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Successful organisations invest in people

If the past two years have taught us anything, it's the importance of investing in people – training to upskill and retain personnel, building creative and resilient teams that can work flexibly to find opportunities for innovation in the most challenging circumstances.

During the pandemic, when we turned to webinars and a virtual version of the IPAF Summit and IAPAs, online formats did prove successful. But it's hard to replicate the buzz of being together – something brought home to all of us at the sell-out Summit and IAPAs 2022 in London in March.

IPAF remains in a strong position to support its members and the wider industry. We have a record number of members worldwide and certified record levels of powered access training during 2021.

Perhaps the most exciting development of the past year is the ePAL mobile app, offering digital PAL Cards and training certification. It provides benefits including logging and sharing equipment time and enabling reporting of incidents and near misses to the IPAF portal.

As ever, we must be ready to meet all challenges, turning each into an opportunity to work safer and more sustainably. By focusing on skills and training, we attract, develop and retain key people – a theme that runs throughout this year's *Powered Access* magazine. I hope you enjoy it.



Peter Douglas,
IPAF CEO & Managing Director

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The big debate

A PROPERLY TRAINED WORKFORCE CAN BRING DIVIDENDS TO YOUR BUSINESS, AS WELL AS BOOSTING LEVELS OF EMPLOYEE SATISFACTION AND RETENTION. IPAF POWERED ACCESS BROUGHT TOGETHER A PANEL OF CONSTRUCTION CONTRACTORS AND HIRERS TO DISCUSS THE VALUE OF TRAINING IN POWERED ACCESS AND BEYOND



What are the benefits of having a properly trained workforce?

Paul Roddis (PR): From a legal perspective, compliance is critical. Everyone must comply with the law and the law requires that people are adequately trained. Within the UK, we have a whole raft of legislation which is crystal clear as far as this is concerned. Globally, we have the same sort of thing.

A trained operator is more skilled, more efficient and more effective. Equally, they are less likely to have an accident or an incident. They are more likely to spot if someone else is potentially working in a way that could be detrimental to the organisation. A trained operator will know the importance of a pre-use inspection and how to conduct one. These pre-use inspections reduce the likelihood of machines running out of fuel or not being properly charged. The benefits are enormous.

From the individual's point of view, someone who is being trained will feel that the organisation that is training them cares about their wellbeing and wants to put them in a position where they can achieve things safely and go home safely.

George Mosey (GM): From my perspective, having trained operators sets the standard across the

individuals that are carrying out the task that they have been trained to do. It also provides a rigour around new entrants into the profession. If there wasn't a standard or a baseline – which there isn't in a lot of respects for a lot of tasks in the industry today – then an understanding of standards or competence is very hard to establish.

Training allows those individuals to have a sense of pride in the levels they have achieved. And it also stands them apart from those who haven't quite invested themselves or haven't had a company invest in them. It is healthy for the industry to have these standards as a prerequisite for people to come in and do certain tasks in what can be a very dynamic and risky work environment.

David McNicholas (DM): George makes a really important point because the one thing about working at height with MEWPs is that IPAF provides an accredited framework. That means you know that people are delivering a consistent course to a consistent level.

We also provide telehandlers as part of our day-to-day business. It is a lot harder in that area to prove competence. Where it is harder to do something it means generally more people don't do it. Customers really just want to know what is an appropriate standard.

A trained operator will know the importance of a pre-use inspection and how to conduct one. The benefits are enormous

Paul Roddis, IPAF

Andrew Hughes (AH): We are looking for ways to be able to qualitatively determine how well training is being delivered. There are fundamental things that you would expect anyone to have – however, the level of training and the degree of adherence to a set standard or a set level of norms is one thing, but there is always that gap between those who we know perform well and those who we know have the ticket. So the qualitative part of the training is paramount.

How do you check operators are properly trained, certified and meeting the standard?

DM: It is relatively easy where there is one go-to organisation, in this case IPAF, to check via the individual or via their training provider if you need to. I think it becomes a lot harder in other areas to assess people if you are not comfortable with the benchmark or standard of their training.

PR: Absolutely. I think we are – I am going to use the term lucky, which is entirely incorrect – to have ISO 18878, which is a very specific international standard for MEWP training. But I think it is also important that that is a baseline. It is a place from which to develop and to grow, and hence we have developed a PAL+ advanced training course for those operators that perform well or are in higher-risk or more challenging environments.

As far as being able to check is concerned, IPAF is audited to ISO 18878 so we have some evidence there. But we also have our online PAL Card verification system, which is very straightforward, to combat forgeries. And we have introduced ePAL. This is an electronic version of the card, which can be shared through the app to employers, potential employers, construction sites. It is so easily verified and you haven't got photocopies where it is slightly harder to guarantee that it's genuine. >

▾ The panel



Andrew Hughes
Global health and
safety director, ISG



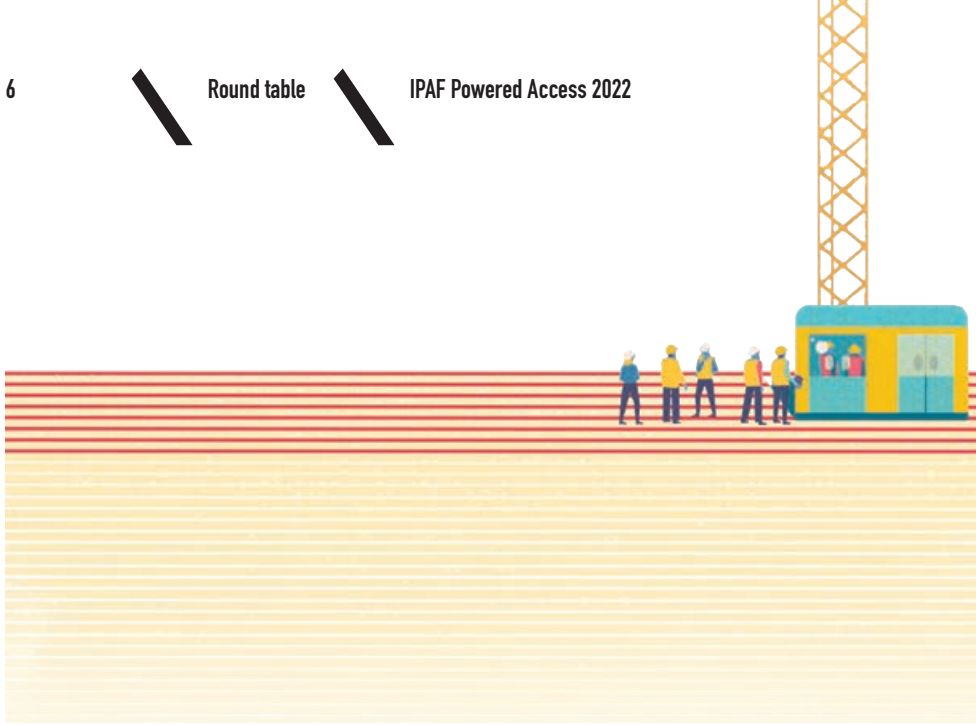
George Mosey
Head of health, safety
and environment (Europe),
Laing O'Rourke



Paul Roddis
Training manager,
IPAF



David McNicholas
Chief executive,
AFI-Uplift



GM: I would add to what was just said there by Paul. I suspect our insurance premiums benefit from having established levels of competence and IPAF is providing those in the MEWP space. It is actually very handy from an organisational perspective. The insurance industry relies upon a level of standard and I think we would struggle if we lived in a world where there wasn't a recognised baseline – we'd really struggle to be able to convince our insurance partners to support us in some of the high-risk work that we do.

AH: I would put a slightly different spin on it. In the latter half of last year, we found it very difficult to find the right number of competent people. That placed a lot of emphasis on ensuring that the people we did have on site were competent and capable and could demonstrate that. That was not just in work at height but across the board.

Our challenge became easier when we focused on the pre-induction phase and started to understand in detail just who we were dealing with. It was brought to light by the fact that, in the changeable nature of work, you end up with certain situations developing.

For example, a scaffold is provided by one contractor and they provide the right people to put it up. When it comes to striking that same scaffold, it may be that less capable people are supplied to do it and we have an incident. And so we are sometimes

perhaps guilty of certain assumptions when in reality it's a complex issue to manage the movement of people in and out. And there is some reliance on the supply chain to be able to deliver those capable and competent people.

Why should operators be encouraged to log their experience and what more can be done to get them to do this?

GM: An ability to evidence continuous professional development and hours logged are in my mind one and the same thing. Achieving a qualification such as a driving licence or ticket or an IPAF card is clearly an important step, however thereafter we have huge variety in levels of aptitude or competence. Someone might have used a certain type of machine for a good while but maybe doesn't have the experience in other areas. So it is good to log time served on individual bits of componentry.

It is countless the number of times that we've analysed an incident and found that the individual was qualified but wasn't overly familiar [with the machine] and actually we had probably failed to check that familiarisation because we weren't accurately logging hours accrued. We are working with aviation specialists at the moment and for pilots it is all about flight time. That actually tells you more about their competence than the fact that they

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I suspect our insurance premiums benefit from having established levels of competence and IPAF is providing those in the MEWP space

George Mosey,
Laing O'Rourke

just have a licence and are able to use a piece of kit. The industry has a lot more to do in this space.

DM: It's absolutely vital. Even for people working within the industry who are working with particular machines all the time, it's something that we need to constantly be encouraging. I think it's a wider issue then just working at height.

AH: There are many elements around how you ensure people stay current. Not just through relative experience or training but currency and understanding of the latest developments in technology. Because technology is advancing quite quickly.

PR: It is difficult to make people understand the value of familiarisation and experience and how it all strings together. General MEWP operator training is a baseline from which to build. We found that people don't want to fill in paper log books, which they find inconvenient. That is why with ePAL we have this very quick and convenient log book. It takes seconds now and the beauty of that is it can be shared really easily. So that in itself allows you to determine who might be the right person to use on these larger or more complex machines.

