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**IPAF**

# POWERED ACCESS

2019  
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**P4**  
**HOW BIM MODELS ARE  
MAKING MEWP USE  
MORE EFFECTIVE**



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## Is 'operator error' a convenient cover for a manager's mistakes?

There are relatively few accidents involving MEWPs each year in the UK and Ireland. Those that do occur are often attributed to operator error, but what does that really mean? On closer analysis there are often underlying problems with the planning or management of the job.

IPAF analyses accidents involving powered access worldwide. Our research indicates that all too often the underlying cause is an untrained manager choosing the wrong piece of equipment or asking an operator who isn't sufficiently trained to carry out a poorly planned job.

It's all too easy to blame the operator without looking more deeply at the root causes. The solution is for all managers and supervisors to undergo basic training on how to properly plan and organise the safe use of MEWPs.

IPAF's training centres offer a six-hour course called MEWPs for Managers; it doesn't teach people how to operate MEWPs, but shows how to plan and manage their use.

The course was recently updated to feature immersive 360-degree video scenarios, and for the first time it is available as eLearning. It's a bold step forward and just another example of how advanced technology can aid safety awareness and training.



Tim Whiteman, CEO  
www.ipaf.org

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# MEWPs in 6D BIM

ON SHEFFIELD'S NEW HSBC HQ, ARCHITECT LEONARD DESIGN HAS PLANNED THE BUILDING'S OPERATIONAL PHASE BY USING DIGITAL MEWP OBJECTS IN THE PROJECT'S BIM MODEL. **WILL MANN** EXPLAINS

No, you're not looking at an army of alien MEWP invaders besieging an office in a sci-fi film. This is a visualisation (pictured top right) from a building information modelling (BIM) model, demonstrating how digital mobile elevating work platform (MEWP) objects can be used to plan not only a project's construction programme – but also its operational phase.

The project in question is the new HSBC headquarters in Sheffield, phase one of the city's ambitious Heart of the City II regeneration programme. The bank is the anchor tenant for this office and retail scheme, a £70.5m project designed by Leonard Design Architects and built by BAM Construction.

### Digital innovation

BIM has been used extensively on the 30,000 sq m development, which sits on an irregular, sloping site in the middle of Sheffield, with limited space on any side. BAM and Leonard used 3D modelling for the structure, M&E and facade installation, and for clash detection between trade packages. The positions of the mast-climbing work platforms and ties, used for fitting the cladding and glazing, were also set out in the BIM model.

But the stand-out digital innovation is the use of MEWP objects to plan for the building's operational phase – 6D BIM. Leonard used the digital MEWP objects which had been uploaded into the NBS (National Building Specification) BIM library by IPAF, as director John Morgan explains.

"The client's original plan was to fit a window cleaner system around the building," he says. "But permanent access solutions didn't lend themselves to this project due to factors such as a large open terrace and deep overhangs.

"Typically window cleaner systems cost more than they pay back during operation. So instead, we

tracked MEWPs around the building using the BIM model, proving that access was always possible using a MEWP for the window cleaning. This was the result of numerous workshops and co-ordination meetings to identify the most cost-effective and suitable method."

Morgan says it was "extremely" useful being able to access the MEWP objects in the NBS library.

"It meant that we could quickly assess which machine would be appropriate for this site, including the maximum reach," he says. "By reviewing the reach, we could accurately plot the location where the MEWP would be in use, using its maximum reach guidance to ensure that the whole facade could be accessed safely and conveniently.

"Additional research and studies were performed with the manufacturers to appreciate the stability of the MEWPs, given the steep slopes around the project."

In some instances, Leonard altered the external landscaping to ensure the MEWPs would be able to move freely around the building.

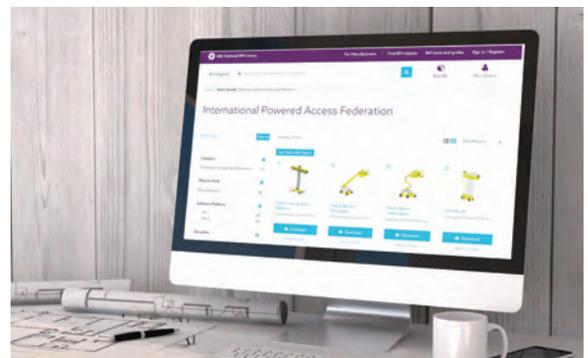
"Soft landscaping locations were reviewed, as were external furniture locations, and tweaked where required," explains Morgan. "On the whole, very little areas required major replanning as the reach of the MEWP meant that the facade could be accessed from the paved areas." >

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**Typically window cleaner systems cost more than they pay back in operation. So instead, we tracked MEWPs around the building using the BIM model, proving that access was always possible using a MEWP**

John Morgan, director, Leonard Design

Below: The design team could review the maximum reach of the MEWPs, ensuring that the appropriate machine would be able to reach the facade for cleaning  
Bottom: IPAF MEWPs in the NBS BIM library



The positions of mast-climbing work platforms for fitting the cladding and glazing were set out in the BIM model



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**Having manufacturer information readily available in the BIM models is of huge benefit when it comes to compiling user manuals**

John Morgan,  
 Leonard Design

Morgan feels the use of the MEWP objects on the HSBC project demonstrates how 6D BIM can be executed effectively.

“It is a fundamental part of our design,” he says. “The benefits of including as many operational components into our BIM model as possible means we can assess how the end user will maintain and use the building very early on in the design process.

“BIM libraries are an essential part of this, especially BIM Level 2 projects which require a high level of data to be inputted and passed on to the end user. Having manufacturer information readily available in the BIM models is of huge benefit when it comes to compiling user manuals.”

Morgan adds that Leonard is currently working on a similar window-cleaning strategy at Project Waterside, a residential development in Nottingham, again plotting the design in the BIM model.

## ↳ MEWP objects in the NBS BIM library

### ↳ IPAF's BIM strategy is being led by director of technical and safety Andrew Delahunt

The NBS National BIM Library is the “go to” reference point for designers and constructors using 3D models to plan their building projects. Suppliers of building products, components and equipment upload technical details, which designers can then drag into BIM models to plan how to build their projects. It is not only a valuable reference during the construction phase, but also helps for future maintenance work, refurbishment or alterations.

IPAF uploaded the first four digital MEWP objects – virtual representations of powered access machines – into the NBS BIM library just over a year ago. It has since added three further machine types (see list below). NBS says the IPAF MEWP objects have received around 600 downloads in the past year.

These are generic types, to provide technical information such as reach and clearance, though some manufacturers are working on their own digital MEWP objects; Niftylift now has 21 machine types in the library.

Andrew Delahunt, IPAF director of technical and safety, is leading the federation's BIM strategy and says members are now working with their customers to demonstrate how the MEWP objects can be used.

“This starts with planning from the ground up,” he explains. “Project teams can use a BIM model to plan any work at height that is required, and then establish where a MEWP might be more appropriate as an access requirement, and then they can decide which type of MEWP to employ using the objects in the NBS BIM library.

“They can also use the BIM model for the programming, deciding when working at height is conducted, ensuring it is not clashing with, for example, other trade packages or materials deliveries. This should all help create a safer work site.”

Delahunt says that IPAF's BIM initiative has generated plenty of interest across northern Europe and the Middle East. “On the Ringeriksbanen road project in Norway, we have received feedback about cost savings from smarter scheduling through using the MEWP objects in their digital model,” he says.

Delahunt acknowledges that BIM adoption, both in the powered access sector and across construction generally, is still in its infancy. “There is not a lot of awareness of how BIM can be used with MEWPs, or of the benefits in terms of time and cost and safety,” he says. “IPAF is now planning an education and promotion programme, showcasing case studies of early adopters and demonstrating how the wider industry can make use of them.”

IPAF's strategy will be helped by a new Health & Safety Executive guidance note for clients writing employer's information requirements (EIR) which implement BIM on a project. The document has been drawn up by the HSE BIM4 group, whose members include National Grid, Network Rail and Arcadis, and encourages use of BIM to support improved safety practices and achieve compliance under the 2015 CDM Regulations. In particular, it encourages 3D models in the design phase to provide visual pictures and animations and 4D animations which show construction progress.

#### **IPAF objects in the NBS National BIM Library**

- Mast Climbing Work Platform
- Mobile Boom – Telescopic
- Mobile Boom – Articulated
- Static Boom Spider
- Static Boom Trailer Mounted
- Static Boom Vehicle Mounted
- Vertical Lift

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# How can we make work at height safer?

IPAF AND CONSTRUCTION MANAGER ASKED A PANEL OF INDUSTRY EXPERTS HOW TO MAKE WORK AT HEIGHT SAFER. NEIL GERRARD WAS IN THE CHAIR

**Neil Gerrard (NG):** Why are accidents while working at height still happening?

**Barry Boughen (BB):** If you look at a lot of accidents that occur, the human part of the accident is what has caused it. It is easy for me to lean out of the MEWP basket just to do a bit more. Workers know it is wrong and they shouldn't be doing it but that is what happens.

**Ray Cooke (RC):** I think what ties into that is perception of risk. Although, with work at height, we are talking about one of those risk areas where we get substantial numbers of incidents occurring. When you look at the number of people who work at height and who never have an incident happen to them and don't know of anyone who has, then their perception is: "It doesn't matter what the HSE inspector says when they come round, I don't believe them because I have never seen an accident."

**Richard Whiting (RW):** We collect accident data. Do we get as much data as is out there? Probably not. We tend to concentrate on fatalities and, if we look at the UK, we are the benchmark for the rest of the world. We have had one fatality a year for the past three years, including 2018, that we know of. I do wonder how many of the non-fatal accidents each year get reported. The perception of risk is one thing but if it is operator error and the guy has been a bit stupid, does he really want everyone else to know? We won't know unless we have all that data.

**Heather Bryant (HB):** We have the tools to be safe working at height and we have an ability to design out working at height but there is a complacency. On the data issue, I would agree that there is an enormous amount of data that is out there that we do not collectively use. We use reporting on RIDDOR [the

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**What we have done on some of our projects is to establish safety zones. You walk into the zone and you get real-time specific safety messages for that zone on your phone**

Cavan Woods

Opposite (clockwise from far left): Cavan Woods; Ray Cooke; Barry Boughen; Heather Bryant; and Ian Goodhead

Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013] and that is very crude. If you take RIDDOR reports, we don't capture falls where people have fallen but have been caught by their fall arrest equipment or have fallen into nets because there wasn't any injury. But the bigger organisations probably all capture information which we use on the near misses. That wealth of information at the moment is within organisations unless we choose to share it.

