Turning Insight into Impact: Using Data to Improve Safety

Brian Parker – Head of Safety & Technical, IPAF.

16 October 2025

IPAF'S MISSION

Promote and enable the safe, effective use of powered access worldwide

Reporting of accidents

www.ipafaccidentreporting.org

Unsafe operation – lucky today…but safety shouldn’t depend on luck.

Gathering data

The Ducker & Carlisle report.

16 October 2025

Global accident data: Fatal and major (2022-2024)

2949	53	3309	369
Total Reports	**Countries**	**Persons Involved**	**Fatalities**

• 82 Falls from the platform	(30 major)
• 64 Electrocutions	(6 major)
• 46 Entrapments	(15 major)
• 50 Overturns	(41major)
• 22 Hit by falling object	(28 major)

Data: 01/01/2022 to 31/12/2024

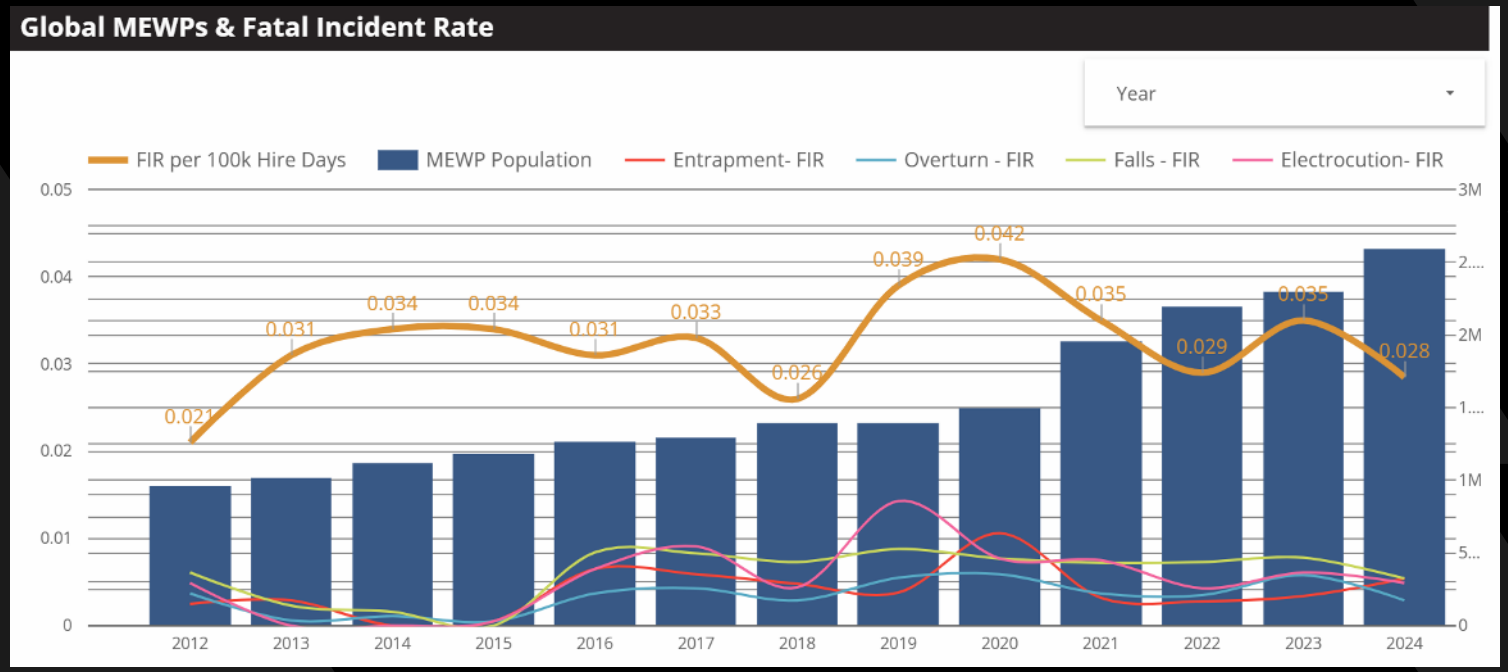
US and Canada accident data: Fatal and major (2022-2024)

433	2	620	235
Total Reports	**Countries**	**Persons Involved**	**Fatalities**

• 48 Falls from the platform	(13 major)
• 53 Electrocutions	(3 major)
• 14 Entrapment	(3 major)
• 31 Overturns	(21 major)
• 18 Hit by falling object	(10 major)