DM: Logging experience is a real challenge because to be frank most people who go into these jobs did it because they didn't like being in the office, or paperwork. It has to become habit.

PR: Absolutely right – and that is why we have tried to make it so easy because we have realised no-one wants to walk around with a pen and paper. But they will walk around with a phone.

How does training people help with retention?

GM: People want to be associated with something professional and that is helpful from a retention perspective. If employers are able to invest in >

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their people with training, then that clearly will make that employer more attractive. It can serve as a roadmap for employees. It's good not only for their own personal professional development but there are benefits back to the business. I think we would see a lot more nomadic actors within the industry if we didn't have these anchors.

AH: It is fundamental to ensuring you have a solid base of people that you can depend upon. We certainly know that the opposite is true. If you have high turnover in your business then you are more likely to have to retrain and it costs you more money in the long run.

DM: I think it certainly allows you to be more dynamic as an organisation because training is all part of showing pathways to people. If you don't train people, they tend to hit ceilings in their positions and then leave anyway.

PR: Pathways is exactly the right term. Within training you are able to discover your higher-performing employees, potentially upskill them to, for example, PAL+ at a higher level which gives them that sense of pride. These high-performing employees can also be mentors to others who aren't necessarily so well performing. That has a beautiful circular knock-on effect which increases morale, skills, and hopefully those behaviours and loyalty.

Should team members other than operators receive training?

DM: Yes is the easy answer. There are different types of training. There is training for management because the manager on a project site will be responsible for planning, supervising, managing. They may not need to know the intricacies of how a machine works. But I think there needs to be awareness, particularly



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Training is all part of showing pathways to people. If you don't train people, they tend to hit ceilings in their positions and leave anyway

David McNicholas,
AFI-Uplift

when it comes to working at height. There may be rescue plans that may involve somebody being aware of how to get somebody down from height.

PR: One of my greatest frustrations and instructors' greatest frustrations is the amount of operators they train who say: "Oh, you need to tell my boss this." Companies know they need to train operators but they don't necessarily train the supervisors, managers and planners.

An example of this is blanket policies around harnesses. Sometimes wearing a harness in a vertical platform can increase risk because of the residual risk around not being able to observe correctly. A manager or a planner does not need to operate a MEWP. But they need to understand the legalities and the implications.

AH: We rely sometimes on supervisory staff – and management in particular – to lead investigations and different types of event

management where they don't have a basic understanding of the technological issues involved, and it is quite clear to me that in many cases a lack of training is identified as a cause.

Understanding the context within which that sits – it is never just about a lack of training. It might be that the person was trained but has acted differently through some form of contextual thing that is happening on site on that particular day. We lose those opportunities if someone doesn't have a basic understanding of the technical requirements.

GM: Having professionally qualified people is just so important. So I hugely endorse what IPAF has created. It has become a recognised standard. And of course, from an industry perspective, we need to think about how else we can do similar things in other spaces because it talks to the health of our industry.

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Apprenticeships — facing the future

A NEW IPAF-DESIGNED APPRENTICESHIP IS HELPING TO CREATE THE NEXT GENERATION OF POWERED ACCESS ENGINEERS. **KATHERINE PRICE** REPORTS



The first intake of the MEWP apprenticeship scheme at North Warwickshire and South Leicestershire College

Properly qualified engineers are the lifeblood of the powered access industry. But, as in so many other industries, skilled workers are in short supply. To address that shortage, IPAF helped launch a new specialist apprenticeship scheme last year, aimed at certifying a new generation of MEWP technicians.

A year after the three-year Level 3 Lift Truck and Powered Access Technician apprenticeship was launched, IPAF is already seeing positive signs, with more than double the expected number of apprentices signing up.

“Powered access from a technical perspective and general plant continue to diverge, so it was critical that this industry created a way of sustaining itself by generating specialist skills to repair and maintain the equipment that we hire out,” explains Horizon Platforms chief executive Ben Hirst, who sits on the IPAF board and is vice-chair of the UK Country Council.

On joining IPAF in October 2017, UK market general manager Richard Whiting was tasked with designing a new training scheme and qualification to establish a pipeline of talent. The federation teamed up with North Warwickshire and South Leicestershire College (NWSLC) to deliver the new apprenticeship, which IPAF members helped to design as well as providing equipment for apprentices to train on.

Whiting says: “Whereas engineers used to do a general plant maintenance engineering qualification, this gives them direct experience of working on the types of scissor lifts and booms that they will then inspect, maintain and repair.”

Participants are based either in employers’ workshops, on clients’ premises or in the field, attending classroom sessions for a fortnight every 10 weeks, with a week of theory and a week of practical workshops at either NWSLC’s Harrowbrook Campus or the MIRA Technology Institute.

The ultimate attainment for those following the IPAF roadmap is to become qualified as a Competent Assessed Person (CAP), but those following the roadmap can also stop at any stage once they feel they have fulfilled the required technical knowhow and certifying qualifications they need to fulfil their daily role.

“If you can ‘grow your own’ engineers then obviously they’re an asset that grows with the company,” says Whiting. “The more we put through the college, the easier it will be to find and recruit one.”

The cost of the apprenticeship is £14,000 for the three years, however funding can be accessed through the Apprenticeship Levy or Levy Transfer Scheme. For a company that pays the Apprenticeship Levy, it’s free. For those that don’t, the employer is expected to put 5% towards the cost of the course, meaning £700. The only other costs are wages, travel and accommodation. And if a company is Construction Industry

Training Board (CITB) registered, it can claim up to 80% of those travel and accommodation costs back.

The first intake of nine apprentices – from Access Engineering, Versalift, Mainline Group, 1 Up Access, Horizon Platforms, CTE UK, Southern Platforms and GT Access – began at NWSLC, currently the only provider, in April 2021. The intention, Whiting says, was to have one intake in April and a second in October, but following the April launch they were “inundated” with requests and ended up launching several simultaneously in October. Hoping to hit a total of 20 apprentices in 2021, they ended the year with 45.

Some intakes are from several companies, while others are groups from just one or two larger companies. NWSLC will put on a course once it has enough to make a full cohort (around nine or 10). Already 23 apprentices from six employers were signed up for 2022 at the time of writing – another cohort started at the end of February.

It has been a “tremendous success” says Whiting, who has been getting “great feedback” from employers.

Horizon Platforms’ Matt Rzepkowski, who was among the first intake, was recently promoted from inspecting equipment between hires to repairing the equipment himself (see panel). “That promotion would not have been available to him had he not been on this apprenticeship. It’s been wonderful seeing Matt develop,” says Hirst.

Whiting concludes: “We should be celebrating the collaboration between IPAF, its members and the college. It’s down to our members taking on new staff that has made it work.

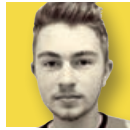
“The challenge now, a key objective for 2022, is to sustain it. We’ve got 45 – it would be great if we could at least match that this year and have 90, and then same again the year after. If we could get up to 130-140 apprentices, it’s a massive boost in terms of new engineering talent coming into the powered access sector.”



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**If you can
'grow your
own' engineers
then obviously
they're an asset
that grows
with the
company**

Ben Hirst,
Horizon Platforms

▾ The apprentices' view



▾ **Charlie Jones, 18, apprenticed with Speedy Services – started September 2021**

I was in sixth form studying criminology when I realised engineering was something I wanted to pursue and the apprenticeship stood out.

For the first year we're working on Skyjacks, learning the basics, the second year we'll be looking at hydraulics, building our way up to become fully qualified engineers.

We've been given a Skyjack that does not work and have about two or three months to try and fix it. Our line manager tells us what we're meant to be doing and helps us out – we've been doing everything from stripping the Skyjacks down and removing the paint, to more complex tasks like removing motors and changing filters.

Sometimes engineers ask us to do the odd job or we can go out on calls to try and learn from them. There might be a breakdown or there could be something wrong with a machine. Going out on the road and getting to see the machines first-hand is definitely a good way of learning on the job.

I'm hoping to work my way up, stay with Speedy if they'll keep me, maybe get my CAP licence, become a mobile engineer and be able to do LOLERs (Lifting Operations and Lifting Equipment Regulations).



▾ **Catherine McCreedy, 28, apprenticed with Speedy**

I was a machine operator but I fancied a career change with more opportunities to progress and build a bit more of a skillset for myself.

On a normal day in the depot I'll ask one of the engineers what needs to be pre-delivery inspected for the day, so I'll get the list ready, do the

inspections, and get the engineers to sign them off to make sure I've done them correctly.

Once the stock is done for the day, I'll shadow CAP-qualified engineers when they're LOLER-ing machines. It's busy at work, I'm always on the go. There's always something to be done and something new, and I really enjoy it.

When I pick up a machine now and I know what it is and what the problem is, it's a great feeling. I hope to be CAP qualified so that I don't have to have anyone else sign off my machines – I want to be able to do it myself, I want to say, “I can do it”.



▾ **Matt Rzepkowski, 28, apprenticed with Horizon Platforms – started April 2021**

I started a career in platforms three years ago and fell in love with the engineering side of it. Management asked me for a five-year development plan, and from that the opportunity came up to get a qualification specialising in powered access. From my first year on this course, I can already see the difference, applying it day-to-day, and there have been several successes from just this year at college already that I'm bringing to the organisation.

Prior to the apprenticeship I was doing pre-delivery inspections of machines. It was a case of finding an issue with a machine but not having the knowledge to repair it.

The first couple of months of college were very orientated around the structure of engines, health and safety, and it's going to go into electrics, fault diagnosis and hydraulics. I'm really looking forward to becoming a better engineer.

I recently managed to install a load cell and, following the inspection by my CAP-qualified colleague, we got the machine working for the customer in good time. More advanced electrical work is being given to me now.