**Cavan Woods (CW):** I would echo your sentiments about RIDDOR. They are a very blunt tool. You could have multiple accidents on a project where people are off for six days but return on the seventh and from the outside looking in, the company is accident-free and has not had a single report.

**BB:** The site manager is a very busy individual and to then give him an onerous document to fill out for a cut finger is a reason why he doesn't do it. So we need to make the reporting so simple that he can spare his valuable time to do that.

**RC:** And there is a bit of your dichotomy. You want to keep the reporting system simple but if you want decent data, you have got to have enough.

**HB:** Just also on that note, it is not just about people falling from height these days. A lot of the incidents

that happen are objects falling from height and that can have the same very serious consequences. If you are in a MEWP 40ft [12m] up and you drop something and you haven't got the right tool tethering, that is going to do some serious damage.

**NG:** How do we use digital technology and data to understand accidents and encourage better practices?

**RC:** What is the one thing everyone is almost certainly going to have with them? It is a decent mobile phone. That surely is a way to enable people to pick up information on how to do things correctly, if you can get messages across in a simple format in a way that they can actually use it while they are there on site.

**CW:** In the New Year we will be rolling out an innovation that we put together, which is the use of Bluetooth beacons. It is reasonably cheap technology and we have worked out a way that we can programme them to broadcast safety messages. A beacon can be set up to broadcast from half a metre or 200m away. What we have done on some of our projects is to establish safety zones. You have to walk into the zone and then you get real-time specific safety messages for that zone on your phone. For example, it might tell you that one of the hazards in this area today is a crane lift. >

## ↳ The experts



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



**Cavan Woods**, group health and safety director, ISG



**Richard Whiting**, UK market general manager, IPAF



**Heather Bryant**, health, safety, environment and sustainability director, Balfour Beatty



**Ian Goodhead**, health, safety, environment and quality director, Winvic



**Barry Boughen**, regional SHE manager, Graham Group



**Stewart Mardle**, senior tower and rigging policy manager, BT and vice chair, Mast and Tower Safety (MATS) Group



Richard Whiting (left, with Ian Goodhead): “I do wonder how many of the non-fatal accidents each year get reported”

**Stewart Mardle (SM):** It is certainly a good opportunity for QR codes that give you “how to” guides on how to operate the machine and the familiarisation especially of MEWPs. That sort of thing should be encouraged.

**HB:** BIM is one good use of technology in terms of the design and who needs to work where, whether there are clashes from a safety point of view, and whether there are risks of falls from height. From a working-at-height point of view, virtual reality is very realistic for training these days and I know that some suppliers of MEWPs offer it. It allows you to do things in a live situation but it is not a dangerous live situation. And we can use drones rather than people to be our eyes and ears at height. So you can use them to inspect a bridge, for example, or in spaces where you can't get a MEWP in there easily.

**Ian Goodhead (IG):** We have done controlled biometric access to site for a while now. We get approached by the powered access people quite a lot because keypad systems can be circumvented quite easily. So we are looking now to put fingerprint readers into the MEWP itself. In the real world, there is a lot of swapping machines around and unauthorised access. Biometrics should help stop all that.

**SM:** We also need to be mindful of the fact that a lot of this stuff is great for the big companies because they can afford to do it. The VR stuff has come down a lot in price but it is still pretty expensive for smaller companies to set up and initiate. Is it going to start putting a load of the smaller companies out of business because they can't afford it and can't keep up?

**NG:** How else in practical terms can workers be encouraged to work at height safely on site?

**BB:** The problem we have in construction is we ask for cards and then we set ourselves up to fail. It has reduced some managers to think that if you have a card, you are competent. We need to have a process whereby the card shows that at some point you have achieved the standard, but from this point onwards you need to prove your competence in familiarisation. When I worked on the Olympics, we made everyone use the machine for half an hour and we watched them after someone drove a machine backwards through a fence. He had a ticket but he hadn't driven one for two years.

**RC:** It is an interesting challenge if you, as the site manager, don't know much about the machine. Obviously with the MEWPs, we have got the MEWPs for Managers course and I think that kind of thing is really useful to help site managers to have a better understanding of what safe looks like when someone is operating that bit of machinery.

**SM:** I still think there should be a responsibility on the hire companies, or whoever is bringing that equipment to site, to make sure there is someone on the site who is familiar in operating that bit of kit before they leave. A lot of hire companies will turn up and say “Here is your MEWP, off you go”. I have seen it.

**RC:** I understand the point about hire companies but there is a split responsibility here because it is all about planning and coordination. You have got to turn up with the equipment at a point in time during the day when people can accept the appointment and have the people there to actually get familiarised on it.

**NG:** How do we get the message about working at height safely out to industries other than construction?

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**We have got the MEWPs for Managers course, and that kind of thing is really useful to help site managers have a better understanding of what safe looks like**

Ray Cooke

**SM:** I sit on the MATS [Mast and Tower Safety] forum which generally looks at the telecoms sector. We have started working with IPAF and the Prefabricated Access Suppliers' and Manufacturers' Association (PASMA). It is working out what is a common link to then actually be able to share stuff across these organisations and forums. I think we need a way of trying to get the forums to communicate with each other better.

**HB:** Forums might be the wrong way of doing it. If you think about the SMEs, can they take the time out of their busy lives to be able to do that? Often the answer is no. We have Yammer groups in Balfour Beatty. So it is very easy then to be able to say: "Has anyone used this piece of kit?". A Yammer-type group allows anybody, big or small, to actually share information.

**CW:** We touched on the use of QR codes as well. We are quite prolific in using them on our traditional safety bulletins. We will add the QR code at the bottom and it will say "Want to know more?". You scan it and it takes you through to a toolbox talk. Click on a link and you are on a YouTube video, so you are watching what can go wrong if you are not following the right instructions. With our sites now, half the workforce are millennials. They don't learn the way my generation learned.

Heather Bryant:  
"From a working-at-height point of view, virtual reality is very realistic for training these days"



## ∟ Summing up the safety options

∟ **NG:** To sum up, what is the main thing you would like to see to make working at height safer?

**CW:** In 2015, we changed our helmets from the EN397 standard to EN12492, the type with the four-point chin strap. When someone falls from height, or even on a level surface, one of the things which often deserts them is their helmet. It falls off and they have a head injury. EN397 only protects an object falling directly on to the crown. The ones we now wear, it has got additional front, side and rear impact protection and is mandatory to wear on site at all times. Collectively as an industry we should be pushing for a higher level of head protection than is currently the norm.

**HB:** We can make it safer primarily by designing out work at height, but also it has to still come back to engaging with the workforce.

**RC:** It is about engaging at all levels and that engagement has to be about

not only how you do the job but why you do it in that way.

**BB:** The equipment needs to be the most appropriate and not decided upon by cost. You often see that a piece of kit doesn't quite do what is required and therefore people become "creative". It needs to be the right piece of kit for the task.

**CW:** I agree there. I wouldn't say we have banned ladders but we have made it very difficult to use them on our projects. If you want to use a ladder on a project, you have got to use a ladder justification form because, as far as we are concerned, there is very little justification to use one now, given the wide range of access equipment which is available.

**RW:** The planning of activities and people being able to select the right kit, having the training in advance to select the right kit and plan the jobs properly, I think will have a massive effect. We also need a more digital approach to sharing accident data.

**IG:** It comes back to the person who is going to be working at height. All these wonderful ideas about data crunching and figures have to come back to making that guy as safe as possible and making him want to be as safe as possible.

**SM:** Training is key, but the right standard of training. And then competency comes into that because it is not just about a training course, it is about knowing that participants took everything in, and can actually understand what you ask them to do. But then the final piece for me is in the whole planning stage – planning out working at height, getting the right equipment, and considering the environment people are working in.

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**I wouldn't say we have banned ladders but we have made it very difficult to use them on our projects**

Cavan Woods

# Women in powered access

REPRESENTATION OF WOMEN IN CONSTRUCTION HAS TRADITIONALLY BEEN POOR AND THE POWERED ACCESS INDUSTRY OFTEN GETS LUMPED INTO THE SAME CATEGORY. BUT THAT ISN'T THE WHOLE STORY. THREE FEMALE POWERED ACCESS EXECUTIVES TELL **NEIL GERRARD** ABOUT THEIR JOURNEY TO THE TOP AND WHY THE SUCCESS WOMEN CAN ACHIEVE IN THIS MARKET IS CONSIDERABLE

The construction industry doesn't have a great track record when it comes to employing women, despite its recent efforts to improve.

Less than 14% of construction workers in the UK are women, 88% of apprenticeship starters in 2016/17 were men, and gender pay gap data published last year was worse than in any other industry. Construction companies are working to change this – and change is taking place – as they also fight against a culture of presenteeism and a perception that working hours are inflexible, among other challenges.

When it comes to the powered access sector, often closely associated with construction, specific figures are harder to come by. But three prominent female directors in the sector told *Powered Access* magazine why there is much to be positive about, as they share the stories of their own success and set out their ideas for attracting more women to the industry.

Donna Hall, a divisional MEWPs operations director at AFI Uplift, says that while the powered access market may have been male-dominated in the past, she doesn't see it that way anymore. "If you look at the engineering and driving teams then you would say it was male-orientated. But in 18 of our depots, the senior hire desks and ops controllers are all women," she says. "When I first became a regional manager, there was a bit of stigma about a woman doing



the job, but if you have got the drive and you learn and apply yourself, it doesn't matter if you are male or female."

On the other hand, Angela Turner, director of customer services and training at Nationwide Platforms, has a slightly different view. "You have only got to look around any senior management table," she says. "When I was on the executive board in previous senior positions, there was myself and the HR director and everyone else was male."

Part of the problem, she feels, is that women don't initially get attracted to the sector or if they are, they won't necessarily take up roles that lead to management positions. Then again, in her own management team, she has four women and three men currently. "I am not trying to tip the balance, I am just trying to make sure I get the right person for the role, and if that happens to be a woman, then fantastic."

Kirsty Archbold-Laming, director of Southern Hoist, part of Claude Fenton Plant Hire, also sees her specialist sector as male-dominated but recognises that there is change on the horizon.

"Even 25 years on, I get people who phone up and want a price and I say: 'Ok, what can I do for you?' And they say they really need to speak to someone else because it is quite technical. And what they really mean is they want to speak to a man. I love to prove those people wrong. But it doesn't happen as much as it used to because there are more women coming into construction and I think that is bloody brilliant," she says.

