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IPAF

POWERED ACCESS

2018
IPAF.ORG

P.4

**HOW WILL DIGITAL TECHNOLOGY
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Accreditations and Memberships



No falls from height

Falls from height are deadly. Parliament recognises this and has created an All Party Parliamentary Group (APPG) to investigate. IPAF is part of that group.

Alison Thewliss MP, chair of the APPG, noted that 18% of workplace fatalities are due to falls from height, which she called “a shocking statistic”.

The APPG builds on the EU Temporary Work at Height Directive, implemented in the UK by the Work at Height Regulations of 2005, which undoubtedly saved lives. That states: “Work at height may expose workers to particularly severe risks to their health and safety, notably to the risks of falls from a height and... fatal accidents.”

It adds that ladders should only be considered where risk levels are “low”, and the use is for “short duration” or there are “features on site that the employer cannot alter”.

MEWPs are specifically designed to conduct temporary work at height and have been recognised as such by the HSE. Correct use of a MEWP by a trained operator under the supervision of a trained manager is probably the safest way of doing temporary work at height – as this magazine explains.



Tim Whiteman, CEO
www.ipaf.org

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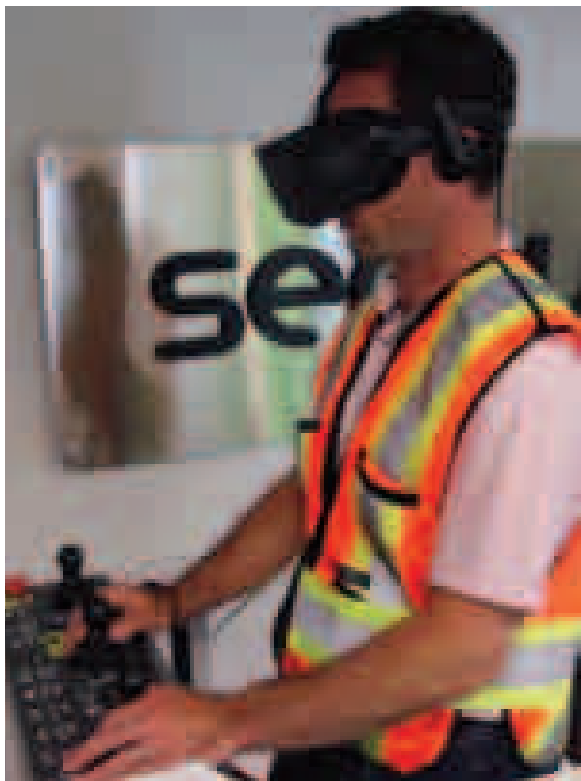
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Digital vision

FROM VIRTUAL REALITY TO TELEMATICS, **PHIL BISHOP** EXPLORES THE WAY DIGITAL TECHNOLOGY IS CHANGING THE POWERED ACCESS INDUSTRY



Nationwide's VR simulators (above) allow operators to work through complex scenarios replicating real-life hazards – without the risk (below)



The introduction of the Jacquard loom in the early 19th century was a first step towards industrial automation. On its introduction to France, some weavers responded by throwing their “sabots” – their wooden shoes – into the machinery. But this “sabotage” failed to stop the march of technological progress and we have now arrived at a world made up of ones and zeros – to the excitement of some and the bewilderment of others.

The powered access industry is beginning to recognise the potential benefits of digital technology, including virtual reality (VR) and augmented reality (AR) for testing new equipment and training its operators, and telematics for machine diagnostics and use-optimisation. As a sign of the times, IPAF recently joined the BIM revolution by supplying representations of powered access machine types to the National BIM Library (see p14).

In January, the federation endorsed the use of VR training, and Nationwide Platforms was the first company in the UK to use it. Partnering with a Canadian virtual reality developer called Serious Labs, Nationwide Platforms has invested in VR simulators for training boom

lift operators. It is also working with Serious Labs to be the first to develop a series of training courses around the operation of scissor lifts.

Peter Douglas, the UK operations director of Nationwide Platforms, says: “We feel this technology perfectly bridges the gap between theory and practical training. The VR simulators allow operators to work through complex scenarios replicating real-life hazards without the risk. The ability for operators to make mistakes in a safe environment not only prepares them for how to react to danger but, ultimately, provides them with experience that we feel will reduce the number of accidents on site as well as damage to buildings and equipment.”

And it's not just for beginners. Nationwide Platforms has developed four courses to cater for varying levels of expertise, right up to IPAF card holders and supervisors.

Each of its VR units comprises a replica access platform basket and control panel, as well as a full-motion-tracking VR headset and an actuator motion base that together mimic the sensation of operating a boom lift.

Meanwhile, manufacturers are using AR to test the design of new



equipment. “We use the HoloLens to review designs and gain experience of machine characteristics before ‘real’ building,” says Skyjack marketing vice president Malcolm Early. “The HoloLens will also have a role in the promotion of new models, without the need for a physical machine.”

Remote control

Telematics are another area of digital technology that the powered access sector is beginning to embrace. Since they arrived in the logistics sector more than a decade ago they have helped to save time and fuel by optimising vehicle movements and keeping a “black box” record of what happens to a vehicle.

Now the off-highway sector is coming to the party, too. One of the first to arrive has been Riwal, a Dutch access hire company that owns a fleet of about 15,000 lifts, including 850 in the UK. Three years ago, it started specifying telematics for its biggest booms. Today, 75% of them are equipped, allowing customers to log on to the company’s “Access4U” portal to locate and monitor equipment in real time, and gain greater insight into how it’s being used. >

// **We feel this technology perfectly bridges the gap between theory and practical training. The VR simulators allow operators to work through complex scenarios**

Peter Douglas, UK operations director, Nationwide Platforms

“Our mission is to deliver the best customer experience, and with digital innovation we can do that,” says Kris Desmedt, Riwal’s group marketing manager. “For example, they might have too many machines on a site. We can help them to be more efficient.”

Adapt or die

Another company that is looking for new ways to help old customers is Spartan Solutions, which produces software to digitise the activities of equipment. John Glen, Spartan’s chief operating officer, says many rental companies are moving away from ring binders full of paper to tablets and apps that instantly flag up non-conformance.

He has a clear view of the near future. “We see in the next three years, once they’ve got their digital platforms in place, rental companies can use algorithms to improve operations. For example, there are algorithms we are working on that use data to optimise deployment of personnel. You can use a similar breed of algorithm to optimise the use of equipment.”

Ultimately, Glen says, this will be based not just on machine telemetry but also data from other sources, such as customer demand patterns.

“That’s coming down the line very soon, and then the next wave



Above: Genie’s Tech Pro Link is a handheld telematics tool that monitors a machine’s sensors, allowing engineers to obtain real-time data

of smarts will be machine learning,” he says. This will move operations from preventative maintenance, which is “expensive and defensive”, to predictive maintenance. By monitoring running hours, oil quality and other diagnostics, equipment owners will be able significantly to extend the working life of their machines. “If you can get the equipment to operate for 10 years instead of five – sweat the asset – that will make a tremendous difference to the profitability of the business,” Glen adds.

“It’s only a couple of years away, but you need a digital platform first. There are some pretty chunky returns on investment for those that get it right.” And those that don’t risk being “blown away by the competition”, he warns.

The manufacturers

OEMs are lining up to play their part in the digital revolution, too. Steve Couling, managing director of IAPS Group, the UK’s largest independent distributor of powered access equipment, gives the example of plant maker Hinowa. Its RAHmino system enables a site manager, or the hire company that owns the platform, to track the machine’s location and monitor its operation in real time. It also provides remote fault diagnostics, which helps to minimise down time.

Genie is another manufacturer that is moving forward with diagnostics,

he says. It has produced the Tech Pro Link, a handheld tool that can monitor a machine’s internal sensors and provide real-time data on engine temperature, oil pressure, fuel levels and battery voltage. Engineers can use the Tech Pro Link to calibrate Genie machines, make speed adjustments during pre-operation inspections and receive fault code information. It is also compatible with CAN-enabled control systems on the mid-sized Genie S telescopic Xtra Capacity booms, which are breaking new ground in terms of boom reach and lifting capacity.

JCB, the newest OEM entrant in the powered access market, offers its telematics product, JCB LiveLink, as an option on its scissor lifts and as a standard feature on its boom products. “This provides usage data and also the ability to ‘geofence’ a machine and disable it remotely if required,” says Phil Graysmark, sales director of JCB Access.

David Swann, project manager of technology and innovation at manufacturer platform Skyjack, observes that one of the reasons that the off-highway equipment sector has been relatively slow to embrace telematics is the fact that rental companies operate mixed fleets, and naturally want to work with a single operating system. Unfortunately, each OEM has its own proprietorial system. To tackle this, Skyjack has partnered with a third party supplier, >

Below: A VR demo was created for IPAF by Bolt Learning and takes trainees through the pre-use inspection of a MEWP



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Trackunit, which specialises in the off-highway sector and understands the rental market.

One of the more basic, but more significant, uses of digital technology in the powered access sector is restricting machine use to certified operators. Graysmark says JCB machines use the IPAF-approved keypad, which requires a four-digit passcode or a chip card issued by IPAF to ensure that only trained individuals can operate them.

Skyjack's Early says: "Access to a machine via smart cards is here today and is a technology that the rental industry is ready to embrace. In conjunction with telematics, it allows the rental company to control the fleet remotely, which allows the recovery of assets after a theft, and prevents the use of a machine outside contracted hours or geographic areas."

He adds: "Once you combine these elements with apps, I know we'll see a different way of working in the industry. These apps will provide operators with daily check instructions, equipment familiarisation information, and by logging these items and looking at user driving profiles they will provide a digital resumé through which the operator can display their credentials."

Future gazing

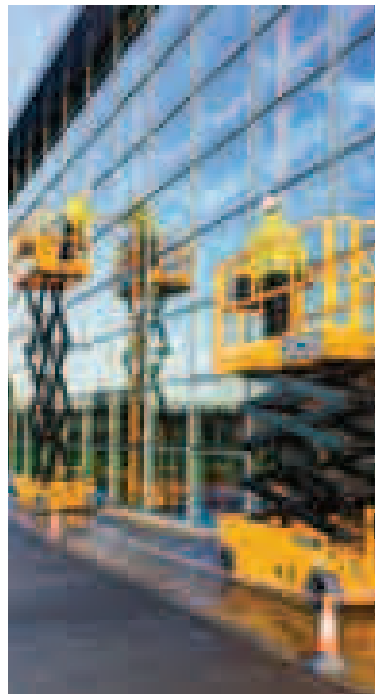
Looking further ahead, it may be that there will be less need for aerial work platforms and live operators. The construction industry is increasingly seeking to design out the need to work at height through offsite fabrication, and modularisation. Aerial surveys and roof inspections are increasingly conducted by remote controlled drones. It is not beyond imagination that we will see a day when all work at height is done by drones and robots.