The professional approach

IPAF'S NEWEST MEMBERSHIP CATEGORY IS AIMED AT KEEPING SAFETY PROFESSIONALS AT THE FOREFRONT OF DEVELOPING AND SHARING THE LATEST GUIDANCE ON THE SAFE USE OF POWERED ACCESS. **NEIL GERRARD** REPORTS

If health and safety managers, supervisors, or other safety professionals need specialist advice, help or guidance on powered access, where do they go to get it? That was the question that prompted the creation of a new IPAF membership category dedicated to safety professionals.

The category, which at £58 a year costs less than IPAF associate membership, offers a range of benefits (see box) but crucial for its very first member, Chris Wraith, is the fact that it offers a "definitive place" for safety professionals to go for powered access guidance.

Wraith has been involved in powered access since the mid-1980s, working for Nationwide Platforms and then IPAF itself, before he became an independent safety consultant.

"I know powered access inside out, but lots of other people who are safety professionals wouldn't necessarily specialise in it. Being part of this safety professional membership is a great tool, giving them access to a lot more information," he explains.

Wraith says that being a member means that the rental companies and other users of powered access he works with have the assurance that he is giving them the most up-to-date advice when conducting post-accident inspections or offering project management services. Given his experience in the sector, membership also allows him to sit on a number of different IPAF working groups.

"I am on a working group that is just about to start revising safety standards. If I hadn't been a member of IPAF, I probably wouldn't have known about it and been able to influence it," he says.

"I believe being a safety professional member of IPAF is very good value for money, and a good source of information and comfort should safety professionals have an issue with MEWPs of any kind," he adds.

Brian Parker, head of safety and technical at IPAF, also highlights the fact that the members are already spread across the globe, despite the category only launching in September 2021. Members so far hail from places such as Singapore, Switzerland, Italy, Portugal, Mexico and Korea, as well as the UK, with numbers still growing.

Parker says that the new category not only helps to reach safety managers spread across a variety of different sectors and regions to support them in meeting the challenges of their job, but also helps to promote the work that IPAF does on training and safety. And he hopes that members of the new category will feed information back into IPAF's accident reporting portal, reporting not just major incidents but also near misses, which will ultimately help IPAF to make the powered access sector safer by formulating new advice and training initiatives in the areas where they are needed.

"It's an individual category and one where members can get personally involved. It's also great value – you



can spend £58 on a meal – and in a lot of cases employers will pay for membership on the member's behalf," says Parker.

"This lets members be at the forefront of powered access knowledge, enabling them to do their job. This is about saving lives and improving safety at the coalface by ensuring safety managers have the latest information and guidance to help support their own teams."

The new category will reach safety managers across a variety of sectors

Member benefits

- Free participation in a specific annual Safety Professionals webinar with leading speakers from the powered access industry
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IPAF's analysis of data from around the world enables accidents to be avoided

"Mistakes are the portals of discovery," James Joyce is often misquoted as saying. What he actually wrote was: "A man of genius makes no mistakes. His errors are volitional and are the portals of discovery." That was in *Ulysses*, a famously impenetrable read, so little wonder the quote has been simplified. However, it has long been understood that we learn from our mistakes – and for users of powered access there can be no better place to learn than IPAF's accident reporting portal.

IPAF launched its accident reporting project in January 2012 to enable the industry to log and pool their experiences of accidents and near misses to enable a collective learning far greater than previously possible. With a decade of data now gathered, and a smart phone app to make anonymous reporting easier than ever, the portal is now established as a fount of wisdom for industry training.

When originally set up, it had two main focuses: gathering reports from incidents worldwide, anonymously if preferred; and compiling reports from rental companies using MEWPs with their own staff – incidents during maintenance and delivery, for example. IPAF members worldwide are strongly encouraged to report all incidents, indeed companies in some countries are mandated to do so as a condition of IPAF membership, explains Chris Wraith, formerly safety and technical executive at IPAF. Wraith joined IPAF from hire firm Nationwide Platforms, where he

What causes powered access accidents?

IPAF'S ACCIDENT REPORTING PORTAL IS PROVIDING RICH INFORMATION ON THE CAUSES OF ACCIDENTS IN THE POWERED ACCESS SECTOR AND WHAT WE CAN LEARN FROM THEM. **PHIL BISHOP** REPORTS

It would be wrong to deduce that as more accidents are being logged, the industry is getting less safe. There is no evidence of that. It only means that more incidents are being reported

had helped implement the company's own in-house reporting system.

The idea of equipment owners and users reporting incidents that have caused injuries, or had potential to cause injuries, to a central independent body, to gather and analyse data and to disseminate lessons learned seems such a laudable (and valuable) concept that it may surprise some to read that there was industry resistance at first.

The IPAF UK country council mandated that from 2013 UK members must report any accidents involving powered access. In Ireland and the Middle East it is also now a condition of membership. Elsewhere, it is voluntary but incidents from 28 countries were reported in 2021 involving mobile elevating work platforms (MEWPs), mast-climbing work platforms (MCWPs) and hoists. The ePAL app now takes reports anonymously.

Point man for the accident reporting portal today is Brian Parker, IPAF head of safety and technical. One of his first missions was to produce the *IPAF Global Safety Report*, published in June 2021. It is a feast of data revealing the causes of accidents.

According to the 2016-2020 data, the most common causes of fatal incidents were falls from the platform (23%), electrocutions (23%), entrapments (19%), MEWP overturns (12%), MEWPs struck by either a machine or vehicle (6%) or hit by falling object(s) (5%).

These statistics are not absolute: the sample size is still sufficiently small to be skewed by atypical events, and they represent only the incidents reported to the IPAF portal. They do not pretend to be comprehensive. Incidents involving delivery drivers – employees of hire fleet owners – are prevalent in the database because they work for IPAF members. End users, generally not IPAF members, tend to be less diligent at reporting. It would be wrong to deduce that delivery

drivers were exposed to unreasonable risks; it would be right, however, to see what mistakes are commonly made and to learn from them.

It would also be wrong to deduce that as more accidents are being logged, the industry is getting less safe. There is no evidence of that. It only means that more incidents are being reported, and thus the opportunities for learning lessons also grow.

Some causes of accidents have been well understood since the emergence of MEWPs – particularly overturning, caused by poor ground, slopes, hidden hazards or overloading boom platforms. Risk assessment, planning and training are the prescribed preventative measures.

In more recent years the industry has learned the importance of harnesses to prevent being catapulted out of a platform and of the value of anti-entrapment devices. “The portal has done a lot to raise awareness of entrapment,” Parker says.

Meanwhile, the lessons become embedded in IPAF operator training and information campaigns. “We make sure the training programmes reflect that we know where those errors are happening,” Wraith says.

Wraith is in no doubt of the benefits of the portal. “It helps drive up good practice,” he says. “And with it now being an app for smartphones, that has helped increase incident reporting.”

What is now needed, both men agree, is for more people to report not just accidents that have caused injuries (or worse) but near misses – the lessons from those can be just as valuable.

Read the IPAF Global Safety Report at www.ipaf.org/accident

Report an accident



Please report all accidents and near misses to IPAF's accident reporting portal: www.ipafaccidentreporting.org

Causes of accidents and what we are learning

Falls from height

The *IPAF Global Safety Report 2021* shows that in the four years between 2016 and 2020 there were 117 incidents reported from 14 countries involving 93 fatalities and 120 people injured. Static booms were the most common machine type, followed by mobile booms and vertical lifts. Absence, or misuse, of fall protection (harnesses) is usually involved. People climbing on to or over guardrails is also a known factor.

Electrocution

The *IPAF Global Safety Report 2021* shows in 2016-2020 there were 97 reports from nine countries, with 102 people involved and 91 fatalities. Most (84%) of the incidents were in the USA. More recent (unpublished) IPAF data shows that in 2021, electrocution overtook falls from height as the single biggest cause of reported powered access-related fatalities worldwide.

Electrocutions tend not to happen in the utilities sector, but more in arboriculture. Brian Parker says there have been spikes in electrocution reports from the USA after major storms. It is reasonable to imagine that emergency response work may involve operatives in unfamiliar situations and locations and thus exposed to greater risks.

Entrapment

Between 2016 and 2020 there were 84 accident reports from 15 countries, with 73 people killed by entrapment incidents, generally between the guardrails and exposed steelwork during the construction process. IPAF recommends that

secondary guarding should be considered as part of the risk assessment but is no substitute for proper training and planning.

Overturning

There were 114 accident reports from 18 countries between 2016 and 2020, with 48 fatalities. Construction was the most common end use, with ground conditions or hidden hazards tripping up mobile lifts. In facilities management, inadequate site risk assessment or underestimating load-bearing capabilities of the ground are key issues, reports indicate.

Hit by vehicle or machine

Between 2016 and 2020 there were 85 reports from 10 countries, with 22 fatalities. Nearly half (48%) of these incidents were in the UK, indicating a need for better awareness of the risks of working close to traffic.

“Positioning and setting up any powered access machine correctly involves skill, judgement and observation, underpinned as ever by good planning.”

Hit by falling object

Over the same five-year period there were 52 reports from eight countries, involving 21 fatalities.

Falling objects can result in crushing injuries, catapulting or overturning. A typical accident would be material falling on to a platform (ducting or cladding, for example) during installation or repair. Likewise, masonry can be dislodged during renovation or tree branches can fall during arboriculture. Any object falling not as intended should be reported as a near miss.

