

Fall 2022



ELEVATING SAFETY

# CAN WE ERADICATE FALLS?

Experts discuss whether powered access can eliminate this type of work at height accident.

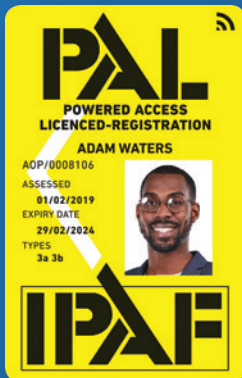
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**RIISING TO MEET KEY CHALLENGES  
AS OUR INDUSTRY BOUNCES BACK**

Welcome to another edition of *Elevating Safety*, IPAF's magazine for readers in North America. This is an exciting time for our industry, as the recovery from the pandemic continues to strengthen, despite the challenges of global economic and political uncertainty. IPAF continues to support our members in dealing with these challenges by producing safety and technical guidance, promoting quality training and industry good practice, influencing standards development and assisting users with compliance. Membership continues to grow, and we have a record number of members worldwide.

The pandemic taught us the importance of looking out for our members. A highlight of the past year has been the launch of IPAF's ePAL mobile app for operators and supervisors. There is an article detailing the rollout on p. 20.

The cover article challenges the industry to respond to a key finding of the IPAF Global Safety Report: falls from the platform remain the No. 1 cause of serious injury and death. IPAF's Don't Fall For It! safety campaign reinforces positive safety messages to reduce this type of incident.

This magazine also contains articles on the latest updates in standards, training and safety initiatives. We look forward to the IPAF Innovate workshop in Chicago at the end of September – a shining example of how the industry can come together to tackle its challenges.

I hope this magazine inspires you to engage with us to help make worksites safer through the use of powered access and the full range of training and resources IPAF offers. ▲



**Peter Douglas,**  
IPAF CEO



IPAF is a not-for-profit organization formed in 1983 to promote the safe and effective use of MEWPs, MCWPs and construction hoists. Please visit [www.ipaf.org](http://www.ipaf.org) for free resources and more information about us.

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# DON'T FALL FOR IT! SAFETY CAMPAIGN TARGETS FALLS FROM THE PLATFORM

A campaign emphasizing the importance of working safely to avoid falls from the platform when using MEWPs to enable temporary work at height was launched by IPAF at its annual Summit in London, United Kingdom. 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. It 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](http://www.ipafaccidentreporting.org) portal.

Peter Douglas, CEO 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.



**Brian Parker, IPAF head of safety & technical, launches Don't Fall For It campaign.**

"We are determined that our new Don't Fall For It! safety campaign will help to instill safe working practices and remind operators and managers of basic positive steps they can take to reduce the risk of such incidents occurring. The messaging is simple – select the correct machine for the job, don't take risks and wear the correct personal fall protection equipment."

Brian Parker, IPAF's head of safety & technical, said, "Operators can help avoid this type of accident by focusing on the principles we've set out as part of this campaign. If they are properly trained and familiarized on the MEWPs

being used, then hopefully none of this guidance should be new, but complacency breeds contempt, and principles of safe use are too often ignored.

"With this safety campaign, IPAF is saying that, if you find yourself tempted to do something different to what you know is the right and proper way to work or if you are ever asked to do something that you think just isn't safe by a work colleague or supervisor, then 'don't fall for it!'"

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

- **Plan thoroughly:** Conduct a proper MEWP site survey/assessment, select the correct machine for the work and use

professionally trained operator(s) and supervisor(s).

- **Know your machine:** Operators should be trained on the machine type they are using and familiarized on the specific model. Operators should assess that the machine is suitable for the task and conditions and adequate in terms of reach, articulation and load-bearing capacity. Machine knowledge includes whether personal fall protection equipment (PFPE) should be used and, if so, what type to use and how to attach it.
- **Clip on:** If PFPE is required, all occupants of the platform must attach their lanyard to the correct anchor point. Ensure movement within the platform is possible while attached and do not move the machine or elevate the platform until and unless all occupants are attached.
- **Set up and maneuver the machine/platform effectively:** Occupants should never need to over-reach, unfasten PFPE, step or climb on guardrails or otherwise extend the safe working envelope of the platform. Ensure vertical MEWPs are positioned and repositioned as necessary to allow easy access to the area of work to be undertaken; operators should not over-reach or stand on guardrails to access a work area instead of taking the time and effort to correctly reposition the machine.
- **Stay inside the platform/attached:** Platform guardrails form the primary fall prevention and define the operational envelope of the machine being used. Always stay inside the platform. Where there is a requirement for PFPE, you must wear it. Do not exit the platform at height; unclip only on completion of work and safely lowered to the ground.

For more information on all of IPAF's safety campaigns and links to relevant technical guidance, visit [www.ipaf.org/safe](http://www.ipaf.org/safe) or see [www.ipaf.org/training](http://www.ipaf.org/training) and [www.ipaf.org/resources](http://www.ipaf.org/resources) for the full range of IPAF training course and the latest safety and technical guidance materials from IPAF.





# IPAF LAUNCHES WOMEN IN POWERED ACCESS INITIATIVE



All photos courtesy IPAF

IPAF has launched its Women in Powered Access initiative, which aims to recognize and celebrate the contributions of women in powered access, as well as outlining career pathways for women both already in the industry and looking to enter it.

The initiative was launched at the Vertikal Days industry event in Peterborough, United Kingdom, in May, and has been inspired by IPAF President Karin Nars, who became the first woman elected to the role when she was confirmed at the IPAF AGM in London in March. Karin Nars joined other IPAF team members and powered access engineering apprentices Catherine McCreedy and Megan Campbell to help launch the initiative.

Karin Nars said: "Inclusion is important because it enables people to share different perspectives in a supportive environment. Safety is a joint effort to which everybody can and should contribute. Therefore, we cannot afford to exclude anybody from the conversation surrounding safety in our industry and the

Karin Nars gives inaugural address to close IPAF Summit 2022.



actions we recommend. While we may work in a male-dominated business, there is more to the story than that.

"An important step is to encourage more women to bring their knowledge,

passion and work ethic to our industry. The difference they can make can be a positive in many ways. We have thousands of women in our industry whose stories have not been told. And their stories are something young women need to see and hear – to help them become inspired and learn about paths women have taken in our industry. As an organization, we can help share such stories."

As part of the initiative, IPAF is inviting women from all walks of powered access to tell their stories, which will be shared via the IPAF website [www.ipaf.org/resources](http://www.ipaf.org/resources) and across industry media, with a view to inspiring and encouraging others in our industry and showcasing diversity.

## IPAF INNOVATE WORKSHOP

After a two-year hiatus, IPAF's Innovate workshop is scheduled for Sept. 28 at the Hyatt Regency O'Hare Hotel in Chicago, Ill., a day in advance of the ALH Conference at the Loews Chicago O'Hare Hotel Rosemont. This popular event brings together stakeholders from across the powered access industry to participate in collaborative groups to tackle key challenges, with presentations given and all assembled voting for what they think are the best ideas. Those solutions are then taken forward by the IPAF North America Regional Council to make the industry safer and more efficient.

Tony Groat, IPAF's North America regional manager, said: "As in previous years, the unusual event format presents a great opportunity for personal development, sharing thoughts and ideas through collaborative working and networking with others to develop solutions to known industry issues that may

otherwise never be heard. The workshop is an eight-hour event over a single day, with assembled groups brainstorming together in the morning and then a presentation from each

work group in the afternoon. A special networking event will be held in the evening for all workshop attendees, and incoming attendees of the ALH Conference will be invited to join."

Those registering for the Innovate Workshop will receive a 50 percent discount off registration for the ALH Conference. To register, visit [www.ipaf.org/innovate](http://www.ipaf.org/innovate).



Pedro Torres, CEO, Riwal.



## RIWAL IS 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, APEX and Haulotte. With headquarters in Dordrecht, Netherlands, Riwal was founded in 1968 and has grown into a major rental and training company specializing 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, so 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. It will be particularly beneficial for IPAF to have a member engaged in equipment rental and training in both established and emerging markets around the globe join the growing list of IPAF Sustaining Members."

Sustaining Member is a category of IPAF membership designed to recognize and sustain IPAF's strategic initiatives and overall contribution to improving safety and productivity in powered access

worldwide.

