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**IPAF**

# POWERED ACCESS

2020  
IPAF.ORG

**P.8**  
**POWERED ACCESS  
SETS THE SCENE FOR  
FILM AND TV WORK**



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## Nothing will distract us from our safety mission

It is my privilege as CEO and managing director of IPAF to introduce *Powered Access 2020*. When I took up post in December 2019, I was overwhelmed by the welcome and the support I received.

IPAF saw many changes in 2019, for instance all our UK hire company members now conform to the IPAF Rental+ minimum standards of safety and customer service. IPAF has worked closely with the likes of Build UK and the APPG inquiry into falls from height in the workplace, and bolstered our own worldwide incident reporting project with a new MEWP safety report published in the first quarter of the year.

And we continue to explore ways to enhance our operator and manager training through adopting new technology such as eLearning and virtual reality simulators, with very positive results.

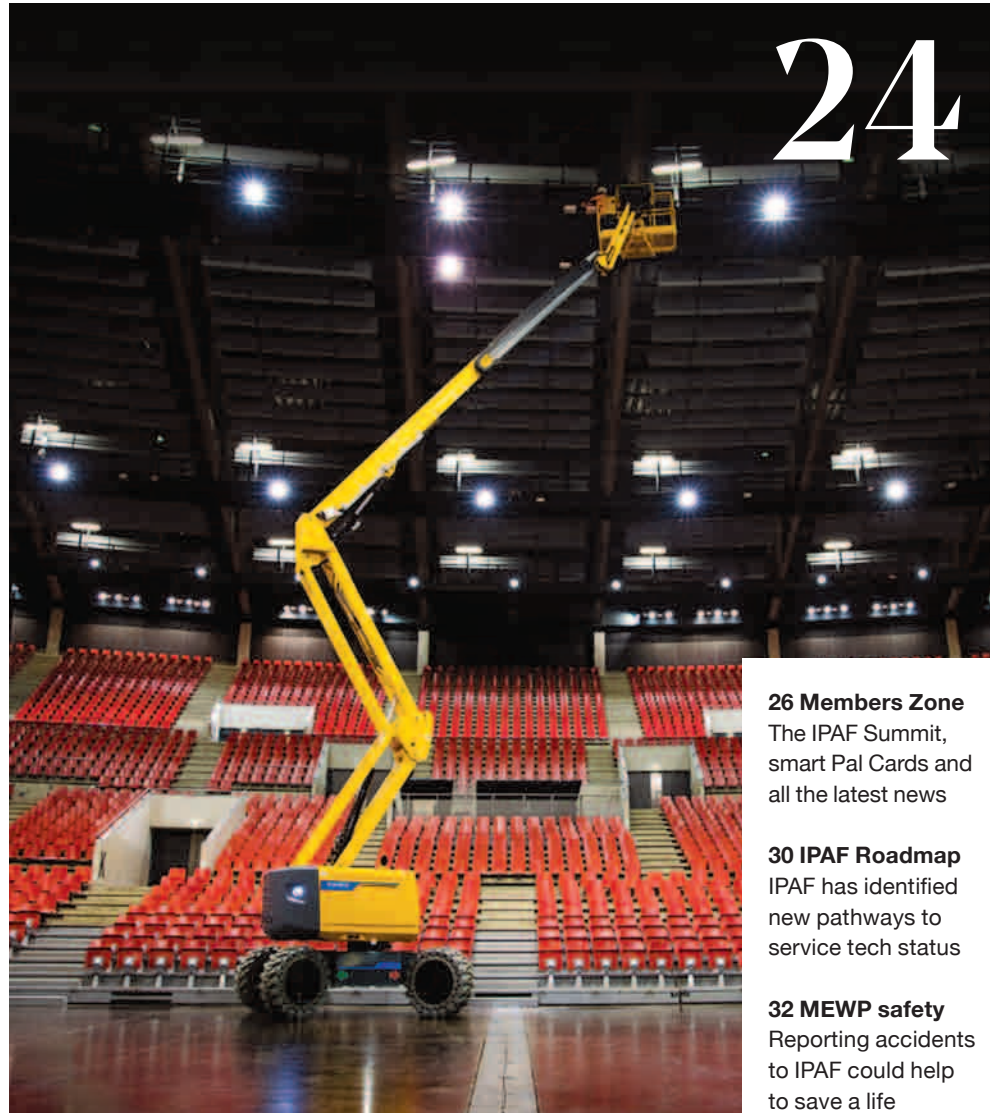
Nothing will distract from our safety mission, which is underpinned by quality training, technical and safety guidance and helping our members deliver great customer service. I look forward to helping steer the organisation forward and continuing the collaborative work to make our industry safer for everyone.