Safety without borders

CONVENED FOR THE FIRST TIME IN 2021, IPAF'S INTERNATIONAL SAFETY COMMITTEE AIMS TO GLOBALISE THE DEVELOPMENT OF STANDARDS AND ENCOURAGE ACCIDENT REPORTING TO ENHANCE SAFETY. CHAIR MARK KEILY AND VICE-CHAIR ALANA PATERSON TELL **NEIL GERRARD** ABOUT HOW IT WORKS AND THEIR AMBITIONS FOR ITS FUTURE

IPAF's new International Safety Committee, formed last year, is taking a global approach to safety in powered access. Born out of the existing IPAF Accident Working Group of the IPAF UK Country Council, it has been formed to take IPAF's long track record working to understand safety issues in powered access across international borders.

"We have spent a lot of time at IPAF developing safe methods of work," says Mark Keily, SHEQ director at Sunbelt Rentals UK and chair of the new committee.

"With this committee, we are looking to be the gel that links other IPAF committees – primarily the training committee, the worldwide IPAF Council and manufacturers' technical committee – and to be able to feed into them accident trends and analysis that will improve the industry so it is even safer than it is today."

Working alongside Keily is Alana Paterson, vice-chair of the committee and head of health, safety and environment at Nationwide Platforms. Paterson sees the transformation of what was the UK-based Accident Working Group into the International Safety Committee as a key way of driving the IPAF agenda in countries outside the UK and Europe.

"We want people to log their powered access incidents on to the accident reporting portal to allow us on the committee a true reflection of accident trends around the globe to help us drive guidance and training," says Paterson.



Above: International Safety Committee members at its first meeting last year



We want to see more rental companies and users in more countries reporting accidents and near misses

Mark Keily,
Sunbelt Rentals UK

Keily and Paterson admit that in the short term, as more reports come in, the number of accidents are likely to rise but that this is actually a reflection of better reporting, essential to the quality of the data that they are gathering. It's also important to note, they add, that all data is anonymised, with the committee only able to see what type of incident occurred and an indication of its location by region, rather than specific details about people, companies or precise locations.

Since launching the committee last year, one of the big successes, according to Keily, has been the recruitment of a truly international membership, with representatives from Brazil, North America, Australia, China, the UK, Italy and the Middle East. More are set to follow.

After its first meeting at the Vertical Days show in the UK in October 2021, the committee plans a mix of virtual meetings and in-person gatherings as Covid-19 restrictions ease and international members are able to attend.

Meanwhile, it is developing a digital dashboard for IPAF members linked to the accident reporting portal, which allows them to examine accident trends to help identify areas where safety can be improved. The updated, more user-friendly dashboard is expected to be ready by this summer.

The committee also published its first guidance document, *Safe Use of MEWPS in Public Areas*, on 10 March at the IPAF Summit. The key safety messages in the document will be shared via the IPAF ePAL app.

"We want to see more rental companies and users in more countries reporting accidents and near misses. Traditionally, fatal accidents have been the focus as these are generally publicised in many parts of the world but they are only the tip of the iceberg. The committee's work will help us to get into the granular detail of what is actually happening," Keily concludes.

"It is about the transfer of learning across the world," adds Paterson. "The types of incidents we have here in the UK may only happen once in a blue moon elsewhere, but if companies in other countries can learn from our experiences and prevent accidents, then it is a win."



How to report

Accidents and near misses can be reported to IPAF via www.ipafaccidentreporting.org or through the IPAF ePAL app, which is available on Android Play Store or the Apple App Store.



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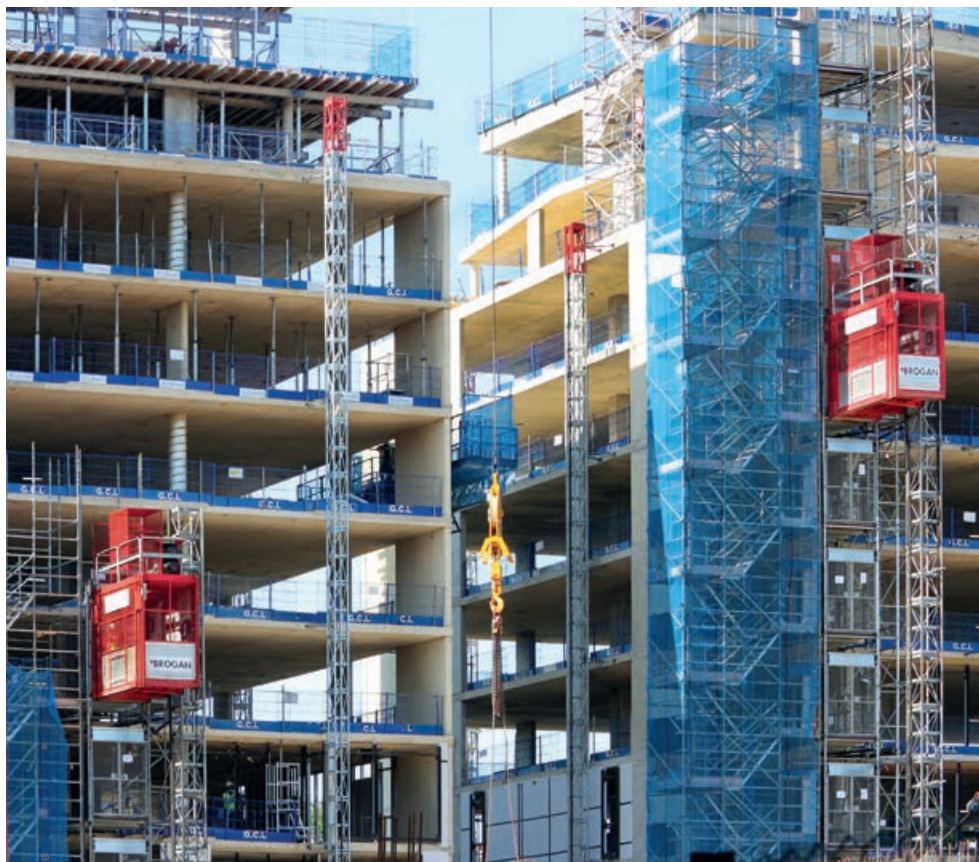


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A new platform for managers

IPAF LAUNCHES A SUITE OF COURSES FOR MANAGERS OF MCWPS AND CONSTRUCTION HOISTS, PLUS HIGH-LEVEL PROGRAMMES FOR ENGINEERS

A new training course on mast-climbing work platforms (MCWPs) and hoists for managers has been designed to equip managers with what they need to know for the safe use of the machines on site.

The MCWP and Construction Hoists for Managers course was launched in January this year. It covers things managers need to know, including planning the job, conducting a risk assessment, selecting machines and the right equipment for optimum cost-efficiency and for mitigating risks.

The course is intended for employers, project managers, foremen and supervisors in industries such as construction and facilities management, who are responsible for planning and overseeing machine use.

The launch follows the introduction in April 2021 of a Competent Assessed Person (CAP) course for MCWPs and CAP for hoists. The CAP programme is an advanced-level assessment leading to certification that engineers are proficient in undertaking statutory inspections

The new course covers what managers need to know when planning a job with MCWPs and hoists

of MCWPs or construction hoists to the highest specification, as stipulated by legislation and regulations.

The programme has been designed for engineers wishing to competently plan, manage and conduct a thorough examination of an MCWP or hoist.

In total, there are now three distinct CAP programmes, focused on MEWPs, MCWPs and construction hoists. Led by experienced engineers from IPAF-approved training centres, they consist of a theory exam and practical assessment.

The CAP programme takes one day per machine category. Candidates learn how to competently plan, manage and conduct a thorough examination of a MEWP, MCWP or construction hoist in line with LOLER, Work at Height Regulations and PUWER 98 legislation.

Angel Ibáñez, IPAF's representative for MCWPs and related products, says: "IPAF has worked to meet demand in our part of the access industry by modifying its well-recognised training for MEWP operators to certify operatives, installers and demonstrators of MCWPs and construction hoists, so it makes complete sense for us to also create a version of the CAP assessment that is also tailored to these machines.

"This has now been delivered and will be available via selected IPAF Training Centres, initially in both English and Spanish. We expect take-up for this new version of the IPAF CAP assessment will be strong from the outset."

IPAF training manager Paul Roddis adds: "Both of these training courses were created as a team effort with fantastic support and help from the IPAF MCWP and Hoist Training Group and CHIG (Construction Hoist Interest Group). Without their knowledge, resources and determined effort IPAF could not have delivered such valuable and engaging training and we wish to extend our gratitude to all those who assisted in creating these new training courses."

For more information about IPAF training courses, go to:
www.ipaf.org/training

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Innovative hoists for £330m Manchester town hall refurb

TAYLOR'S HOISTS AND LYNDON SGB HAVE DEVELOPED A PIONEERING SYSTEM OF HOISTS AROUND MANCHESTER'S ICONIC NEO-GOTHIC TOWN HALL AS PART OF ITS £330M RENOVATION