Peter Douglas, CEO of IPAF, said: "The past two years have demonstrated how important it is to work together for the collective benefit of safety in our industry, and we've worked especially hard to emphasize the value that IPAF offers members. IPAF can't progress objectives without our members, including improving global incident reporting and developing our training program and safety guidance in response to what accident data is telling us. We are delighted that Riwal has decided to join this membership category."

## IPAF AND SAIA LINK UP

The International Powered Access Federation (IPAF) and Scaffold and Access Industry Association (SAIA) have formed an alliance to jointly promote safety and training in powered access throughout the U.S., Canada, and Mexico.

The agreement will also focus on promoting standards, including the updated A92 Suite of Standards that went into effect in the U.S. in June 2020, as well as sharing knowledge and disseminating best practice, informing and influencing national safety and regulatory bodies with a unified voice and promoting the need for effective powered access operator and supervisor training.

The SAIA recognizes the IPAF PAL Card as proof of appropriate operator training for users of mobile elevating work platforms (MEWPs), mast-climbing work platforms (MCWPs), lifts and hoists. IPAF-approved training centers and SAIA-accredited training institutes (ATIs) will offer IPAF's globally recognized training, developed by leading industry professionals and available in multiple languages to suit local demand.

IPAF's MEWP operator and supervisor theory training are available as either instructor-led or 100 percent online eLearning courses, a valuable option to suit candidates and training centers alike while the risks from COVID-19 remain. MEWP operators must additionally complete hands-on practical training and assessment, though this can take place outdoors to help to reduce the risk of transmission of the virus considerably.

Michael Paladino, SAIA president, said, "While SAIA has made a significant impact in the scaffold industry in the past 50 years, we recognize that there is still a great deal to be done in the access industry. By partnering with IPAF, continuing SAIA's role as the Standard Developing Organization (SDO) for the ASC A92 Committee and strengthening our relationship with OSHA as Ambassadors, we will help bridge the gap with the access industry."

Tony Groat, IPAF's North America Manager, said, "Over the years, IPAF and the SAIA have collaborated and worked together very productively many times. This new formal agreement cements the commitment of both associations to leverage their collective effort and expertise for the benefit of all their members and the wider industry. By working closely together under this formal agreement, we hope to eliminate duplication of efforts or mixing of messages and to maximize the strengths of both our associations to intensify and unify focus on the key priorities of our industry and our joint mission to promote the safe and effective use of powered access equipment."





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# Will We Ever Eradicate Falls?

**Industry experts comment on whether the powered access industry will ever completely eliminate this type of incident, which too often lead to injuries and deaths.**

**F**rom 2012 to 2022, there were 4,374 reports, including 4,462 lost-time incidents of which there were 585 fatalities. There have been 41 countries from which reports have been gathered across the 10-year period. Since IPAF began collecting and analyzing accident data in 2012, falls from platforms have consistently been the most common underlying cause of injury and death when using MEWPs.

Machine types involved in falls from the platform include static boom (1b) type machines (30.8 percent of incidents), mobile vertical (3a) types (28.8 percent) and mobile booms (3b) (22.8 percent).

Because any accident relating to MEWPs is one too many, this information calls in to question whether the industry will ever eradicate falls from MEWPs. Can the industry focus on this single issue, place the necessary resources and erase this potential hazard to result in zero fatal accidents?

Scott Owyen, director of training at Genie; Tony Groat, regional manager at IPAF; Paul Baillargeon, owner of Aerial Lift Safety Solutions; TJ Lyons, contractor at DPR Construction; Mark Hinkle, president of Hinkle Equipment Rental; and Ebbe Christensen, IPAF NA council chair and president and CEO at Ruthmann Reachmaster North America, LP, dig into this question.

## The Problem

There are essentially three ways in which an individual can fall from a MEWP, according to Owyen:

**1. Exiting the platform at height without following the proper guidance from the manufacturer or failing to wear the proper personal fall protection equipment (PFPE).**

*To prevent this, manufacturers will provide guidance on how to safely exit a MEWP at height, and that guidance must be followed to the letter. Note that guidance for exiting a scissor lift will be different than that for a boom, and it is critical to follow the correct guidance for the MEWP being used.*

**2. Standing on the guardrails.**

*This is typically the result of using the wrong machine for*

*the application and should never be done under any circumstance. Similarly, placing planks on the mid or top rails or any kind of steps or ladders in the platform creates the same hazardous conditions.*

**3. Being ejected or catapulted from the platform.**

*This can be caused by driving the machine too quickly and running over an obstacle, driving the machine over a void in the ground or on a surface that cannot sustain the weight of the MEWP, the platform becoming entangled with a structure or the operator trying to release it by driving away from the obstacle or by being struck by an object or vehicle.*

Other root causes of accidents involving MEWPs can include:

- lack of an effective MEWP safe-use plan by users and employers;
- inadequate operator training;
- inadequate supervision;
- improper MEWP selection;
- lack of concern over the risk;
- inconsistent requirement for PFPE;
- lack of a solution to have the operator connected to a

MEWP operator anchorage prior to MEWP movement.

"Much like with car accidents, the challenge is that multiple factors are at play at the same time: location, ground conditions, weather work type, equipment type, equipment condition, operator skills and competence, training and site management," Christensen says. "A more detailed review of the falls (through a risk assessment) is needed to reveal more details about the core reason for the fall."

## PFPE

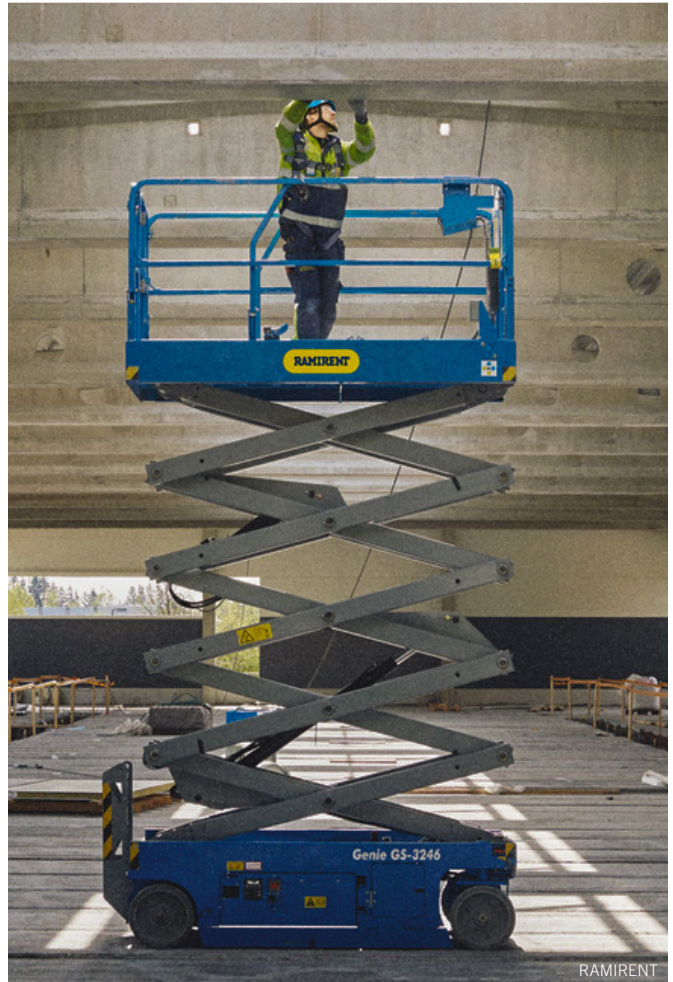
Many falls involve the operator not wearing the PFPE – or even knowing whether or not it's required.