IPAF needs your expertise, your experience and your ideas. I hope that the articles in this magazine help inspire you and give you new perspectives on safety at height.



Peter Douglas, CEO & MD of IPAF  
www.ipaf.org

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# Levelling up on productivity

WORKING AT HEIGHT USING POWERED ACCESS AND A PROPERLY TRAINED OPERATOR ISN'T JUST SAFER THAN MORE TRADITIONAL ALTERNATIVES, IT CAN BRING SIGNIFICANT BENEFITS IN PRODUCTIVITY TOO.

**NEIL GERRARD REPORTS**

How many workers does it take to change a lightbulb? Contrary to what you might expect, this isn't the prelude to a corny punchline. Instead, it's key to demonstrating just how much more productive it can be to use powered access equipment than other work-at-height alternatives.

That's because there is more than one answer to the question depending on the tools you use, as manufacturer

Genie demonstrated recently when it undertook an exercise to show why it makes sense to specify a mobile elevating work platform (MEWP) on a jobsite rather than scaffolding.

When it came to lighting maintenance work (not necessarily changing a lightbulb but close enough for the sake of our drawn-out analogy), Genie found that it took four people a total of 49 minutes





MEWPs provide flexible and energy-efficient access, saving time and costs

to complete their task. The same task with a MEWP required just two workers, and they were all finished in 20 minutes.

This was no fluke. Genie performed a similar test with pillar painting work and found that scaffolding needed the involvement of four workers who took three hours and 32 minutes to complete their task, compared to two workers taking just two hours and 21 minutes on a MEWP. High wall surface cleaning work took four workers three hours and six minutes, whereas a MEWP saw the job finished by two workers in the significantly faster time of one hour and 43 minutes.

#### Faster and safer

The figures were no surprise to Steve Simmons, joint managing director of Star Platforms, which specialises in low-level platform, scissor lift and cherry picker hire. "As with most access platforms, the low-level access range of machines are safer, faster and more cost efficient than traditional scaffold towers, podium steps and ladders," he says. "Their compact form means they can get into the tightest of spaces and, being lightweight, they can also be taken into elevators, making them ideal for the construction and maintenance of multi-storey buildings such as office blocks."

Simmons points out that a low-level powered access machine is also ready to use immediately as soon as it is in position, whereas a traditional

aluminium scaffold tower requires several separate components to be carried into the work area, then erected and dismantled. Even once erected, workers find themselves climbing up and down them repeatedly to complete their task, taking up time, increasing labour and potentially increasing the levels of fatigue workers experience.

"With low-level access you simply get into the platform and elevate, which is much more time, cost and energy efficient," Simmons says. "Low-level access is also far safer, minimising the risk of trips and falls compared to climbing towers or using step ladders or podium steps. Also, components of tower scaffolds often get lost or stolen, leading to additional charges for rental customers, which is usually avoided with the use of low-level platforms."

#### Replacing scaffolding

Nationwide Platforms also points to similar inefficiencies when it comes to solutions such as scaffolding, as well as steps, ladders and alloy towers. Many buildings are now designed to be constructed and maintained to use powered access equipment where there is commercial pressure to reduce project length and cost is a significant factor. Although it isn't just in construction where they can make a significant difference to productivity – areas such as TV broadcasting and film (see p8), aviation, surveying, sign repair and installation, and industrial maintenance can all benefit too. >

## ↳ The engineer's part in productivity

↳ Belgian company TVH has two main strands to its business – selling parts and equipment for MEWPs and other machines, and a rental department with 4,500 machines in Belgium alone and an estimated 65,000 worldwide.

Those complementary arms give the firm's co-ordinator of technical trainings Stefan Beke an insight into another way to ensure that powered access equipment is as efficient as it can possibly be – maintenance and repair.

"IPAF is focused on operator training because we want people to be trained to use this kind of machine and then on the manufacturers' side of things, they want to make machines that are as dummy-proof as possible," says Beke. "But safety features can only operate correctly if they are checked, maintained and calibrated properly."

Nonetheless TVH noticed that when it sent engineers out to undertake repairs, dispatchers tended

to look geographically for the closest person. That resulted in a fair bit of rework, with the first engineer to visit often not being familiar with the machine in question.

This has led TVH to change its training, shifting from "open" theoretical-based training to much more practical training ending in theoretical and practical tests, combined with a new competency matrix of engineers to make sure that the right person has been sent to the right job.

Meanwhile, clever use of technology also plays a part. TVH uses GPS trackers not just to keep an eye on its machines' locations but also to monitor running hours of the engine or pump hours if it is an electric machine.