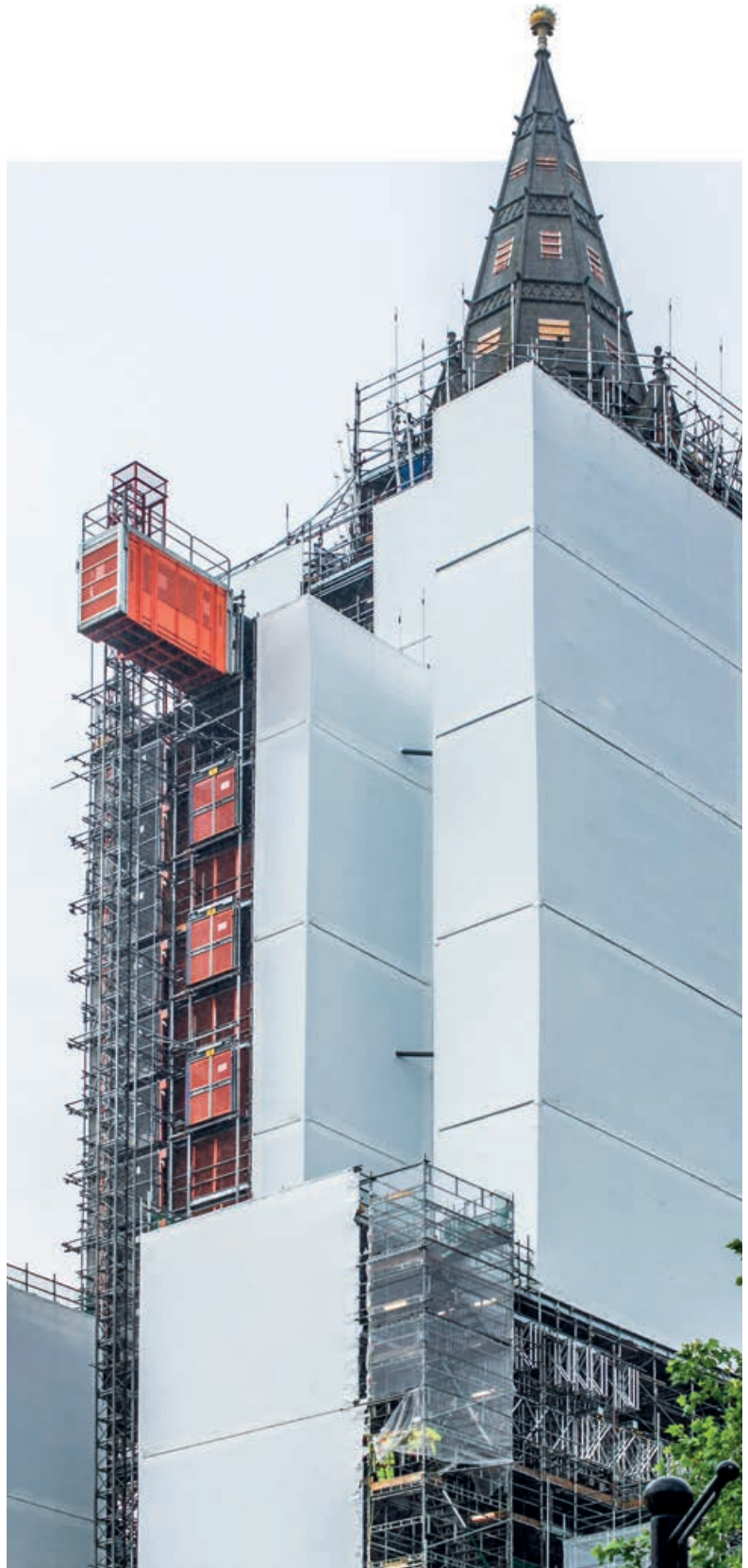
Manchester's arresting neo-Gothic town hall, opened in 1877, is a centrepiece to the city.

But the Grade-I-listed building was in sore need of refurbishment, having had very little in the way of renovation works over its 145-year history.

Main contractor Lendlease, working with project manager Mace and Manchester City Council, appointed SGB Lyndon and Taylor's Hoists, both part of the Brand Safway group, to devise a ground-breaking hybrid

Top: Aerial view of Manchester town hall's roof

Right: Hoist tie loads were displaced via the scaffold



access system to allow contractors to work on the sprawling building.

Taylor's Hoists have provided nine of the hoists required on the project, working with the Lyndon SGB scaffold team to provide a solution where no external hoists are physically tied to the structure by penetration of any fixings.

Eight of the nine hoists are for goods only, while one serves as a passenger and goods hoist. One more hoist is due to be delivered, which will be installed in an internal lift shaft.

Taylor's Hoists managing director, Paul Price said: "Working with our scaffold team, we managed to come up with a solution where the hoist tie loads were taken and displaced via the scaffold which is tied into the building structure, apart from the top three ties of the only passenger hoist on site. The bottom two ties were connected via the scaffolding."

Six hoists have a capacity of 1,000kg. Another hoist has capacity

of 2,000kg, while a twin combination hoist – a goods-only hoist which shares the same mast as a passenger goods hoist on the other side of the mast – are both 2,000kg, making vertical transportation of 4,000kg in total possible at the same time.

Altogether, more than 100 landings are being served by the hoists, all of which are manufactured by Alimak.

Price added: "In 25-plus years within the hoist industry, I have never before worked on a project with multiple hoists that have not been physically tied to the structure, and it is to the credit of the Taylor's Hoists team, Lyndon SGB and Lendlease that the solution became a reality. It has been a truly educational experience which has been a journey, and we are privileged to have worked together with the Lendlease team."

The renovation of Manchester town hall, which started in 2019, is expected to continue until 2023.

In 25-plus years in the hoist industry, I have never before worked on a project with multiple hoists that have not been physically tied to the structure

Paul Price,
Taylor's Hoists

The system avoids penetration of the 145-year-old structure



Lights, camera, action!

MEDIA ACCESS SOLUTIONS LIFTS NETFLIX LIGHT RIGS

TV streaming giant Netflix has called on Media Access Solutions, based near Birmingham, for its access expertise.

MAS provided two machines – a Niftylift HR28 hybrid 28m boom lift and a 48m Bronto truck-mounted aerial platform – to lift and manoeuvre lighting rigs for a night-time shoot in the Cotswolds.

Ian Page Mitchell, media and rehire, MAS, explained that the advantage with the HR28 machine is that the cage capacity is 280kg, unlike other booms which are usually only about 230kg.

While the quietness of the hybrid machine is a 'nice-to-have' during outdoor shooting for film and TV, Page Mitchell said: "Outside on locations like this it's more due to the height, outreach and cage capacity that we have specified these machines – it is why our customers love them."





Facelift's new Aspen A-62 in action at Liverpool Lime Street station

European first for Facelift under-bridge inspection

FACELIFT BECAME THE FIRST COMPANY IN EUROPE TO ORDER THE NEW VERSALIFT ASPEN AERIALS A-62 UNDERBRIDGE INSPECTION UNIT LAST YEAR, AND THE MACHINE WAS SOON PUT INTO ACTION AT LIVERPOOL LIME STREET

Hirer Facelift showed off the capabilities of its new Versalift Aspen Aerials A-62 underbridge inspection unit – one of the first such machines in Europe.

Facelift, which is part of the AFI group of companies, was the first company in Europe to order the new unit, which enables operators to review bridge conditions from above, alongside or below, and is purpose-built for European bridges.

The Aspen A-62 features a heavy-duty generator to power the platform. No outriggers are required and all counterweights stay within the width of the truck body, so this unit can set up in a single lane of the carriageway. Two rotating turntables and multiple articulating and

telescoping booms provide greater versatility on accessing structures.

Already a popular unit in the USA, Facelift's Aspen A-62 is mounted on a Volvo FM 420 8x4 sleeper cab. It features an interchangeable platform, giving operators the flexibility to switch between a regular inspection basket and a work platform with two options.

The first of these options is for inspection work and features a two-man bucket platform that has a basket capacity SWL of 272kg and an 18.8m horizontal under-bridge reach under the structure and a vertical reach down to 20.6m.

The second option is the 14.3m gantry platform with its 680kg SWL (five-person) capacity, and a movable step-up platform mounted on railing and providing 2.1m reach.

The machine was chosen for work at Liverpool Lime Street because the timescales involved in overhead work above railway lines are very sensitive. When Network Rail isolates the line, the job becomes time-critical. On overnight possessions, around five hours' working time is permitted.

The Aspen does away with access issues from the ground up as operators can work from the bridge deck. The operators are deployed over the side of the bridge and drop down to the required working height and boom out under the structure.

On this occasion, the Aspen was used in its gantry mode to allow the inspectors to walk along the gantry checking the integrity of the structure and signs of any corrosion while recording and measuring steel thickness. This activity is very hands-on, and the inspectors need to be lifted as close and safely as possible.

Facelift claimed that Aspen could reduce Network Rail maintenance costs by thousands of pounds by removing the need for scaffolding and its associated time requirements.



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Profile: Karin Nars

KARIN NARS, MANAGING DIRECTOR OF FINLAND'S DINOLIFT, HAS BECOME THE FIRST FEMALE PRESIDENT OF IPAF IN ITS NEAR 40-YEAR HISTORY. SHE TELLS **NEIL GERRARD** ABOUT HER PLANS FOR THE ROLE

Tell us more about Dinolift as a company.

We are a €40m turnover company and our main markets are the Nordic countries, northern Europe and North America. Our main product is trailer-mounted lifts but during the past few years we have also added some different self-propelled models, a tracked lift, a truck-mounted lift and a 4x4 wheel-mounted lift. We have over 200 people in the company, based in a small town called Loimaa, about two hours from Helsinki. We do a lot of the manufacturing in our own factory, including welding, machining, painting and assembly.

How does it feel to be the first female president of IPAF?

It's good. Of course, it took almost 40 years but it has happened now and I will use this as a positive thing. If you look at IPAF, the council and the senior team, we have a lot of skilled women who have fantastic careers, so it is only logical that it also shows in the presidency. Next year it will be 40 years since IPAF was formed, which is a moment to recognise everything IPAF has done over the past four decades and how far we have come.

What are your key objectives for your presidency?

I have been part of IPAF's board and working on its three-year plan already. As an incoming president, having my own completely new agenda would be

impossible. Instead, it is a continuation of the work we have been doing. I will be giving my full support to the three-year plan. In particular, digitalisation of the training processes is a good thing for the whole value chain, and then of course there is the ePAL app, which is a huge opportunity in many ways, both from an effectiveness point of view but also when thinking about accident or near-miss reporting. And as the first woman in this position, I would like to launch an initiative to develop equal opportunities for women and to find paths to help women come into the industry.

How do you see the future of the powered access industry?

As IPAF grows in new regions like Asia and North America, it creates opportunities for rental companies and an organisation like IPAF to support customers to create a structures around safety. At IPAF, we have so many helpful resources that we are producing and sharing with our members that are really speeding up the spread of powered access.