While opinions on the make-up of the sector may differ slightly, what is clear from all three is that they love their work. "No day is the same and I like the challenge of what I am coming into work to," says Hall. "I also enjoy the people side of it. Being in operations, it is one of those jobs where you have got to know a lot about logistics and there is a lot of problem-solving if something goes

wrong. If people don't know how to deal with something, I like the coaching and mentoring."

Meanwhile, Archbold-Laming has discovered an unexpectedly glamorous side to her work over the years, with her firm providing hoists to film sets, including the Harry Potter movies, as well as work at the Royal Albert Hall, the Ryder Cup, and the Cheltenham Gold Cup to name just a few.

#### What is needed to succeed

As far as what skills and characteristics are needed to succeed in powered access, Turner advocates persistence, focus, tenacity and commitment. "You have got to keep challenging and asking questions. I think that is why I have been successful as a female in this industry – I focus on the job I am doing, and focus on doing it as well as I possibly can, pulling people through with me. I have always worked really hard."

If it isn't always easy, is there any reason why women should feel discouraged from forging a career in powered access? Archbold-Laming certainly doesn't think so. "I am one of these people who, if I have to fight harder just because of being female, it makes me more determined," she says.

Turner doesn't see any cause to be put off either. "If you focus and work really hard, then the rewards will come and it doesn't matter if you are male or female," she says.

#### Attracting more women

Nonetheless, all three have ideas on how more women can be encouraged into the sector. Hall wants to see the creation of more positive female role models and calls for more women to be included in industry promotional materials and posters in order to break the perception that this is a male-dominated sector. And she points out that just because a woman's skillset may be slightly different, it doesn't mean they are any less valuable to an

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**If you focus and work really hard then the rewards will come and it doesn't matter if you are male or female**

Angela Turner,  
Nationwide  
Platforms

#### Working flexibly

One of the key challenges for workers with children – both female and male – is balancing professional and family responsibilities. In that respect, Hall feels that she and her colleagues at AFI Group are extremely well supported. "The flexibility and opportunities I have been given have been second to none. It is a company where your family and your health come first, so I have never missed one of my children's Christmas plays when they were younger, for example." Then again, strong support from family is important too. "Every time I have progressed within the company, I have sat my parents and my husband down and said: 'This is going to happen'," she explains.

Meanwhile Turner suggests that parents find a balance. "I have two children who are 15 and 11 so I have to be able to do my job while also being a mum. I have been able to do that firstly because my husband has had a number of part-time roles but also because my employers have been understanding. But I have never missed a beat. You can have both but it is hard work, you have to find the balance. I have been able to manage and I have never been disadvantaged in the industry because of it," she says.





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### The ratio of women to men is still really low but it is great to see more of them coming through. We need to get them at school age and entice them in this direction

Kirsty Archbold-Laming,  
Southern Hoist

organisation. “You may have a male in the same job as me who will load the machines on to the wagon because that is something he has worked his way up from doing. But you find different ways of gaining the respect of the people around you. I wouldn’t think twice about rolling my sleeves up and picking up a brush to sweep the workshop floor or making someone a cup of tea if they are under the machines in the cold. You adapt your capabilities to the role.”

Archbold-Laming thinks it is important to send out the message about working in this industry at the earliest opportunity. “I really wish I could talk to a classroom full of schoolkids and tell them this wasn’t something that was on my list but that I wouldn’t change it for the world. One day I could be standing on the top of Westminster Abbey in a hoist, the next I might be on a really grubby site with my steellies on, and the next in a fancy-pants meeting room. You meet so many diverse people. The ratio of women to men is still really low but it is great to see more of them coming through. We need to get them at school age before they go to college and entice them in this direction,” she says.

Turner also wants to make more noise about what is on offer. “When I first came into the industry, I was in a sales and development role. I had no plan at that point other than to just focus on the job, so making noise about the opportunities is important,” she says. “And if people see hire-related roles as male-dominated, they are certainly not. There are a lot of females in hire desk controller or related roles and if people want to work hard and progress, then they can. We as a business are trying to look at different ways to recruit at the moment as well as trying to attract different people into our industry. It is key and we have a responsibility to do it.”

It is clear that change has already started and with further effort, the powered access market can lead the way in the representation of women.

## Three success stories



### Donna Hall

Donna Hall went from working in an admin role on a hire desk at AFI Group to becoming the firm’s divisional MEWP operations director in just over six years.

Having left school at 15 when she finished her GCSEs, she had already worked in a number of plant hire roles before taking five years off to have her two children. Initially she took a role at AFI Group on the hire desk to cover for someone who was on maternity leave. She was quickly offered a permanent post and progressed to a senior hire desk role within a year.

Within another year she became an ops controller, within two more she was the first female regional manager in the company. Just over two years ago, she was promoted to divisional operations director. She now manages all of the regional managers and regional service managers and all 29 of AFI’s depots come under her control.



### Kirsty Archbold-Laming

Kirsty Archbold-Laming describes herself as a “bit of an oddball” not just because she has worked for 26 years in hoists, a specialist area of the industry, but because she is a woman in a very male-dominated sub-sector of the industry. “There is one woman in Australia, one American and me working at the same level,” she says.

She got into the industry by accident. “Believe it or not, I wanted to be a hairdresser or a beautician on a cruise ship,” she says. Having taken a part-time admin job for a small hire firm, she gradually found herself being asked to take on more responsibility.

After one of the co-founders died, his financial partner asked her to continue running the business. The company was sold to Claude Fenton Plant Hire and she was asked to stay on, eventually becoming a director of its Southern Hoist division in 2008.

For the past five years, she has also served as chair of the Construction Plant Hire Association’s specialist Construction Hoist Interest Group (CHIG).



### Angela Turner

Angela Turner has taken what she describes as a “strange route” to forge a successful career in construction over the past 23 years, starting out in sales for a temporary accommodation company before being promoted to an operational depot management role and then a marketing management role.

After nearly a decade, she went to work for Speedy Hire in a sales national key account management role before progressing into a role working in the firm’s training academy, doing training for external customers. Eventually she ended up running the external training business and, having made a success of that, she was asked to take on the running of Speedy’s central customer service centre of about 214 people.

Bringing all of that experience together, she left Speedy in September 2017 to join Nationwide Platforms as its director of customer services and training. Now she has responsibility for the training business within Nationwide, which includes IPAF-accredited powered access training in MEWPs, as well as its MEWPs for Managers course. She is also responsible for the company’s customer service team and is helping to build a new customer experience programme at the company.

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Specialist hoists in action during the construction of the 75-storey Landmark Pinnacle residential tower in Canary Wharf, east London

## Hoist training hits new heights

AS CONSTRUCTION HOISTS GROW IN POPULARITY, SO TOO HAS THE DEMAND FOR OPERATOR TRAINING, PROMPTING IPAF TO WORK WITH ITS MEMBERS TO DEVELOP TRAINING COURSES. IPAF'S GLOBAL REPRESENTATIVE ANGEL IBANEZ TELLS NEIL GERRARD WHAT'S INVOLVED

In the grand scheme of construction equipment, a hoist looks to be pretty simple. So why, as IPAF has done, would you need to launch a specialist operator training course for them?

Looks can be deceptive and that is part of the challenge when it comes to safety, explains IPAF's global representative Angel Ibanez.

A key part of the new hoist training courses developed by IPAF and its members is encouraging would-be operators to overcome their preconceptions that just because a machine is simple, it is without risk.

"For many users, a hoist just looks like a machine with no risk at all," says Ibanez. "Most users are more concerned about things that could go wrong on a mast-climbing work platform [MCWP], so typically they tend to pay more attention to what they are doing on a MCWP but for a hoist, they have the feeling nothing can go wrong, and that is a mistake."

Hoists, which are used on sites to vertically transport materials and/or people, are very safe machines. But to stay safe, they need to be operated safely.

That's particularly important when you consider that demand for the machines is on the increase. "Hoists and MCWPs are a niche market compared to other types of powered access but it is growing," says Ibanez. "We are working within IPAF to have more accurate figures about the hoist and the MCWP market in different regions but most of the rental companies seem to be increasing the number of hoists they own in their fleets."

### Increase in productivity

A major factor in their popularity is the increase in productivity they bring to a site. "In the past, the main criteria used to be to look at the rental cost of hiring a hoist and trying to minimise the number of machines to be used on the project. But that mindset has been changing during the past decade. Now the cost is only part of the formula.

"It was very typical to see only one hoist attached to a building and now, depending on the size of the building, you can see two, three, four, five units, some of them specialised to transport only materials, others to transport the workers," explains Ibanez.

A hoist can deliver materials to different levels of a building more

efficiently than a tower crane, and can also prove much safer than alternatives, such as the sort of system that uses a small winch attached to a small crane on the roof that can be found on smaller buildings on sites in certain countries around the world.

The rising demand for hoists, coupled with the success of IPAF's MCWP courses, means that the appetite for hoist training has grown and it is for this reason that IPAF has introduced new hoist courses, launched earlier this year.

The courses are structured in the same way as IPAF's mast climber courses, containing different modules with a theoretical part as well as a practical test. So far IPAF has released two categories – one each for operators and demonstrators of hoists. Eventually a course for installers may be developed one or two years down the line.

"Whatever the type of machine, even a simple machine like a construction hoist, it is important for the operator to be trained," reiterates Ibanez.

Courses will generally last two days, although it does depend on experience. Having started with an English-language version focused on the UK market, courses will start rolling out worldwide in the second quarter of this year. Languages including Spanish and German are expected to be added in 2020.

### Key global standards for construction hoists

Region	Goods hoist	Transport platform	Passenger hoist
Europe (general)	EN 12158	EN 16719	EN 12159
UK	BS 7212	HSW Act, PUWER, LOLER, MHSWR	BS 7212
USA	ANSI/ASSE A10.5, OSHA	ANSI/SAIA A92.10, OSHA	ANSI/ASSE A10.4, OSHA
Canada	CAN/CSA Z256-M87	CAN/CSA B354, 12-17; B354, 13-17; B354, 14-17	CAN/CSA Z185-M87

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# Clean green lifting machines

DRIVEN BY A COMBINATION OF LEGISLATION AND ASPIRATION, POWERED ACCESS EQUIPMENT IS GETTING CLEANER AND GREENER. **PHIL BISHOP** REPORTS

///  
**Within 10 years we will be only electric**

David Barton,  
 Quick-Reach



The first lithium-ion Hinowa LightLift 20.10 aerial platform in the UK

The world of electric vehicles is changing rapidly. Golf carts and milk floats no longer represent the zenith of battery-powered transport. The Prius, the Leaf and the Tesla have changed the landscape.