"We can avoid downtime with pre-hire and post-hire inspections and with the GPS we can see how much a machine has been operated and if maintenance is due we can endure that machine doesn't go out on hire," Beke adds.





Genie's Z60/37DC articulated boom lift in action

it, you require two people to reduce its height, move it, and then put it together again. Plus platform heights can only be set at certain levels, whereas powered access is infinitely variable. So powered access is much quicker," he explains.

But the capabilities of the machines themselves shouldn't be viewed in isolation, Roddis stresses. Core to using powered access productively – and above all safely – is ensuring that the operator is capable, and that's where good training is key. IPAF's standard operator training course conforms with ISO 18878 and beyond that there is its IPAF PAL+ course for advanced operators.

"IPAF PAL+ is designed for people who are working in more challenging and potentially more hazardous environments. Once people have practised and achieved what they need to achieve to pass this training, it makes them far more productive and far less likely to potentially collide with anything or put themselves at risk. It puts them in exactly the right position they need to be in in order to be able to work properly and get the most effective use out of what is the most efficient machine," he says.

There are interesting changes on the horizon that promise even greater productivity too. The manufacturing standard for MEWPs in Europe, EN 280, will soon see the introduction of a part 2 that deals with lifting devices. Potentially, this means that materials can be lifted using a powered access machine equipped with a lifting tool, as opposed to employing a second device to do this, as is currently the case.

Back to the setup for our non-joke about changing a lightbulb, perhaps the question should be "How many trained workers does it take?" Provided they are using powered access the punchline is that it need take only one.

## Work at height case studies

	Scissor lift		Scaffolding	
	Workers	Time to complete	Workers	Time to complete
High wall surface cleaning work	1-2	1 hr 43 mins	4	3 hrs 6 mins
Pillar painting work	1-2	2 hrs 21 mins	4	3 hrs 32 mins
Lighting maintenance work	1-2	20 mins	4	49 mins

Source: Genie

Nationwide recently developed a 'proof of concept' to replace traditional scaffolding with its selection of powered access equipment in conjunction with Balfour Beatty. National Grid undertook a site survey on a 15-storey building and found that various riser pipes needed to be replaced urgently. Normally, the project would have involved the use of scaffolding around the building but instead site manager Terence Mahoney chose a 70m truck mount supplied by Nationwide Platforms to perform the work.

The result, Mahoney says, was a £60,000 saving. "Plus it removed the need for fixed scaffolding, which would have caused damage to the building," he adds. "Essentially, using powered access helps us get the job done safely and quickly." The test led to powered access being used on a further 16 National Grid projects last year.

Contractor ISG, which specialises in building fitouts, has also undergone

its own conversion to the efficiency of powered access. It undertook a study on a project where it used traditional access equipment on one floor, and Pecolift low-level access platforms with a reach of up to 4.2m on another. The secure platform permits working in a full 360-degree range, while keeping both hands free. ISG discovered that the machines, although more expensive, were 20% faster and boosted productivity.

### The importance of good training

IPAF's training manager Paul Roddis, who previously worked as a training manager at HSS, has seen first-hand how much more labour-intensive scaffold towers can be as opposed to powered access.

"If you want to use an aluminium scaffold tower, it requires two people to build it and they have a maximum freestanding height of about 10m. Then if you want to move

Essentially, using powered access helps us get the job done safely and quickly

Terence Mahoney, Balfour Beatty



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# Lights, camera, access

BEHIND THE GLITZ AND GLAMOUR OF HIGH-PROFILE HOLLYWOOD FILMS AND HIT TV SERIES, THERE IS SERIOUS WORK TO BE DONE, MUCH OF IT AT HEIGHT. **NEIL GERRARD** DISCOVERS HOW POWERED ACCESS HELPS TO SET THE STAGE FOR SAFE AND EFFICIENT PRODUCTIONS



Some of the world's biggest film stars are known to be demanding. But you would perhaps expect powered access equipment hire firms to be untroubled by their requests. Normally that is almost certainly the case. But not so if, like Solihull-based Media Access Solutions (MAS), you are hiring out machines to major film and TV productions.

The company's operations director Neil Lawrence recalls how a big Hollywood star on a production where MAS's machines were being used refused to return to the set until all the powered access equipment was switched from diesel to either electric or hybrid.

"The star said they refused to work anywhere where there were any diesel machines because it made them cough and they couldn't breathe. So we swapped them all out and put electric and hybrid machines in," he says. Fortunately, MAS has a fleet of 25 hybrid Niftylift HR28 booms with a 19m outreach, so they were well equipped to deal with that particular

star's stipulations. But the incident also illustrates some of the unusual challenges hirers face in what is a significant subsector of the powered access market.