"The issue of whether PFPE should be required on scissor lifts has been, and still is, a constant source of confusion," Owyen says. "There still seems to be no standard approach to making that determination, and the thought processes, standards and





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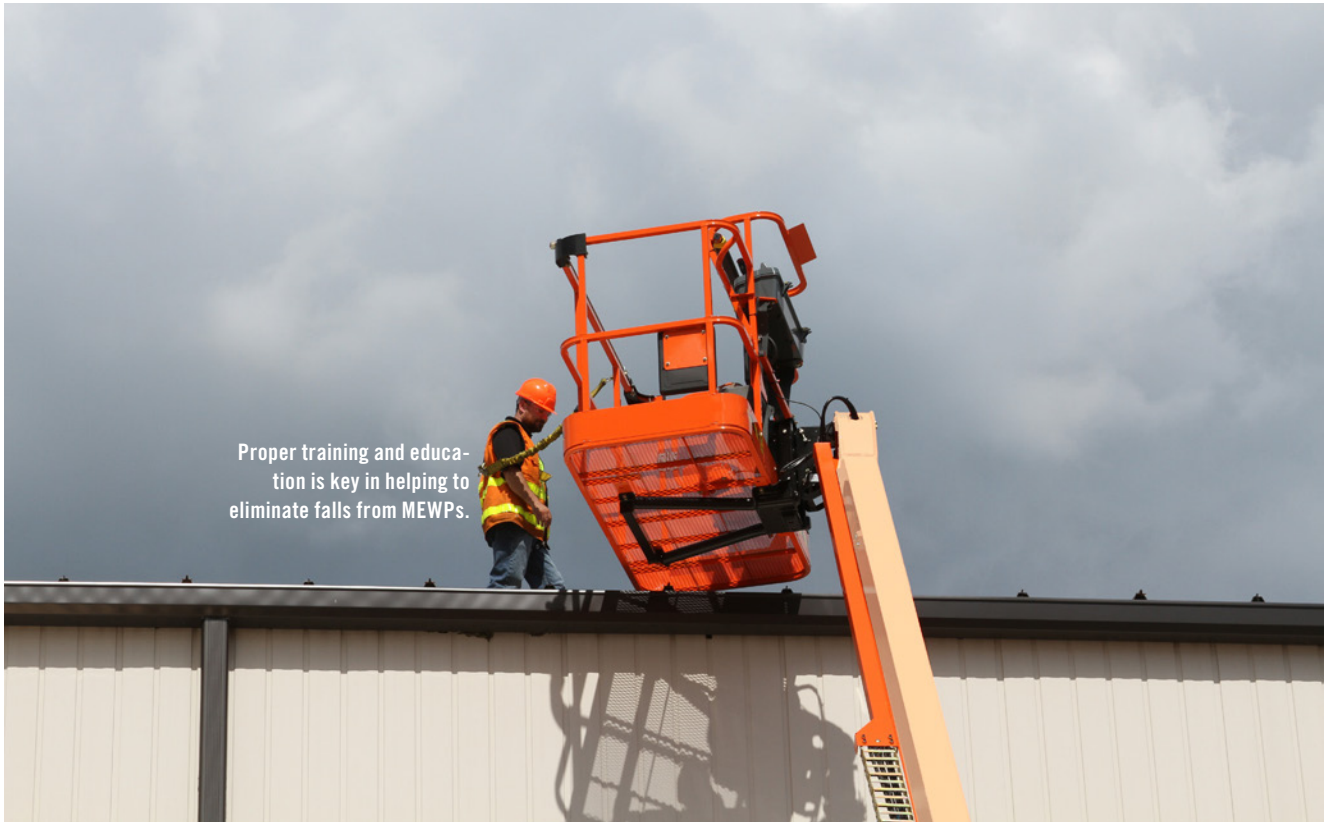


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Proper training and education is key in helping to eliminate falls from MEWPs.

manufacturer recommendations are all over the place.”

Lyons, on the other hand, thinks scissor-type lifts with rails provide adequate fall protection.

“A significant failure for the construction industry was requiring PFPE even though that protection was already designed in the unit. We encumber those workers with ‘safety,’ and that is unfortunate,” Lyons says.

Per ANSI A92.22-2021 and CSA B354.7-17 standards, the guardrail system of the MEWP is the primary fall protection for occupants. When required to use personal fall protection, either fall restraint or fall arrest, operators and occupants shall comply with the instructions provided by the manufacturer regarding anchorage(s).

Standards for Type 1, Group A (1a) manually propelled elevating work platforms and Type 3, Group A (3a) self-propelled elevating work platforms, such as scissor lifts and single personnel lifts, do not require the use of PFPE in addition to guardrails.

“If PFPE was universally required, it would eliminate any user or operator confusion on when it is required,” Groat says. “It would add another layer of protection. It is a requirement in Canada, and falls from MEWPs are not widely seen.”

Hinkle notes that the standards in place seem to be intended for users of MEWPs who are either decently informed or under the supervision of managers that have some respect for the risks and thus provide PFPE and instruction in its use.

For those MEWPs that currently require PFPE, Baillargeon

says it's not enough to only be “wearing” a safety harness.

“The MEWP operator must have the safety lanyard connected each and every time prior to utilizing the MEWP lift control function switches,” Baillargeon says.

Finally, Lyons notes that people who fail to wear PFPE should face some kind of penalty.

“[There should be] clear consequences when someone is assigned PFPE and chooses not to wear it or does something unsafe like climbing on a rail,” Lyons says. “Though this is a worker behavior, it should be an OSHA violation.”

## Training

While the operator should be responsible to comply with requirements defined by the employer, the employer needs to ensure the operator is qualified for the task, properly supervised to ensure compliance with requirements of the safe-use plan and provided with the equipment and tools necessary to safely perform the task in a work environment safe from harm, says Groat.

Groat adds that MEWP training incorporates aspects for fall hazards, but it alone is not a fall protection training course.

“MEWP operator training is general in nature and specific site conditions require more detailed training based on selected fall protection equipment, site conditions, etc.,” Groat says.

Owyen agrees that more training should be required.

“Unfortunately, there are a lot of 20- to 30-minute online and in-person courses that market themselves as complete operator



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training, but they don't even come close to covering the necessary information," Owyen says. "I've seen too many operators with cards that state they are qualified on all classifications of MEWPs, and they tell me that it took 20 minutes to get the card and they never touched a machine. Operator training should take between three to six hours or more if done properly."

Owyen adds that other elements of training should include:

- how to properly inspect PFPE before each use and how to correctly don the harness so that it is properly fitted;
- anyone that directly supervises a MEWP operator should be trained on specific content that will increase the supervisor's awareness to help identify and stop unsafe behavior.

## Industry Standards

Several industry standards have already helped in limiting falls:

- The new design standard has increased the GR height from 1 meter to 1.1 meters.
- The safe use standard has required the user to develop a MEWP specific safe-use plan that must address potential risk from known hazards.
- The training standard establishes uniform training requirements for MEWP operator and MEWP supervisors and provides occupant knowledge.

"Compliance with these standards should be sufficient," Groat says. "We know that accidents continue and that the standards are not strictly being followed. While MEWPs are very safe, the mindset that 'it won't happen to me' allows shortcuts to be made. More standards won't help if they are not followed."

Hinkle notes that the standards are designed for those who are already responsible.

"There are a lot of folks out there who only see a job to be done, so it gets done any way possible," Hinkle says.

Some industry experts say creating a standard such as a ban on driving at lift height would further prevent falls.

"Driving a lift at height remains one of the most dangerous functions of modern MEWPs, and I have no doubt that either a complete ban (requiring all lifts to be lowered to folded position before driving) or at least stricter restrictions would have a tremendous positive impact on falls and accidents. However, it would meet strong resistance from construction companies, operators and owners," Christensen says.

## MEWP Design

Some experts argue that changing MEWP design could further assist in limiting falls.

For example, Baillargeon says a lanyard attachment warning reminder alarm on every MEWP would remind users to attach their lanyards.

"Since surviving my 20-foot fall in 2001, I have been actively advocating for the creation of an ANSI Standard that would include a lanyard attachment warning reminder alarm on every MEWP," Baillargeon says. "Today, lift operators are still forgetting

to attach, still falling to the ground and there's still no ANSI Standard for a simple warning reminder alarm."

Groat notes that self-retractable lifelines (SRLs) can also be useful tools to help prevent falls.

"An engineered solution that makes the MEWP operator connect to an anchorage point before the MEWP controls are activated is the best starting point," Groat says. "MEWP anchorages must allow occupant movement within the work platform with the use of a max 6-foot lanyard. SRLs are a more effective way to ensure that the lanyard is adjusted as it does it automatically versus an adjustable lanyard dependent on the occupant to adjust as needed."

Owyen adds that SRLs minimize the risk of getting caught on the joystick and minimize potential tripping hazards.