Data: 01/01/2022 to 31/12/2024

Global fatal incident rate (FIR) 2020-2024



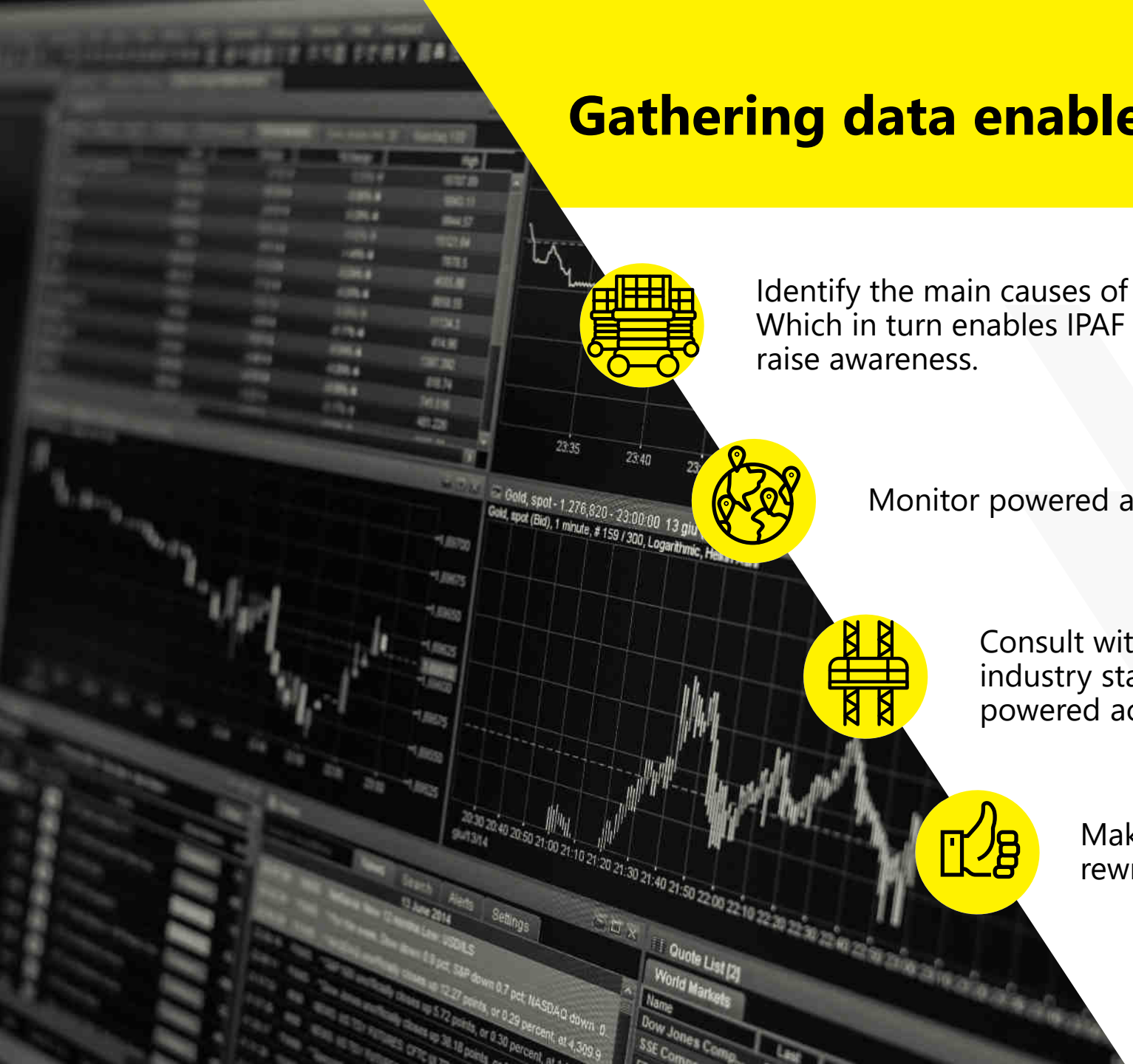
FIR: All main classifications below 0.01 in the last 4 years:

- Falls from Platform
- Electrocutions
- Entrapments
- Overturns

- Global FIR 0.028
- Global Fleet Utilisation at 64%*
- Global FIR per 100,000 Hire days

*Fleet source- Ducker & Carlisle

Gathering data enables IPAF to:



Identify the main causes of accidents involving powered access globally. Which in turn enables IPAF to develop campaigns, prepare guidance to raise awareness.

Monitor powered access market size.

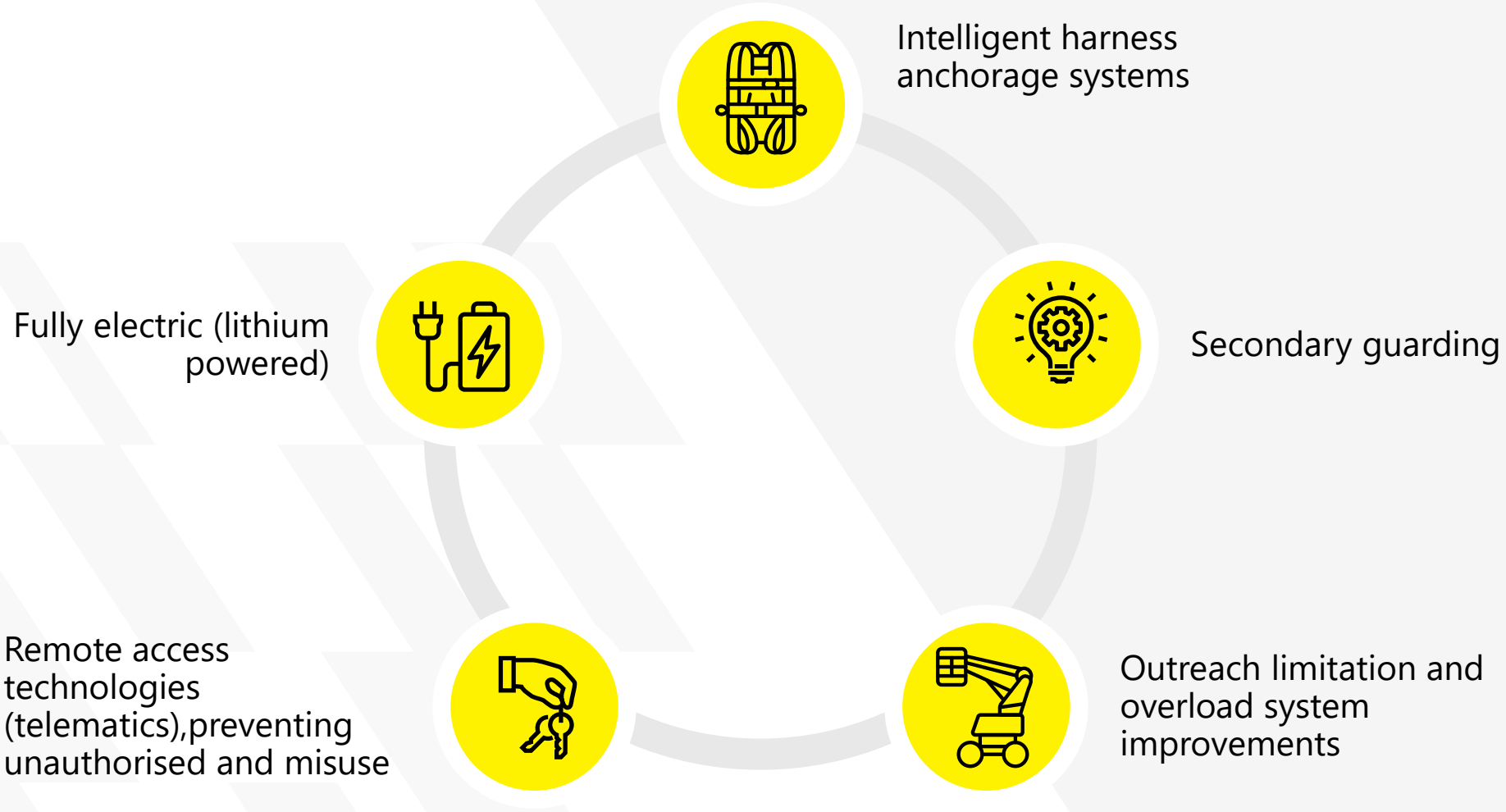
Consult with manufacturers and lobby governments on industry standards on the design and safe operation of powered access sector.