JCB is not worried that this will cut into demand for powered access

platforms in the immediate future. "I think the technology would have to improve dramatically for drones to replace humans," says Graysmark.

Early, on the other hand, is excited by this kind of disruptive change. "When powered access was introduced, it was to allow safe working at height and ultimately one can see the removal of the operator as a fitting conclusion. Robotics has a significant role to play here.

"Skyjack sees this as an area of great potential in terms of safety and the construction industry. Think of the use of BIM to design the building, mapping technology to detail the site itself, telematics and remote drive technology that uses mapping for travel around the site, sensor technology that keeps operators from harm, and robots that remove the need to work at height. Speaking as a construction equipment manufacturer, that's exciting and it opens up other areas of business."



➤ Battery power

➤ One of the strongest drivers of new technology in the powered access area is the global quest for higher environmental standards.

As low carbon legislation tightens, and concerns about air quality mount, powered access is responding by exploring greener energy.

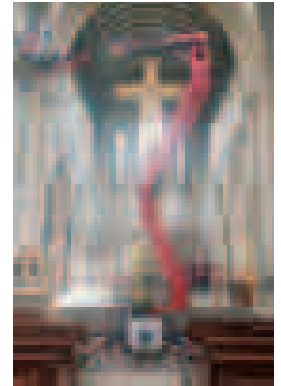
Steve Couling, the managing director of IAPS Group, the UK's largest independent distributor of powered access equipment, says "customers are demanding we go green".

"Sites such as Canary Wharf insist on access platforms that meet strict environmental standards," he adds. "The number of end customers stipulating that only green access platforms can go on site is growing exponentially."

Typically, this means that all batteries must be gel or absorbent glass mat (AGM), so that there is zero risk of leaks, which is a hazard with traditional flooded batteries, Couling says.

"In bi-energy or hybrid machines, it also means using biodegradable engine oil – although fully electric machines are the most common type used on these sites," he adds.

Access hire companies that have made the switch from lead acid to gel batteries are finding that a niche "green market" has opened up – and demand is set to grow. In this respect, switching from flooded to



Hinowa pioneered the use of lithium-ion batteries in access platforms

gel and AGM batteries positions suppliers ahead of the curve.

"The gel batteries are typically only 40-50% more expensive than the lead acid equivalent," says Couling. "Given the business development opportunities that switching to gel creates, there is a very clear and very rapid return on investment."

Hinowa has been a pioneer in the use of lithium-ion batteries in access platforms. These batteries are maintenance-free and one charge is designed to last a full shift.

"They have made life easier for both operators and service engineers," says Couling. "Using a battery pack rather than relying on mains electricity means no trailing cables or searching for a suitable free socket."

"With increasing emphasis on emissions and noise pollution, demand is growing for lithium booms, particularly in sectors such as commercial and public building maintenance."

LiveLink, a telematics option on JCB's new scissor lifts, allows the remote "geofencing" and disabling of a machine

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What's #trending in working at height?

A SURVEY OF ALMOST 500 CONSTRUCTION PROFESSIONALS AND THEIR VIEWS ON WORKING AT HEIGHT REVEALS A GROWING TREND FOR THE USE OF AUTOMATION AND DIGITAL TECHNOLOGY, BUT CONCERNS ABOUT EQUIPMENT AND OPERATOR SKILLS REMAIN. **WILL MANN** REPORTS



67%
expect more use
of drones for
surveys and
high-level access

Digital technology is set to play a growing role in working at height, but equipment design and operatives' skills are currently bigger issues for most industry professionals, according to research by *Construction Manager* in association with IPAF.

The survey questioned almost 500 construction professionals about their views on managing work at height and using powered access, with responses coming mostly from main

Almost half of respondents expect a growing role for eLearning

contractors (47%), consultants (22%), and specialist contractors (12%) (see chart p12).

There was strong agreement among the respondents that the technology that was likely to have the biggest impact on the planning and execution of high-level work is going to be the drone. Two-thirds said they thought drones would be important or very important for surveying and high-level access.

By contrast, the use of BIMs for programming and risk assessment of work at height was not expected to experience such a sharp uptake, although 49% of those surveyed thought their importance would grow. Just under 40% considered robotics and remote task operation likely to become more important.

For training, the use of digital technology for access training is expected to surge, with almost half of respondents seeing a role for eLearning, virtual reality (VR) or augmented reality (AR). Some 55% thought it would also be used more widely to allow site access through smart cards.

The survey then asked how powered access equipment could be improved. A clear majority of respondents called for changes to its design or the addition of safety features. Fewer than one in 10 did not consider improvements important.

The main initiative they would like to see was the standardisation of controls across manufacturers' machines,



55% think the use of smart cards will increase

which, coincidentally, is a project IPAF is currently working on with an ISO committee and industry representatives (see round table, p16-20).

Almost three-quarters of those surveyed said greater standardisation of controls would be more likely to make them use powered access machines compared with other means of working at height.

Similar sentiments were expressed about extra or improved safety features, with 74% keen to see tilt and overload alarms on machines, 62% wanting more sophisticated guarding and 56% saying better ergonomic design would make MEWPs safer.

Specialised PPE was seen as less important: 52% of respondents said it would make them more likely to use powered access.

The questions then turned to barriers to using powered access, firstly in terms of site operatives'

79% say access on site or terrain is a barrier to using MEWPs on projects

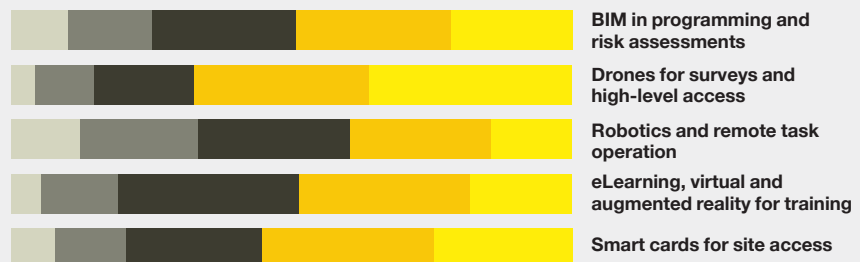
skills, certification, and their health and safety understanding.

The need to employ specialist operatives for certain types of equipment was the biggest barrier to choosing powered access to work at height. This was cited by 64% of respondents, followed closely by a lack of training, certification or supervision on site (60%). A further 55% said the need to send operatives off site for training was a disincentive. >

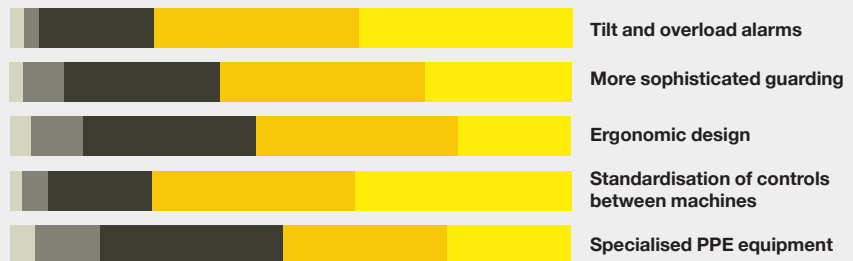
Over the next three years, how important do you think the following technologies will be when planning and executing work at height?

Scale of 1 to 5, where 1 is not at all important and 5 is very important

1 2 3 4 5



Which of the following improvements to equipment would make you more likely to use powered access over other means of working at height?



With regard to site operatives, what factors are a barrier to using powered access over other means of working at height?



75% wanted more standardisation of controls on machines

Insufficient health and safety understanding of the equipment by site operatives was given as a reason for not using MEWPs by 46% of respondents.

Secondly, the survey examined barriers due to site conditions. Almost four in five respondents said a significant problem was posed by access to a site or the unsuitability of ground conditions.

Other factors were seen as less of an issue. Hazardous environments were considered a barrier to using powered access on projects by 56% of respondents. Security on site and prevention of unauthorised machine use were issues for 46% of those surveyed, and 43% had concerns about where to park MEWPs or charge them on site.

Perhaps surprisingly, only 30% saw noise and emissions as important reasons not to use powered access equipment.

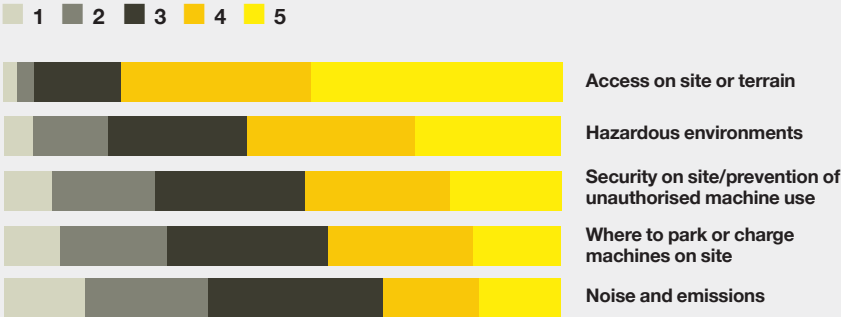
Finally, respondents were asked to consider whether equipment hirers were a barrier.

The most common answer to questions in this section was “neutral” – suggesting that a large number of construction professionals have no opinion, positive or negative, on the services provided by hire firms.

However, cost was seen as an important barrier to using powered access over other means of working at height by almost half of

With regard to site conditions, what factors are a barrier to using powered access over other means of working at height?

Scale of 1 to 5, where 1 is not at all important and 5 is very important



With regard to equipment hire companies, what factors are a barrier to using powered access over other means of working at height?



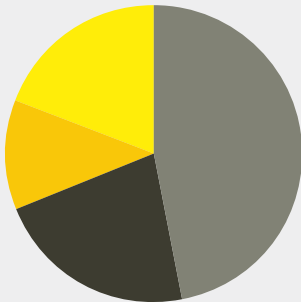
63% say the need to employ specialist operatives stops them using MEWPs

respondents. A similar proportion (49%) were concerned about the length of time machines needed to be on hire and 47% cited lead-in time and machine availability.

