pull together for training modules and assessment criteria. We are going to be leaning on many of you for support on this as we need the technical experts directing and providing content for what the training should have and look like. Please register your willingness to support us.

Going it alone for now speeds up the process but it is going to cost the industry more as there won't be funding coming to support it from Tertiary Education. Even if they recognise it later, they won't provide any back dated funding.

Initially, industry will need to cover the cost of apprenticeships, with funding/subsidies for them coming once formally recognised.

If we want to create an attraction and retention program for technicians in the country, this is what we need to do. Having formally trained technicians also supports a PCBU in doing everything reasonably practicable, plus provides assurances the technician has the knowledge, skills and experience to maintain the MEWP in a safe working order.

Good Chat..



Thanks so much to those of you that took the time to attend the AGM and this update, we really appreciate the support.

Please don't feel scared to pick up the phone a call me to give your feedback and ideas towards a stronger, more educated and safe industry.

Myself and my team have a lot of passion to the industry and your guidance helps us direct our efforts.

We look forward to connecting again in the near future.