## **An important part of the cast**

Far from being confined just to the world of construction, boom lifts and scissor lifts have all sorts of uses on film and television productions, breaking down into three broad elements: their use in the construction of sets; their use as tools to enable the rigging of lights, drapes, green screens and other features on those sets; and their use as standalone lighting rigs, where large lights are attached directly to the machines themselves.

The advantage of powered access equipment is that it can be used for working at height quickly and efficiently. If, for example, machines are being used to keep lighting on an indoor set consistent throughout a day's filming, but the director isn't happy with the way

//  
**The star said they refused to work anywhere where there were any diesel machines because it made them cough and they couldn't breathe. So we swapped them all out and put electric and hybrid machines in**

Neil Lawrence, Media Access Solutions





Opposite top:  
Powered access  
Machines provide flexibility  
to film at height  
on location

Opposite bottom:  
Machines provide  
precision lighting  
for outdoor work

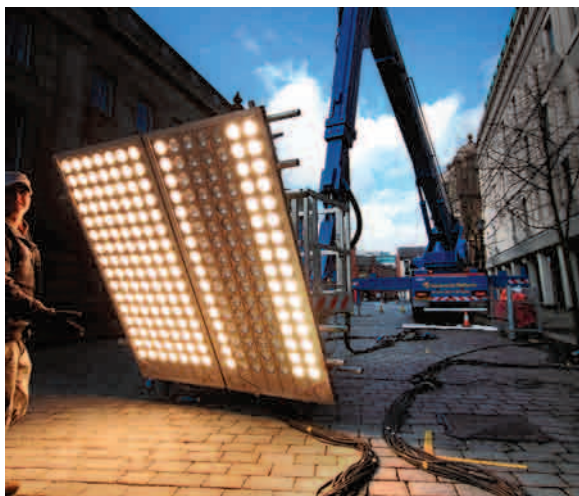
in which the lights are positioned, they can be moved up or down swiftly, or a cage can be turned, without disrupting schedules too much.

For its part, MAS, which has been a specialist supplier to the film and TV industry since 2014, has about 400 machines. Business has been going so well that late last year it bought 68 new JCB scissor lifts to add to the 27 it had already purchased in 2017, in addition to an extensive fleet of Niftylift boom lifts.

The machines are used extensively at Pinewood Studios as well as at Warner Brothers Studios at Leavesden in Hertfordshire, and MAS can boast to have played its own small role in movies and series like *Maleficent: Mistress of Evil*, *John Wick: Chapter 3 – Parabellum*, Netflix's *The Crown* and *Fantastic Beasts and Where to Find Them*. The company also has depots close to Shepperton, Elstree, Longcross,

Media City Manchester, BBC Glasgow and ITV Leeds.

It is by no means the only player in the sector. Paul Hollands, JMS Powered Access's film, TV and media specialist, is based in the company's office at Pinewood, where Disney has just taken a 10-year lease and booked out all 25 studios for its exclusive use. The company also supplies machines in studios and on location to TV dramas for the likes of Netflix, BBC, ITV, and at >



Above: A boom lift gives close access to work on set

major film production studios such as Warner Brothers and Shepperton, as well as at smaller facilities like 3 Mills Studios in Stratford and the Maidstone Studios in Kent where shows like *Take Me Out* and *The Chase* are made.

Hollands estimates that somewhere in the region of 50-70 of JMS's machines can end up being used on a single major production. "The riggers go in first, then the set construction guys, then the electrical riggers, so it goes in stages," he explains. "We have a new movie coming up where they want 34 machines over three days."

Another major player is Nationwide Platforms, which has seen its machines used not just by broadcasters and filmmakers but also to present some of the UK's largest live events, media productions and festivals such as the British F1 Grand Prix, Glastonbury, royal weddings and the Grand National.

Nationwide offers larger truck-mounted platforms capable of handling 'Wendy' lighting frames used in film production, as well as camera pods and high-capacity 600kg cages. Some machines in its fleet also have memory functions, which means that attached cameras or lights can be returned to precisely the same position they were in before, to make set-up easier. Its biggest machines have working heights up to 90m and its larger units can be supplied with 360-degree rotating camera cages that can continuously rotate around a centrally mounted camera pole with an integrated seat.

### The Albert certification shows any media, film and production company that we take steps to minimise our impact on the environment

John Tominay,  
AFI Group

#### Environmental credentials

In a development that would no doubt keep the hybrid-loving Hollywood star happy, Nationwide's fleet is now 60% non-diesel, so the machines are suitable for indoor and enclosed sets.