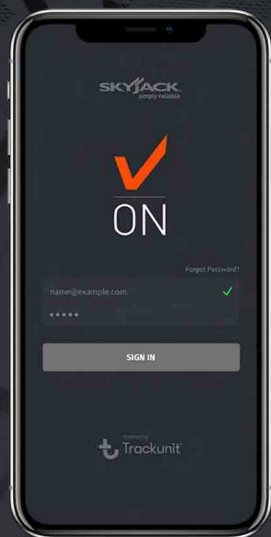
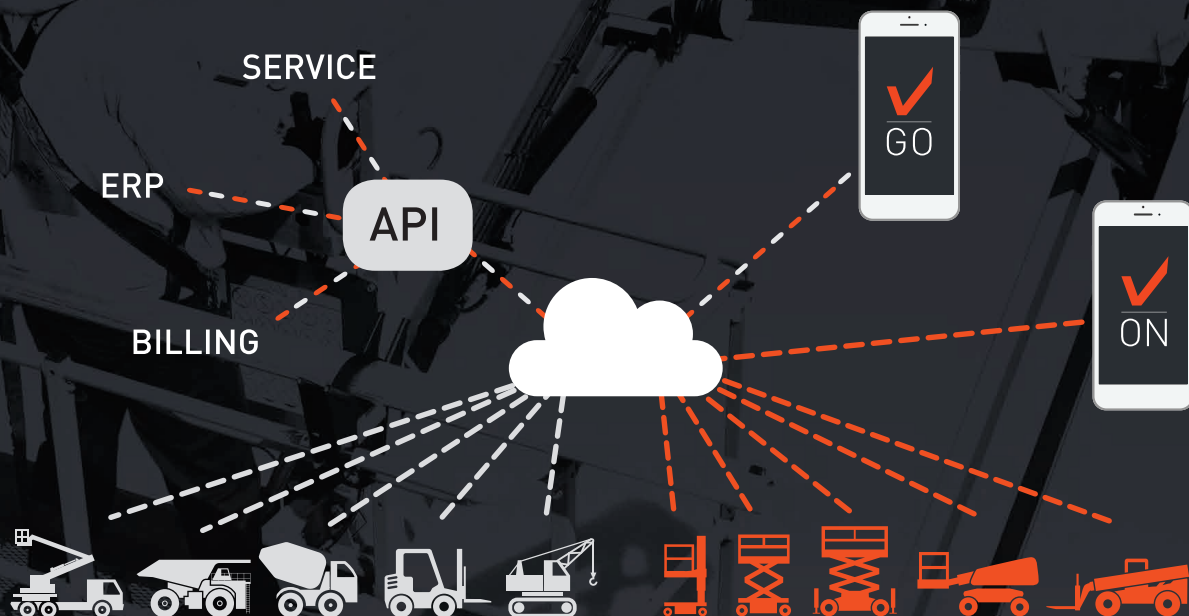
Just under 40% thought that hirers had poor knowledge of equipment, regulations or legislation, and a similar number had a negative view of rental firms' customer service.

Breakdown of respondents

- Main contractors 47%
- Consultants 22%
- Specialist contractors 12.5%
- Others 18.5%



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IPAF makes BIM move

IPAF HAS STARTED THE BIM REVOLUTION IN POWERED ACCESS BY PROVIDING MEWP ELEMENTS TO THE UK'S NATIONAL BIM LIBRARY. **PHIL BISHOP** REPORTS

Building designers have been using computer-aided design (CAD) software since the late 20th century. But things have moved on from 2D digital drawings to 3D and now 4D building information models, or BIMs.

BIM has numerous benefits, not just for designers but for constructors, too. The entire project team can use PCs or tablets to access drawings that are always up to date and show the phasing of the project and any clashes in the design.

Architects in the UK have been liable for the buildability of their structures since the 2007 Construction (Design & Management Regulations) Act. BIM is the tool for them to achieve this, and to

demonstrate they have achieved it.

To help architects to construct their models, suppliers of building materials and components have created digital versions of their products that can be included in a BIM "library". Designers can go to this BIM store of virtual objects and drag them into their design models. In this way, all the details of the finished building, right down to the instructions for the heating system, can be held on a single file. And this file not only tells the project team what to specify and how to build, but it also provides future owners with a bespoke Haynes Manual, only for a building rather than a car.

IPAF has so far contributed four access types (above) to the UK's BIM database; another three are in development

IPAF has now joined the BIM revolution. The federation has made available to designers, through the National BIM Library, virtual representations of powered access machine types.

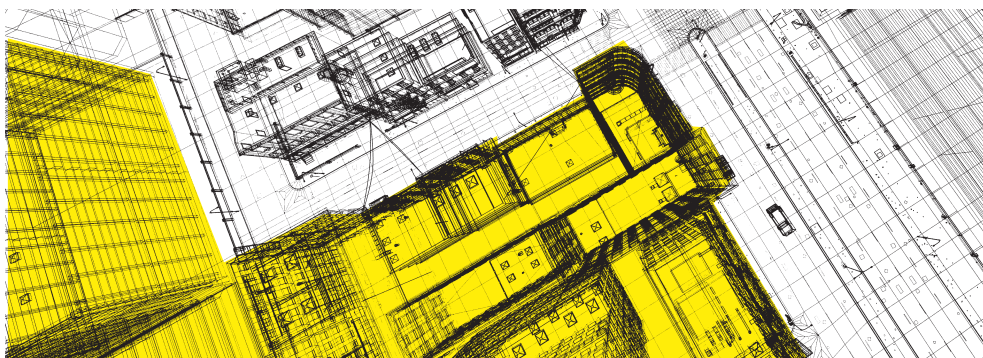
Designers can now set out in their BIM models a requirement, for example, for a 10m boom lift for fixing steel during construction, or for changing light bulbs at specified service intervals. Either way, platform selection can now be specified in the building's digital file, both for the construction process and for the building's life afterwards, and the chosen access platform's precise requirements can be specified and visualised in the BIM file.

"IPAF's role is to promote safe working at height, and to promote mobile elevating work platforms as the safest way of doing that," says IPAF CEO and managing director Tim Whiteman. "By having MEWPs in the BIM library, we are making it as easy as possible for designers and contractors to know what to use and how to use it."

As of the start of 2018, IPAF has produced four virtual models and these have been accepted into the UK's National BIM Library for use in projects around the globe. These models are: the mast climbing work platform, the vertical lift, the mobile telescopic boom and the mobile articulated boom.

Three more are in development and will be available soon. These are the spider-type boom, the vehicle-mounted boom and the trailer-mounted static boom.

There is no commercial connection with any manufacturers. All are generic types that illustrate the machines' reach and clearance. There is no guidance on brands of machine or whom to contact to source a 10m boom lift. That remains outside the remit of IPAF's initiative, although certain manufacturers are working up their own BIM objects for future library inclusion.





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Staying safe still key

IPAF AND CONSTRUCTION MANAGER ASKED A PANEL OF INDUSTRY EXPERTS HOW RECENT DEVELOPMENTS IN TECHNOLOGY MAY CHANGE THE POWERED ACCESS SECTOR. **WILL MANN** WAS IN THE CHAIR



Will Mann: What currently are the safety concerns around working at height using powered access?

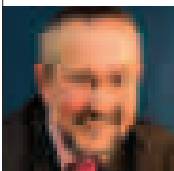
Ray Cooke: It's similar to other areas of construction, in that people often do not assess the work properly, and therefore do not pick the right equipment for the task. They don't take advice from the hirer. And then when it comes to the workers who'll operate the MEWPs (mobile elevating work platforms),

they may well have PAL Cards, but they haven't been adequately familiarised with the equipment. And that leads to problems.

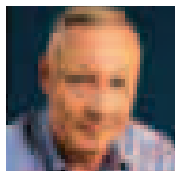
Cavan Woods: From a main contractor perspective, it's about competence – competence in assessment of the task, in deciding how to undertake the task, and then in executing the task. But there are such varying competence levels in the industry. Interpretation of the

Work at Height Regulations (WAHRs) is different from one contractor to the next. The default seems to be the cheapest or easiest option. At ISG, we have carried out studies on different approaches to working at height. For example, we ran a study on low level access on a recent office project. We used Pecolifts on one floor, and traditional access equipment on another floor. The Pecolifts, though more expensive,

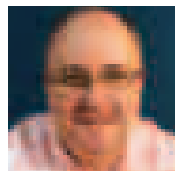
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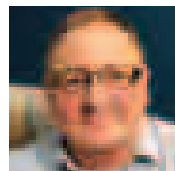
Ray Cooke, head of construction sector safety team, Health & Safety Executive



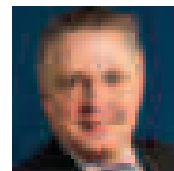
Cavan Woods, group health and safety director, ISG



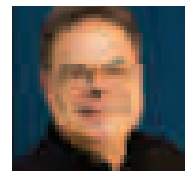
Nick Selley, business development director, AFI-Uplift and president, IPAF



Andrew Woodrow, training commercial manager, Nationwide Platforms



John Keely, managing director, NiftyLift



Tim Whiteman, CEO and managing director, IPAF



were 20% faster. So, as well as being safer, they also helped our productivity (see p25).

Andrew Woodrow: In the right hands, this kind of equipment means commercial gains as well as safety gains.

CW: The two need to go hand in hand.

RC: It does come back to that point about competence, and who's assessing the task in the first instance. In HSE investigations, underlying factors are often poor planning and equipment selection.

Tim Whiteman: This comes out in IPAF's accident statistics. Poor management and planning comes up time and again. That's why we have worked with the HSE on developing IPAF's MEWPs for Managers course.

WM: What type of issues come up?

TW: It can be as simple as where the equipment is to be unloaded; loading and unloading is a common cause of accidents.

Nick Selley: We will get orders for MEWPs to be delivered to sites first thing in the morning, with no consideration for who will sign for them, or do the familiarisation.

RC: It's a problem the HSE sees regularly. And it has a knock-on effect, because the operators of the MEWP will have to teach themselves how to use it. They may well have PAL Cards, but operating a MEWP is not their day job. They might be electricians and more used to working on other forms of access. But their manager is sending them up 40m in a boom, which they aren't competent or confident to operate.

CW: That's a clear example of a lack of pre-planning.

AW: Early engagement with customers can iron out issues like that.

CW: We get hirers to come in and make an assessment and recommendation. It works for us.

Woods (third from right): "Safety and productivity go hand in hand"

And if they have a new piece of kit, we want to hear about the benefits.

AW: Contractors used to be scared of inviting hirers in – they were afraid of being "upsold" kit.

CW: We have clear internal guideline and standards for our subcontractors, and we use a hierarchy that follows the WAHRs, setting out what kind of access equipment we like to see used. We will challenge if we see something that doesn't follow those rules. I'd say 95% of our suppliers buy into that, but there is always education when working with new suppliers.

TW: If firms like ISG say "you have to do it this way", they will force through the change.

CW: We want to change expectations, so that if a client comes to an ISG site, they think, "Why would we go anywhere else?"

WM: Where else is lack of familiarisation with the machine commonly a problem?

AW: The higher end machines, with working heights of 30m and above, are jam-packed with systems to keep them upright and stable, but which restrict their movement. But not all customers are conversant with this, and they get frustrated.