"It allows the operator to have full mobility in the platform, which will increase productivity," Owyen says. "It will not, however, eliminate the ability of the operator to climb on the platform guardrails. That is why having trained, qualified and engaged supervision is critical to safety on the jobsite."

## Moving Forward

To fully eradicate falls, some say safety training and education must reach more people.

"There is a rather small group of individuals in the industry who preach the gospel on a regular basis, but most often, it seems that we are preaching to the choir," Owyen says. "We need to develop ways to reach the owners, users and operators in the real world, make them aware of the need and provide them with assistance in accessing high-quality training and support."

Another way to cut down on falls, Lyons says, is to eliminate the need to work at height.

"[There should be] more emphasis on prefabrication and modular construction techniques to eliminate the majority of hand work at height and simple 'plug in' like Legos," Lyons says.

Others say that completely eradicating falls is not possible.

"The only way to eradicate falls from MEWPS would be to stop using MEWPS," Hinkle says. "It is impossible to eliminate users from deciding to perform their work in an unsafe manner."

Christensen agrees.

"We would make simple tasks so complicated and economically prohibitive that we would essentially eradicate human existence as we know it," Christensen says. "Risk is a factor humans have lived with for as long as mankind has existed. Falling from height is one of them, and it will remain something that happens. The road forward is to never kill innovation with restrictions but to advocate the use of innovation to make known processes better, learn from our mistakes and encourage a working environment where proper education exists on all levels." ▲



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# MEWP Rental Markets Recover Well

**MEWP rental markets continue to recover strongly after the pandemic, despite potential challenges on the horizon. Matt Brereton, IPAF communications manager, summarizes the 2022 report.**

**G**lobal MEWP rental markets continued to recover strongly after the pandemic in both 2021 and early 2022, despite clouds on the horizon caused by global uncertainty around geopolitical upheavals and increased input costs, driven by rising inflation and the war in Ukraine, according to the latest analysis, conducted by Ducker.

Most markets in Europe, the U.S. and the Middle East have recovered strongly, though a resurgence of COVID-19 and

accompanying lockdowns and restrictions in some parts of China hampered recovery there and caused issues in the supply of Chinese-manufactured MEWPs.

The newly published *Global Powered Access Rental Market Report 2022* indicates that, after a relatively slow start to the year in which many countries under study were still dealing with second and third waves of COVID, most companies in the countries under study sought to increase rental fleet size and utilization



rates during 2021; post-pandemic recovery was fairly even worldwide and maintained a steady rate.

Companies returned to planned investment strategies, and supply struggled to keep up with demand in terms of new machines, especially specialist and all-electric MEWPs, owing mainly to the “whiplash” effect of the pandemic recovery on inputs such as fuel prices, energy costs and raw materials. This led to increased lead times on new machines and an increasing reliance on older or second-hand machines.

This effect continued in the first half of 2022, driven by rising global energy costs, soaring inflation in most developed economies and exacerbated in European markets by the knock-on effects of Russia's invasion of neighboring Ukraine in February 2022.

### U.S. MEWP Market

In the U.S., MEWP rental revenue increased by 15 percent across 2021 to surpass prepandemic levels, owing to the rapid reopening of nonconstruction business and pent-up demand from construction. With President Joe Biden being inaugurated in early 2021, the vaccine rollout and post-pandemic recovery stimulus were instrumental in rebuilding confidence and rebounding activity in the U.S.

As well as revenue growth (driven in part by increased rental rates, driven up by demand), MEWP fleet size in the U.S. grew by 10 percent in 2021 as rental companies resumed their prepandemic investment strategies and attempted to prevent utilization rates from increasing too quickly.

Total U.S. fleet growth was hampered slightly by supply chain disruptions, as in other western markets, though the U.S. was able to increase fleet size by more than 60,000 units to stand at 722,105 by the end of 2021. This growth is forecast to continue in 2022 but may be inhibited by inflationary pressures on the economy, as well as trade issues, including a prohibitive tariff ruling on Chinese MEWP imports announced in late 2021.

As was the case in European markets, overall fleet mix in the U.S. remained stable across 2021; scissor lifts have a slightly higher share of the overall fleet at 58 percent than in Europe (49 percent). Also as in Europe, typical power source types continued progressing toward hybrid or all-electric machines during the year, albeit at a slower pace than most European markets. In the U.S., electric booms are not as much in demand, not only because of their limited autonomy and charging infrastructure deficiencies, but also because of climatic constraints that prevent the use of electric equipment outdoors during both the colder winter and humid summer months in many parts of the U.S.

### European MEWP Market

Overall, the report indicates that the European MEWP rental market did not recover quite so fully from the pandemic in 2021 as the U.S. market did, showing revenue growth of 7 percent across 2021. However, the market only recovered quite slowly in the first

half of the year in most countries under study, as lockdowns and public health measures were eased at different rates in different parts of Europe.

In 2021, Europe's rental market reached €3 billion total revenue to almost regain prepandemic levels of activity owing to recovering demand in both construction and non-construction sectors. Total fleet stood at approximately 325,000 units at the end of 2021. Utilization rate went up by six percentage points, driven by the post-pandemic recovery and ongoing original equipment manufacturer (OEM) MEWP shortages and supply issues. Countries such as the United Kingdom (11 percent revenue growth), Italy (12 percent) and France (13 percent) that were hit hardest in Europe during 2020 demonstrated the fastest rates of recovery.

Elsewhere in Europe, the recovery was more modest, largely proportionate to the severity at which markets were affected in the first peaks of the pandemic: Spain and Sweden saw revenue growth in 2021 of 5 percent; Germany and Norway 3 percent; Denmark, Finland and the Netherlands all saw growth of just 2 percent.

Levels of investment grew tenfold, as rental companies resumed capital expenditure, looking for new MEWP suppliers with shorter lead times and, in some cases, receiving orders that were placed on hold or delayed during 2020. Market outlooks for 2022 remained positive, but ongoing logistics and supply chain problems caused by the pandemic, as well as the impact of war in the Ukraine on global markets and rising inflation, make forecasting increasingly difficult.

On the back of the strongest revenue growth of the European countries under study, France also recovered its position as having Europe's largest total MEWP fleet. Germany had crept ahead of France and the United Kingdom in terms of overall fleet size at the end of 2020, but a strong year saw France increase total fleet size to more than 62,000 at the end of 2021, compared with just over 60,000 units in Germany's fleet and 58,000 in the total United Kingdom fleet.

The transition to greener power sources continues strongly in all European countries under study, albeit slightly hampered by issue in terms of availability of new machines. Most European rental companies expect to complete their transition to a “green” fleet in the next five to 10 years.

### China and Middle East MEWP Report

As in 2021, the 2022 report also contains a special market focus on China and on the Middle East Gulf Co-operation Council countries of Saudi Arabia, UAE and Qatar. The China report paints a picture of a MEWP rental market still growing at unprecedented speeds in 2020 and 2021, despite the pandemic. Chinese MEWP rental market growth remained strong (47 percent) in 2021, driven mainly by fleet expansion. However, uncertainty around COVID-19 outbreaks in key cities in China severely limited market optimism, giving rise to only moderate growth outlooks for



Dave Haglund

2022-23, with forecast annual revenue growth of 10 percent in 2022 and 6 percent in 2023.

It remains to be seen whether China's turbo-charged MEWP rental market can confound subdued expectations or if global economic headwinds, rising input costs, geopolitical instability and trade friction will place a brake on what has been a runaway success across the past five years.

China's fleet size continued expanding at a remarkable rate: The estimated total MEWP rental fleet expanded rapidly in 2021, reaching almost 330,000 units in total. Total fleet size is forecast to stand around 435,000 to 440,000 at the end of 2022. After years of very rapid growth, major Chinese rental company investment is expected to stabilize gradually. More moderate, but still double-digit, fleet growth is expected from 2023 onward. Will the Chinese rental fleet exceed that of the U.S. at some point in the next five years? At this rate of growth, it is impossible to rule out.

The picture was also largely positive in the Middle East, with the recovery largely tracking the higher end of the European or U.S. markets. On average, across the three countries under study, revenue grew by 13 percent. This recovery came largely as a result of improved average utilization and rental rates, driven by the resumption of paused construction projects and new sources of revenue in facilities management.