Make updates to IPAF operator training courses, rewrite existing courses and add new courses.

IPAF Safety Campaigns: Global Fatal Statistics (2021-2024)

108	92	60	65
Falls from the Platform	**High Voltage!**	**Crushing can Kill!**	**Stop Overturns!**
Campaign launched 2022	Campaign launched 2023	Campaign launched 2024	Campaign launched 2025
2,920 views of campaign in *80* countries since 2023	*9,968* views of campaign in *128* countries since 2023	*19,600+* views of campaign in *118* countries	*8137+* views of campaign in 99 countries

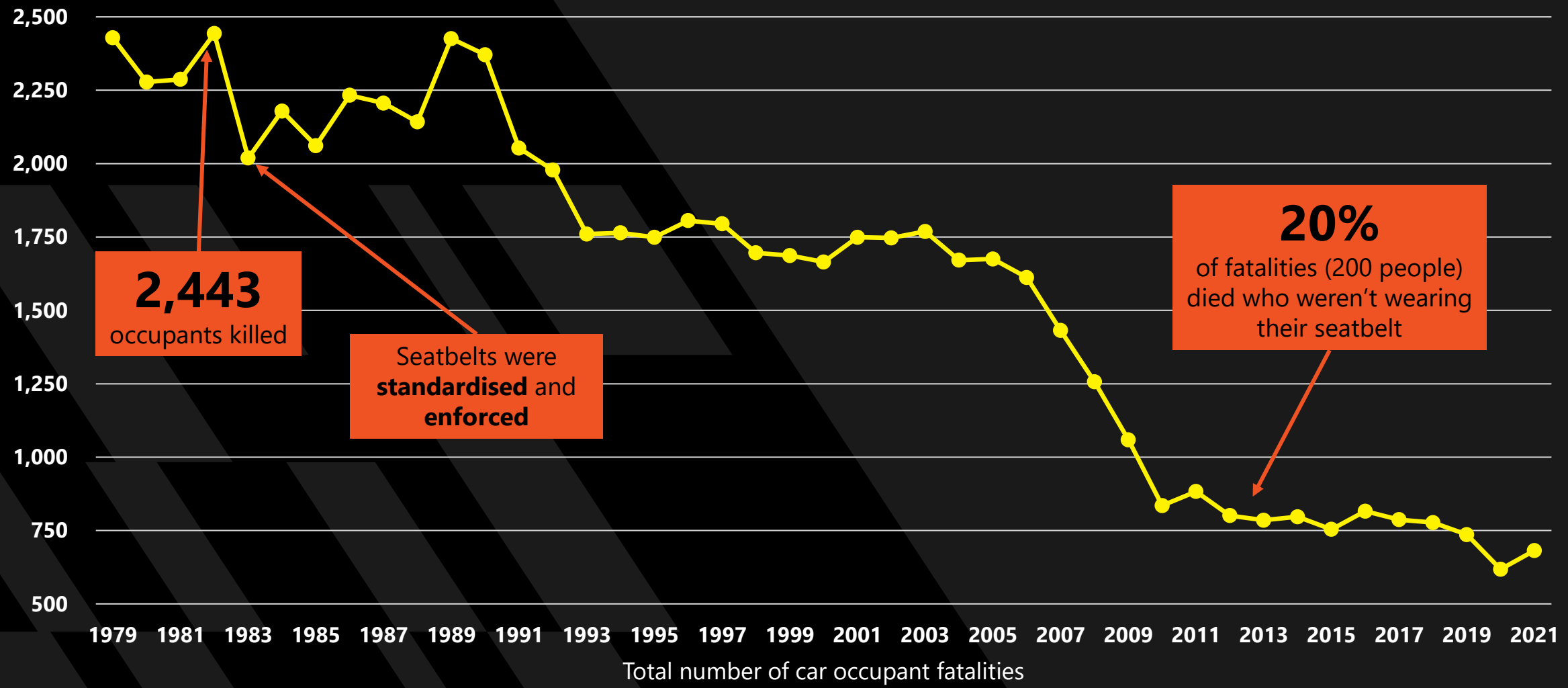
MEWP manufacturer safety innovations



Data does innovate!