RC: More fundamentally, the different layouts of controls from machine to machine can be a problem. It's particularly a problem on the smaller machines where an operator isn't supplied with the MEWP.

TW: IPAF began a project to look at standardising controls six years ago. When we looked at how different manufacturers' machines perform, there was a lot of variation from one to another. For some machines, when you push the control forward, it takes the platform down, but for other machines, the platform goes up. There was no clear answer. In a car, the brake, the accelerator and the steering wheel are always in >

the same places. We're not looking to standardise everything, but we think we can standardise some key functions. So, we now have a test rig that we have taken to several sites in the UK to get feedback from operatives. We're working with an ISO technical committee, in consultation with the major manufacturers, to draft a new standard for controls – ISO 21455. It will take a while to come through, but it will be a big boost for safety.

RC: The HSE is also involved in this work. Our research into accidents has shown how human factors and the ergonomics of these machines are important. We're looking to produce a toolkit for designers of MEWPs to take ergonomics into account.

WM: Are there any other changes to equipment that could make a big difference to safety?

RC: Secondary guarding. Again, this

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If a contractor asks for a machine without an overload sensor then you don't want them as a customer

Nick Selley



Woods: "We will challenge if we see something that doesn't follow the rules. I'd say 95% of our suppliers buy into that ..."

is something the HSE is researching. My one worry is the operator thinks secondary guarding takes care of all their safety concerns, whereas it might not.

AW: Secondary guarding is a great example of where the industry has worked together to bring the technology to the market without requiring legislation. Main contractors drove it because it was affecting their operatives.

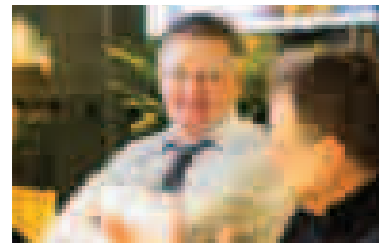
TW: Again, it starts with the manager's responsibilities. It's their job to assess the risk on the task, and then if there's an entrapment risk, to choose the right machine and operator, and consider whether secondary guarding is appropriate. But the view of our members is that there is no one engineering solution for this – it's a mix of manager, operator and machine.

John Keely: The overload sensor is another safety feature worth mentioning. It is not yet a requirement in the US. It's been mandatory in the UK for eight years, but older machines don't have it and there are hundreds of them out there.

AW: The issue here is that some contractors will ask for old machines without overload sensors. The reason being that once it is triggered, they have to bring the basket down, remove the load from the basket and start the task again.

NS: If a contractor asks for a machine without an overload sensor then you don't want them as a customer. Because, to be frank, they've asked for that because they are going to overload it! And as a hirer, you would be complicit, and you would be questioned by Ray and the HSE about why you hired out that machine.

RC: It all goes back to the planning, the risk assessment, and then the selection of the right equipment and



Keely (left): "We are already starting to see drones used"

properly trained operator.

WM: What role does digital technology have in making work at height safer?

NS: We have started putting QR codes on our machines, which take operators straight to a familiarisation video that they can view on their smartphones. These videos have had 20,000 views so far. Customers do not want to pay for familiarisation training, so this is an alternative way of doing it.

CW: That's a fantastic initiative.

Millennials are getting used to using that kind of technology.

AW: We now use VR (virtual reality) technology for new trainees and to assess experienced operatives. It gives them a feel for how a MEWP operates, without them having to go onto site. We also run a simulator for steelwork erection.

TW: IPAF is running a consultation with members – there are around 2,000 IPAF instructors worldwide – on how simulators can be used most effectively. This includes manufacturers, end users and over 600 training centres. It's far better to use VR to demonstrate a dangerous situation to an operator, rather than have them experience it on a live project (see p4).

AW: Will simulators ever be a substitute for real-life training on the kit?

CW: It's a safe way of simulating the risks operators are exposed to, whether that's poor ground conditions, hazards above you, or other trades at work on the site.

RC: I see them complementing rather than replacing the hands-on training.

WM: How can powered access be used with BIM, for instance, to help with risk assessments at the start of a project?

TW: IPAF has recently supplied the National BIM Library with virtual >

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representations of powered access types – scissor lifts, booms, MCWPs (see p14). They are free for anyone to use, and they're scalable, allowing different sizes of machines to be selected according to the project. We believe we need to make powered access as accessible as possible.

CW: The selection of access equipment has a place in the planning of the project, and the feasibility of using it. This is also important during the life cycle of the building, for maintenance and repairs.

RC: I sometimes see a maintenance team struggling to fit a MEWP into the atrium of a building to carry out high-level maintenance work. Yet another example of poor assessment and planning.

CW: Another area of digital technology with a lot of potential for improving safety is telematics for tracking movement and use of machines. Geofencing, for example, can prevent machines from straying into certain areas of a site, such as where there are overhead power lines.

AW: We can log when operators were using a machine, how long they used it for and whether they went outside the area they were supposed to be in.

TW: We now have over 200,000 PAL Cards in the UK that can be machine read. Imagine a scenario where the card can show if the operator has been familiarised on a 50m boom.

RC: And ultimately, use the technology to prevent the machine from starting if the card shows the operator is not sufficiently familiarised.

NS: There's also remote diagnostics technology. Can powered access



Woodrow (right):
“Secondary guarding is a great example of where the industry has worked together”

achieve that level of sophistication? Cost could be the driver here because we would like to reduce the number of engineers necessary to run a fleet.

WM: What about other forms of automation such as robots and drones?

RC: Look at the hierarchy of the WAHRs – it starts with avoiding work at height where possible. So, in the demolition sector, there are now high-reach machines that can be controlled by an operator working at ground level. We should start thinking in those terms.

JK: We are already starting to see drones used for tall building surveys.

AW: One other point about this new digital technology is that it can attract people into the industry.

CW: Yes, working with BIM modelling, robots, VR and other digital technology can make this sector a more exciting career choice for millennials.

RC: The technology is all very well, but what about the bottom end of the market? These people aren't in a supply chain, so there's no chance to cascade messages through.

TW: At that end of the market, operators may just have one small scissor lift, which they regard almost as a ladder, and don't want to pay for any extra safety systems, or data logging, or geofencing. One of my concerns is that there's a lot of old equipment out there that has

//
MEWPs are the safest way to carry out work at height; on rare occasions when things do go wrong, it can nearly always be traced back to poor planning or MEWP selection

Ray Cooke

ended up with a sole trader who doesn't do the maintenance correctly and doesn't ensure that the kit is legal. Whereas even if you've hired an old MEWP from a professional rental company, you can be sure it has been well maintained and properly inspected.

JK: What's the average age of a MEWP in the UK?

TW: About 8.5 years.

JK: So that's a lot of old kit out there. Most of this technology has only come out in the last couple of years so there will be a big time-lag before it's widely used.

CW: Is there any drive to retrofit?

NS: It's quite difficult to retrofit the technology we've been talking about.

AW: Although we've seen how emissions standards have been a driver for cars and for construction equipment.

CW: We have had jobs where we needed electric MEWPs, couldn't get them, so had to have diesel particulate filters fitted. That's the direction of travel.

JK: But unless it's driven by legislation, in this industry almost everything comes back to price. Whatever job somebody is on, there will be a squeeze on price. This is true no matter what the standards are, or what training has been used, if everyone is trying to things on the cheap – that's where corners are cut.

RC: But even if they're being screwed down on price, using a MEWP is still a better approach for a contract than working off a ladder. Accidents are rarely down to the machine; they're normally down to bad planning and management, and poor operation.

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Made to measure for the Mersey

THE COMPLEX INSTALLATION OF DRAINAGE PIPES ON THE VAST MERSEY GATEWAY PROJECT WAS SOLVED WITH THE HELP OF SOME LATERAL THINKING

When composite materials contractor Plasticon UK needed to install more than 1,200m of drainage pipes underneath the Mersey Gateway bridge, it turned to Nationwide Platforms for a bespoke solution to the access challenges it faced.

Plasticon was working on Merseylink's 42-month project to build a six-lane bridge over the Mersey along with 9km of connecting roads. It was tasked with the installation of more than 200 drainage pipes in narrow gullies located on the underside of the north and south approach viaducts.

Nationwide modified the handrails on the boom lift platforms, narrowing their width to 1.6m to fit inside the gullies under the bridge.



Working at heights of up to 20m and between gullies measuring just 1.9m wide, a safe and effective method of work was required to provide access, as well as a sufficient work area to install sections of pipe measuring 5.8m in length and weighing 30kg each.

Nationwide Platforms recommended the use of two Titan boom lifts, with a working height of 20m, outreach of 14.6m and a platform capacity of 1,350kg.

The problem was that access to the narrower gullies was impeded by the boom's handrails, which were 2.28m wide. Nationwide and its dedicated research and development division, BlueSky Solutions, worked closely with the manufacturer, MEC, to modify the handrails. Together they came up with a way to narrow their width to 1.6m while, crucially, ensuring that the machine's safety and performance capabilities were not compromised.

With the combination of their 1,350kg lift capacity, and the bespoke material handling attachments, the Titans were able to safely move multiple pipes in a single lift while minimising manual handling. Productivity was also improved by reducing the amount of time spent returning to the stowed position to load additional pipes.

Jon Lax, installation manager at Plasticon UK, says: "The Titans were the perfect machines for the task – quite literally made to measure. Nationwide Platforms' in-house R&D team were able to create a bespoke, OEM-approved solution specifically tailored to our requirements.

"This not only resulted in a 50% reduction in fitters required for the installation but also a 20% increase in productivity – an important factor given the tight schedules we were working to."

As well as providing the two Titans, Nationwide supplied more than 50 specialist boom-and-scissor lifts for the project, including its new 90m truck-mounted platform. Many of the boom-and-scissor lifts were also fitted with the latest safety and material handling attachments from BlueSky, such as its intelligent SkySiren PCS (Pre-Crush Sensing) secondary guarding system, which automatically detects and alerts operators to the presence of overhead hazards.