Total MEWP rental revenue recovered from the lows of the pandemic in all three countries under study, with combined

annual revenue reaching \$146 million, driven by ongoing infrastructure investment in the region and business generated by the Dubai Expo trade fair in the fourth quarter of the year.

In 2021, the total fleet size in the three Middle East countries under study grew by around 2 percent, owing to rental companies increasing their fleets to prepandemic levels to keep pace with the recovering demand.

For 2022, respondents expect to continue buying machines, increasingly turning to Chinese MEWP manufacturers who, in the current climate of supply-chain disruption, are more able to guarantee shipments than western OEMs. Fleet mix was fairly stable, with a slight increase in the share of vertical or spider-type lifts; boom-type machines are predominant in Middle Eastern fleets at just under half of the total rental fleet.

While diesel-powered booms still represent the bulk of the MEWP fleet in all three countries under study, the share of electric-powered equipment is expected to grow as end use pivots toward more facilities management.

In summary, fleet sizes and rental revenue are increasing in all markets under study, investment confidence has returned, the pivot toward electric and hybrid-powered machines continues apace and even well-documented supply-chain problems cannot dampen optimistic outlooks for the next few years. While there are undoubtedly clouds of uncertainty on the horizon, the outlook remains bright for the powered access rental industry in most developed markets for the foreseeable future. ▲





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# IPAF Global Safety Report Analyzes 10 Years of Data

**A look at the most common type of incidents leading to serious injuries and deaths over the past 10 years, according to the latest Global Safety Report, conducted by IPAF.**

**F**alls from the platform, electrocution and platform overturns are the most common type of incidents leading to serious injuries and deaths over the past 10 years, according to the latest Global Safety Report, compiled by IPAF from an analysis of anonymized data collected via IPAF's Accident Reporting Portal.

Launched via a webinar in June, the IPAF Global Safety Report 2022 analyzes the latest data collected via the IPAF portal, covering the period 2012-21 and comparing year-over-year and three-year trends to identify how well the industry is doing in tackling the key causes of accidents involving powered access.

Data from the whole 2012-21 range indicates 4,374 reports, including 4,462 lost-time incidents and 585 fatalities. Reports were gathered from 41 countries across the 10-year period.

After falls from the platform, electrocutions and overturns are entrapment, mobile elevating work platform (MEWP) inoperable technical issues and being hit by a vehicle or machine.

## Reports by Country

Looking at just 2021, there were 603 reports from 28 countries, with 628 people involved, resulting in 109 fatalities. This is a reduction on the number of fatalities during 2020, when there were 126. The country that submitted the most reports in 2021 was the U.K., accounting for 60.8 percent of reports received. The U.S. submitted 18.7 percent of the reports and the Republic of



Korea 4.9 percent. The sector from which most incidents were reported was the powered access rental industry with 43 percent, followed by construction at 29 percent.

It is encouraging that more than 40 countries are now reporting to IPAF, but it is always worth bearing in mind the relative fleet size of MEWPs in each country and number of hours worked at height using powered access. The U.S. and China are among the two largest in terms of total fleet size; yet, comparing the levels of reporting in each, it is clear that there must be many incidents going unreported in the latter.

IPAF continues to work to increase reporting from all countries, sectors and users of powered access and hopes the introduction of the ePAL app for mobile devices, upcoming dashboards for report-

ing companies and new country dashboards can help drive change and give IPAF's respective country and regional councils additional insight to encourage and perhaps one day mandate members to report.

"In addition to a focus on falls from the platform, which was the No. 1 cause of serious injuries and deaths over this period, we have also used the report to highlight some of the specific trends identified when conducting rental activity: delivery, collection, loading and unloading MEWPs, maneuvers in depots, demonstrations on-site, cleaning and maintenance of machines," says Brian Parker, IPAF head of safety & technical. "Given what the data is telling us, reducing falls from the platform is the key priority of IPAF's Don't Fall For It! global



safety campaign this year. We hope this can make a measurable impact in terms of driving down these incidents. Also, by highlighting the risks and incidents associated with rental activity, we hope this will assist in making those activities safer, giving something back to our members in the rental industry."

### Reports by Machine Category

Looking at 2021 data, reports by machine category show mobile boom-type MEWPs (3b) were the most common type of equipment involved in incidents, accounting for 29 percent of reports. Then came mobile vertical-type (3a) machines at just under a quarter of reports (23.7 percent), followed by static boom-type (1b) MEWPs on 21.5 percent.

"What this report shows is that we need to challenge ourselves as an industry: Is there more we could be doing to reduce these numbers? We hope that powered access stakeholders around the world read the report to understand the key trends and benchmark their own safety programs. By working collaboratively, the industry can continue to develop solutions to the most pressing safety issues identified in the report," says Peter Douglas, CEO & managing director of IPAF. "We need to see more reporting from across all sectors of our industry and from as many countries as possible, not least via the ePAL app that provides quick and easy on-the-spot incident reporting. We hope this empowers operators to report all accidents, as well as minor and near-miss incidents, which often go under-reported."

Mark Keily, QHSE director at Sunbelt Rentals, UK, and chair of IPAF's International Safety Committee (ISC), which helps to verify and analyze the anonymized incident reports and to produce the Global Safety Report each year, adds: "While numbers going up can be a result of better reporting, it is still a concern to note that the main causes of serious injury and death when using powered access machines haven't changed much in the past 10 years. The IPAF Global Safety Report is never going to have all the answers that our industry requires, but it does clearly set out key areas of concern that should then allow industry stakeholders to review their own working practices to ensure they have adequate control measures in place."

To view and download the IPAF Global Safety Report 2022, visit [www.ipaf.org/accident](http://www.ipaf.org/accident); a recording of the launch webinar is available on IPAF's YouTube channel.

### Electrocutions: A Major Concern for the U.S. & Canada

Worldwide, the No. 1 cause of deaths and major injuries remains falls from the platform, with electrocutions a close second. From the data IPAF has received over the past 10 years, the U.S. (83 percent) and Canada (4 percent) account for almost 90 percent of all electrocution incidents, which are nearly always fatal.

Up until 2016, there were relatively few reports of electrocutions; since then, IPAF has started to receive more accurate



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information on the number of electrocutions in the industry, but there is a suspicion near misses are heavily under-reported, perhaps because operators and supervisors may in fact not know what an electrocution near-miss actually looks like.

The most likely locations in which to be fatally injured are public areas or alongside highways. Commercial premises also show a number of electrocutions, while fatalities have also happened on construction sites, in workshops and yards (rental depot locations). Though the majority of electrocutions involve contact with an overhead power line, electrocutions have also been reported in workshops with overhead cranes and live buzz bars. Static boom or 1b type vehicles are the most common type of MEWP involved in electrocutions; almost 50 percent of all fatalities and major injuries involve this type of equipment. Just under one-third (30 percent) of fatalities occurred on mobile boom or 3b type MEWPs. These machines are able to be driven while elevated, so additional care must be taken in case that brings the machine and operator into proximity with overhead lines.

From Jan. 1 2019 to Dec. 31 2021, there were 103 fatalities, two major injuries and five minor injuries involving electrocution. Across 2021, 27 people lost their lives to electrocution involving MEWPs; this is an increase on the previous year when there were 21 fatalities. In 2021, there were 23 reports from five countries. ▲

# ePAL Scales Heights of Innovation



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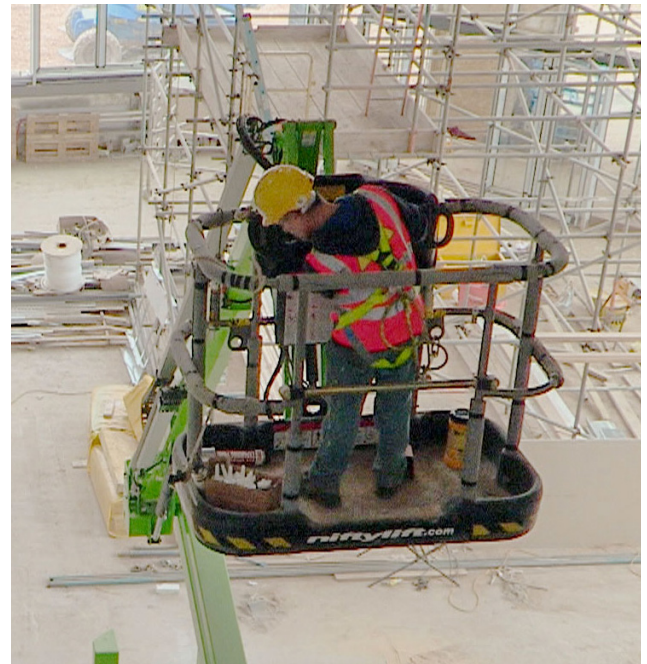
Last year saw the launch of the free-to-use IPAF ePAL Mobile App in the U.S., which features a digital IPAF PAL Card, log book and operator safety guide for users of MEWP and MCWP equipment. Peter Douglas, IPAF CEO and MD, and Søren Brogaard, CEO of Trackunit, the IPAF member firm that helped develop the app, discuss how the app works and why rolling it out worldwide was a key priority.