A lot of it is about creating awareness about IPAF in the customer base – talking to rental companies and their customers. With new technologies, we are able to reach a new audience much better than before. Every operator in a MEWP has a smartphone, which is a really strong communication tool, so through the ePAL app there are powerful opportunities for IPAF to communicate with the users.

How did your career in powered access develop?

I have been in the industry since 2004, in our family business Dinolift. I studied business and entered the company in a sales role, and later took over the leadership of the company after my father passed away. My connection with IPAF started in around 2010 when I started filling in for my father on the IPAF council. In 2014, I was elected on to the board of IPAF.

My career in powered access has been a really interesting experience and I would describe it as learning by doing. I was thrown into the deep end. It is easy to connect with people in this industry, form networks and learn from others. That was a very good thing for me since I came from the outside and had to quickly understand what it is all about.

//
If you look at IPAF, the council and the senior team, we have a lot of skilled women who have fantastic careers, so it is only logical that this also shows in the presidency

Karin Nars,
IPAF



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IPAF launches targeted Don't Fall For It! campaign



Brian Parker of IPAF launches the campaign

IPAF has launched a campaign emphasising the importance of working safely to avoid falls from the platform when using mobile elevating work platforms (MEWPs) to enable temporary work at height.

Launched at the federation's annual IPAF Summit in London, UK, on 10 March 2022, the Don't Fall For It! safety campaign outlines the possible underlying causes of falls from the platform when using MEWPs, which almost always lead to serious injury or death.

The campaign offers operators and managers key advice to mitigate the most common risks and avoid accidents of this type, as identified in IPAF's ongoing

incident reporting and analysis via the www.ipafaccidentreporting.org portal.

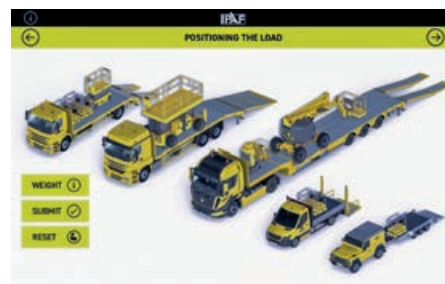
Key points of guidance in the IPAF Don't Fall For It! global safety campaign include:

- Plan thoroughly
- Know your machine
- Clip on
- Set up and manoeuvre the machine/platform effectively
- Stay inside the platform/attached.

Peter Douglas, CEO and MD of IPAF, said: "MEWPs are designed to safely conduct temporary work at height in just about every environment, but every year the most common type of accident we see reported are falls from the platform, which as you can imagine nearly always lead to serious injury or death if they occur while using machines at height.

"We are determined that our new Don't Fall For It! targeted global safety campaign will help to instil safe working practices and remind operators and managers of some fairly basic positive steps they can take to reduce the risk of such incidents occurring.

"The messaging is really simple – select the correct machine for the job, don't take risks, don't cut corners, and wear the correct personal fall protection equipment in boom-type platforms." www.ipaf.org/safe



IPAF's load/unload training updated in extra languages

Information gathered in a worldwide project to report accidents and near misses has informed a major update to a comprehensive training course on how to load and unload MEWPs and other plant equipment safely from trucks or trailers.

Analysis of global data gathered by IPAF via www.ipaf.org/accident shows that most accidents resulting in lost-time injuries – and even on occasion fatalities – during delivery of MEWPs occur during loading or unloading.

As a result, IPAF has decided to overhaul its existing Load/Unload course, with the updated course now available in Spanish, Italian, German, French and English.

All information covered in the course content conforms to EN 12195 *Load-restraining on road vehicles – Safety* and references both the IPAF best practice guidance *Load and Unload* and *Loading And Unloading MEWPs on the Public Highway*. See www.ipaf.org/training for more details

IPAF presidency team and board changes confirmed by AGM



IPAF's new team: from left, Karel Huijsen, Peter Douglas, Karin Nars and Kai Schliephake

A new presidential team has been confirmed for IPAF, with Karin Nars of Dinolift officially invested as the federation's first woman president during its 2022 AGM, which was held for the first time in three years as a physical meeting following the restrictions of the coronavirus pandemic.

Nars is also IPAF's first second-generation president, her father Lars-Petter Godenhjelm having also held the position at the turn of the millennium.

In addition to Nars being confirmed as successor to Norty Turner, who steps down following his extended term as president that began in October 2019, JLG's Karel Huijsen is confirmed as IPAF deputy president, while Kai Schliephake of Partnerlift becomes IPAF's new vice-president.

Jacco de Kluijver of Terex Aerial Work Platforms (Genie), seconded as an IPAF board member at the end of 2021, is also officially confirmed in place by the 2022 AGM.



Jo Fautley, deputy chief executive of Build UK, which welcomes IPAF's recognition of the standard

IPAF Rental+ aligned with Build UK's Common Assessment Standard

Build UK is delighted to welcome IPAF as only the third UK trade association member to recognise the Common Assessment Standard as part of its audit scheme.

IPAF has incorporated elements of the Common Assessment Standard into its IPAF Rental+ audit, meaning MEWP rental members that are certified to the Common Assessment Standard will be exempted from answering certain questions, further reducing duplication across the industry.

IPAF joins a growing list of more than 20 organisations now using the Common Assessment Standard.

Build UK reviews the Common Assessment Standard every year to ensure that it continues to meet the pre-qualification requirements of the construction industry, and Version 3.0 was published on 31 March.

The standard is a construction industry-wide prequalification system and Martin Wraith, IPAF Rental+ scheme manager, and Richard Whiting, IPAF UK market general manager, have worked to ensure that the key elements of the IPAF Rental+ audit align with it.

IPAF Rental+ is the standard for quality and safety in the MEWP rental industry. In 2018, the IPAF UK Country Council mandated that all new and existing UK hire rental company members should be audited to meet the required standard as a condition of continuing membership.

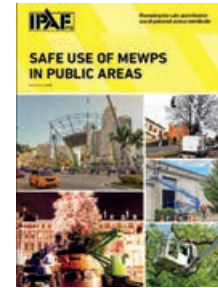
IPAF rental member companies are assessed annually against the minimum requirements, which include Safety Systems in Procurement (SSIP) accreditation alongside IPAF's own stringent criteria to improve industry safety. MEWP rental members in the UK must be annually assessed to meet the IPAF Rental+ standard.

Peter Douglas, CEO and MD of IPAF, said: "This alignment means that those IPAF members certified to the Common Assessment Standard will reduce duplication when completing their annual IPAF Rental+ audit."

Jo Fautley, deputy chief executive, Build UK, added: "We're delighted to see IPAF recognising the Common Assessment Standard within its IPAF Rental+ audit."

For more information about IPAF Rental+ please visit www.ipaf.org/rental

IPAF publishes new guidance on using MEWPs in public areas



Comprehensive new guidance outlining the key principles and ways to reduce likely risks when using mobile elevating work platforms (MEWPs) in public areas and near roads has been published by IPAF.

The new document, entitled *Safe Use of MEWPs in Public Areas*, has been developed by IPAF in collaboration with its International Safety Council (ISC) and supporting members and is available to view or download in English, Dutch, French, German, Italian, Korean, Portuguese, simplified Chinese and Spanish.

It can be downloaded free of charge in digital format and is also available print-ready so organisations can produce their own hard copies if they so wish.

Visit www.ipaf.org/resources to view or download the IPAF *Safe Use of MEWPs in Public Areas* guidance document. Please use www.ipafaccidentreporting.org to report incidents and near misses using powered access.

New appointments



Mike Ashton has joined IPAF as international safety and technical advisor, bringing to the role expertise from more than 25 years

in industry business management, safety, engineering and training positions in the UK, Middle East and Australia.

Ashton joins IPAF from Lift Industries who are the Australian distributor for TEREX insulated travel towers and crane borers.



Also during 2021, Martin Wraith has been recruited to a new role within IPAF to oversee the development,

implementation, and ongoing audit of the IPAF Rental+ standard for hire members.

IPAF Summit 2022 describes the 'evolution of safety'

Around 350 people attended the 2022 IPAF Summit at the Millennium Gloucester Hotel, Kensington, London, on 10 March 2022, to hear presentations on the theme of 'The Evolution of Safety'.

The IPAF Summit 2022 marked a return to in-person global events for IPAF and event partner KHL – and was the first time the event has been hosted in the UK since 2017. The summit considered how IPAF's accident reporting project, advances in technology, training and regulation have helped to provide a safer working environment for operators.

The project has been central to many changes within the industry, including influencing training programmes, guiding standards and informing good practice guidance. The event addressed issues around the future for safety and asked: will we reach zero deaths while using powered access?

Clockwise from left: IPAF's Peter Douglas addressing the Summit; a member of the audience; Oana Samoila of AlmaCrawler



Peter Douglas, IPAF CEO and MD, took the stage to welcome attendees to the first in-person summit of his tenure despite taking up the post at the end of 2019. He noted that it marks the 10-year anniversary of the launch of IPAF Accident Reporting, one of the initiatives that has informed all the work IPAF does.

Next up was Norty Turner, outgoing IPAF president, who gave his first in-person address to an IPAF Summit. "Something happens, when we come together – something chemical, so it is fantastic to see all these smiling faces, as everybody is happy to be together at this, the most well-attended summit ever, because everyone is so pleased to be together again," he said. "I want to welcome Karin Nars as president – the first woman president – she is a pioneer!"

He added: "If you are in this room, in this industry, and someone asks, 'What do you do?', you can reply 'I save lives'. And I think that is just such a noble pursuit."