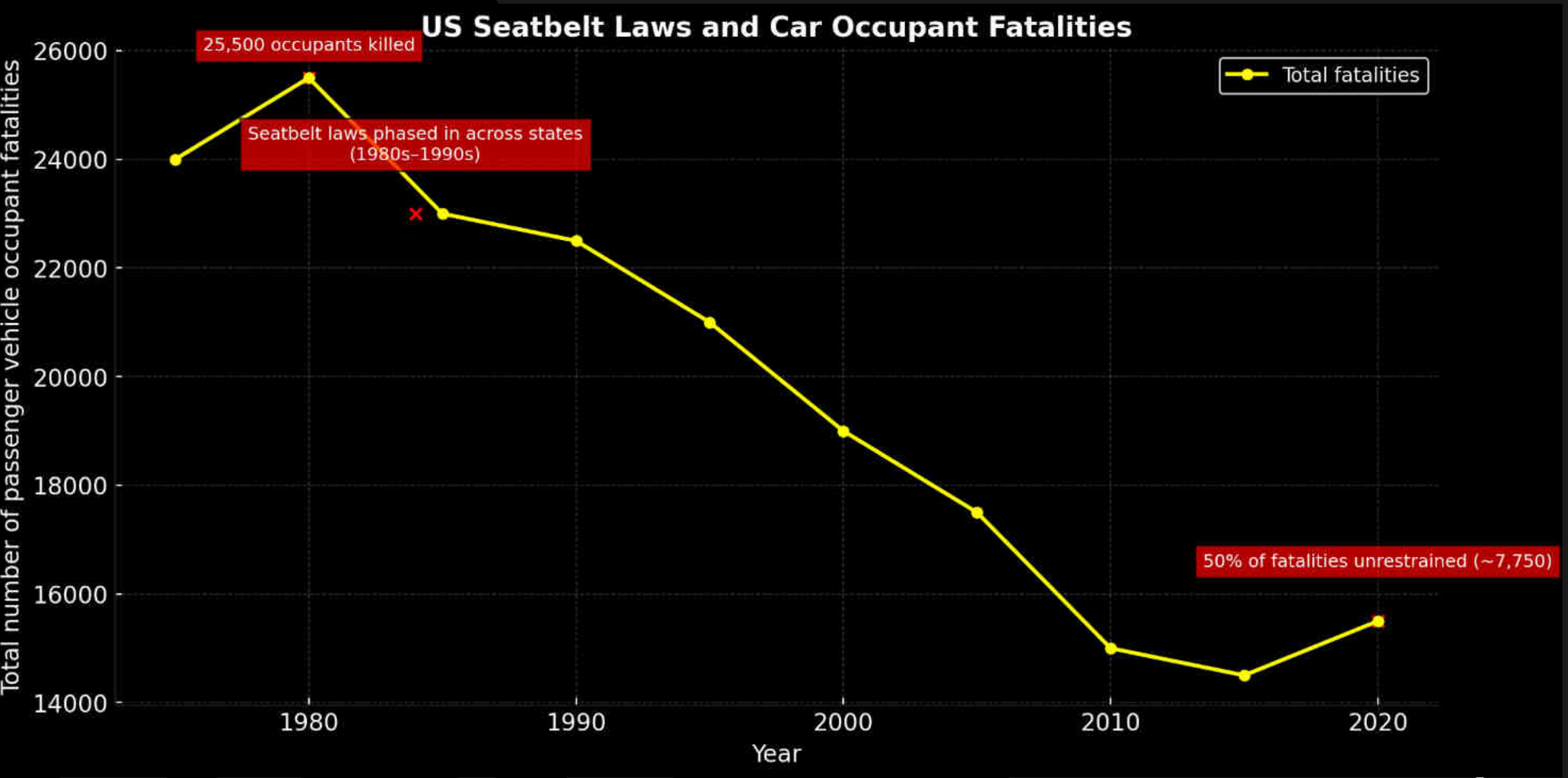
16 October 2025

UK seatbelt introduction

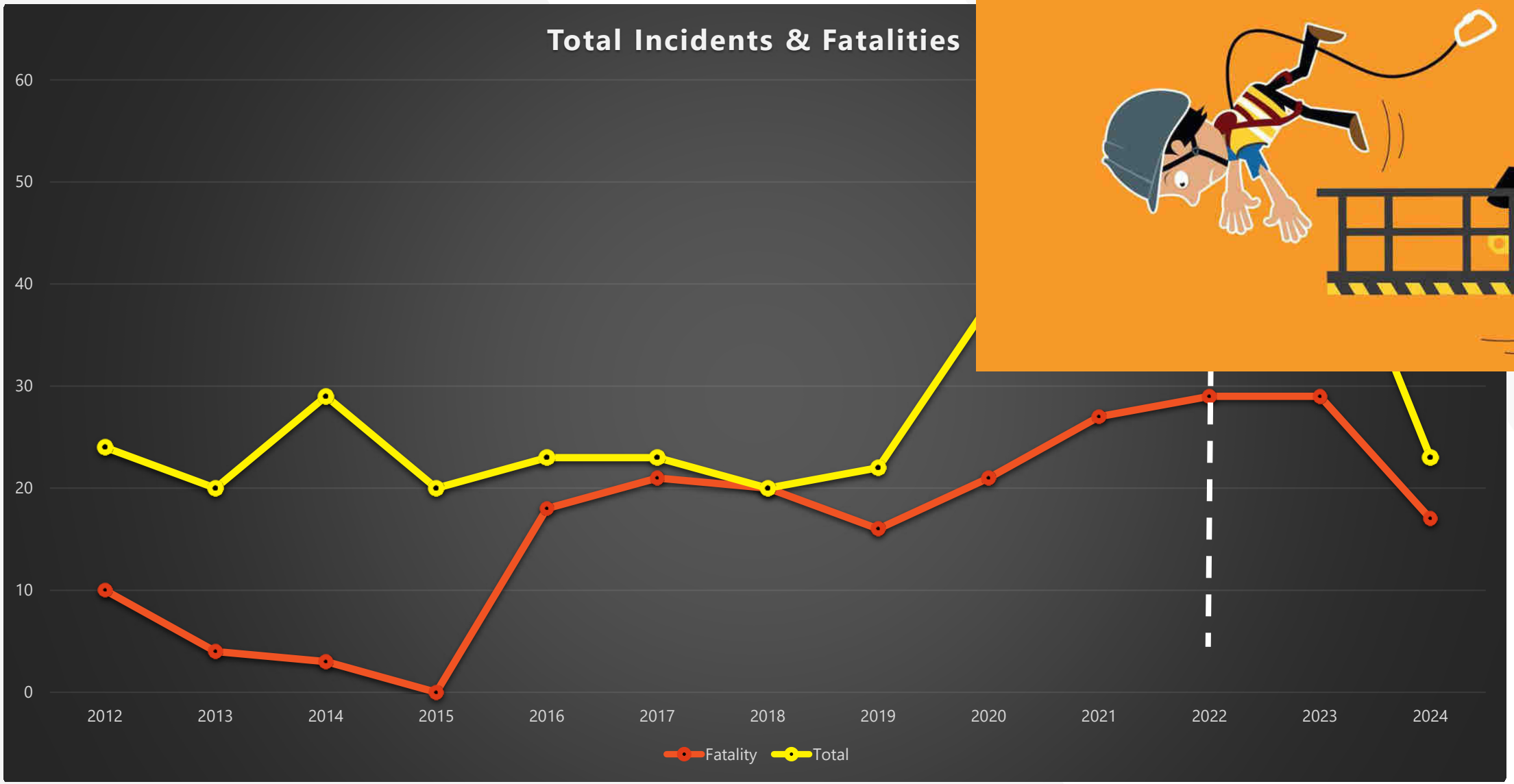


Data from Gov.uk reported road collisions, vehicles and casualties tables for Great Britain (RAS0101: Collisions, casualties and vehicles involved by road user type since 1926)