Nationwide's in-house R&D team were able to create a bespoke, OEM-approved solution specifically tailored to our requirements

Jon Lax, installation manager, Plasticon UK

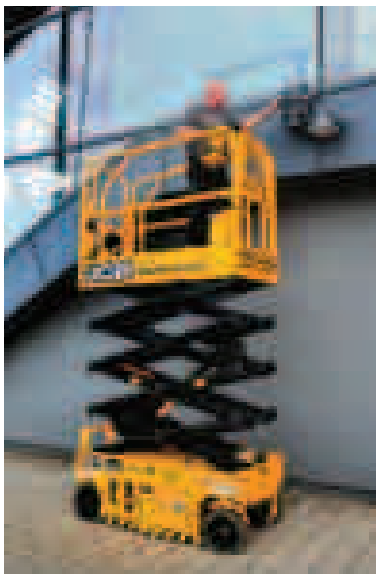


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With the scissors being compact enough to fit through our doors and into the lifts, we are able to complete the task quickly and efficiently

Paul Marshall, North Music Trust

Lighting up the Sage

SPECIALIST ELECTRIC SCISSOR LIFTS ARE PROVIDING THE ACCESS SOLUTION FOR THE REPLACEMENT OF OVER 4,000 LIGHTS AT THE SAGE MUSIC VENUE IN GATESHEAD



The JCB lifts are agile enough to travel wherever they're needed in the building

The Sage Gateshead is an iconic building on the south bank of the River Tyne, its curved glass-and-steel form rising to a height of over 40m, and the shell roof supported by four arches with spans of 80m.

Carrying out essential maintenance and repairs on the concert venue poses a considerable work-at-height challenge for the North Music Trust, which manages the Sage. For a programme of internal lighting replacement, the trust worked with Newcastle-upon-Tyne-based Warren Access to identify the right equipment – and opted for JCB Access electric scissor lifts.

The hirer recently bought a fleet of four JCB Access electric scissor lifts, supplied by dealer Scot JCB. The models it opted for were the S1930E and S2632E, which have working heights of 5.8m and 8.1m respectively, and both are now being used for the lighting replacement programme at the Sage.

Graeme Warren, director of Warren Access, explains: “The Sage concert venue has more than 4,000 lights fitted at heights of up to 10m, but with most positioned lower than 8m. Reaching them all is a challenge.”

The two models chosen by Warren have a number of features that help them to negotiate the building's interior.

“They're self-propelled, they can travel while elevated and they can fit inside the building's elevators,” Warren says.

He adds that features such as easy access to the platform through a full-height swing gate, the ability to relocate the control box to either side of the machine and LED warning beacons on the chassis all combine to make these “perfect for industrial applications”.

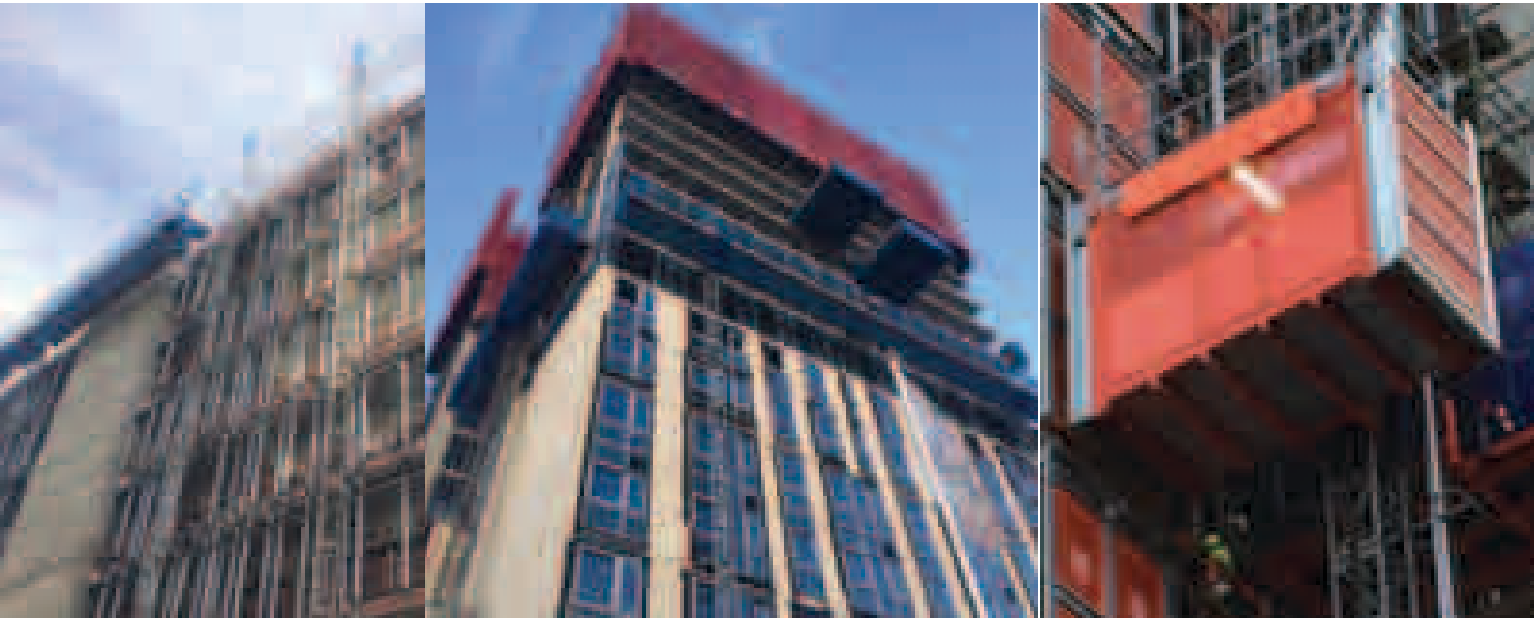
Paul Marshall, North Music Trust's head of operations at the Sage Gateshead, adds: “Whenever we have any requirement for equipment for working at height, Warren Access gives us advice and guidance on the best equipment to use for the job.”

“We were initially using a vertical mast but found it very labour intensive and time consuming. With the JCB scissor lifts being compact enough to fit through our doors and into the lifts, and their general manoeuvrability and ease of use, we are able to complete the task quickly and efficiently.”

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Elevating fit-out safety

ON A RECENT OFFICE PROJECT AT HEATHROW, A MAJOR FIT-OUT CONTRACTOR TRIALLED A NEW APPROACH TO LOW-LEVEL ACCESS – WHICH CAME OUT VASTLY SAFER AND MORE PRODUCTIVE THAN TRADITIONAL SCAFFOLD AND PODIUM TOWERS



ISG trialled the Pecolifts against traditional access on two identical floors

The self-closing gates, the automatic braking of the wheels and the general ease of use makes a tangible difference to site safety

Cavan Woods, health and safety director, ISG

ISG is well known as one of the UK's market leaders in the fit-out field, which means it has put a great deal of thought into the best way to tackle the problem of "low level" access.

The firm's health and safety director Cavan Woods explains: "The safety of all persons working on ISG sites is of paramount importance and on a typical fit-out project, up to 60% of the work is mechanical and electrical, and often conducted at height."

Traditionally, Woods continues, ISG has carried out this work using mobile towers, scaffolding or podium steps. However, it felt these forms of access still introduced an element of risk if platforms were not used or built properly: common faults included poor or faulty erection, failure to lock wheels or gates, and handrails being at the wrong height or absent altogether.

To solve these problems, ISG decided to trial a new approach at a recent office fit-out at Bedfont Lakes Office Park near Heathrow, where the client was BP. The trial involved fit-out work running in parallel on two identical floors, with one using traditional access such as scaffold towers and podiums and the other with a new low-level access product: the Pecolift, produced by Leicestershire company Power Towers.

The Pecolift is elevated by a simple wind-up mechanism, which removes the need for batteries or other power source. The operator steps onto the

platform at floor level, and their weight automatically locks the wheels. The gates are sprung and shut automatically, securing the operator on the platform. The lift offers a working height of up to 3.5m and has a footprint of 975mm x 700mm, which means it can pass through a standard doorway, yet offers a load capacity of 150kg.

"We instantly recognised the safety benefits of the Pecolift," says Woods. "The self-closing gates, the automatic braking and the general ease of use makes a tangible difference to site safety standards."

The results of ISG's trial at the BP office project showed clear advantages from using the Pecolifts, which were supplied by MEP Hire. As well as safety gains, ISG estimates that the floor using the low level powered access equipment achieved a 15-20% reduction in installation time.

Mark Mulholland, ISG's senior project manager at the scheme, says: "The results were overwhelmingly positive, with great feedback from users on the flexibility, ease of access, and reduced physical impact on the body from working at height. Using this equipment has considerably improved working practices.

"At ISG we're promoting Pecolifts as our preferred choice for low-level access works. We're also working closely with MEP Hire on the development of customised work-trays and tethering systems for tools on the machines."



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MCWPs go modular

MAST-CLIMBING WORK PLATFORMS SHOWED THEIR VALUE AND VERSATILITY ON ONE OF THE UK'S TALLEST MODULAR BUILDINGS



Mapleton Crescent, Wandsworth, where eight MCWPs were used to enable welding and façade installation

Modular construction methods are currently seeing a surge in uptake across the UK. This year's Lloyds Bank housing survey reported that 68% of housebuilders are investing in the technology, attracted by benefits such as speed of construction, quality of build and fewer vehicle movements.

One of the country's tallest modular schemes to date is Mapleton Crescent, a 27-storey residential tower in Wandsworth, south London that is presently being assembled by Donban Contracting, which is based in the same borough.

Mast-climbing work platforms (MCWPs) supplied by Brogan Group have played a key role on this project.

"Our decision to use MCWPs has worked brilliantly for Mapleton Crescent, giving us the speed and versatility that was required," says Ian O'Leary, project manager for Donban Contracting. "A modular build has the benefit of speed, with 12 units being installed a day, and MCWPs are particularly useful when supporting this rate of installation."

Brogan Group had previously worked for Donban on the 29-storey Apex Tower in Wembley, northwest London, a student accommodation project that was also built using

modular methods. Brogan Group's work there helped it to secure the package for Mapleton Crescent, where it has supplied eight MCWPs to provide full external access for façade works.

"Space constraints meant our work overhung the River Wandle," explains Rory Brady, Brogan Group's design engineer. "To overcome this challenge, we designed cantilevered scaffold platforms over the river to support the MCWPs."

The platforms of the MCWPs were between 5m and 12m in length, with varying shapes and sizes of cantilevered extensions added to provide access across the whole of the multi-faceted building profile.

"As well as increased project speed, the MCWPs provided us with versatility when working around awkward shapes, which this project demanded," says O'Leary.

The MCWPs were used by Donban Contracting for modular welded

The MCWPs provided us with versatility when working around awkward shapes

Ian O'Leary, project manager, Donban

connections and façade installation. The machines were on site at Mapleton Crescent for seven months in total.

The 89-unit residential development is the fourth by developer Pocket Living using modular construction.

The modules were manufactured at Vision Modular's Bedford factory and transported to site for assembly.

Marc Vlessing, Pocket Living's chief executive, says: "If we're able to scale up modular construction it has the potential to help solve London's housing crisis. Factory-built modular homes are quicker to construct than conventional buildings and result in significantly less disruption to local residents – with 60% fewer trucks coming to sites and 90% less waste."