If you were to stack the 170,000 plastic PAL Cards IPAF issued in 2019 one on top of the other, it would have amounted to a skyscraper about the size of New York City's One Vanderbilt, which was coincidentally completed in 2019. That's just one of the reasons why IPAF decided that it needed to bring its globally recognized operator license card into the digital age.

Upon joining IPAF as chief executive and managing director in December 2019, Peter Douglas moved the idea of digitalizing the PAL Card to the top of the agenda. In 2021-22, and despite the severe disruption caused by the coronavirus pandemic, that vision became a reality with the creation and roll out of the ePAL Mobile App.

"Our main aim is to improve safety in our industry," says Douglas. "But having this app improves sustainability and efficiency in certifying our training program. It has been on IPAF's agenda for the past four or five years, but with the whole world going digital during the pandemic, we wanted to bring this initiative to the forefront."

Discussions about the concept and what members wanted to



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get out of it began in early 2020 before the pandemic struck. The project was put on pause for several months, but gathered pace again through the second half of 2020, as digitalization of all sorts of processes the world over accelerated, ahead of its launch last year.

IPAF worked in partnership with member firm Trackunit, a Denmark-based tracking systems specialist, to develop the app and the platform on which it is based. But – and this is a point that Douglas and Brogaard are keen to stress – IPAF retains ownership of ePAL. Trackunit's role is to help develop the platform and the app that sits on top of it.

The app, which is available on iOS and Android, is broken down into three main sections: experience, licenses and safety. The licenses section holds a digital version of the PAL Card, which can easily be shared with site managers or anyone else who needs to view or verify it. It also holds details of the training company that provided the operator's training. The app will have the capability to remind operators when their license is coming up for renewal and prompt them to contact the training center.

Those operators with existing physical PAL Cards are able to





enter their details to claim their digital card or simply touch the card to their mobile device to have their digital card created automatically if their phone has near-field communication technology.

The experience section of the app is the one IPAF believes will be of most value to operators and their employers, typically contractors. It replaces the physical log book, which Douglas concedes often ends up getting lost anyway. Users are able to select which type of machine they are working on, before recording the time spent on it. "With the app, it will be much easier for operators to log their time on a particular machine, and that will help to build a better picture of their equipment experience, which they can then show to contractors when they are on-site," Douglas explains.

To help provide an incentive for operators to log time accurately, the app generates experience points, or "XP," along with anonymized information to show IPAF how frequently different types of machines are being used, how much time is spent on them and in what locations they're being used. The app also provides an on-the-spot link to IPAF's accident reporting portal to make for an improved reporting process for recording near misses and accidents accurately, building a richer, more detailed database for IPAF's experts to analyze.

When it comes to the safety section of the app, there is a feed of tailored safety content aimed at the operator. "It's informed by all the things we know can go wrong on sites, using our Andy Access posters, technical guidance documents and Toolbox Talks," Douglas says.

"We also remind people of the importance of doing daily checks, the importance of looking after batteries, of wearing the correct PPE and fall arrest devices – all the things that you would expect to enhance safety and productivity when working at height," he adds.

Currently, there are around 820,000 valid PAL Cards in circulation, with around 150,000-170,000 due for renewal in any given "normal" year. Operators renewing their license will be asked to download the app to obtain their electronic PAL Card, log book and safety guide.

Brogaard says: "It is the first step on a long journey. We aren't expecting an industry that hasn't traditionally worked in a digital way to suddenly go digital overnight. It will take a few years, with the help of manufacturers, contractors and rental companies."



Douglas is keen to see pre-use checks incorporated into the app in the future, as well as manufacturers' machine familiarization videos. He also sees potential for a site-survey tool that allows users to determine what machine they should use, which will help cut down on accidents caused because the wrong type of MEWP has been selected.

He is also excited by the environmental benefits of cutting down on all of that plastic, paper log books and the carbon emissions associated with their distribution: "All of it can be put into a neat app on your smartphone – technology that almost everyone has in their pocket."

### Five Key Benefits of the IPAF ePAL App

1. direct communication of training and safety messages to operators;
2. accurate, up-to-date log book information;
3. reduction in plastic, paper, administrative work and CO2 emissions;
4. simple on-the-spot accident reporting;
5. reliable proof of operator qualifications and experience for site managers.

### Fostering Collaboration

Douglas wants powered access manufacturers and users to get involved in making decisions about the direction the ePAL App takes. "Trackunit did not help us to create this for any other reason than that they want to help the industry," he says.

Brogaard adds, "The platform was built with IPAF for IPAF. We don't own the system. We are stepping into this because we see that this has a direct relation to the elimination of downtime for operators, machines and the industry in general. We don't have an advantage here, and other companies have equal access to this platform as we do."

Likening the platform to open-source software, Brogaard says: "The rental companies play an important role by adapting their ways of working to the app and using it in their training centers to help operators get on board. And contractors can play an important role in elevating this as an important thing for operators to show and to use. It will take time. IPAF made a brave decision to go out and do this." ▲

# IPAF Offers New Technical Guidance

**Tony Groat, IPAF's North America Regional Manager, considers some of the latest resources IPAF is offering to assist industry stakeholders.**

**I**PAF's mission to promote the safe and effective use of powered access requires the investment in resources to support employers and operators of the equipment to meet their responsibilities defined in relevant country standards. This starts with raising awareness of their responsibilities and assistance in meeting them. Here are some of the latest resources IPAF is offering to assist industry stakeholders.

IPAF has developed worldwide recognized training programs, an annual Global Powered Access Rental Market Report, educational webinars, Andy Access Safety Posters, accompanying Toolbox Talk guidance, annual Global Safety Reports, awareness white papers, safety campaigns including Don't Fall For It! and other specific safety and technical guidance, all

backed up with useful materials including leaflets, stickers, key tags and machine decals.

A critical mobile elevating work platform (MEWP) user responsibility is the development of a MEWP-specific safe-use program or safe system of work. This safe-use planning must incorporate all of the requirements for users and their workers as defined within the MEWP safe-use and training standards. That is a lot of information to be aware of, understand and incorporate into a usable plan for management and workers.

The IPAF North America regional Council created a technical guidance for MEWP user on Developing a MEWP Safe-Use Program ([ipaf.org/en-us/resource-library/developing-mewp-safe-use-program-guide](http://ipaf.org/en-us/resource-library/developing-mewp-safe-use-program-guide)). This guide provides an overview, action steps with references and tools for each required topic to consider and include in your safe-use plan.

IPAF has developed many technical guidance documents and resources over the years, with issues prioritized by the output of our accident reporting data. In 2022, we recognized that an increasing number of MEWPs are being used in areas where members of the public might be present, which is more challenging to control—operations are not always segregated from unrelated work activities, vehicular traffic and the general public.

This guidance highlights the relevant hazards and associated risks and identifies measures that can be implemented to eliminate or reduce the risk of an incident or injury when using a MEWP in locations where public and/or vehicles are not prohibited.

Visit the IPAF website to discover the many technical guidance docs and tools to assist you to complete your powered access operations safely. Those interested in gaining access to those resources may click [www.ipaf.org/en-us/resources](http://www.ipaf.org/en-us/resources) to find the full range of free-to-download resources and technical guidance documents.

## Preview of MEWP Safe-Use Program Guide

Federal regulations require employers to "furnish to each of their employees" a place of employment free from recognized hazards



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that are causing or are likely to cause death or serious physical harm.” Industry standards offer recognized practices that assist employers in meeting their obligation to provide a safe workplace when using MEWPs.