1959: First three-point belt designed by Volvo


US Seatbelt Laws and Car Occupant Fatalities
25,500 occupants killed
Seatbelt laws phased in across states
(1980s–1990s)
Total fatalities
50% of fatalities unrestrained (~7,750)
Total number of passenger vehicle occupant fatalities
26000
24000
22000
20000
18000
16000
14000
1980
1990
2000
2010
2020
Year

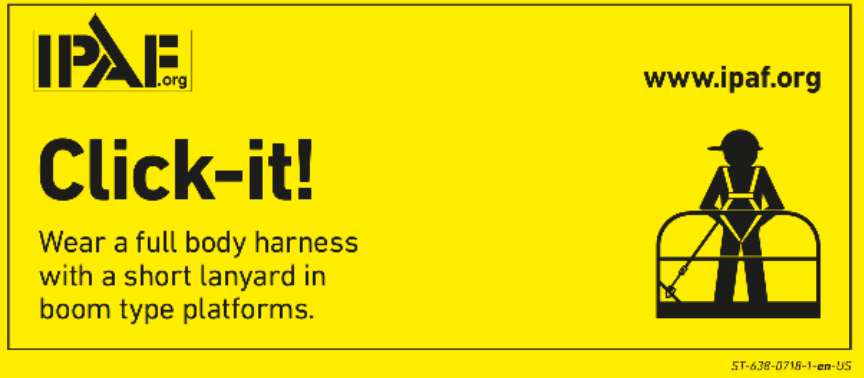
Falls from the platform campaign: Don’t fall for it!



Incidents lead to action, the danger is not knowing about them

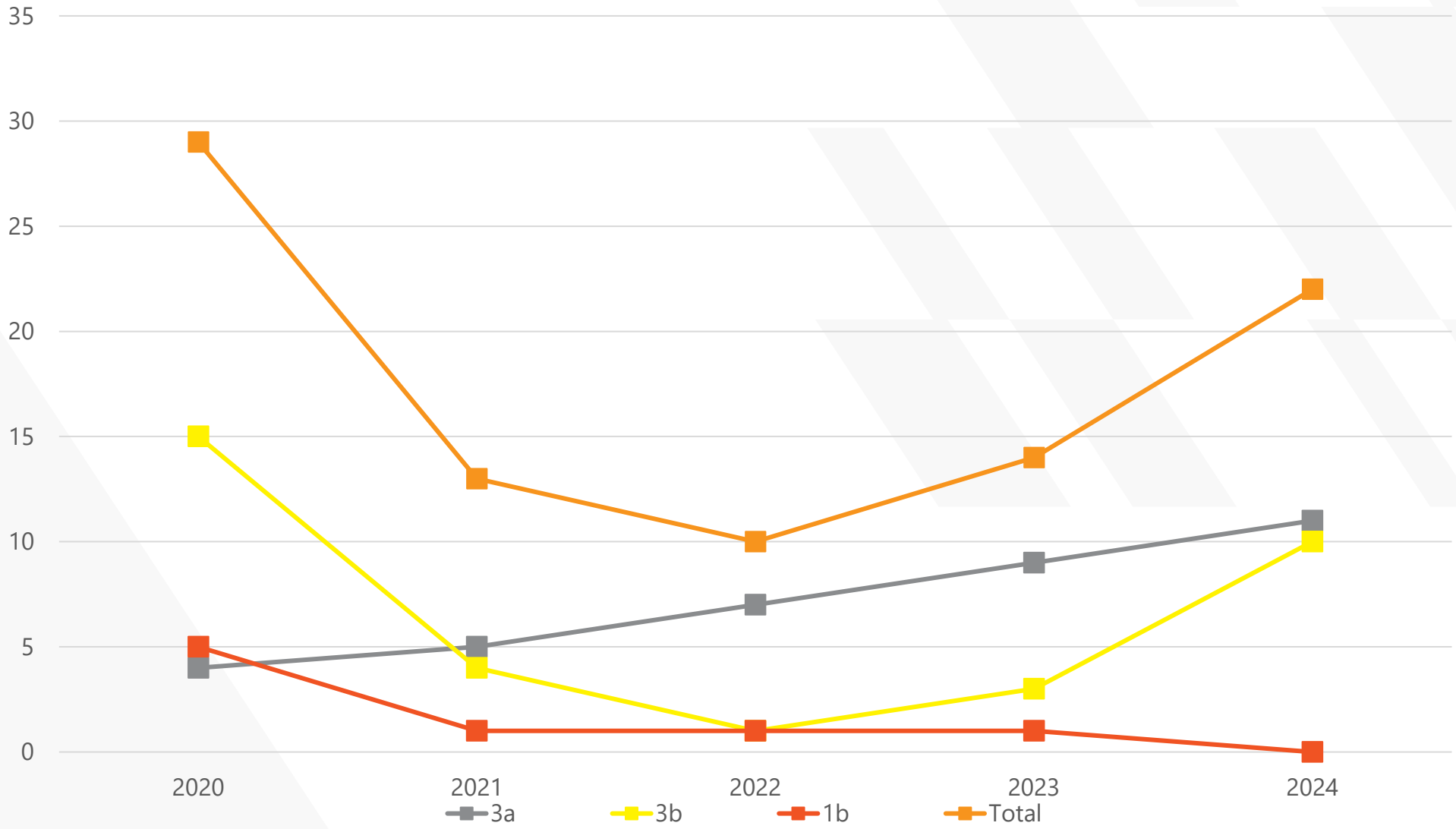
Volvo's three-point seatbelt

IPAF's recommendations for harness in boom-type MEWPs



Intelligent harness anchorage points

MEWP global entrapment fatal data for last 5 years



Turning data into action for the user

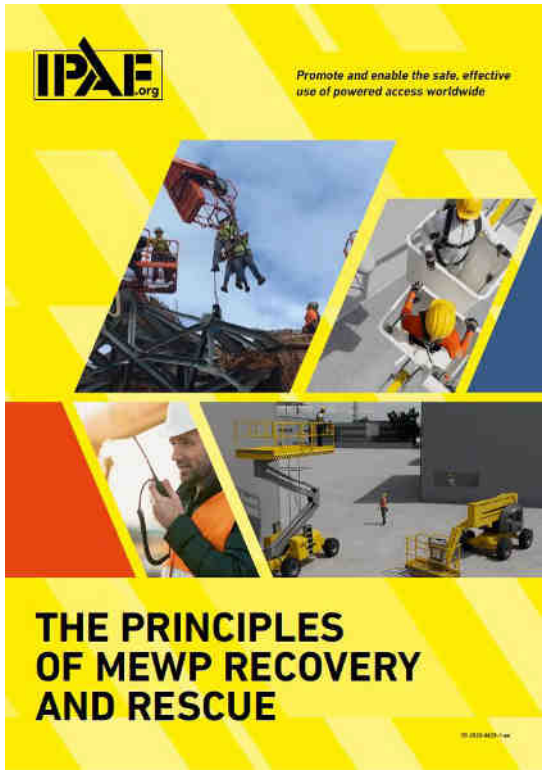
IPAF Accident Reporting Portal Dashboard