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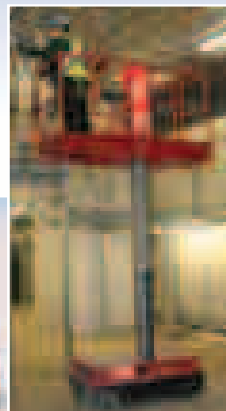
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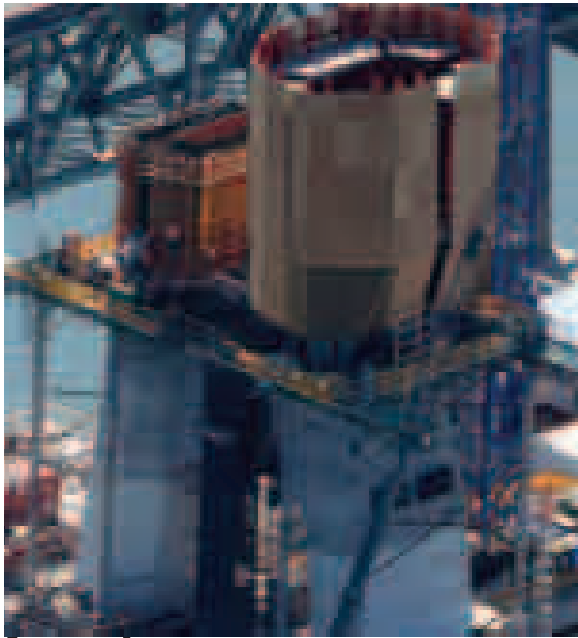
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MCWPs find new markets

SOPHISTICATED ENGINEERING AND SOARING PRODUCTIVITY IS BOOSTING THE MAST-CLIMBING SECTOR. IPAF'S GLOBAL REPRESENTATIVE ANGEL IBANEZ EXPLAINS MORE TO **WILL MANN**

The client base for mast-climbing work platforms (MCWPs) is growing. The machines, automated access platforms that lift operatives with their equipment and materials to their exact working position, are commonly used on high-rise buildings, where they deliver impressive productivity benefits compared with traditional “tube-and-fittings” scaffolding.

How impressive? Well, IPAF research suggests that trades such as bricklaying show a 30% to 50% increase in productivity when workers use MCWPs, while time savings of up to 80% are possible for erection and dismantling.

There is now growing demand for them in more specialist sectors,

Above: MCWPs were part of the access solution on Montreal's 3.4km-long Champlain Bridge

We've seen the machines on “starchitect” projects, which use singular designs and therefore require bespoke access solutions

Angel Ibanez, global representative for MCWPs

according to Angel Ibanez, IPAF's global representative for MCWPs.

“We're seeing applications for MCWPs in markets such as big civil engineering jobs, industrial and energy, where they're used on complex refurbishment projects such as chimney repairs,” he says. “We've also seen the machines on ‘starchitect’ projects, which use singular designs and therefore require bespoke access solutions.”

Ibanez points to AGF Access Group's work on Montreal's 3.4km-long Champlain Bridge, where MCWPs were used alongside hoists, other forms of powered access.

“MCWPs can be adapted for these projects, though it does require a high level of engineering expertise,” says Ibanez. “Generally, the modular design of MCWPs means they are easily adaptable, according to the height and width of the project.”

As with all work at height, safety is a focus for MCWPs. The relevant BSI standard – BS 7981 – covers technical developments affecting design, safety and working practices, and was updated last October.

The changes included greater detail on the implementation of risk assessments and a simplification of responsibilities. The new standard also advised that a trained installer be used for erection and dismantling the platforms, clarified the role of the demonstrator, and made recommendations on familiarisation training for operators.

“One issue with MCWPs is that operators think they're easy machines to use, so complacency can be a problem,” says Ibanez. “They'll sometimes forget about projections from the building. Operators also think they can modify the machines.”

“Overloading is another area of concern. Every machine comes with a load chart which operators must follow. But sometimes it's ignored.”

Accidents with MCWPs are not common compared with other forms of access, but IPAF is trying to learn about what the root causes are when they do happen. Ibanez says: “Operators can submit information confidentially using the IPAF website, which we will share with the MCWP sector. Many accidents are not reported, as companies don't want the publicity, but it's how you learn.”

The maturity of MCWPs markets varies around the globe. In northern Europe, manufacturers have recently developed much larger MCWPs, with capacity ranging from 1.5t to 10t, and working platform that may be 48m wide.

Extensions up to 2m are available, allowing access to facades with projections such as balconies. The maximum working height is around 300m. Italian and Spanish manufacturers produce lighter equipment, with platforms typically between 3m and 30m wide, and capacity from 300kg up to 3.5t.

In North America, gasoline-powered MCWPs have load capacities up to 10t, and can be 45m long. The fastest growing regions for MCWPs are the Middle East, China and South East Asia, says Ibanez.

Key global standards for MCWPs

- British Standard BS 7981: Code of practice for the installation, maintenance, thorough examinations and safe use.
- European Standard EN 1495: Specifies the special safety requirements for the design.
- American Standard ANSI A92.9: US design standard for MCWPs.



Training is a way of ensuring operatives are wearing the right safety harnesses, says Andrew Delahunt

New safety focus

IPAF HAS APPOINTED A NEW DIRECTOR OF TECHNICAL & SAFETY, ANDREW DELAHUNT, FROM A LEADING MEWP MANUFACTURER. HE SPOKE TO **WILL MANN** ABOUT HIS PLANS FOR THE ROLE

IPAF's new director of technical and safety brings a wealth of engineering and safety expertise that should serve him well in the role.

Andrew Delahunt joined the organisation in January from MEWP manufacturer Haulotte, where he was worldwide safety manager. Previously he worked in another safety role for the manufacturer, based in his native Australia, and before that he spent a decade as an engineer for commercial vehicle makers.

"My background as a qualified engineer who has worked for a major MEWP manufacturer will provide a useful perspective for my IPAF colleagues, as we are seeing increasingly sophisticated technical specifications, capabilities and standards across our industry," says Delahunt.

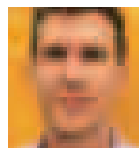
One of his top priorities is addressing the planning – or lack of it – that precedes MEWP operations.

"Safe work at height starts from the ground," he says. "But when

you look at IPAF's data collection on accidents and near misses, it's highly noticeable how many could have been prevented with better assessment of the site conditions and the selection of the right equipment. It's surprising, for example, how often poor traffic management is a root cause of an accident where a MEWP is hit by a truck or other road vehicle.

"MEWPs are the safest way to carry out temporary work at height; on rare occasions when things do go wrong,

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MEWPs are the safest way to carry out work at height; on rare occasions when things go wrong, it can nearly always be traced back to poor planning and/or MEWP selection

it can nearly always be traced back to poor planning and/or MEWP selection.

"Supervision and training are also key to this. How can we stop operatives from behaviour such as climbing on the guardrails, or encourage them to wear the right safety harnesses? Training is a way of ensuring that operatives are not falling into behaviours that put them at risk."

In this respect, Delahunt has high hopes for IPAF's eLearning programmes. "Where I see a real benefit is for managers who are time poor, as it will give them a chance to get a better understanding of how they should be planning work at height," he says. "The future will see virtual reality (VR) assist with risk assessments, and IPAF is already exploring VR's potential benefits for the industry."

The updated BSI standards – BS 8460 (MEWPs) and BS 7981 (MCWPs) – will also play an important role in improving safety, Delahunt believes, and he praises IPAF's contribution to their drafting. "In particular, the recommendations on risk management and the accompanying hazard tables give real practical help," he says.

Delahunt currently has no plans for any new safety campaigns, saying that "core behaviours will be key". He adds: "IPAF campaigns such as 'clunk/click' and 'back to basics' have been extremely effective, and I want to keep pushing those as we want to avoid complacency."

Delahunt is keen to focus some of his energies on the SME end of the market. "It is important to remember IPAF is not just there to support the larger hirers and contractors – the small contractors and tradespeople also need advice," he says. "From building maintenance to tree trimming, there are such a wide variety of applications for these machines – but the same safe behaviours are always a requirement."



Setting new standards for powered access

THE BSI UPDATES TO STANDARDS FOR MEWPS AND MCWPS PROVIDE CLEAR GUIDANCE FOR MAKING WORK AT HEIGHT SAFER.

At the end of 2017, two updated BSI standards were introduced for two types of powered access machines.

BS 8460 covers the safe use of mobile elevating work platforms (MEWPs), and BS 7981 applies to mast climbing work platforms (MCWPs). Together, they represent a comprehensive update and overhaul of the existing standards, superseding the 2005 and 2002 versions respectively, which had in many ways been overtaken by new technical and safety developments in the powered access sector. The standards were updated following extensive feedback and consultation involving IPAF members, its technical committees and safety and technical staff.

Tim Whiteman, CEO of IPAF, says: "IPAF is delighted to see the launch of these new British standards, which every rental company and contractor should now review. These latest versions will make a positive contribution to safe operation and ensure MEWPs and MCWPs remain the safest ways of conducting temporary work at height."

So, what's changed? In the new BS 8460, important considerations such as risk management, loading and unloading, fall prevention during maintenance to machines, modern MEWP safety measures, decals (safety notices) and warning stickers are all included. There is guidance on warning symbols and annexes in the standard on self-familiarisation and rescue plans.

The update also reflects the European standard BS EN 280, which specifies design calculations, construction standards, stability criteria, safety, examination and testing requirements, and was drawn up with the participation of HSE representatives and based on feedback from IPAF and its members. The standard takes into account other recent legislative changes such as the Construction Design and Management (CDM) Regulations 2015 and the replacement

of Health & Safety Executive guidance note CIS 58 with GEIS6.

Additionally, the standard references guidance documents from the Strategic Forum for Construction's Plant Safety Group on ground conditions, medical fitness to operate construction plant, avoiding trapping and crushing injuries, plus inspection and examination.

The new MCWP standard also features new guidance on risk assessments, rescue plans and familiarisation, and includes example inspection, maintenance and examination checklists, and a simplification of the terms and responsibilities relating to operations. Particularly significant is the table outlining specific training requirements, with which IPAF can help operators comply.

Above: The new standards provide extra guidance on inspections.



➤ BS 8460 (MEWPs) revision

➤ key changes:

- Enhanced recommendations for the risk management process.
- Sections on loading and unloading MEWPs, and operating MEWPs near sources of electromagnetic radiation in telecommunications.
- Recommendations on implications of new safety features such as telematics, data-logging, load sensors and machine security.
- Recommendations for the prevention of falls while carrying out maintenance on the machine, the prevention of entrapment, and the operation of secondary guarding.
- Definitions for primary guarding, secondary guarding and 'deck-riding'.
- Annexes with guidance on symbols for MEWPs, machine modifications and CE marking, platform controls, self-familiarisation and an example of a rescue plan hierarchy.