In fact, such are the environmentally friendly credentials of powered access machines in the sector that companies have been able to sign up to a BAFTA-governed consortium taking action on sustainability. Nationwide was the first powered access supplier to sign up to the scheme, named Albert, while AFI Group, whose own production credits include *The Romanoffs*, *War of the Worlds*, *Vera*, *Coronation Street* and *Emmerdale*, has just joined.

Productions using Albert-accredited suppliers can use the Albert Sustainable Production logo in their credits. AFI Group's media account manager John Tominay says: "The Albert certification proves our environmental credentials. The certification shows

any media, film and production company that we are environmentally aware and take steps to minimise our impact on the environment."

#### Safe scenes

It isn't just their speed and versatility that makes powered access popular in the sector, but the fact that with a properly trained operator, the machines are safe too. Hollands singles out the Skyjack SJ 9250 rough-terrain scissor lift, with a double-extending deck that gives 6m of working platform once both decks are out. "Three or four people can work on one of those very safely. Once it's up, it's not going anywhere," he asserts.

However, Lawrence acknowledges that scissors and booms are sometimes required for tasks that their designers may not have envisaged, which requires careful consideration. "The machines themselves were originally designed for people," he says. "We have already spoken to manufacturers to make >

## ↳ Powered access on Tour

↳ Wilson Access Truck Mounts, part of AFI Group, has provided close-up views of the Tour de Yorkshire cycle race for the team producing TV coverage for several years.

The production team hired the 20.7m articulated truck-mount over the four days of the race to film the cyclists crossing the finishing lines in Doncaster, Ilkley, Scarborough and Leeds.

The 10m horizontal outreach and reach height of 20.7m of the CTE ZED 21JH Nissan truck-mount was particularly important, as it allowed the cameraman to be positioned above the centre of the road to capture the cyclists as they crossed the finish lines.

The weight capacity of the basket was also an important consideration when specifying the machine – its 300kg safe



working load capacity is higher than other machines with similar reach heights and was sufficient to carry the cameraman and his equipment.

Wilson Access Hire provided a driver and operator on site throughout at each of the four locations.





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//  
**Daniel Craig and Danny DeVito were both very interested in what we do. The British film industry is booming now and over the next two to four years it is going to be incredible**

Paul Hollands,  
 JMS Powered Access

sure they're happy about what we can do with them. It does require a bit of thinking outside the box because strapping a 150kg light to the bottom of one is not what it is designed for, but the manufacturers send us all the data and we test the machines to make sure everything is as it should be."

The Health and Safety Executive (HSE), IPAF, a health and safety firm specialising in the media, and a group of hirers including MAS have also formed a group to start to produce a method statement for riggers, to give them better information on what machines can and cannot be used for, Lawrence adds.

### Celebrity spotting

As far as Lawrence's own experience of big productions is concerned, certain projects stand out – in particular *Star Wars: The Rise of Skywalker*, and the upcoming James Bond film *No Time To Die*, where MAS's black machines were on set for 14 months.

The job may involve rubbing shoulders with celebrities, but Lawrence and his colleagues need to maintain their composure: "When I did [James Bond movie] *Spectre*, I was based there for the whole time and you get Ralph Fiennes standing next to you, waiting to get a cup of tea. But you have to be a different person – it's not like you are seeing them in the street and getting a selfie with them, you have to be a bit more mature."

MAS is also invited to wrap parties but in general Lawrence says he is too busy to go, although in one or two cases wishes he had. "We got invited to the one for *Maleficent* and didn't go and then everyone sent us pictures of themselves with Angelina Jolie so we were a bit gutted we didn't go to that one," he says. "And she was single at the time," he adds, ruefully.

Hollands is well used to working alongside big Hollywood names too. He rattles off a list: Danny DeVito, Michelle Pfeiffer, Tom Hardy and Daniel Craig, to name just a few. "You go to production meetings and nine times out of ten the stars are there in the meetings. They want to know what is going on, what the schedule is, what is coming up," he says.

"I have not met one prima donna yet. They have all been really down-to-earth and have the time of day for you. Daniel Craig and Danny DeVito were both very interested in what we do. The British film industry is booming now and over the next two to four years it is going to be incredible. I absolutely love this job."

Scissor lifts can be used as standalone lighting rigs, allowing greater mobility and flexibility on set



## By order of the Peaky Blinders



Nationwide Platforms provided a range of access platforms specially adapted for use with lighting and filming equipment to hit BBC TV series *Peaky Blinders*. Across all four seasons, Nationwide Platforms supplied more than 100 access platforms for the production.