Six configurable filters

→ Outcome
→ Classification
→ Machine configuration
→ Location
→ Injury
→ Body part injured

Example shown of US vs All IPAF reports

Bringing realism to IPAF training courses



The Principles of MEWP Recovery and Rescue

NEW IPAF GUIDANCE

16 October 2025

Why was the guidance developed?

A workplace fatality involving a precarious entrapment situation resulting in the death of an employee. The coroner's inquest suggested more could be done to prevent future occurrences of this nature.

IPAF Working Group which consisted of MEWP OEMs, rental companies, Tier 1 construction companies, industry experts and IPAF staff

The document does not cover every potential scenario for recovery and rescue. Equipment, personnel, and situations are different. It’s all about the PRINCIPLES of RECOVERY and RESCUE

New terminology “Recovery & Rescue”

16 October 2025

New terminology

Recovery can be defined as the retrieval/lowering of a platform from the elevated position to the transport/stowed position, or a place of safety with or without personnel in the platform.

The lowering of the platform is carried out by using the ground controls, or if they are inoperative, the emergency/auxiliary lowering system.

Examples of when recovery is required:

- **Medical incident or emergency**
- **MEWP malfunction**
- **Load sensing system has activated meaning the platform controls are inoperative**
- **Entrapment of an operator**
- **A platform occupant suspended in a safety harness**
- **Operator error**

Recovery

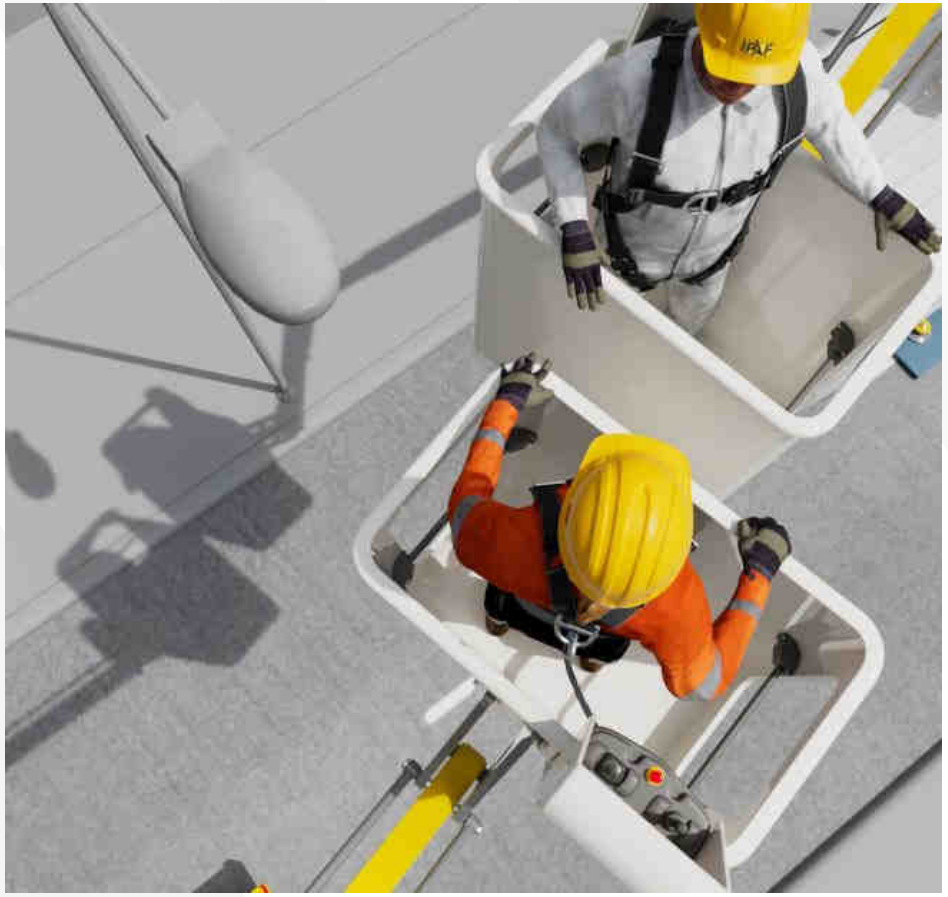
New terminology

Rescue is when a MEWP platform is unable to be lowered, and the **platform occupants require rescuing by platform-to-platform, or other method.**

This can be due to:

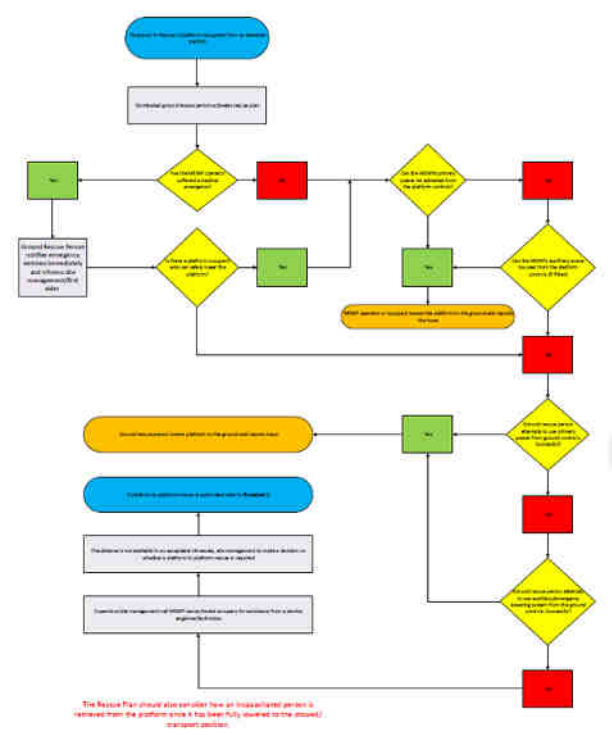
- **Inoperative ground and platform primary controls**
- **Inoperative emergency lowering controls**
- **Entanglement**
- **MEWP becoming unstable and is at risk of overturn**
- **A technical fault with a platform levelling system**