The powered access sector is going through similar change. There have always been battery-powered machines but the green agenda, coupled with commercial imperatives, is gradually set to make diesel-powered mobile elevating work platforms (MEWPs) a thing of the past, it seems.

Despite legislation making diesel engines progressively cleaner over the years, ultimately their days are numbered.

Historically battery-powered scissor and boom lifts have been used indoors and diesel power has been used outdoors. Indoors, engine fumes are not acceptable; outdoors, there might not be a power source and more engine power is needed to cope with rough terrain.

“You couldn’t get a clean enough diesel machine for indoors or an electric one strong enough for outside,” says Zach Gilmor, a product manager at Terex Genie.

This has meant that rental fleet owners have had to have a mixed fleet to meet all needs. But not for much longer. The direction of travel is emissions-free machines for all applications.

“Within 10 years, we will be only electric,” says David Barton, director



Italian manufacturer Platform Basket's Spider 30T hybrid model has a 30.3m maximum working height

of rapidly growing hire company Quick-Reach. "Definitely."

He is planning to grow his fleet from around 1,000 lifts to 1,900 during the course of 2019 and by the end of the year 80% of them will have electric power.

Loxam's owner Gérard Deprez also has a vision for an all-electric fleet by 2027 – it may be that there are still some older diesel machines in the fleet by then, but 100% of purchases are expected to be electric by that date.

Steve Couling, managing director of powered access equipment provider IAPS Group, says that advances in electric technology mean that there are now battery-powered machines that give high enough torque rate to power rough terrain models.

"Technology is moving at a pace, both in battery performance and cost, but it is still not where it needs to be," concurs Mike Evenson, Nationwide chief engineer and performance director.

There are three basic types of electric machine: All-electric, bi-energy or hybrid. The all-electric has a battery that has to be recharged after every working day. Traditionally these have been machines design for indoor use, but this is changing. Haulotte has introduced its Pulseo Generation HA20 LE, a 20m electric boom lift with rough terrain tyres. More of these so-called "blue" (as in "beyond green") machines will follow soon, Haulotte says.

But for many applications the requirement to recharge the battery

presents logistical challenges, even if you can get a full day's work out of a single charge. If there is no plug socket in close proximity, it has to be driven to a power source before it runs down. Or you have to have a diesel generator on site to recharge it, which rather defeats the point.

The bi-energy machine runs off diesel when working outside at the early stages of a build programme – outdoors where electricity might not be available – and then can switch to electric for the fit-out phase of work indoors.

The hybrid machine uses a smaller diesel engine to recharge the battery during operations to provide a substantially longer life between charges.

Holland Lift offers hybrid scissor lifts up to 27m that combine a smaller diesel engine with a more compact electric motor, reducing emissions, reducing fuel costs and reducing transportation costs associated with having separate machines for indoors and out.



## Technology is moving at a pace, both in battery performance and cost, but it is still not where it needs to be

Mike Evenson,  
Nationwide

Genie's first hybrid machine is the Z60/37 FE hybrid articulating boom lift

Genie's first hybrid machine is its Z-60/37 FE hybrid articulating boom lift. In all-electric mode it offers a full work day of emissions-free run time on a single battery charge. In hybrid mode, it offers a week of run time with a single tank of diesel.

Gilmor won't be drawn on when we might see more hybrid models from Genie, revealing only: "Our technology is scalable. We are looking to go bigger."

Some manufactures offer bolt-on hybrid options to their electric machines. Skyjack's SJ6832RTE, a 32ft (9.75m) electric scissor lift, is available with a powered generator integrated with the Skyjack controls to provide onboard power to recharge the battery pack, even while the machine is working. The operator can set the system to automatic mode, where the generator will start and provide seamless battery charging when the operating charge falls to 50%. Manual modes allow the generator to be disabled for indoor use, or manually activated to keep the batteries topped up in a high-drain application.

Skyjack is also working on hybrid development of articulated boom lifts, reveals marketing vice-president Malcolm Early.

The green agenda is being driven partially by legislation, such as the London Ultra Low Emissions Zone and similar such local requirements in other cities around Europe.

In hand with this is a desire by tier 1 contractors to gain competitive advantage by demonstrating their sustainability credentials. "Main contractors have their targets to hit," says David Barton. It is then left to their subcontractors to handle the practicalities of delivering their clients' emissions-free aspirations.

Currently, hybrid technology offers a neat ultra-low emission solution to the shortcomings of batteries. Ultimately, however, zero emissions means no diesel – once the technology can support the leap.



High-performance lithium-ion batteries are used in Hinowa's LightLift 20.10

High-performance lithium batteries are already being used by some manufacturers, such as the Italians Hinowa and Platform Basket. "Lithium is expensive but in certain machines the advantages justify the cost," says Couling, whose firm, IAPS, is the UK dealer for Hinowa.

Hinowa's tracked spider lifts have historically been dual powered, with diesel engine for outdoor use and plug into AC supply when inside. Concern about a trailing cable when working in public places like shopping centres and hospitals prompted Hinowa 10 years ago to develop a lithium-ion battery powered version instead. Take-up was initially slow but is now starting to gather momentum, Couling says.

He says that lithium gives longer life – a couple of days' work on a single charge then just two hours or so to charge it to 80% (although it needs a longer charge every week or two to get it back to 100%). If they are looked after properly, they can last for 10 years or more, he says.

There are, of course, costs associated with this performance. A lithium-ion battery set is six times the price of a traditional lead acid battery set. In a more sophisticated machine like a spider lift, the impact on overall machine cost is around 8 or 10%.

Couling says: "We have been selling lithium as an option for 10 years but only in the past three years have we started to see numbers take off." In 2018 lithium power represented 25%

of IAPS's Hinowa sales into the UK & Ireland market; within a couple of years he expects this to be 50%.

Platform Basket's UK distributor Promax Access sold its first 30T hybrid model in 2018, to rental company MBS. The 30T has a lithium battery and Kubota diesel engine. Its five-section straight telescopic boom with articulating jib gives a 30.3m maximum working height and 14.2m outreach. "Being fully hybrid, we can use the lift indoors with a simple flick of a switch," says Ben Dobson of MBS.

Others are looking at lithium-ion too. "It really is a matter of time and economics before we see lithium-ion (or derivatives) as a viable source," says Early. "Skyjack will shortly commence trials in this area. We want to see relative performance and other pragmatic demands that may reveal themselves... how rental companies use existing charging facilities for best results, transportation issues and

disposal needs for example. A rental company needs this information to properly evaluate the return on investment, particularly as pricing for these batteries is still high."

As a final point, it is worth noting that the benefits of battery power are not just all about emissions reduction and combating air pollution. Noise pollution can also often be an issue too.

Couling was previously boss of Versalift for 10 years until 2014, making and selling van-mounted platforms. One customer in Ireland, carrying out powerline maintenance work, used to operate its platforms off the vans' diesel engines. Switching to battery to power the lift meant that the van engine could be turned off while working on the overhead lines, meaning that ear defenders were no longer needed and the crew no longer had to scream at each other just to be heard. "For £10,000, the working environment was totally transformed," he says.

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**We have been selling lithium as an option for 10 years but only in the last three years have we started to see numbers take off**

Steve Couling,  
IAPS

## ↳ Putting the infrastructure in place

↳ The end of diesel won't all be plain sailing and there are practicalities to take into consideration when using all-electric machines, as Mike Evenson points out.

Nationwide is a Loxam company so he is fully invested in the switch but he cautions: "It's a case of 'be careful what you wish for.' When a diesel machine runs out of juice, you fetch a jerry can. When a battery-powered machine runs out, if there is nowhere to plug in then it has effectively broken down and needs rescuing.

"Have customers thought through how they will have the infrastructure on a site for all this electric kit?" Evenson asks. "I think there will be practical reasons why people might struggle with all-electric on construction sites."

Technology will almost certainly provide the answers – perhaps the first piece of kit on the site of tomorrow will be a wind or solar generator and a power bank.

Telemetry and battery management systems are already starting to play a part, enabling hire companies to see what is happening with the battery in equipment out on hire. Hire companies need to ensure their customers are looking after the batteries properly.

"If the battery is not charged properly through a full cycle it wrecks the battery after a while," Evenson says.

The new Haulottes, for example, have a smart power management module that optimises both the charge and life-span of the batteries.

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Axel Void's 9m x 9m mural is on the side of the People's History Museum

When global arts organisation Cities of Hope embarked on a project with the People's History Museum in Manchester to create an artwork commemorating the Peterloo massacre in the city, they realised a safe, compact access solution was required.

The museum commissioned Cities of Hope and Miami-born international artist Axel Void to paint a street mural marking the bicentenary of the Peterloo massacre on its riverside wall.

Manchester-based Cities of Hope uses street art to raise awareness of social issues and challenge injustice.

A more immediate challenge to the artwork's creation, however, was the simple issue of access to the site.

Keen to ensure the work was carried out safely and efficiently, and with a gap of less than 2m to squeeze through to access the site, Cities of Hope and the museum sought out the support of IPAF and Facelift to make sure they had the right powered access equipment for the week-long job.

Ewan Smith, sales director (north) at Facelift, explains that the company specified a Niftylift HR12 Narrow for the job. "It was narrow access into the site. The machine is 1.5m wide because it had to fit through a gap of less than 2m. It is also a bi-fuel machine and they were using it on batteries so that they didn't disturb anyone else in the area because it was right in the middle of Manchester," he says.

The machine has a two-man cage capable of carrying a load of 200kg, with a maximum height of 12m and an outreach of 6.1m, making it perfect for Void's 9m x 9m artwork.

Despite the relatively unusual application, a MEWP was by far and away the best solution for the project, Smith explains. "It is not all that often someone does a piece of artwork that big, unless your name is Banksy, but if you are going to do one, then the best thing to do it from is a MEWP," he says.

"The alternative is a scaffold which means you have to work in between the bars. With a machine you can alter the height and reach. It is much faster and safer and not only that, but you can park it away and it is out of view. With the scaffold, it stays there."

The result was a piece of art that is supposed to represent defiance and offer a "beacon of hope". It depicts a young Mancunian woman, Lydia, the daughter of a Windrush immigrant, and her two-year-old son Ezra. Despite the more modern subjects, the artwork is also supposed to be symbolic of the victims at Peterloo – when cavalry charged into a crowd of 60,000-80,000 that had gathered at St Peter's Field on 18 August 1819 to demand the reform of parliamentary representation – thereby connecting injustices of the present with injustices of the past.