During season four, for example, 32 machines were supplied including a range of truck-mounted platforms, such as the Bronto S50 XDT-J, which were fitted with Wendy lighting frame attachments to provide artificial light on set. A Ruthmann T330 was also used to ensure steady and smooth filming at a range of heights.

Imogen Gay, production manager at Tiger Aspect

Productions, says: "Nationwide Platforms has worked with us on all four seasons of *Peaky Blinders*. Their 24/7 support ensures filming goes on unhindered, ensuring the production can meet its deadlines.

"Nationwide Platforms understands the TV and film production industry inside and out and supplies platforms with the specialist attachments necessary, such as rotating camera cages, fixed camera pods and lighting frames.

"The detailed survey by the dedicated Nationwide account manager, and the supply of fully trained IPAF operators, means we have the right equipment that is operated correctly, and safely, at all times."



# FAR-REACHING YET narrow

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EDWARD TAYLOR

# A clear view from the top

PETER DOUGLAS JOINED IPAF AS CHIEF EXECUTIVE AND MANAGING DIRECTOR IN LATE 2019. HE TELLS **NEIL GERRARD** WHY PROMOTING BETTER ACCIDENT REPORTING ACROSS ALL IPAF REGIONS WILL BE ONE OF HIS TOP PRIORITIES AS THE ORGANISATION CONTINUES TO MAKE WORKING AT HEIGHT SAFER

## What attracted you to the role of CEO of IPAF?

I have been involved with IPAF for a number of years, working on the UK hirers' committee and then the IPAF International Council. In 2012, I helped create the UK Council and was its inaugural chairman. And in 2013, I was asked to become a member of the board, a position I held until 2018.

The work I did for IPAF previously was as a volunteer member. I got a real buzz out of making a difference, even

on a part-time basis. When I heard about the CEO vacancy I thought if I was able to do that as a full-time job it would be perfect.

Some of the fast-emerging markets – China and South-East Asia especially at the moment – but also our most mature market, which is the US, fascinate me too. It's totally different to the UK from a standards and safety perspective. To try and make a difference and improve safety not just in the UK but across IPAF's footprint around the globe is a great opportunity.

## IPAF operates in about 70 countries. Do you see the opportunity for even more international expansion?

I think so. But what we've got to remember is we're working to a three-year plan. We've got budgetary constraints. It would be easy for me to get excited and try to put more flags in the map, but that's not my priority. My priority is to understand where we're at and to get my head around the IPAF three-year plan and deliver on that.

## What more can IPAF do to promote the culture of working at height safely?

My biggest achievement as a board member of IPAF was the accident reporting initiative. I was responsible for getting the UK to commit that as a condition of membership all rental companies have to report any accidents they know about involving powered access, whether it be their staff, customers or whoever involved.

We anonymise and aggregate all of that data and use it to change training courses if we feel there are lots of a certain type of accident, and it also informs our safety campaigns.

We have been perfecting this data since 2012, but maybe haven't done enough with it in terms of presenting it back to the industry to act upon. And while accident reporting is a condition of membership in the UK, disappointingly





Peter Douglas after renewing his PAL Card

no other countries or regions of IPAF have made it a condition of membership.

So I'm going to be pushing hard with my team to try to encourage other regions and countries to buy into this accident reporting project. If IPAF was going to take just one initiative in the short term, this has got to be it. Whatever we find in this data, whether through the fatalities, accidents or near-misses, we can use to inform all the work we do in the medium to long term.

### **You have said that you are in listening mode at the moment, but what other priorities do you have as CEO?**

We are already testing the capability of virtual reality (VR) to do operator training using simulators. Getting that to an IPAF-approved way of assessing and certifying training would be a massive step in terms of the technology.

We are keen on continuing to explore that and working with our members who have got these units, but also with the Health and Safety Executive (HSE) and Build UK on the possibilities. When the IPAF PAL+ advanced operator course was devised in the first place, the HSE and the Major Contractors Group (now called Build UK) were on the committee to design the training. So, it would have to be with their blessing that we gave the go-ahead to do this training using virtual reality as an integral part.

It's the next step using what is fantastic technology – even in the past year it has really progressed.

### **Can you see other ways in which IPAF will harness new technology?**

Absolutely. In 2019, we put MEWPS for Managers into an eLearning package for the first time. The other big thing that I want to get done in 2020 is to prioritise the introduction of the digital PAL Card via an IPAF operator's app.

Every operator will be able to use the app to manage a digital card, and ultimately we can do away with creating the plastic cards. That has a couple of advantages, not only in terms of the environmental benefits, but it also means you can add multiple end dates to different types or categories of training using digital cards.