Rescue

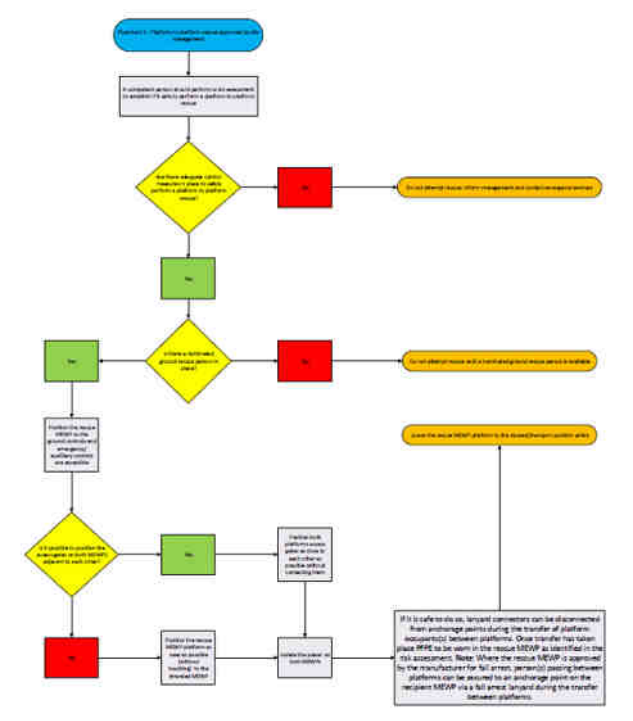


What's new? – New flowcharts

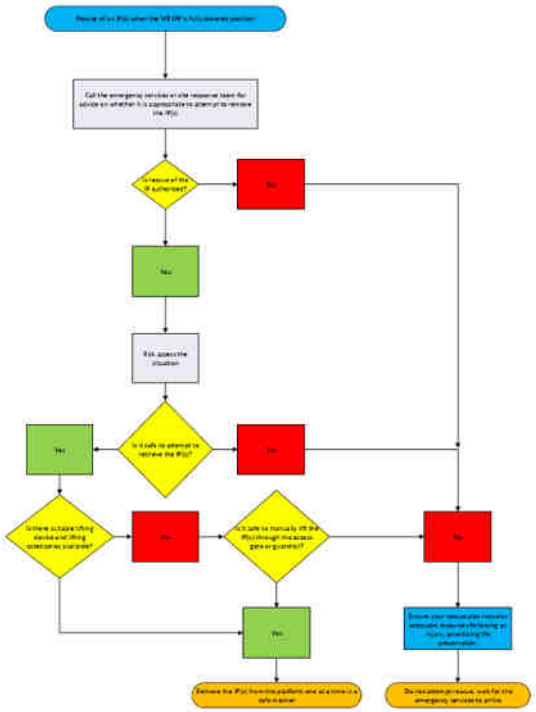
- **Ground controls**



- **Platform-to-platform method**



- **Retrieval of an injured person in the stowed position**



What's new - MEWP recovery / rescue plan template

MEWP recovery / rescue plan template

- MEWP details – manufacturer, model and identification number (if applicable)
- Nominated Ground Rescue Person(s) – name and contact details
- Communication method, i.e., two-way radio, mobile phone, hand signals, etc.
- Contact details and location of the owner of the MEWP and/or rental company service engineer/technician
- Site address and location
- Date and duration of rescue plan: From / / / to / / /

Situation	Proposed Action
Failure of platform primary controls in the elevated position	Where the normal primary power has failed at the platform controls, the MEWP operator will use the platform auxiliary controls (if fitted) to lower the platform to ground, or a place of safety
Failure of the operator to be able to operate the MEWP while elevated due to one of the following reasons: A. Operator incapacitated B. Auxiliary functions fail to operate from the platform controls	Where the operator is incapable of lowering the raised platform using the platform controls, the ground rescue person who has been familiarised with the ground controls and auxiliary/emergency lowering procedures will lower the platform safely using the primary power at the ground controls
Failure of primary power at the ground controls	Where the ground control primary power has failed, the ground rescue person will use the auxiliary/emergency lowering system at the base of the MEWP to lower the platform
Failure of ALL normal and auxiliary lowering functions	Where all primary power and auxiliary/emergency lowering systems have failed, the ground rescue person should report the issue immediately to their supervisor
Supervisor duties	The supervisor should contact the owner/rental company for assistance of a service engineer/technician to attend site. If assistance is not available in an acceptable timescale, they should report the issue to the site management
Site management duties	Site management to decide on whether a platform-to-platform rescue is required for the platform occupant(s)

Defined responsibilities and principal duties for key duty holders

It is the responsibility of everyone listed above to ensure they understand the procedures to follow in the rescue plan in case of an emergency.

Note: The MEWP operator should not commence work until there is a suitable rescue plan in place and a ground rescue person.

No matter the duration of work, it is important to ensure that there are clear lines of responsibility set out when planning and performing work at height tasks when using a MEWP. The table below identifies the responsibilities and principal duties of the four key stakeholders.

Table 1- Key duty holders, their responsibilities and principal duties.