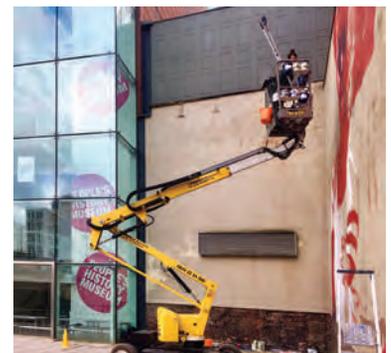
Cities of Hope is expected to produce further artworks in Manchester throughout 2019. [www.citiesofhope.net](http://www.citiesofhope.net).

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**It is not that often someone does a piece of artwork that big, unless your name is Banksy, but if you are going to do one, then the best thing is to do it from a MEWP**

Ewan Smith, Facelift

Limited access meant the Niftylift HR12 Narrow needed to fit through a 2m gap



## Raising the profile of street art

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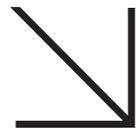
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## Turning up the lights in Swindon

SISTER COMPANIES WILSON ACCESS AND AFI-UPLIFT HAD THE UNEXPECTED CHALLENGE OF HIGH WINDS TO CONTEND WITH AS THEY DELIVERED THE HEIGHT REQUIRED TO ENHANCE SWINDON TOWN FOOTBALL CLUB'S FLOODLIGHTS



The green Niftylift HR12 works beside the 45m truck-mounted boom at Swindon's ground

There's nothing worse for a football fan than going to a game and being unable to see the action unfold properly.

That's why Swindon Football Club recently decided to improve lux levels and the uniformity of the lighting at its Energy Check County Ground stadium.

In order to do so though, they needed to be able to access the 30m-high rigs that provide the stadium with light.

A 45m truck-mounted boom from Wilson Access used to install additional lighting, as well as to make adjustments to the existing lighting, was chosen because of the machine's versatile height and outreach. The 45m truck has a horizontal outreach up to 28.7m and the telescopic jib offers excellent versatility.

But the job proved to be a tough challenge. Not only was the entire team working against the clock to make sure the necessary improvements were made before the Robins' next home game, but the weather conspired to make life even more difficult.

Meanwhile, Stanley Fire and Security used a Niftylift HR12 bi-energy boom lift from AFI-Uplift to test and service the emergency lighting and CCTV on the ground.

Glenn Hambidge from AFI-Uplift was there day and night throughout the challenging project and explains: "During this project, the lighting rig at the stadium was moving about in the wind, the weather wasn't on our side, so we remained on site and the job was delayed until the wind settled, then we went up and adjusted the lights."



The ultra-compact Blulift SA11P tracked spider lift negotiated tight and complex access

The 70m-tall, mixed-use The Cube development in Birmingham contains flats, offices, shops, a hotel and a "skyline" restaurant.

Performing facilities management work across its 25 storeys is not easy thanks to its unusual design. For part of this work, the client needed to be able to reach out above and below the balustrade within the building on multiple floors.

Clearly, a MEWP was going to be the safest way to carry out such work, but finding one that could access the building was difficult.

The main issue with access was the dimensions of the goods lift, which measures just 2.5m long, 1.4m wide and 2.4m high. Narrow areas on each floor meant there were setup restrictions there too, made even more difficult by the fixed balustrade and tight headroom.

In the end, Higher Access, a division of Vp Group specialising in spider lift hire, claimed to be the

only company confident of being able to offer a solution.

It specified the ultra-compact and extremely lightweight (1,480kg) Blulift SA11P tracked spider lift, supplied with an experienced, manufacturer-trained operator. Even then, clearance was unusually tight, falling to just 15mm in places.

Nonetheless, the machine just managed to fit, and the required work was carried out successfully.

Lucy Reynolds, divisional director of Higher Access, said: "As part of our continued commitment to providing safer, more efficient access solutions to our customers, we worked closely with Bluelift to develop the SA11P for just this kind of challenge.

"As the smallest and lightest tracked spider MEWP available, it negotiated the complex access with ease and the unique telescopic jib configuration worked perfectly within the confines of the escalators."

## Unlocking access to 'The Cube'

TIGHT SPACES CAN PRESENT A REAL CHALLENGE WHEN IT COMES TO WORKING AT HEIGHT SAFELY, AND NOWHERE MORE SO WAS THAT THE CASE THAN AT THE ICONIC 'THE CUBE' BUILDING IN BIRMINGHAM



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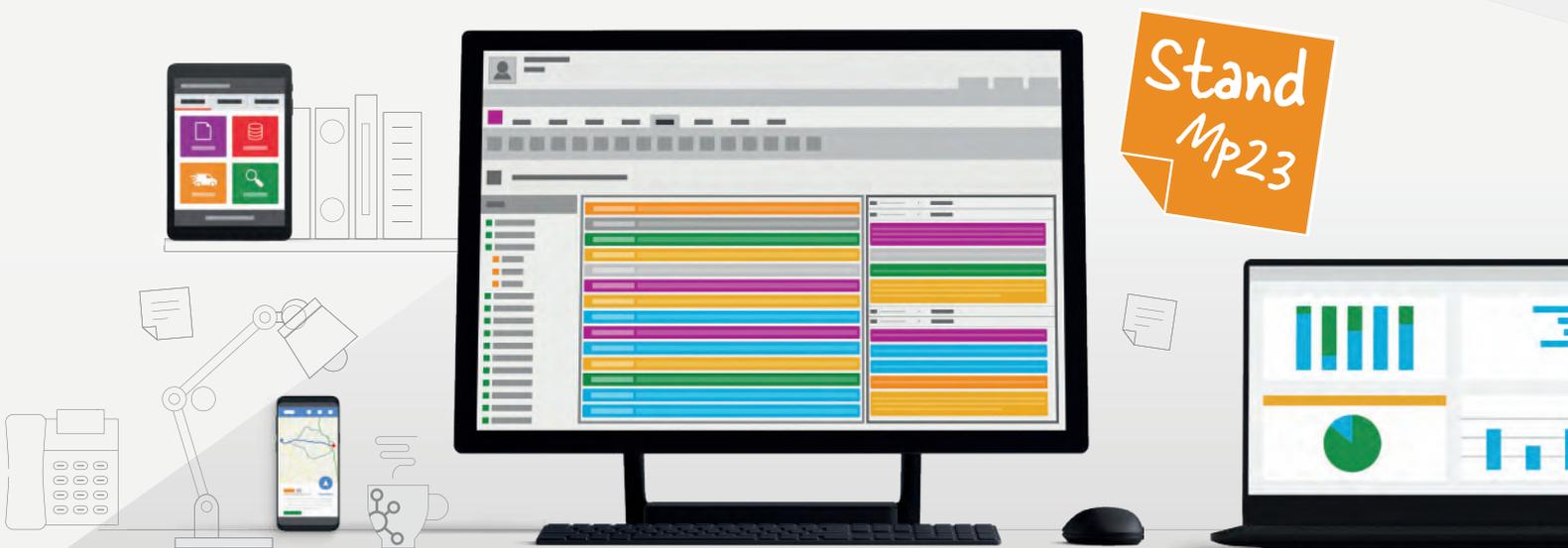
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Nationwide Platforms has provided a fleet of 10-15 machines to work under the viaduct deck

With much of the work taking place 5m above the ground and beneath the viaduct deck, the use of access platforms was chosen as the safest method to carry out work at height and BMV turned to Nationwide Platforms.

Nationwide has ensured that a fleet of between 10-15 machines has been supplied to the project, ever since January 2018, including diesel-powered Genie Z45, Z60 and Z80 boom lifts, and GS43 and GS53 scissor lifts. All machines were supplied with both the SkySiren pre-crush sensing (PCS) system, and SkySentry machine tracking and geofencing technology.

But in addition to simply supplying MEWPs to the project, Nationwide also supplied virtual reality (VR) simulators to allow operators to improve their skills at no risk to themselves or others before heading out on site. Able to realistically mimic the sensation of operation boom and scissor lifts, it is thought that this was the first major project of its kind to use VR technology in this way.

Each VR simulator unit comprises a replica platform basket and control panel, like those on the real platforms, as well as a full-motion-tracking VR headset. Nationwide partnered with Canadian VR training developer Serious Labs to help ensure the simulators were appropriate for the UK.

Featuring more than 30 scenarios, the simulators cover a range of applications – including different ground conditions, restricted access, overhead hazards, complex manoeuvres, machine levelling, and loading and unloading. Performance and learning metrics provide live feedback on driving skills, behaviour and safe operation to the operator.

The Nationwide Platforms team trained a total of 33 IPAF-qualified operators and a further 10 staff from BMV. Furthermore, 17 senior Highways England staff familiarised themselves with MEWP operations via the VR training.

Nationwide Platforms went one step further and limited the make and model of the boom and scissor lifts on site to help simplify machine and operator familiarisation. This not only reduced the potential confusion around controls, which often differ from platform to platform, but also reduced the amount of different pre- and post-use checks and emergency lowering training required.

Jeremy Jowett, Nationwide Platforms UK commercial director, says: “We have a strong relationship with the BMV JV and safety is a key focus for both parties. We’re delighted they were the first to use the VR technology, which perfectly bridges the gap between theory and practical training. The ability for operators to make mistakes in a safe and controlled environment not only prepares them for how to react to danger, but also provides them with valuable experience that we feel will reduce the number of potential accidents on site, as well as damage to buildings and equipment.”

Highways England senior project manager Zbigniew Twarowski says: “Safety is at the heart of everything we do at Highways England, so using technology in this way is important.

“A lot of the activity on the project takes place underneath the viaduct. Our teams are working as hard as they can to get the repair work completed as quickly as possible, but it is essential that this is done safely.”

## Virtual viaduct repair

WORKERS ON HIGHWAYS ENGLAND’S £100M REPAIR OF THE M5 OLDBURY VIADUCT WERE ABLE TO TRAIN IN VIRTUAL REALITY BEFORE UNDERTAKING WORK FOR REAL, THANKS TO NEW TECHNOLOGY FROM NATIONWIDE PLATFORMS

The repair of the 1960s era M5 Oldbury viaduct in Birmingham has been no small feat. Measuring 3.2km in length and up to 30m wide, the viaduct carries a large section of the M5 motorway through the city and was in urgent need of repair.

The Highways Agency appointed joint venture main contractor BMV to carry out the work, which involved more than 10,000 concrete, formwork, waterproofing and drainage repairs in order to prolong its use.