The app also holds the potential to act as a digital logbook for operators to log their experience on machines. We give operators a paper logbook currently and the majority of them end up left in a drawer, and they are not usually kept up to date.

This will save paper and make it easier for people to log their experience as they are going along, which can in turn save them time when renewing their training as they might only need to take an assessment rather than sit the whole training course again if they can demonstrate sufficient logged time on the right categories of machines.

### **The environment is an issue that has risen up everyone's agenda in the past year. What action is IPAF taking?**

I am thinking about working with members to build a plan of what we can do to reduce the carbon emissions and improve the sustainability of our industry as a whole.

It is in the very early stages, but I want to think about what we can get our members to pledge and commit to. For example, when they're doing training, can they train using only battery-powered machines? Of course, people will only buy the machines that their customers are demanding

### **I'm going to be pushing hard with my team to encourage other regions and countries to buy into the accident reporting project**

Peter Douglas,  
IPAF

and that's partly the problem. So, we need to think about changing the mindset of our end-user customers.

### **Finally, how would you describe your management style? How do you plan to lead IPAF into the future?**

I have the advantage of knowing most of my direct reports and a lot of the staff because I have worked with IPAF over several years, so it's not like I'm completely new to the organisation and having to learn everyone's names.

I have been really clear with my team from the beginning that we will have a totally open culture, a fair and just culture. But I expect people to work hard and to get results for the members. It's our members' money we are working with, so it's about getting the job done effectively and efficiently. But I'm also a big believer that while we work hard and do everything we can to support our colleagues and our members, we can have some fun as well.

## **Peter Douglas CV**



Peter Douglas has vast experience in the powered access market, having worked for UK market leader Nationwide Platforms for 27 years.

He started there as a salesman in January 1992, working his way up through a series of management positions until he ended up running Nationwide's vehicle-mounted platforms division from 2001 until

2006. In 2006 he became Nationwide's commercial director and then in 2008 he was made northern managing director.

In 2009, he progressed to become UK operations director and continued to run the vehicle-mounted operations division and all central operations for Nationwide Platforms for nearly a decade.

In 2018, he undertook a career change to become managing director of HGV vehicle maintenance firm Pullman Fleet Services, part of the Wincanton Group, but jumped at the chance to take the helm at IPAF after former chief executive Tim Whiteman stood down last year.



## Climbing to the top of the property ladder

BROGAN GROUP'S METICULOUSLY PLANNED ACCESS SOLUTIONS, USING MAST CLIMBING WORK PLATFORMS AND HOISTS, ARE HELPING TO DELIVER A HUGE LUXURY LONDON HOUSING DEVELOPMENT SAFELY AND EFFICIENTLY



Brogan Group has supplied 58 MCWPs to Royal Warwick Square

Housing developments don't come much more prestigious than the £360m Royal Warwick Square in Kensington, where St Edward Homes (part of the Berkeley Group) is creating 375 luxury apartments.

But the prime central London location hasn't been without its challenges. Bordered on its west side by Network Rail track, and generally constrained due to the urban environment it sits in, St Edward Homes needed intelligent, flexible access systems to maximise the safety and efficiency of the construction project.

Fortunately, specialist access and scaffolding contractor Brogan Group's design team has been involved early in the process and came up with a mix of mast-climbing work platforms (MCWPs), hoists and scaffold access solutions.

It's a project on a grand scale. Brogan has been contracted to supply 58 MCWPs, and a number of single and twin passenger/goods hoists over four blocks. It has been complex too, especially as far as the MCWP scheme is concerned, with machines based off gantries or propped over existing vehicle ramps and access routes.

Brogan Group's contracts manager explained: "It's a tight site. The back elevation on two of the blocks near the railway line were quite tricky. The building sits approximately 2.5m away from the railway fence. The MCWPs were built and delivered to site pre-erected and craned in."

MCWPs, hoists and scaffold access were utilised for the scheme

At the front of the site, some of the blocks are also very close to the main road and pavement, which has also required meticulous planning when it came to installing the MCWPs – which are a mix of single and twin 2 tonne machines, reaching a height of up to 28m.

Alan Hickey, St Edwards project manager, commented: "To date Brogan has successfully installed, handed over and thoroughly examined 41 of the MCWPs, two single hoists and a twin hoist, all fully functional and fully operational. Their site team put the bacon, lettuce and tomato into a BLT and are a credit to Brogan."

There has been a lot of careful design work, in particular on block J where Brogan Group has a big twin-mast climber that had to bridge over the void and the slab for the tower crane, so once again the machine was built off site and craned into position less than 0.5m away from another tower crane.