The ANSI A92.22 MEWP Safe-Use standard specifies requirements for the application, inspection, training, maintenance, repair and safe operation of MEWPs. A safe-use program specific to MEWPs shall be developed by the user to ensure all responsibilities are met. The pictorial identifies the topics that must be included, which should be consider all MEWP safe-use responsibilities defined in the standard.

IPAF has developed this guide to assist in your development of your MEWP-specific safe-use plan. For each topic to be included in the plan, it offers a brief overview, suggested actions steps and resources to aid in your plan development.

The scope and depth of your plan should be based on your MEWP operations. An operation that occurs once a year—changing lightbulbs, hanging festive decorations—may only need a concise, targeted plan, while others need more complex plans. The key is to plan and have the tools to ensure a safe workplace.

If you don't have a safe-use program or if your program has not addressed all of these topics, download the guide today. Visit the IPAF website to discover the many technical guidance docs and tools to complete your powered access operations safely. ▲

## TOOLBOX TALKS AND ANDY ACCESS POSTERS RANGE CONTINUES TO GROW

The successful Toolbox Talk series and Andy Access Safety Posters, offered free to the industry by IPAF continue to expand, with new additions in the past year including: Safe Workshop Servicing & Repair of MEWPs, MCWP Loading and Traveling in a MEWP as an Occupant. All IPAF Toolbox Talks are accompanied by at least one Andy Access poster underlining the primary safety messages.

Moving, testing, servicing or repairing MEWPs exposes workshop employees to hazards and risks that vary depending on the type of MEWP and the service or repair being carried out. Good working practices in any workshop environment contribute to the everyday safe performance of tasks, focusing on reducing risks to personnel, equipment, materials and the environment.

The MCWP Loading briefing covers the loading of people and equipment during the operation of MCWPs. Inappropriate loading, overloading or unsecured loads will have an adverse effect on the platform and could lead to serious injury or death of personnel, and this Toolbox Talk provides information on the correct loading of MCWPs.

The Traveling in a MEWP as an Occupant Toolbox Talk and accompanying “Keep All Occupants Safe” Andy Access poster were developed as the latest data collected by IPAF's ongoing Incident Reporting Project indicated a number of entrapment incidents involving occupants of scissor lifts in particular. The Toolbox Talk and poster are aimed at reminding operators of their responsibilities to safeguard all occupants and offer guidance to platform occupants to remain vigilant and not to distract the operator.

Brian Parker, IPAF's Head of Safety & Technical, says: “These two new messages continue to build on the range of safety briefings and Andy Access posters already produced and made available free of charge to anyone in our industry. We hope they are a useful resource in keeping workplaces safe wherever MEWPs are operated.”

• IPAF's Toolbox Talks can be found at [www.ipaf.org/toolboxtalks](http://www.ipaf.org/toolboxtalks) and Andy Access posters at [www.ipaf.org/AndyAccess](http://www.ipaf.org/AndyAccess); all are free to review and download. ▲



# North American Standards Update

**Powered access participants in North America are aware of significant and ongoing updates and revisions to existing standards, both in the U.S. and Canada.**

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**P**owered access participants in North America are aware of significant and ongoing updates and revisions to existing standards, both in the U.S. and Canada. Owing to several challenges to the introduction of the ANSI/SAIA standards, these have still not been fully implemented, but expect clarity by the end of 2022, writes IPAF's Dan Moss.

The ANSI/SAIA A92 and CSA B354 powered access equipment standards were developed using several of the ISO/TC 214 standards as their foundation for content and structure. In fact, the current CSA B354 MEWP standards are an adoption of ISO design, safe-use and training standards with Canadian deviations, so it is important to know the activities of ISO standards.

## **ANSI/SAIA A92 Standards**

All of the existing A92 standards are required to be republished by year-end 2022 to, at a minimum, correct any language that has been identified as a commercial term violation. Specifically,

language referring to a Manual of Responsibility or exclusive authorization from a manufacturer to comply must be eliminated. It is likely that the commercial terms language will constitute the majority of change within the approved revisions.

## **CSA B354 Standards**

The CSA standards are an adoption of ISO 16368:2010 MEWP – Design, Calculations, Safety Requirements and Test Methods (B354.6-2018); ISO 18893:2014 MEWP Safety Principles, Inspection, Maintenance and Operation (B354.7-2018); and ISO 18878:2013 MEWP Operator (driver) Training. These Canadian standards were published in 2018 and are therefore ready for a five-year periodic review in 2022. As the corresponding ISO standards have not yet been updated (the revision process has just started), these Canadian standards will be reaffirmed/republished without any changes.

The CSA will also be reaffirming the existing mast climbing



work platform (MCWP) and transport platform standards: **B354.10-17/B354.11-17** – Safe Use and Best Practices for Mast Climbing Work Platforms/Training for Mast Climbing Work Platforms; **B354.9-17** – Design, Calculations, Safety Requirements and Test Methods for MCWPs; **B354.12-17** – Design, Calculations, Safety Requirements and Test Methods for Mast Climbing Transport Platforms (MCTPs); **B354.13-17/B354.14-17** – Safe Use and Best Practices for Mast Climbing Transport Platforms/Training for Mast Climbing Transport Platforms.

## INTERNATIONAL STANDARDS UPDATE

The development of new standards and improvements to existing standards for MEWPs has been the focus for both the International (ISO) and the European (CEN) standards development organizations for the past five years or more.

### ISO/TC 214 (elevating work platforms) Standards

- **Working Group 1 (MEWPs)**

Following the publication of ISO 21455 for operator's controls in March 2020, Working Group 1 (WG 1) turned their focus toward a revision to ISO 16368:2010. WG 1 met (virtually) 19 times in 2020 and 2021 and six more times (virtually) in 2022 so far and has progressed the document several steps

forward toward the eventual publication of the third edition by mid-2024. Though the focus has been on ISO 16368, the revision to ISO 18893:2014 (safe use) is expected to be launched before the end of August 2022. IPAF's Tony Groat is leading this project.