Mark Keily, SHEQ director at Sunbelt Rentals and chair of the IPAF International Safety Committee, and Brian Parker, IPAF head of



If you are in this room, in this industry, and someone asks, 'What do you do?', you can reply 'I save lives'. And I think that is just such a noble pursuit

Norty Turner, IPAF

safety and technical, presented together on IPAF's accident reporting. Parker challenged the room to consider how valuable reporting of near misses and unsafe conditions can be – pointing out that for every fatality or serious injury, thousands of unsafe behaviours will typically have gone unreported.

Parker also launched Don't Fall For It!, the 2022 IPAF targeted safety campaign all about falls from the platform – which for the past six years of available data have been the main cause of serious injuries and deaths.

Other speakers included: Madeleine Abas, senior partner at Osborn Abas Hunt; Rémi Heidelberg, group product marketing manager at Haulotte; Jonathan Dawson, managing director of Power Towers; Dr Shaun Lundy, director of strategy and innovation at Tetra Consulting; Oana Samoila, key accounts sales manager of AlmaCrawler; and Martin Hall, safety health and environment director at Morgan Sindall.

The summit concluded with a panel discussion, asking industry leaders how they foster safety, with: Pedro Torres, CEO of Riwal; Andy Studdert, ex IPAF president and CEO; Paul Rankin, Powered Access Division, chief operating officer at LOXAM; and Will Temple, head of powered access, Sunbelt Rentals.

Dinolift's Karin Nars, newly confirmed as IPAF president, gave a closing address. She said: "We should all take pride in being a global organisation, committed to improving safety in our industry – we should never lose sight of who we are. As Madeleine Abas said, 'Any unsafe situation is an opportunity to learn how could we do better', but also I have learned that we should always recognise the positive things we have done in our industry and celebrate these. We are all ambassadors for safety."

Next year's IPAF Summit and IAPAs will be held on 19-20 April in Berlin, Germany



Riwal becomes latest IPAF sustaining member

Riwal has become the latest sustaining member of IPAF, making it the first rental and training company on a list that includes Alimak, AON (formerly Henderson Insurance Brokers), APEX and Haulotte.

With headquarters in Dordrecht, Netherlands, Riwal was founded in 1968 and has grown into a major rental and training company specialising in working safely and efficiently at height in 16 territories, including the Middle East and India.

Romina Vanzi, IPAF's head of regional development, said: "Riwal has long been an active member of IPAF, with representation on various committees and councils, as well as CEO Pedro Torres being a member of the IPAF board, so to have them as a sustaining member is the perfect way of consolidating our efforts to promote our shared goal of enhancing safety in powered access worldwide."

Sustaining member is a category of IPAF membership designed to recognise and sustain IPAF's strategic initiatives and overall contribution to improving safety and productivity in powered access worldwide.

Peter Douglas, CEO and MD of IPAF, said: "IPAF exists to support its members, and can't progress our strategic objectives without them. We are delighted that Riwal has decided to recognise this by committing to be a sustaining member of IPAF."

Pedro Torres, centre, CEO of Riwal, accepts the 2022 IAPA Sustainability Award

To have Riwal as a sustaining member is the perfect way of consolidating our efforts to promote our shared goal of enhancing safety in powered access worldwide

Romina Vanzi, IPAF



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VR and eLearning among extended IPAF training options



Above and below: Operators can now undertake PAL+ training on a virtual reality simulator

New ways to renew and extend MEWP operator training have been made available by IPAF, giving operators renewing their PAL Card and training certification or taking their advanced operator PAL+ training further options to use virtual reality simulators (VR sims) and eLearning.

IPAF's extensive network of training centres are able to supplement the way they offer the IPAF MEWP Operator Renewal Training and IPAF PAL+ Advanced Operator Training courses with new VR sim and eLearning options.

Candidates can choose to take their theory test in either eLearning or instructor-led virtual sessions, in addition to the usual classroom-based module. Training centres

can also offer renewal practical modules in addition to the existing PAL+ Advanced Course using a VR sim.

This offers greater flexibility and can offer savings in terms of time. Using VR sims means training is less likely to be disrupted by poor weather, and increases the range of locations where it can be delivered. Training centres could reduce the cost and space required to maintain their fleet of MEWPs.

The new options for delivering the IPAF renewal course or the PAL+ advanced course have undergone extensive trials involving IPAF staff and member firms, including Serious Labs, the Edmonton-based VR simulator specialist, as well as IPAF training centres and major contractors. The enhanced range of next-generation learning options has now been approved by IPAF's Training Committee and IPAF Council.

Another change that is aimed to make it more convenient for those candidates seeking to renew their operator training is that IPAF is encouraging users to log their equipment time digitally using the new ePAL mobile app, to certify that they have the required levels of relevant equipment experience. Users can utilise the app's digital log book function to quickly and easily record and share machine time.

See www.ipaf.org/training for details



Site assessment training to select the correct MEWP for the job

IPAF has launched a new course aimed at demonstrating how to perform a thorough site assessment and select the correct MEWP to carry out the job in hand.

Based on ongoing analysis of accident and near-miss incidents via IPAF's global reporting project (www.IPAFaccidentreporting.org), the underlying causes can often be traced back to poor planning, inadequate risk assessment, incomplete understanding of the technical and safety demands of the task, or attempting the job using an incorrect machine or untrained operators and supervisors.

All candidates must hold a valid PAL Card certifying successful prior completion of IPAF operator training, IPAF MEWPs for Managers course or MEWPs for Supervisors qualification.

The course duration is half a day, and may be taken either at an IPAF-approved training centre or online via eLearning – candidates work through the modules in their own time, at their own pace, at a location of their choosing.

All successful candidates will receive an IPAF certificate as evidence of training, and there is no expiration date on the certification. The course is offered initially in English, with other languages to follow this year.

First wave of MEWP technician apprentices celebrated



Since the launch of the MEWP technician apprenticeship, 45 new apprentices have started their journey

The first wave of apprentices on a new route to certifying specialist MEWP technicians have been celebrated by representatives of IPAF as they embarked on their studies at North Warwickshire & South Leicestershire College (NWSLC).

The Level 3 Lift Truck and Powered Access Technician apprenticeship forms part of IPAF's Roadmap to Qualified MEWP Technician or Engineer Status, which meets growing demand in the hire and maintenance industry.

The first intake of eight apprentices was confirmed early in 2021, and a special welcome ceremony was organised for the first batch of apprentices on their first day at the college last April.

Richard Whiting, IPAF's UK and Ireland market general manager, joined Peter Douglas, IPAF's CEO and MD, and senior college officials to wish the new apprentices

well and to recognise their pioneering role as the first entrants to the three-year course, which will include a total of 10 weeks per year studying at the NWSLC campus.

The first intake was made of eight apprentice engineers from Access Engineering, Versalift, Mainline Group, 1 Up Access, Horizon Platforms, CTE UK Ltd, Southern Platforms and GT Access. IPAF was heavily involved in developing the new pathway, approved and grant funded by the Institute for Apprenticeships.

Whiting, who led on developing the IPAF Roadmap, said: "We'd like to offer our thanks to all IPAF members supporting the launch, including: Spanset, which provided a free harness and lanyard to each apprentice; Speedy Powered Access, which provided a Dingli scissorlift; CTE (UK) Ltd for providing a 3.5 tonne truck-mounted MEWP; Versalift, which provided a VTL van-mounted MEWP; and others including Niftylift, Skyjack and

GT Access, which all donated equipment for apprentices to learn on.

"We welcome any offers of spare kit in good working order that could be donated to the college to support apprentice learning."

Speaking a year on from the first intake to the apprenticeship, Whiting gave the following update: "Since the launch of the apprenticeship, 45 new apprentices have started their journey to become qualified powered access engineers. The success of the apprenticeship scheme will be determined by our ability to sustain the programme, so our aim this year is to build on the 45 starts last year.

"It is already encouraging to see that the first cohort of 2022 has already seen nine new apprentices attend North Warwickshire and South Leicestershire College for their first two weeks training in March. We have already received commitment from members for at least four further cohorts later in the year, with 39 apprentice spaces already allocated."

He continued: "The level of interest we are seeing bodes well for the future and it is the encouraging level of activity at NWSLC that has prompted Lancaster and Morecambe College (L&MC) to approach IPAF, first to become an IPAF training centre with a view to being able to deliver the IPAF engineering apprenticeship scheme.

"It is especially pleasing that NWSLC are supporting L&MC to achieve that goal. Having more colleges offering the course offers IPAF members a greater choice of location, which will also help sustain the scheme in the longer term."

Market reports 'invaluable' for UK powered access participants

Leading participants in the UK powered access rental industry are advised to utilise two new reports recently published by IPAF.

Richard Whiting, IPAF's UK market general manager, launched IPAF's *UK Market Sizing Report* at the IPAF Elevation 2021 event at Whittlebury Hall Hotel near Silverstone, Northamptonshire.

The report is an overview of the powered access market in the UK in Q4 2021, focusing

specifically on traditional MEWPs (over 3m) and low-level access machines.

It is available for members to review or download free of charge at:

www.ipaf.org/en/resource-library/ipaf-uk-market-report

The *IPAF Global Powered Access Rental Market Report 2021*, compiled by global research and business insight specialist Ducker, is also now available to buy.



Richard Whiting launches the report at Elevation



IPAF will once again be at Vertikal Days, with the event returning to its traditional May slot in 2022

Calendar filling up with in-person events

As the global recovery from the pandemic continues, a return to in-person events is starting to fill the IPAF calendar.

Confirmed events in the UK and Ireland include **UK Construction Week** (3-5 May 2022), at ExCel, London, where IPAF will be on Stand K30. This will be the first time IPAF has been represented at this premier UK industry show – the ideal platform to showcase IPAF's contractor and operator focused initiatives including IPAF Rental+, developments in training and the ePAL mobile app.

Next up is **Vertikal Days 2022**, 11-13 May 2022, at the same venue as the 2021 event but now returned to its traditional May slot having been held in the autumn last year. Come and visit the IPAF tent at the East of England Showground, Peterborough on Stand 619.