Using virtual reality, Nationwide trained a total of 33 IPAF-qualified operators to work on the site



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# Defying convention

THE INSTALLATION OF CLADDING ON THE ANGLED ELEVATIONS ON THE £83M NEW INTERNATIONAL CONVENTION CENTRE IN WALES REQUIRED AN UNUSUAL MCWP SOLUTION

When it came to installing cladding on the new £83m, 26,000 sq m International Convention Centre (ICC) outside Newport in Wales, subcontractor Massey Cladding, working with main contractor Sisk, needed a mast-climbing work platform (MCWP) solution to ensure that work could be carried out safely.

But there was a potential problem. While most of the project, a joint venture between hotel Celtic Manor and the Welsh Government that will accommodate up to 5,000 delegates, was straightforward, angled elevations on the building made things trickier.

MCWPs have been growing in popularity in recent years. The automated access platforms lift operatives, equipment and materials to their exact working position and are common on high-rise buildings where they offer productivity benefits over traditional scaffolding.

But they tend to operate vertically. On ICC Wales, Massey Cladding



Angled elevations tested the ingenuity of Barnsley-based Apollo Cradles

**This was far from standard but I am in my 24th year of the industry now and I like to challenge ideas and the applications of the mast climber industry**

Darren Brady,  
Apollo Cradles

needed MCWPs that worked at angles that were 10 and 20 degrees from vertical respectively.

Fortunately, Barnsley-based Apollo Cradles was up to the challenge, devising a bespoke solution to ensure the MCWPs could operate at an angle.

Darren Brady, operations director of Apollo Cradles, explains: “The main challenge on this project was the deck correction required to achieve a level deck against the angle of the mast and the structural ties.”

Another key issue was devising a structural tie to the steel frame that was able to handle the increased loads involved with operating the machines at an angle.

“This was far from standard, given the exaggerated forces from the angle. But I am in my 24th year of the industry now and I like to challenge ideas and the applications of the mast climber industry,” Brady says.

Apollo therefore worked closely with an independent design company that

carried out a full calculation based on all parameters of the machine to ensure that the installation was fully compliant with both BS 7981 (the code of practice for the installation, maintenance, and safe use of MCWPs) and EN 1495 (the standard governing MCWPs).

The design involved both a bespoke tie solution designed to take the increased tie loads and bespoke deck bracketry to maintain a level deck despite the angle of the elevation.

While devising designs for MCWPs to operate at an angle is not new for Brady – he first worked on a project involving an angled elevation at the NEC in Birmingham back in the 1990s – the design has changed over the years, he says.

“While there was more planning than a standard project with the NEC, in today’s arena a full report of some 50 pages is scrutinised by an independent CAT 3 design check,” he explains.

The attention to detail paid off.



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**It has been very humbling to hear testimonies from those whose lives have been impacted by falls from height... It has validated my belief that more must be done to protect those who work at height**

The United Kingdom has had some of the lowest workplace fatality and serious injury rates in the European Union in recent years. In 2014, the UK had 0.55 fatalities per 100,000 employees – a rate lower than comparable industrial countries such as France and Germany. However, given the devastating effects that falls from height can have on workers and their families, be it a fatal accident or an injury, we must do all we can to ensure that is minimised wherever possible.

Which is why I established the All-Party Parliamentary Group (APPG) on Working at Height.

The first action of the APPG was to explore what work at height actually meant to the people involved. We embarked on a fact-finding exercise and set up an inquiry to investigate why workers fall from height. We were keen to hear from as many parties as possible, be it industry experts or

## Work at height: MPs' chair Alison Thewliss on her inquiry's conclusions

**ALISON THEWLISS, MP FOR GLASGOW CENTRAL, ON WHY THE ALL-PARTY PARLIAMENTARY GROUP ON WORKING AT HEIGHT SHE CHAIRS HAS IDENTIFIED A NEED FOR BETTER REPORTING AND HOW IT CAN HELP DRIVE DOWN ACCIDENTS**

companies with a vested interest. The inquiry received enormous support from industry, individuals and bodies. The group has used this testimony to shape its recommendations and to develop a plan to lay before ministers to influence change for the better.

The relative strength of UK legislation in this area was reflected in the myriad contributions received from respondents. However, there is a perceived level of ambiguity regarding how regulations could be interpreted and subsequently put into practice.

Part of this story is reporting. Improvement in reporting is an area that the APPG has looked at in detail, in an attempt to encourage people to make authorities aware of when unsafe work practices are being adopted. At present, a lack of empirical data prevents us from understanding the root causes of falls from height. This is compounded by a cultural obstacle when it comes to supporting people to report unsafe practices.

### Links with industry

During its evidence sessions, the APPG heard from CHIRP – the Aviation and Maritime Confidential Incident Reporting organisation. CHIRP's chief executive, Ian Dugmore, spoke of the importance of forging strong links with industry with a view to building trust and fostering a culture of good reporting.

The group currently receives around 1,500 confidential reports of unsafe practices a month, which in turn allows it to make recommendations to improve safety – something that it does via informal guidelines in an attempt to influence behaviours. Based on the success of programmes like this, the APPG has recommended that enhanced reporting be introduced across relevant industries. At a bare minimum, this will help to record the scale of a fall and specific circumstances.



## The All Party Parliamentary Group on Working at Height receives around 1,500 confidential reports of unsafe practices a month

Among other things, the APPG's report recommends the extension of a system similar to that of the Scottish Fatal Accident Inquiry (FAI) mechanism. FAIs are carried out in Scotland in a range of circumstances, including when a death occurs as a result of a work-related accident. Unlike criminal or civil court proceedings, FAIs seek not to apportion guilt but are thought of by many as a means of establishing the facts surrounding an individual's death. Information such as where and when a death took place and whether there were reasonable precautions that could have been taken to avoid a fatality, are collected. Having a similar UK-wide system would help shape and inform practices going forward.

The APPG's report, *Staying Alive: Preventing Serious Injury and Fatalities while Working at Height*, is not intended as a panacea for preventing accidents and falls at work. Rather, it is an initial part of a wider process to

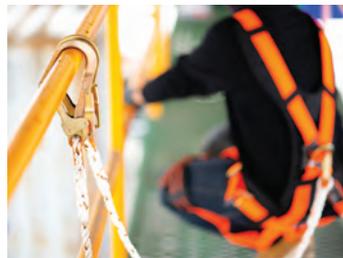
help strengthen and build on existing rules and guidelines to help both employees and employers.

It has been a real pleasure to be able to chair the All-Party Parliamentary Group on Working at Height since its inception.

From a personal perspective, it has been very humbling to hear testimonies from those whose lives have been impacted by falls from height, be it from families who have lost loved ones, or from individuals who have sustained life-altering injuries. It has validated my belief, and I'm sure that of many others, that more must be done to protect those who work at height, work that can be dangerous and often life-threatening if the right protections are not in place.

I am hopeful that the APPG on Working at Height's report will help to better inform ministers of what can and should be done to strengthen UK legislation and guidelines in this important area.

## Recommendations in full



- The introduction of enhanced reporting without an additional burden, through RIDDOR, which at a minimum, records the scale of a fall, the method of access used and the circumstances of the fall.
- The appointment of an independent body that allows confidential, enhanced and digital reporting of all near misses and accidents that do not qualify for RIDDOR reporting. The data collected by this independent body will be shared with government and industry to inform health and safety policy.
- The extension of the Working Well Together – Working Well at Height safety campaigns to industries outside of the construction sector.
- An equivalent system to Scotland's Fatal Accident Inquiry process extended to the rest of the UK.
- The creation of a digital technology strategy, to include a new tax relief for small, micro and sole traders, to enable them to invest in new technology.
- A major review of work at height culture. This should include an investigation into the suitability of legally binding financial penalties in health and safety, funds which could be used towards raising awareness and training, particularly in hard to reach sectors.

# IPAF launches global safety campaign

IPAF TO PRESENT 2019 GLOBAL SAFETY CAMPAIGN AT BAUMA



IPAF will officially launch its 2019 global safety campaign at the giant Bauma construction equipment showcase near Munich, Germany, 8-14 April 2019. This is an ideal opportunity to engage the European industry and promote safer use of MEWPs.

The IPAF stand is confirmed as 711 in C4 hall of the exhibition site and will offer a chance for delegates to review the updated IPAF MEWPs for Managers course, which is available for the first time as eLearning.

The stand will also feature a sophisticated MEWP simulator (pictured), to help showcase some of the recommendations of the recently published *IPAF eXtended Reality (XR) Strategy* document, including a demo of the IPAF PAL+ advanced operator course as an integrated simulator training package.

The IPAF 2019 safety campaign has been created to address the increase in accidents while operating a MEWP alongside or on roadways. This trend has been identified through IPAF's accident reporting project and is a significant cause of work at height accidents in Europe. Based on real-world incidents, the campaign will emphasise the need for good planning to reduce the danger of operating near pedestrians and traffic.

Tim Whiteman, CEO and MD of IPAF, comments: "The eyes of the world will be on Bauma, with upwards of half a million visitors expected across the week-long event, so it's a truly unique opportunity for IPAF to showcase the latest advances in its training programme and its safety and technical guidance.

"Visitors to the IPAF stand will also learn about the latest global safety campaign based on IPAF's most recent accident analysis. Beyond the campaign IPAF always aims to help managers plan for and supervise work at height, and for operators to use MEWPs safely and effectively. IPAF's safety and technical guidance is available in many languages and our staff are available to help with any queries."

**For more details about IPAF's global MEWP safety campaigns visit [www.ipaf.org/safe](http://www.ipaf.org/safe) and for more details about IPAF at Bauma 2019 and all upcoming event appearances see [www.ipaf.org/events](http://www.ipaf.org/events).**

## IPAF outlines pathways to become a qualified MEWP technician

Two clear routes to becoming a qualified MEWP service technician have been developed by IPAF. The new Service Engineer Roadmap identifies two routes, one aimed at giving those not from an engineering background the skills, knowledge and assurance to inspect, maintain and repair MEWP equipment, while the other is a formal apprenticeship resulting in IPAF Competent Assessed Persons (CAP) certification, and which could ultimately lead to chartered engineer status.

Both pathways are open to existing powered access employees and industry entrants of any age, and the Trailblazer apprenticeship will also attract Apprenticeship Levy funding over the full training period.

The new Roadmap forms an integral part of IPAF's drive to help powered access

companies identify, develop and retain staff. It is designed to help employers deliver career progression and upskilling to those seeking to fulfil specialist technician roles.