Soaring training demand and global reach takes IPAF to new heights

FEDERATION'S MEMBERSHIP, TURNOVER AND TRAINING DELIVERY HAVE GROWN SIGNIFICANTLY YEAR-ON-YEAR

IPAF has experienced another 12 months of global growth, with membership rising 6.6%, turnover climbing 7.8% and global training delivery up by 4%, year on year.

The figures are detailed in IPAF's Annual Report 2017, which is published this month in eight languages including, for the first time, Chinese. They show membership increased from 1,240 at the end of 2016 to 1,322 last year, extending IPAF's footprint into 66 territories worldwide, including five new countries: Algeria, Bahrain, Iran, Iraq and Latvia.

Demand for IPAF training soared, with 164,662 people successfully completing an IPAF course over the year – 3.7% more than the 158,727 that did so in 2016. Significant training growth was experienced in the Gulf States, 27.2% up on the previous year (which, in

turn, was 49.3% higher than 2015).

Training demand in Latin America was 21.8% higher, reversing a downward trend seen in previous years, and the UK reported an increase of 5% in the year. During November 2017, IPAF issued its 1.5 millionth PAL Card operator licence – at the year-end there were almost 725,000 PAL Cards in circulation worldwide.

Speaking at IPAF's 2018 AGM in Miami, Florida, Tim Whiteman, CEO and managing director of IPAF, said: "IPAF's reach and influence has extended further, and we now deliver our training to an ever-increasing number of MEWP (mobile elevating work platform) and MCWP (mast climbing work platform) operators and managers in almost 70 territories worldwide.

"IPAF's mission since its inception in 1983 has always been safety and the preservation of life. Today, as then, falls from height are the number one workplace killer. There is a safe way to carry out temporary work at height: properly trained and supervised operators using the correct powered access equipment for the job. That's the message IPAF is still spreading around the globe, 35 years after it was founded."

Nick Selley, IPAF's president, added: "A year on from the objectives I set out at my inauguration, I'm pleased to note positive progress in respect of further initiatives to reduce accidents, promote apprenticeships, develop closer collaboration with other industry groups, and encourage more use of digital technology.

"IPAF invested heavily in 2017, strengthening its infrastructure through staff appointments, investment in IT and communications systems and the ongoing ELEVATE quality improvement initiative, which will further help position IPAF for further growth in the future."

The IPAF Annual Report is available now in English, French, German, Italian, Portuguese, Chinese, Dutch and Spanish. It can be downloaded free from www.ipaf.org.

Global MEWP fleet will rise to seven million, says Pierre Saubot



Saubot: Manufacturers and hirers must work together

The annual Europlatform conference, hosted by IPAF last September, forecast that the global fleet of MEWPs would grow almost exponentially over the next two decades to reach seven million machines worldwide, compared with 1.25 million today.

Pierre Saubot, chairman of MEWP equipment manufacturer Haulotte, delivered the event's keynote address, which comprised a fascinating overview of the history of the access industry and some eyebrow-raising

predictions as to how far it had to go before reaching saturation, even in developed markets such as the UK, the US and Germany.

His prediction that the global MEWP fleet could grow to seven million worldwide in the next 20 years was even more bold considering that he was referring only to self-propelled MEWPs and not vehicle-mounted variants.

Saubot insisted the target was achievable but only if manufacturers, rental companies and regulatory bodies worked together to offer a safe and convenient product that met end-users' requirements at a cost they could afford.

"The only way to create a market and develop it is to have between the manufacturers a large and developed

network of rental companies," he said.

Manufacturers and rental companies must continue to work together to deliver sustainable growth by embracing safety and innovation in the marketplace, and by getting ahead of sustainability requirements by continuing to develop cleaner and more efficient MEWPs, he added.

IPAF's Europlatform 2018 event will be at the Europa Hotel in Belfast on 11 October 2018. For more details about the event, including announcements about the speakers' line-up, sponsorship opportunities and to find out when bookings will open, check www.europlatform.info.

May 2018 brings end to UK MOT exemption for lorry-mounted MEWPs

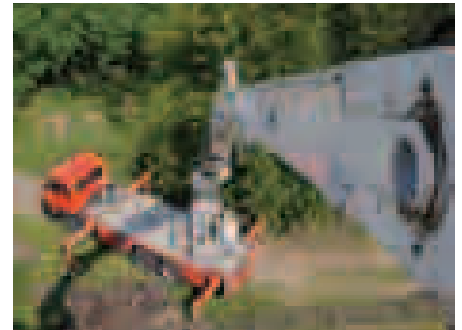
MEWPs mounted on a heavy goods vehicle chassis, with a weight up to 44 tonnes, will be required to undertake road worthiness inspections at an approved MOT inspection site from May, after the government announced the end of the current exemption for lorry-mounted MEWPs. The move follows a wide-ranging industry consultation.

The Goods Vehicles (Plating and Testing) Regulations 1988 will be amended and will come into force from 20 May 2018. Larger MEWPs that come under STGO (Special Types General Order) rules will continue to be exempt for practical reasons. Further information will follow from the Driver and Vehicle Standards Agency on the planned approach and timing for bringing these vehicles into testing.

IPAF was one of the key respondents to the consultation, and worked in close conjunction with machinery operators, rental companies and other industry bodies, including the Construction Plant-Hire Association, to formulate its response and to vocalise issues and potential problems concerning the proposal to remove the exemption and its implementation.

During the consultation, operators and owners of lorry-mounted MEWPs pointed out that current technical guidance required a strict inspection, maintenance and thorough examination regime.

This means that HGV-mounted access equipment is constantly being assessed and therefore is already subject to more stringent testing in terms of safety and roadworthiness than the HGV MOT regime requires.



Operators and owners of lorry-mounted MEWPs already run a strict inspection, maintenance and thorough examination regime

There were also concerns that many testing centres will not be able to handle the largest and heaviest vehicles. Some operators queried whether it may therefore be possible to build in an MOT-compliant roadworthiness certification to their existing regular inspection, maintenance and thorough examination regimes. IPAF will continue to keep members abreast of the changes to legislation.

IPAF calls for meeting with UK fire services

The London Fire Brigade's tallest access platform can reach 32m – less than half the height of the Grenfell Tower



IPAF has called for a meeting with the UK's fire services to review whether large platforms owned by its members could assist with rescue in an emergency.

Tim Whiteman, CEO and managing director of IPAF, made the call in a letter to Sadiq Khan, the mayor of London, in the wake of the Grenfell Tower fire, in which 72 people lost their lives.

Whiteman said: "Our members are keen to explore whether there is an opportunity to make their specialist equipment available in emergencies. Mayor Khan forwarded IPAF's request to the London Fire Brigade and we have subsequently written to the National Fire Chiefs Council requesting a meeting and hope this will happen shortly."

IPAF members want to explore whether taller access platforms could be used to rescue people trapped by fires. The tallest access platform operated by the London Fire Brigade can reach 32m, whereas the Grenfell Tower was 67m tall.

The letter from Whiteman to Khan pointed out that there were several IPAF member companies operating access platforms in and around London that could reach up to 90m. They are now offering to work with Khan and the London Fire Brigade to see if their specialist equipment and training support could be of use.

IPAF launches new audit regime for all UK rental members

POWERED ACCESS RENTAL COMPANIES THAT ARE EXISTING OR FUTURE MEMBERS OF IPAF NOW HAVE TO PASS A MORE STRINGENT VETTING AND AUDITING PROCESS IN THE UK

In September 2017, all of IPAF's current and prospective rental company members began the process of submitting to a new annual audit procedure. On successful completion of the process they are being accorded "IPAF Rental+" status. The accreditation is maintained through an annual site visit.

The existing IPAF Rental+ scheme has also been modified to allow members to achieve bronze, silver or gold accreditation dependant on their meeting certain criteria during the audit process. IPAF's Rental+ scheme recently became Safety Schemes In Procurement (SSIP) accredited, so SSIP status will also be conferred on all UK rental member companies as a matter of course under the new system.

Tim Whiteman, CEO and managing director of IPAF, said: "This is a really

positive evolution of IPAF membership for rental firms in the UK. It is important to point out that this change has been driven from within. It reflects our members' desire that end users should have the utmost confidence that using an IPAF member company is the best guarantee in the marketplace that their clients will always receive the highest possible levels of safety, expertise and customer service."

The new audit regime is designed to provide a management tool to signpost where and how businesses can improve their health and safety, quality and environmental performance. It will also add recognised value to rental businesses and reduce the time and cost required to complete other pre-qualification questionnaires. It supports or leads to ISO 9001, ISO 14001 and ISO 18001 certification.



Whiting has worked at the HAE, Unisys and HSBC

IPAF hires UK market general manager

IPAF has appointed a UK market general manager. Richard Whiting joined the federation from UK-based Hire Association Europe (HAE), where he was commercial manager. He took up his new role at the end of October 2017.

Whiting has a wealth of experience of the equipment sector, having worked for the HAE since 2012. Prior to joining that body, he worked for Building Software and Unisys in various operational roles, and before that he worked for HSBC banking group in training and implementation. He is based in IPAF's UK head office in Cumbria.

Tim Whiteman, CEO and managing director of IPAF, said: "IPAF is embarking on significant improvements that will benefit our members and their customers. These include a new audit programme for hire company members, additional training courses, enhanced eLearning opportunities, development of an apprenticeship programme and a range of conferences and seminars. Richard's experience and enthusiasm will be invaluable in ensuring we deliver this."

IPAF president wants industry to raise its game on apprenticeships

The president of IPAF has called for the industry to attract more young people by creating apprenticeships and raising the profile of the career opportunities on offer.

Nick Selley, group business development director at AFI-Uplift, said: "Young people are the future of our industry. They are the leaders of tomorrow, and during my presidency I will be strongly promoting the

need for our members to further develop their apprenticeship programmes.

"In my own company, one in eight of our employees is an apprentice and we will be looking to continue this in the future. The hire industry creates very good opportunities, but IPAF needs to increase the industry's profile to encourage more young people to come on board."

"When it comes to training, IPAF's accredited courses are fundamental to the industry. But we need to be more proactive in raising industry standards. We don't just want to report accident statistics – we also need to develop initiatives to reduce them. Safety is paramount and our members need to believe in these values.

"If IPAF is to be relevant to the industry it cannot act in isolation. That is why I will be seeking to develop closer collaboration with other industry groups in the UK and overseas to ensure that IPAF is central to industry developments."