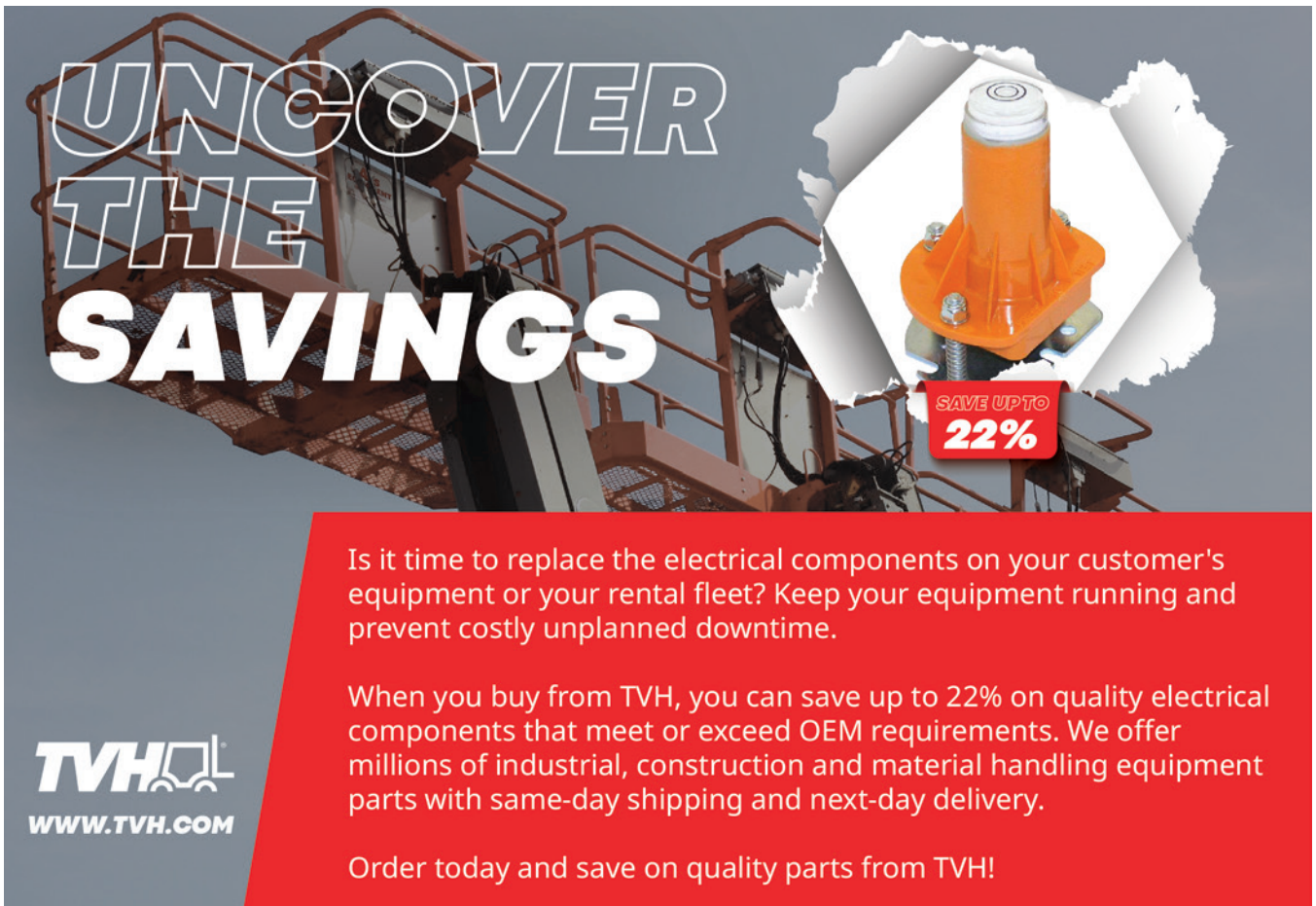
- **Working Group 2 (MCWPs)**

Though the WG 2 was disbanded a few years ago, there is a desire to revise its primary document ISO 16369:2007 and bring it up to date with other global requirements. IPAF's Dan Moss has taken the lead in preparing a draft for ballot, and it is expected that a ballot will be launched by the end of 2022. If accepted, the WG 2 will be reformed with new experts to develop the next edition.

### CEN/TC 98 (lifting platforms) Standards

- **Working Group 1 (MEWPs)**

Earlier this year, CEN/TC 98 published EN 280-1:2022: *Mobile Elevating Work Platforms – Part 1: Design Calculations – Stability Criteria – Construction – Safety – Examinations and Tests* and EN-280-2: *Mobile Elevating Work Platforms – Part 2: Additional Safety Requirements for Load Lifting Appliances on the Extending Lifting Structure and Work Platform*. ▲



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# IPAF Training: An Enhanced Platform for Learning

**The ins and outs of IPAF's new training and development platform.**

**O**ver the past five years, the training IPAF has created has undergone a significant shift. All training created after 2017 utilizes the very latest in learning methodologies and neuroscience to ensure that the learner's experience is enjoyable and that the knowledge is effectively retained.

In its most basic form, the training follows a fundamental principle of "engage, build and consolidate," where the learner is first engaged in the information using a range of methods that tap into previous knowledge and experience. New knowledge is then able to be added to this existing knowledge, and following that, consolidation allows the knowledge to be moved from the short-term working memory and stored in the long-term memory for easy access and retention.

## Range of Training

IPAF is best known for MEWP training but also now offers comprehensive training for mast climbing work platforms (MCWPs). The huge growth in the use of MCWPs in construction as an efficient and safe way for multiple operators to work from a single machine has seen a demand for professional, effective operator

training. The demand for a specific qualification for those who install and demonstrate these machines has caused the industry to come together to create this comprehensive suite of MCWP-specific courses.

Construction hoist training is following a similar arc of demand, again driven by growth in the use of these types of machines and the need to train the operators of the equipment in the basics of operation, auxiliary lowering and pre-use inspection. IPAF's suite of training for construction hoists is currently being extended to incorporate both Installer and Advanced Installer.

The latest training for MCWPs and hoists is the MCWP and hoists for managers training program. This unique combination covering two different types of equipment that are used for different tasks allows managers, planners, supervisors and safety professionals to gain the understanding they need in a single course.

## The Future is Digital

IPAF's ePAL digital PAL card app is proving extremely successful. Within the app, there is a digital safety guide, log book for recording equipment time and the option to quickly and anonymously report incidents, including serious accidents and near misses.

Building on this digitization, IPAF training and testing will be moving to a digital methodology by the end of 2022, which will see examinations taken digitally to allow training candidates to change the size of the fonts, choose the language that suits them and even hear the questions spoken out loud.

Following training, the whole training course assessment can be uploaded in a single click, cutting back-office admin time hugely. With qualifications now delivered digitally into the ePAL app, the amount of time, paper and plastic involved in issuing an IPAF PAL Card is greatly reduced, in line with IPAF's ongoing sustainability drive. ▲



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# IPAF President Profile: Karin Nars

**Rental Magazine:** Karin, can you talk to me about your path up to this point with IPAF and your career journey so far?

**Karin Nars:** I joined IPAF in 2010 as a member of council, and then in 2014, I joined the board. I started in the access business back in 2009. Back then, I started at our family business, Dino Lift, in sales. That was a point when the market was crazy with the financial crisis, and my father got very sick, and I thought that I could help out. I was just kind of "learning by doing" in sales, and I have some language skills that were beneficial. In addition to Finnish and Swedish, I speak English and French and German. So that, of course, helped me in a sales role. It was a perfect opportunity for me to really quickly understand the business, understand the customers and understand how it all works and also gain some momentum there.

**Rental Magazine:** What would you say have been some of your successes along the way?

**Nars:** My strength has always been listening to everybody and pulling in information. You should not think that you can do things alone. You have to work together, you have to be a team, learn from others and create a network of people who can support you. Being in a sales role, I feel that customers also liked that I was listening very carefully and trying to learn what they need. I'm also not afraid of doing new things and trying new things. I have a strong belief that you have to be really honest about what you know and then learn from there.

**Rental Magazine:** On the flipside of that, have you experienced any challenges along the way, such as being a woman in a male-dominated field?

**Nars:** Of course, and it's a fantastic opportunity, being the first woman president of IPAF, to talk about this and how we could help other women to see that there are opportunities in our industry. We also need to make women who already have



IPAF President  
Karin Nars

careers in our industry visible and highlight them. If they're not visible, if they are always in roles that are in the background, if they are not in the forefront, people will not know that they are in fact there.

We have launched a Women in Powered Access Initiative, and one of the first things we are doing is sharing stories about women that are in our industry. We let them tell their story and make those visible. The next step is translating all of that into actions. So, we need to also make sure that women are visible in our industry events and that women are also invited as speakers at our events.

We need to focus more broadly on diversity, equity and inclusion. There are a lot of people who have a hard time to get their voices heard, and when our business is safety, we need to make sure that everybody is listened to and everybody will have a voice and that everybody can express their opinion.

Companies should have an organizational culture that allows people to fail and be vulnerable and to bring their whole selves to the workplace. And that goes for everybody; it's not the gender thing. It's about everybody.

**Rental Magazine:** So, what advice might you have for people coming into the industry?

**Nars:** I've always believed a lot in mentorship and finding that one person who you have a strong connection with and who you can talk to in an open and honest way because you only need one; you don't need hundreds of people who support you.

It's good to have somebody you know who has more experience than yourself. They will also learn from you, so it's a mutually beneficial experience.

**Rental Magazine:** Very well said. And do you have any goals moving forward that you would like for the organization?

**Nars:** We have a terrific three-year plan with strategic aims and objectives that talks a lot about digitalization, and we have already taken some huge steps in that direction. It's also very important that we are always delivering the member benefits that we are supposed to. So, I'm really glad that we have made up a thorough member benefit study now and that we are making actions around that and digging a little bit deeper into those areas where we need to improve.

Then, of course, we are working on getting more accidents and near misses reported. Now that we have the ePAL app launched, it brings us huge opportunities to more easily report near misses. Those are the ones that really enable us to learn and prevent accidents, because every single accident that happens and every person that gets killed is one too many, so we need to do those actions before the accidents happen.

I also think it's important to focus on how we can bring more women into the industry and our sustainability objectives, both socially and environmentally. ▲

# SIMPLY TRANSFORMED

The safe operation of all Skyjack machines continues to be our top priority. Our latest safety innovations include the **Secondary Guarding Lift Enable (SGLE)** for vertical masts and scissor lifts, and the **XStep** for SJ3215/19 DC scissor lifts.



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