The pathways are broken down into modules that individually help upskill employees and collectively can lead to becoming a fully qualified engineer with IPAF CAP status, which in turn allow individuals to comply with requirements that "competent persons" plan, manage or carry out thorough inspections of MEWPs.

Tim Whiteman, CEO and managing director of IPAF, comments: "IPAF and our members identified a gap in the market in terms of dedicated pathways to become a certified MEWP technician, and a working group of IPAF's UK Country Council has been looking into this for some time.

"We have worked with IPAF member companies, internal and external training partners to recognise and develop these pathways and the resulting routes into becoming a MEWP service technician should be of interest to all rental and training companies. We anticipate the training modules and apprenticeship to be in very high demand."

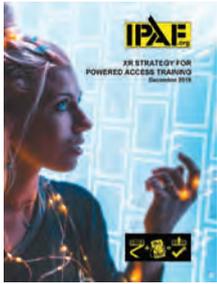
Richard Whiting, IPAF's UK general market manager, comments: "IPAF has worked hard to recognise training providers such as Training for Hire and TVH to assist in delivering a route to qualify as a MEWP service technician. For instance, those completing all six of TFH's Service Technician modules and recommended IPAF Operator and IPAF PDI training can register for a Level 2 Plant Maintenance NVQ.

"In setting out this clear 'roadmap' IPAF is aiming to satisfy this gap in the market for a training roadmap for service technicians in our industry. At the end of each step candidates will have the basic skills and understanding to carry out set tasks, from simple pre-delivery inspections to thorough examinations of MEWPs.

"The first modules are already taking place and IPAF members have special access and discounts on the price of training; IPAF companies who host a series of training modules will receive a free place for one of their own employees."

**Interested parties should get in touch via email to [Richard.Whiting@ipaf.org](mailto:Richard.Whiting@ipaf.org).**

## MEWP simulators 'should enhance but not replace' existing IPAF training



Technologies including virtual reality (VR) and mobile elevating work platform (MEWP) simulators will soon be enhancing operator training, though not likely to replace practical

testing in the foreseeable future, according to a comprehensive eXtended Reality (XR) strategy paper published by IPAF.

In 2018, IPAF led an industry-wide consultation into this exciting new technology and produced a detailed strategy paper based on the findings. IPAF members worked with IPAF to produce a policy document on how virtual reality systems can be effectively and safely harnessed to train MEWP operators. This led to a ground-breaking set of recommendations being implemented in 2019.

Tim Whiteman, CEO and MD of IPAF, comments: "The MEWP training sector is undergoing a virtual reality revolution, with MEWP simulators now so advanced that operators have been known to reach for an imaginary harness while operating them, or even asked to get off the simulator because they suffered vertigo or motion sickness!"

IPAF took a sophisticated MEWP simulator, developed by a member firm, to events including the IPAF Summit in Miami, US; Intermat in Paris, France; Vertical Days and Elevation in the UK; the IPAF Asia Conference in Kuala Lumpur, Malaysia; and the Euro Institut: Health & Safety Forum at the EU Parliament in Strasbourg, France.

IPAF also took the simulator to other events aimed at college-leavers, construction and health and safety officials, to broaden the base of engagement as widely as possible. All who tried the simulator, or who had tried different VR or simulator applications, were invited to respond via an online survey.

Whiteman adds: "The feedback IPAF received was phenomenal, and in the final months of 2018, IPAF staff drafted an eXtended reality strategy paper, setting out recommendations and objectives, and developing an implementation strategy."

IPAF has ruled out developing XR equipment or simulators itself, opting instead to develop a system under which it may review, approve and certify XR hardware and software that could be used to interface with IPAF's own training programme, in particular the IPAF PAL+ qualification, or play other key functions in delivering familiarisation and safety instruction relating to MEWP and MCWP use.

IPAF's paper states that XR can be applied to:

- complement IPAF's guidelines and advice for the safe use of powered access;
  - enhance learning for operators; and
  - enhance safety for operators.
- Furthermore, the paper proposes the following key recommendations:
- Simulators can be used to prepare candidates effectively for practical testing.
  - Augmented reality (AR) would enhance pre-use inspection of MEWPs and enrich theory and practical training.
  - Interactive 360 degree video can contextualise a range of hazards associated with MEWP use.
  - VR simulators could play a major role in refresher training and to test ongoing operator competency.

IPAF is now working closely with members and those developing XR hardware and software to implement its XR strategy, which will provide a framework for those seeking to apply or adopt the technology.

**For more information about IPAF's XR Strategy, visit [www.ipaf.org/XRstrategy](http://www.ipaf.org/XRstrategy).**



## IPAF secures free access to BSI standards for members

Online access to key British Standards Institute publications are available to IPAF members free of charge following an agreement brokered between the organisations.

Richard Whiting, IPAF's UK general market manager (pictured), and Paul Roddis, IPAF's training manager, negotiated the deal with the British Standards Institute, under which IPAF is able to offer read-only online access to 10 key standards to IPAF members logged in to the [www.ipaf.org](http://www.ipaf.org) website.

Whiting comments: "This will help UK members confidently provide their customers with the latest information on relevant UK standards and will also help IPAF Training Centres comply with audit requirements. We are pleased the BSI was able to work with IPAF to provide access to key standards online."

Roddis adds: "This agreement will save IPAF Training Centres a significant outlay to purchase the standards in full, and the agreement we have brokered with BSI comes in response to requests from our members, many of whom contributed to updates to the standards for MEWPs and MCWPs, which were published last autumn."



## Expo2020 will require PAL Cards, IPAF Middle East Convention told

Robert Munn, health and safety director of the huge Expo 2020 world fair construction project, has told the fourth IPAF Middle East Convention that “everyone using a MEWP at Expo 2020 Dubai must have a PAL Card from IPAF”.

The fourth edition of the event, held on 7 November at Dubai’s Meydan Hotel, proved the most popular yet, with around 220 delegates.

Tim Whiteman, CEO and MD of IPAF, adds: “In the Middle East, IPAF partners

with national and international health and safety bodies and major contractors to get the message out that properly trained and supervised operators using the correct equipment for the job is the safest way to conduct temporary work at height, so the news from Robert Munn that the Expo 2020 construction project will require valid PAL Cards for all such work is a resounding endorsement indeed.”

## New safety publication aids work at height rescue planning

A new safety document, *Rescue of Persons from MEWPs*, is now available. Published by the Strategic Forum Plant Safety Group (SFPSG), the 10-page publication provides guidance to put plans in place to rescue powered access users if they ever become stranded at height.

The new guidance document has been compiled by the SFPSG MEWPs Group which is chaired by the Construction Plant-hire Association (CPA) and administered and supported by IPAF.

Andrew Delahunt, technical and safety director at IPAF, says: “We now have a simple document to guide users and managers in

how to plan for rescue situations. Planning is critical to use a MEWP safely at height. By including rescue planning and the appropriate methods to recover personnel if necessary, this potentially life-saving action can be properly prepared for. We’d like to thank the contribution of the many experienced people who have provided input and identified the priority for safe rescue.”

**The *Rescue of Persons from MEWPs* publication is available for anyone to freely download from IPAF’s website at [www.ipaf.org/guidance](http://www.ipaf.org/guidance).**

## Latest Andy Access posters contain MCWP-specific advice



The latest selection of award-winning Andy Access posters has been released by IPAF, and employers are advised to download one poster a month and to make them part of their company’s ongoing safety messaging.

The latest messages include three for Mobile Elevating Work Platforms (MEWP) operations – Caution with Guardrails; Setting up on a Slope?; and Correct MEWP Selection – and for the first time there are also posters specifically for Mast-Climbing Work Platforms (MCWPs): Don’t Overload the Platform; and Do not Interfere with Ties.

The latest updates bolster IPAF’s popular series of safety posters designed for job-sites, rental depots and breakrooms, which in 2017 was recognised by the Royal Society for the Prevention of Accidents (RoSPA) in the UK.

Tim Whiteman, CEO of IPAF, says: “These posters are a simple way for employers and managers to get safety messages across. IPAF offers the posters free for anyone to download, so why not download a new poster every month? You can even add your company logo and make it part of your company’s wider safety campaign.”

**IPAF Andy Access posters and Toolbox Talks series are available free to download from [www.ipaf.org/AndyAccess](http://www.ipaf.org/AndyAccess) and [www.ipaf.org/resources](http://www.ipaf.org/resources). Find out more about IPAF’s ongoing global safety campaign at [www.ipaf.org/campaigns](http://www.ipaf.org/campaigns).**



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# IPAF launches updated MEWPs for Managers course in eLearning



IPAF has launched an evolved version of its globally recognised MEWPs for Managers training. The course is aimed at those who plan, supervise or manage temporary work at height using powered access and for the first time it will be available in eLearning.

Paul Roddis, training manager at IPAF, comments: “MEWPs for Managers has received a much-awaited upgrade and is also available as eLearning for the first time. This will make it very convenient for project

planners, site managers and supervisors to fit this essential training into their busy schedules.

“The updated course has been completely overhauled to make it easier to directly apply the learning in the real world. The redesigned course considers the whole process of MEWP management, from selecting the right machine, properly training the appropriate operators and providing the right protections, through securing the MEWPs to organising safe delivery and collection of the plant to and from work sites.

“The course now utilises interactive 360-degree graphics and virtual scenarios that contextualise specific hazards and requires candidates to put various pieces of risk assessment and technical and safety guidance together to identify and control identified risks. It is essential for all those planning powered access works, no matter how regularly or infrequently.”

The eLearning version of the IPAF MEWPs for Managers course enables candidates to undertake the tuition in convenient sections

and pass the online course at a time and place of their choosing, on compatible PCs and tablet devices. It utilises sophisticated facial recognition across the online training and evaluation session to ensure the candidate’s identity and to prevent any attempt to obtain the qualification fraudulently.

Tim Whiteman, CEO and MD of IPAF, comments: “IPAF is pleased to promote this superb iteration of a key plank of our training programme, available for the first time in eLearning. This represents a major evolution of the existing course and it will no doubt be of huge benefit to those who plan and oversee MEWP operations.”

IPAF’s MEWPs for Managers course is essential for managers, supervisors and those planning MEWP operations and has been recognised as a key qualification for managers at all levels by the UK HSE.

**To find an IPAF-approved Training Centre near you, please visit [www.ipaf.org/training](http://www.ipaf.org/training).**

## IPAF can now offer CSCS logo on PAL Cards in the UK

IPAF is now able to offer the CSCS logo on its internationally recognised PAL Card operator licence in the UK, in line with a requirement from Build UK stipulating that access to construction sites should be restricted to holders of accredited licences or competency cards.