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IPAF training: for the members, by the members

IPAF'S TRAINING PROGRAMME, OWNED AND ADMINISTERED BY THE ORGANISATION'S 1,500 MEMBERS, CONTINUES TO GROW IN SCOPE AND REACH

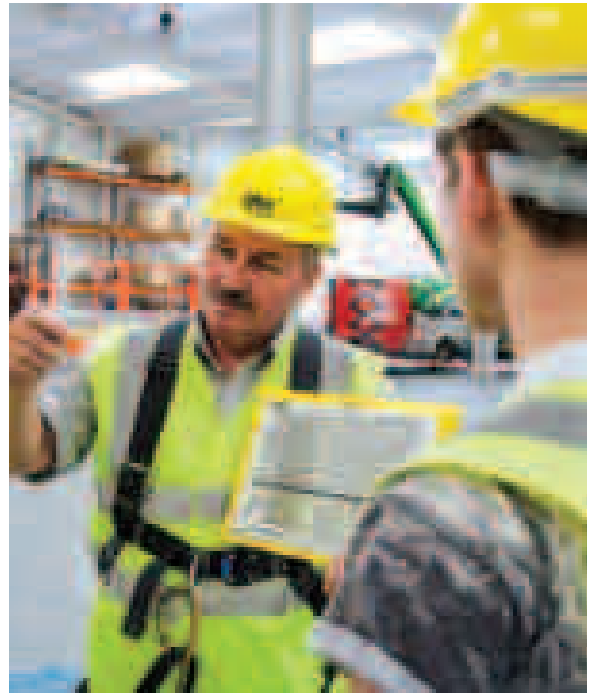
Sometime during November 2017 the IPAF team whose job it is to create and dispatch PAL Cards and certificates sent out an envelope containing the 1,500,000th card produced since the scheme began in 2008. Despite the remarkable nature of the milestone, work did not pause to mark it – little wonder when the dedicated employees who make up the PAL Card team frequently process more than 3,500 applications a week.

Nonetheless, the fact that something like 750,000 cards are in circulation at any one time underlines the fact that the PAL Card and other IPAF-accredited training courses – including MEWPs for Managers and harness safety certification – are the world's most widely recognised powered access qualifications, held by operators from Algeria to Zambia, and more than 60 countries in between.

With such a tight-knit team processing so many cards for so many workers in so many places, you might assume that IPAF's training is ruled by a small cabal of technocrats who allow little room for variance over time or across continents. In fact, the programme is owned and administered by IPAF's 1,500 or so members.

What is constant around the world is the high standard of safety, innovation and quality that underpins IPAF-accredited training.

This standard is validated by a rigorous system of audits. All training centres are inspected annually and trainers are subject to unannounced visits to ensure that standards are consistent across the globe. Any individuals found wanting are offered mentoring to improve the quality of their work, and all instructors are encouraged >



All training centres are subject to annual audits and unannounced inspections

//
With the incredible digital tools available, the only limit to innovation is our own imagination

Paul Roddis,
IPAF training manager

Paul Roddis, IPAF's new training manager



Paul Roddis joined IPAF midway through 2017 and is looking forward to working with digital technologies to develop the organisation's training capabilities.

"With the incredible new digital tools available, and the exceptional support and input of the IPAF training committee, the only limit to innovation within training is our own imagination," he says.

"IPAF is always striving to meet the needs of our training market. We have a very active training committee that is always looking to push the envelope, and the personal development seminars worldwide are a vital tool in gathering feedback from the instructors as to how useful they find the training materials, eLearning, test forms and translations into other languages."

New Andy Access posters released



▮ The latest batch of IPAF Andy Access safety posters for break rooms and work sites has been released.

The messages include three for MEWP operations: "Caution with guardrails"; "Setting up on a slope?"; and "Correct MEWP selection". There are also two for MCWPs: "Don't overload the platform"; and "Don't interfere with ties".

The posters can be download free from the IPAF resource library at www.ipaf.org/AndyAccess, or you can get in touch with your local IPAF office to ask about printed versions and accompanying toolbox talks for managers and supervisors.

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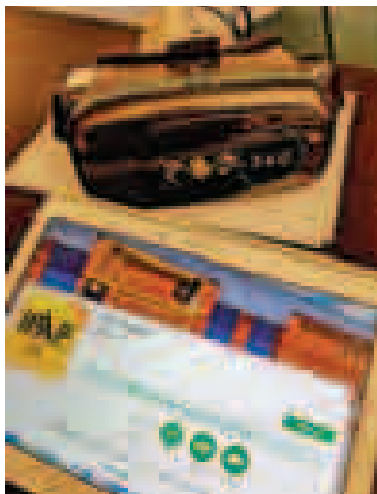
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IPAF is evaluating how VR can be used to enhance its training

to participate in annual personal development seminars.

Any IPAF member who has been audited is eligible to apply to be represented on the training committee that ultimately oversees all training modules and administers requests for updates or translations into new languages. Accredited instructors or IPAF members can also submit official requests for changes to the content and terminology of IPAF training materials, from the new-generation eLearning modules to the safety guides handed out on completion of an operator's course.

In 2018, IPAF is also offering additional languages to help improve access for trainees.

There are presently no fewer than 17 eLearning theory modules in nine languages, which are helping to

Employees have to undergo refresher training every five years to maintain their PAL Card status. IPAF comes into its own in this regard, and the support from staff is brilliant

Richard Abercrombie, learning and development manager, BT Openreach

extend access to ever greater numbers of candidates.

Last year, Czech was added to English, Dutch, French, German, Italian, Portuguese and Spanish modules. Now trainees can undergo the theory portion of their IPAF training in Spanish in the US, or in French in Canada, or in Hindi in the Middle East. In countries such as Switzerland, test centres can deliver training in Italian, French or German, according to demand.

Technologies such as eLearning are already proving useful in taking training to the widest possible audience, offering flexibility and interactivity and allowing candidates to undergo the theory portion of their PAL training anytime, anywhere and on a digital device of their choosing. These existing IPAF eLearning modules are being updated and added to, with new modules in new languages planned where there is growing demand for courses such as MEWPs for Managers.

Meanwhile, operator manuals and safety guides are being translated into additional languages and updated to incorporate new standards. IPAF's technical and safety advice is also evolving. For instance, revised guidance on harnesses, familiarisation and the operation of MEWPs in a public space will be launched in the first months of 2018.

IPAF has a proactive new training manager in Paul Roddis (see box p36), and is working with a variety of partners to look at new ways to accredit and deliver training in 2018 and beyond. As always, the input of members, rental companies, contractors and instructors is invaluable in identifying challenges and creating solutions.

IPAF is also exploring the possibilities offered by virtual reality and platform simulators.

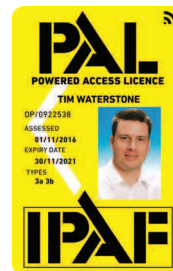
At the beginning of 2018, the federation launched a major industry consultation on the possibilities of these technologies, with particular emphasis on training for "at-risk" environments. IPAF is determined to



be at the forefront of adopting these potentially valuable new applications, and is hoping for a comprehensive response to its consultation process.

What is certain is that IPAF's training programme continues to evolve and adapt to demand. Although training may differ in some ways from one region or country to another, it is underpinned by the same high standards, professionalism and robust audit regime that ensures recognition the world over.

With the changing face of the powered access industry, demands of the client or end user and from new standards worldwide, as well as the continuing influence of new technologies both in equipment and virtual applications, IPAF's training cannot and will not stand still.



How BT Openreach uses IPAF training



When BT Openreach decided to offer IPAF PAL training to its employees, it felt that it needed more emphasis on the dangers of roads and power lines.

To meet that need, IPAF worked closely with BT to develop and approve a series of "bolt-ons" that could deliver to employees.

Richard Abercrombie, learning and development lecturer at BT, says: "Rather than delivering our own MEWP training, as we historically did, we decided in 2015 to bring in IPAF. The IPAF brand is the global standard and it's

something we're proud to be associated with.

"We now offer a two-day induction with the first day aimed at intensive familiarisation with the specific equipment we use, and the second day basically being the IPAF PAL Card course.

"I like the IPAF training because it really ups the safety profile for our employees. There are illuminating modules such as the 'On this day' exercise, where operatives are asked to make a series of choices then get to see the outcomes.

"BT also likes the way every employee has to undergo refresher training every five years to maintain their PAL Card status. IPAF comes into its own in this regard, and the support from its staff is brilliant."

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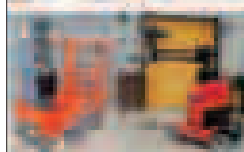
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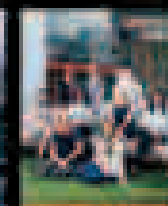
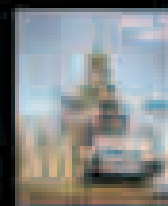
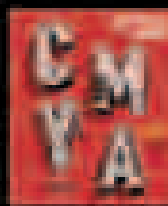
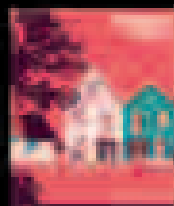
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➤ IPAF training is provided by a network of approved training centres that operate independently. This directory helps you find your nearest training centre in the UK and around the world. All active IPAF training centres are subject to audits and expected to meet stringent quality procedures. New centres are being added every month. To see the most up-to-date list, visit www.ipaf.org.

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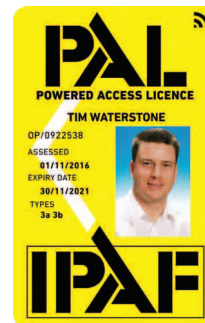
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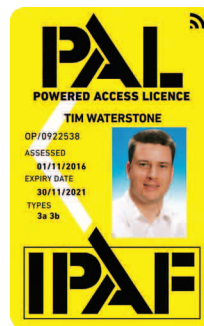
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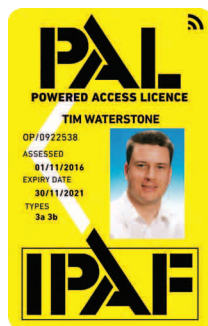
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WHAT IS IPAF?

The International Powered Access Federation (IPAF) promotes the safe and effective use of powered access equipment worldwide. 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, who include manufacturers, rental companies, distributors, contractors and users. Members operate about 90 per cent of the MEWP rental fleet in the UK and manufacture some 85 per cent of platforms on the market. IPAF's training programme for platform operators is certified by the international certification organisation TÜV as conforming to ISO 18878. More than 130,000 operators are trained each year through a worldwide network of over 660 IPAF-approved training centres. Successful trainees gain the PAL Card Powered Access Licence, the most widely held and recognised proof of training for platform operators. Membership is open to users of platforms, manufacturers, distributors, rental and training companies. Members can access practical information and a growing portfolio of member services. More information is available from: | Email: info@ipaf.org | Tel: (0)1539 566 700 | Fax: (0)1539 566 084 | Web: www.ipaf.org

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