Duty holder	Responsibility	Principal duties
User (contractor/employer)	Organise and manage the task to ensure it is performed safely	Determine the work at height task and means of access
		Management and supervision of the work at height task
		MEWP selection
		Trained in the safe use of MEWPs
		Ensure MEWP operators are trained and familiarised
		The development of suitable and sufficient risk assessments and rescue plans to develop SSoW*
		Be able to safely lower a MEWP platform in the event of an emergency
		Correct PPE and PFPE is worn by site personnel
		Provide clear instructions
Operator	Complete the task in a safe manner	Understand the risks with the task to be performed
		Understand and follow preventative measures in place i.e. SSoW*
		Use the correct PPE and PFPE as instructed
	Training	Be trained and familiarised with the specific MEWP they are required to operate
		Complete pre-use inspections
	Communication	Ensure there is a communication method with the ground rescue person
		Have the authority not to commence work unless there is a rescue plan and a ground rescue person in place
Ground rescue personnel	Conduct rescue from the ground controls or emergency lowering/auxiliary system in a safe manner	Supervise the MEWP operator while working at height
	Training	It is preferable that the ground rescue person has undergone some form of formal training relevant to the task. However, all ground rescue persons should, as a minimum, be familiarised with the MEWP being used and the rescue procedures in place, so they are competent to lower the MEWP platform using the ground/emergency controls in the work situations to which they are exposed
		Have sufficient competency to safely lower the platform in the event of an emergency
	Communication	Have means of communication and raising the alarm with the MEWP operator and the response team
		Note: Some MEWPs with more complex emergency lowering systems may require two people to safely lower the platform
Response Team	Be available to conduct recovery and recue when the MEWP's ground controls and emergency lowering controls are inoperative or when there is a medical emergency with the MEWP operator	Be able to act to an emergency situation in a timely manner
		The response team are required to be trained MEWP operators as there may be a need to use another MEWP to perform a platform-to-platform rescue
	Communication	Have a suitable communication method such as a two-way radio

IPAF Safety Campaign for the USA.

How to Stay Safe on or Near Roadways.

16 October 2025

The reason for the safety campaign

Although mobile elevating work platforms (MEWPs) remain one of the safest ways to access temporary work at height, IPAF's accident data shows increased reports from the USA of MEWPs being hit by vehicles and equipment.

Setting up MEWPs correctly when working on, or near roadways helps reduce incidents and accidents.

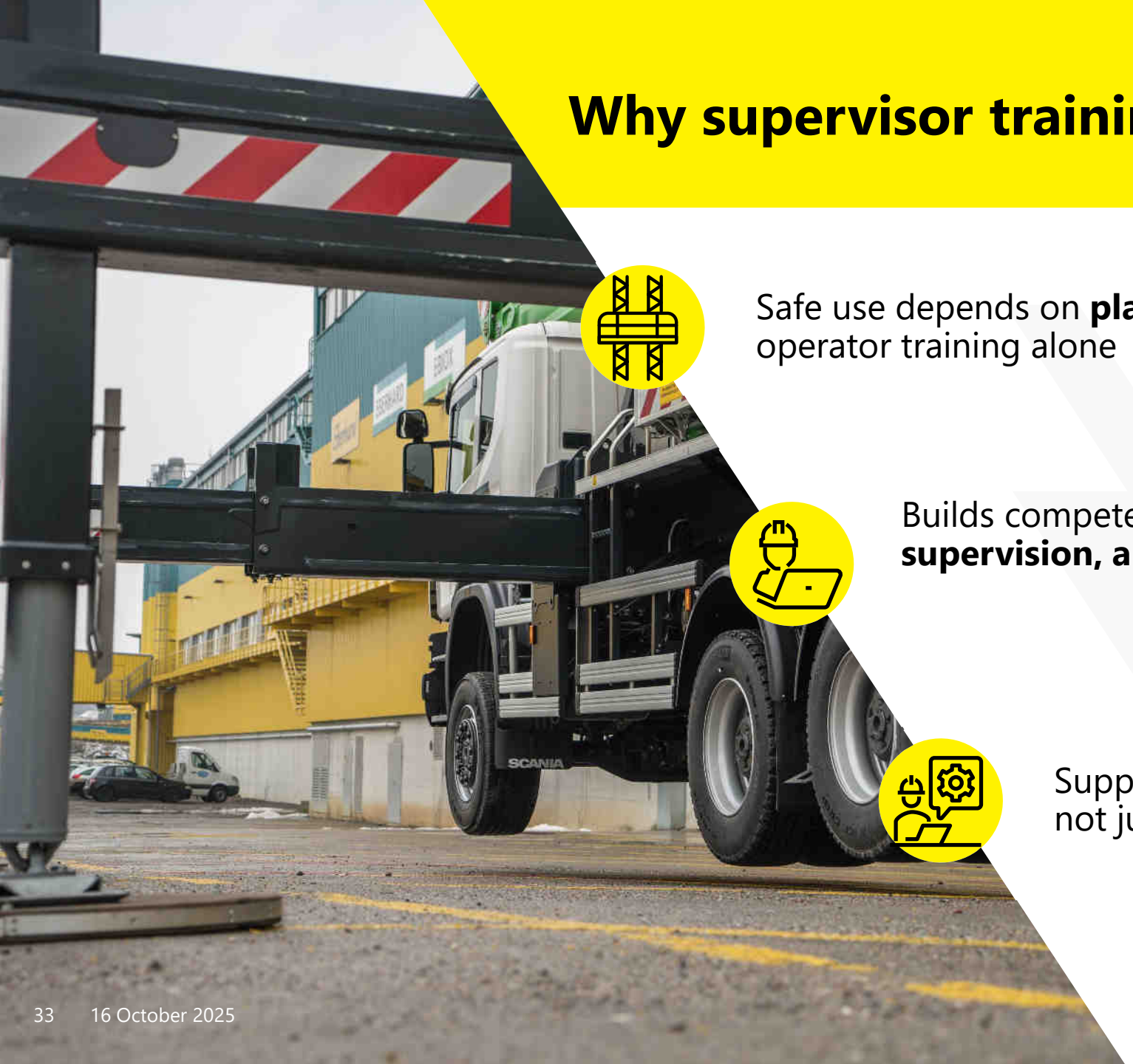
KEY STATS			
Total Reports	Countries	Persons Involved	Fatalities
45	2	68	19
↑ 136.8%	↑ 100.0%	↑ 257.9%	↑ 58.3%

Who has jurisdiction in the USA?

If an employee suffers a major injury or fatality because of a road traffic accident (RTA) while operating a MEWP, e.g., the MEWP is hit by a passing vehicle, multiple investigations may take place.

Local police and possibly the Department of Transportation (DOT) would typically investigate the incident as an RTA, while the Occupational Health and Safety Administration (OSHA) would likely investigate from the workplace safety compliance perspective to determine whether any occupational safety standards were violated.

Why supervisor training matters



Safe use depends on **planning, supervision, and monitoring**, not operator training alone

Builds competence in **risk assessment, task planning, supervision, and review**

Supports a **safety culture** where everyone — not just operators — is accountable

Thank you.

16 October 2025