In September IPAF will be at the **Safety in Construction Show** (14 September 2022), Holywell Park Conference Centre, Loughborough, on Stand B14, and the following day, September 15, IPAF hosts **Europlatform 2022** in Rome, Italy – an event which was originally planned in 2020 but postponed owing to the pandemic.

Then, in October, IPAF will be at the **Bauma 2022** event in Munich, Germany. This is one of the world's premier exhibitions of construction plant and associated processes, and will be highly anticipated, having been postponed from its usual spot in March to allow for maximum attendance by delegates from around the globe as restrictions ease.

Looking ahead to next year, the **IPAF Summit & International Awards for Powered Access (IAPAs) 2023** will be in Berlin, Germany on 19-20 April, with further details about networking events, site visit, awards entries and event booking to be revealed in due course. Also in 2023, IPAF is excited to confirm that our representatives will be on booth F8138 in the Festival Lot at **Conexpo** in Las Vegas, USA, 14-18 March; this leading construction and associated trades event was last held in 2020, just as the pandemic was starting to take hold.

IPAF hopes to see readers of *Powered Access* magazine at one or more of these upcoming events over the coming year.

Please visit www.ipaf.org/events for a full list of upcoming events appearances, workshops and webinars.

Record IPAF training numbers lead to healthy 2021 surplus

IPAF recovered strongly from the pandemic across 2021. A cautious approach to spending combined with a record year for training delivery and membership to contribute to an overall year-end surplus of £476,053 – a significant portion of which IPAF chose to disburse among its members in the form of discounted membership and rebates on training administration fees.

According to IPAF's *Annual Report 2021*, which was published on 10 March at the federation's AGM in London, UK, demand for training grew rapidly after a subdued first quarter, and continued to remain strong for the rest of the year.

The number of training certifications issued hit a record of 176,282 – a 31.2% increase on 2020 and a 0.2% increase on 2019, IPAF's previous best year. In the UK market, 31,298 more people completed an IPAF training course than in 2020.

Peter Douglas, IPAF CEO and managing director, said: "We significantly increased membership across 2021, exceeding our year-end target of 1,500 members before the end of December. Furthermore, we managed to exceed 2019 in terms of record amounts of IPAF training delivered – even more remarkable when you consider the effects of the pandemic and the relatively slow start to the year."

IPAF's turnover in 2021 increased by £1.5m (28.2%) to £6.8m (approximately €7.91m or US\$9.35m) compared with 2020.



The ePAL mobile app allows operators the option to receive their licence in a digital format

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IPAF training is provided by a network of approved training centres that operate independently. To find the nearest IPAF Training Centre, visit www.ipaf.org/training | IPAF Rental+ is the MEWP hire industry quality standard. It's proof of a quality hire company that has been independently audited to rigorous standards. To find your nearest IPAF Rental+ depot, see www.ipaf.org/rental A full list of members can be found on the IPAF website, see www.ipaf.org/members-directory

IPAF RENTAL+

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www.1upaccess.co.uk

2 Cousins Powered Access Ltd
www.2cousins.co.uk

Access Hire Nationwide Ltd
www.accesshirenationwide.com

Access Platforms Aberdeen Ltd
www.accessaberdeen.com

Active Access Ltd
www.activeaccess.co.uk

Advanced Access Platforms Ltd
www.advancedaccessplatforms.co.uk

AFI-Uplift Ltd
www.afi-uplift.co.uk

Ashbrook (Warrington) Ltd
www.ashbrook.ltd

Astley Hire Ltd
www.astleyhiretraining.co.uk

Balloo Hire Centre Ltd
www.balloohire.com

Banner Plant Ltd
www.bannerplant.co.uk

Blade Access
www.bladeaccess.co.uk

Braddan Plant Hire Ltd
www.braddanplanthire.com

Briggs Equipment UK Ltd
www.briggsequipment.ie

Cannon Access Ltd
www.cannonaccess.co.uk

Claude Fenton (Plant Hire) Ltd
www.fentonplant.co.uk

Clear View Access Ltd
www.clearviewaccess.net

Clements Plant & Tool Hire Ltd
www.clementsplant.co.uk

Commhoist Ltd
www.commhoist.co.uk

Cox Hire Ltd
www.coxhire.co.uk

Eagle Platforms Ltd
www.eagleplatforms.com

Elevation Ltd
www.elevation.net

Elev8 Access Platforms Ltd
www.elev8hire.com

Ermin Plant (Hire & Services) Ltd
www.erman.co.uk



GB Access Platforms Ltd
www.gbaccessplatforms.co.uk

GT Access Ltd
www.gtaccess.co.uk

GTM Heavy Rentals Ltd
www.gtmheavyrentals.com

Gwynedd Forklifts Ltd
www.gwyneddforklifts.com

Height for Hire Ltd
www.heightforhire.com

Higher Access
www.higheraccess.co.uk

Hird Ltd
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www.hireaccessplatforms.co.uk

Hire and supplies Ltd
www.hireandsupplies.com

Hire Safe Solutions Ltd
www.hiresafesolutions.com

Hire Station Ltd
www.brandontoolhire.co.uk

Horizon Platforms Ltd
www.horizonplatforms.co.uk

HSS Hire Service Group Ltd
www.hss.com/hire

Industrial Access Systems Ltd
www.indaccess.co.uk

Jackson Mechanical Services (UK) Ltd T/A JMS
www.jms.co.uk

JPS Platforms Ltd
www.jpstoolandaccess.co.uk

KDM Hire Ltd
www.kdmhire.com

LAS Plant Ltd
www.lasplant.co.uk

Liftright Access Ltd
www.liftrightaccess.com

LTC Powered Access Ltd
www.ltcaccess.co.uk

M & J Engineers Ltd
www.mjhire.co.uk

M Womack Ltd
www.womackaccess.co.uk

Mainline (1982) Ltd
www.mainline-hire.co.uk

Mark One Hire Ltd
www.mark1training.co.uk

J G Martin Plant Hire T/A Martin Plant Hire Ltd
www.martinplanthire.co.uk

SR & GM Ltd T/A MB Plant
www.mbplant.co.uk

Midland Access Platforms Ltd
www.midlandaccessplatforms.com

Mr Plant Hire Plc
www.mrplanthire.co.uk

Nationwide Platforms Ltd
www.nationwideplatforms.co.uk

NSS Hire Ltd
www.nssgroup.com

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Onestop Access (Scotland) Ltd
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www.orionaccess.co.uk

Palmer Access Ltd
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Premier Platforms Ltd
www.premier-platforms.co.uk

Quick Reach Powered Access Ltd
www.quick-reach.co.uk

Select Plant Hire Company Ltd
www.selectplanthire.com

Skipton Hire Centre Ltd T/A SHC Hire Centres
www.shc.co.uk

Smart Platform Rental Ltd
www.smartplatforms.co.uk

Smiths Equipment Hire Ltd
www.smithshire.com

Speedy Asset Services Ltd
www.speedyservices.com

Speedy Hire Plc
www.speedyservices.com

Star Platforms Ltd
www.starplatforms.co.uk

Summit Platforms Ltd
www.summitplatforms.co.uk

Sunbelt Rentals Ltd
www.sunbeltrentals.com

SWAT Access Ltd
www.swataccess.com

TAG Forklift Truck Services Ltd
www.tagforklifttrucks.com

Travis Perkins Trading Company Ltd, T/A Travis Perkins Plc
www.travisperkins.co.uk

Tyne & Wear Access NE Ltd
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UK Tool Hire Group Ltd
www.ukindustriestaining.co.uk

UPA (UK) Ltd
www.upa-uk.com

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www.upwardpoweredaccess.com

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www.warrenaccess.co.uk



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www.1upaccess.co.uk

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www.2cousins.co.uk

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www.2start-training.com

Access & Forklift Services Ltd
www.aafs.ie

Access All Areas Platforms Ltd
www.accessallareasplatforms.com

Access Platforms Aberdeen Ltd
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Access Services (Scotland) Ltd
www.scotaccess.co.uk

Active Access Ltd
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Adapt (UK) Training Services
www.adapt-training.co.uk

Adastra Access Ltd
www.adastra-access.co.uk

Advanced Access Platforms Ltd
www.advancedaccessplatforms.co.uk

Advanced National Training Services (ANTS)
www.ants.ie

AFI-Uplift Ltd
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Alan Franzoni T/A Global Training Solutions
www.globaltrainingolutions.ie

Alimak Group UK Ltd
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Alpha Safety Training Ltd
www.alphasafety.co.uk

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Anglesey Safety Training Ltd
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ARC Training (UK) Ltd
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Ayrton Consultancy Ltd, T/A Ayrton Group
www.ayrton.ie

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training.certsassured.com

Charles Wilson Engineers Ltd
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Claremorris Safety Training Centre Ltd
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Claude Fenton (Plant Hire) Limited
www.fentonplant.co.uk

Construction And Plant Training Services Ltd
cpcs-training-courses.co.uk

Construction Development Centre Ltd
www.cdc.org.uk

Contour Training Ltd
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Corlurgan Training Centre
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Davis Access Ltd
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DS International Training Ltd
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Euro Access Ltd
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Fife Council, Skills Development Centre
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Forcegroup Training Services Ltd
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www.oms.uk.com

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Operator Training Services Ltd
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↳ The International Powered Access Federation (IPAF) promotes the safe and effective use of powered access equipment. It provides technical advice and information, influences and interprets legislation and standards, and runs safety initiatives and training programmes. It is a not-for-profit organisation owned by its members, which include manufacturers, rental companies, distributors, contractors and users.

IPAF's training programme for platform operators is certified by the international certification organisation TÜV as conforming to ISO 18878. More than 170,000 operators are trained each year through a worldwide network of almost 800 IPAF-approved training centres.

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