Not every operator of MEWP equipment that holds a PAL Card requires access to construction sites, while others may already hold an associated trade or recognised CSCS partner card. However, in some instances operators or delivery drivers of MEWP equipment may be required to have the CSCS logo on their PAL Card to allow access to UK construction sites.

Giles Councill, IPAF’s director of operations, comments: “Following an agreement with the Construction Skills Certification Scheme, IPAF is pleased to announce that it is now possible to apply

the CSCS logo to PAL Cards issued in the UK, provided the holder has undertaken a CITB or other recognised Health, Safety and Environment test.

“Operators of MEWPs who are also members of a construction trade body that affords CSCS accreditation will not need a CSCS logo to be added to their PAL Card, and can instead use the other body’s ID card with CSCS logo to gain access to Build UK sites.

“MEWP delivery drivers, maintenance or MCWP installation engineers, onsite instructors or operators who need occasional access to UK Construction sites and who do not already hold another accreditation recognised under the CSCS partner scheme are advised to contact the training centre where their current PAL Card was issued.”

Candidates who are undergoing training or a refresher course with the goal of obtaining a new or updated PAL Card are

advised to enquire of their IPAF-accredited training centre as to how to obtain a PAL Card with the CSCS logo. Please note that the standard charge for issuing a replacement PAL Card will be applicable.

**Details of the requisite Health, Safety and Environment test required to obtain the CSCS logo are at [www.citb.co.uk/cards-testing](http://www.citb.co.uk/cards-testing).**



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BY BRAND SAFWAY

# 'It's evolve or die,' keynote speaker Don Kenny tells Europlatform



Adopting advanced technologies, embracing change, utilising and analysing big data and most importantly relying on a skilled and highly engaged and energised workforce to build a successful and sustainable business and to enhance safety in the powered access rental market, were the key messages at this year's Europlatform.

Hosted by IPAF in association with Access International magazine at the Europa Hotel in Belfast, Northern Ireland, the conference heard keynote speaker Don Kenny (pictured), CEO of Loxam Powered Access Division, say: "Change is the only constant, but are we making progress? It's evolve and survive or stagnate and die."

He challenged the record number of almost 150 attendees to consider "How do you work nationally, and deliver locally? Treat the customers differently, give them something they want", but added that innovation also has to fit the business model: "Those of us running powered access rental businesses cannot afford to be 'blue sky thinkers'. We have to run our businesses as they are today – but that doesn't mean we must resist change."

The theme was taken up by Brad Boehler, president of Skyjack, who talked about the challenge of "flatlining productivity" in construction, and how MEWP manufacturers can help redesign the work site to increase productivity and safety at the same time. Identifying technology trends that can help with this, he touched on the fact both Skyjack and IPAF now have MEWPs available as 3D BIM models. A deluge of data will drive enhanced and real-time tracking of stats such as utilisation rate, or alert equipment owners of overturns and near misses that may otherwise go unreported, he added.

On the importance of data and accident reporting, Andrew Delahunt, IPAF's technical and safety director, announced IPAF's latest Fatal Injury Rate (FIR) analysis for 2017. The number of fatalities rose from 66 in 2016 to 83 last year, owing in part to enhanced reporting of accidents and fatalities via IPAF's ongoing incident reporting project ([www.ipaf.org/en/resources/accident-database](http://www.ipaf.org/en/resources/accident-database)), and there were concerning aspects to the analysis, he said, not least when broken down by causes and geographical occurrence of MEWP accidents leading to fatalities.

The most common cause of deaths in 2017 was electrocutions, taking over from falls from the platform in 2016, and countries that saw a spike in the number of fatalities included Spain, France, Italy and the US.

The highlight of the afternoon session saw Julie Houston Smyth, director of Highway Plant Co and chair of the IPAF Irish Council, who shared her personal story of what life was like starting out as a woman in the powered access rental business in a family firm founded in Northern Ireland at the height of the Troubles.

**The date and location of the next edition of the event was also announced in Belfast, with Europlatform 2019 confirmed for 3 October in Nice, France. [www.europlatform.info](http://www.europlatform.info).**

## Dubé joins IPAF Technical & Safety



The International Powered Access Federation has announced a key appointment to its Technical & Safety Department.

Claude Dubé (pictured) is named as the organisation's new UK technical and safety manager, who joins IPAF's head office in Crooklands, Cumbria.

A Canadian who has lived in the UK for many years, Dubé is fluent in English and French and brings to IPAF a wealth of experience garnered across a career as an engineer for powered access equipment manufacturers in both North America and Europe. He reports to Andrew Delahunt, IPAF's director of technical and safety.

Delahunt says: "He brings invaluable expertise and knowhow to the business and will be a huge asset to IPAF and our members."

Tim Whiteman, CEO and MD of IPAF, adds: "We look forward to the valuable contributions he will surely make towards key priorities such as the 2019 IPAF Safety Campaign, important new technical and safety guidance, Andy Access safety posters and Toolbox Talks."

## Events

### Key events in the IPAF calendar 2019 include:

**6 March 2019 – IPAF Summit & IAPAs 2019**  
Radisson Blu Dubai Deira Creek Hotel,  
Dubai, UAE [www.iapa-summit.info](http://www.iapa-summit.info)

**8-14 April 2019 – Bauma 2019**  
Munich, Germany [www.bauma.de](http://www.bauma.de)

**15-16 May 2019 – Vertikal Days 2019**  
Donington Park, Castle Donington,  
Derby, UK <https://vertikaldays.net>

**3 October 2019 - Europlatform 2019**  
Hotel Le Negresco, Nice, France  
[www.europlatform.info](http://www.europlatform.info)

**27 November 2019 - Elevation 2019**  
DoubleTree by Hilton, Coventry  
[www.ipaf.org/elevation](http://www.ipaf.org/elevation)

For a full list of all upcoming IPAF events near you, please see [www.ipaf.org/events](http://www.ipaf.org/events).



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## IPAF TRAINING CENTRES (UK)

↘ 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](http://www.ipaf.org)

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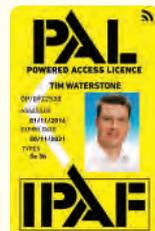
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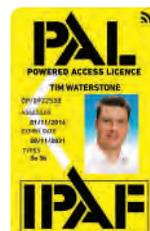
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www.indaccess.co.uk



## IPAF Sustaining Membership

IPAF announced a new kind of membership category in 2018, with two companies signing up to become the first ever Sustaining Members.

French-based global MEVP manufacturer **Haulotte** joined **BV Industrial Promotions International**, the company behind the APEX brand of global powered access events, as the first IPAF Sustaining Members.



The idea behind IPAF Sustaining Membership is that firms get a chance to support and sustain the work that IPAF does around the world to promote the safe and effective use of powered access; committing financially to assist IPAF and its staff achieve its long-term goals.

Tim Whiteman, CEO of IPAF, signed the new membership agreement with Stéphane Hubert, chief sales officer for Haulotte, at Europlatform in Belfast, Northern Ireland.

[www.ipaf.org/join](http://www.ipaf.org/join)



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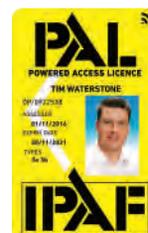
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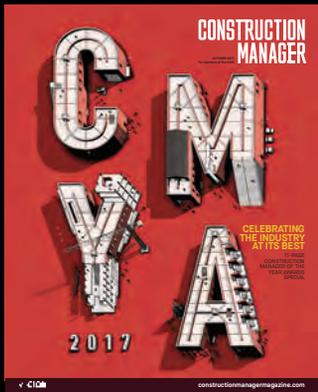
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↙ All IPAF member manufacturers, distributors, hirers, contractors and instructors undertake to abide by and observe the IPAF Code of Conduct. The Code of Conduct states, among other things, that a company shall not knowingly misrepresent facts, or mislead any customer or supplier, concerning any aspects of the goods and services it provides. It shall market only products and services that conform to specific industry standards relevant to its business. Members who wilfully breach the Code of Conduct may be expelled from IPAF. If your business partner is an IPAF member, you can be sure that they work to high standards of safety, quality and service.

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# ABOUT 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.



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**Certified IPAF PAL Card is proof of platform operator training to the highest standard.**

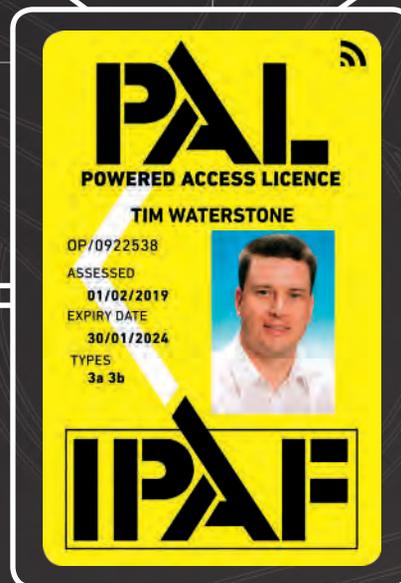
- ✓ Annually updated course content based on feedback from instructors and trainees

- ✓ Global database of all valid PAL Card holders

- ✓ Complies with legal requirements

- ✓ Training delivered by highly qualified instructors

- ✓ Focus on safety & efficiency



- ✓ Online verification of PAL Cards: [www.ipaf.org/checkpal](http://www.ipaf.org/checkpal)

- ✓ Over 30 years of industry experience

- ✓ Smart technology & fraud protected

- ✓ Comprehensive range of training courses

- ✓ Now able to carry the CSCS logo in the UK

- ✓ Courses available in multiple languages

- ✓ Used by manufacturers of equipment worldwide

- ✓ Reassurance: A valid PAL Card proves the holder has passed an approved and audited IPAF theory and practical test within the past five years

- ✓ Optimal instructor-to-candidate ratio

- ✓ Operator theory module can be taken remotely via eLearning

✓ **Safe.** ✓ **Audited.** ✓ **Internationally recognised.**

The IPAF Powered Access Licence or PAL Card is recognised worldwide across industries as proof of platform operator training to the highest standard. It is issued by the International Powered Access Federation (IPAF) to platform operators who successfully complete a training course and pass a test at an IPAF-approved training centre. Ask for the PAL Card as proof of operator training!

Certified by TÜV  
as conforming to  
ISO 18878



Find your nearest IPAF approved training centre at [www.ipaf.org](http://www.ipaf.org)