Brogan Group has been asked to install MCWPs on two new blocks where scaffolding was originally specified. That's thanks to the machines' ability to allow multiple trades on site to work on numerous locations simultaneously, helping to keep the programme of works on schedule. The machines can also be erected and dismantled rapidly, which allows the client to proceed with surrounding works unhindered.

When it is complete, the development will boast a 24-hour concierge, a private cinema room and a leisure suite containing a gym and fitness studio with a personal trainer, a swimming pool and a vitality pool. In addition to this, it will have a sauna and steam room.

Royal Warwick Square is a milestone in the larger Warwick Road masterplan. The regeneration plan involves the creation of more than 1,000 homes, a new school and landscaping across 2.8ha of Kensington and Chelsea.





Rapid Platforms' Niftylift HR21 was able to reach the VC10's tailplane

## Reach for the skies

HR21 USE TAKES OFF AT DUXFORD

The Vickers VC10, a British-built commercial aircraft that operated from the 1960s to the 1980s, may no longer take to the skies, but an example of the aircraft at the Imperial War Museum in Duxford still needs the odd bit of maintenance.

But the tallest aircraft in the British Airliner Collection at the museum, located near Stansted Airport, presented museum workers with a problem when its tailplane needed attention. That was because none of the Duxford Aviation Society's own powered access equipment could reach high enough.

The society called Rapid Platforms, part of the AFI Group, to survey the aircraft ahead of the required refurbishment work. The team from Rapid recommended a hybrid Niftylift HR21 for the work – a versatile, easy-to-use self-propelled cherry picker.

The Niftylift HR21 will lift two people and their tools to a working

height of 20.8m or a working outreach of 13m. It offers 160 degrees of cage rotation and a 150-degree fly-boom allows precise positioning anywhere in its working envelope. It recharges the batteries without a mains power source, giving a 'fast-charge' whenever the machine is idle and the engine running and an electric-only mode allows zero-emission operation, making it suitable for indoor use, or for quiet, clean operation.

Peter Archer, chairman of Duxford Aviation Society, said: "Because they know the Duxford site and the area, Rapid Platforms was able to recommend the Niftylift MEWP. Our engineers used the machine so that they could get over and around the tailplane of the VC10, to work on that particular part of the aircraft. We were very happy with the versatility of the machine, which was on site for about a week."

## No service? No problem

NATIONWIDE'S ANTENNA SOLUTION

When a telecoms antenna failed, a major telecoms provider needed to inspect and replace it at height quickly to keep its network at full strength.

Nationwide Platforms was called upon to supply a truck-mounted platform along with its SkyTel antenna handling device, to enable the contractor to carry out the works.

The work also involved removing a large 2m protective shroud on the installation, which in turn involved

devising a safe method of handling the shroud and antenna.

To make the project more challenging, the antenna was located beside a busy road, so consideration needed to be given to keeping pedestrians, cyclists and other road users safe.

After a site survey, the contractor chose one of Nationwide's T22GSH truck-mounted platforms. Offering a 22m working height and a platform capacity of 280kg, the machine had

enough capacity for two people in the basket, plus the SkyTel antenna handling device, to handle the shroud and replace the defective antenna.

The truck mount was set up on the road and operated across the pavement and over a section of private parking, with a traffic and pedestrian management zone set up to ensure a safe working area and exclusion zone. Two sets of temporary lights were installed to manage the lane closure and pedestrian crossing, while the bus stop opposite was coned off and a temporary bus stop set up a short distance along the road.

As well as providing an experienced operator to manage and control the safe setup of the operation, Nationwide Platforms handled all the relevant council permits and notices, leaving the engineers free to concentrate on their work, while the use of the machine greatly reduced the risks of manual handling and dropped objects.

Nationwide Platforms' SkyTel antenna handling device was used beside a busy road





## Branching out

ACCESS FIRM JMS WORKED CLOSELY WITH TREE SURGEONS TO DETERMINE A PRECISION ACCESS SOLUTION FOR A COMPLEX URBAN TREE-FELLING PROJECT

When local authorities discovered that a 120-year-old black poplar tree in London's Islington was diseased and dangerously unstable, they realised it would need to be felled quickly and safely.

The pollarded hybrid black poplar was much loved by residents but ultrasound tests showed that it was 50% diseased. A team of tree surgeons from Gristwood & Toms was brought in to deal with the tree and decided that they would need to use a mobile crane in conjunction with a boom lift.

They contacted access firm JMS, which provided advice on the best machine to use, which was determined to be a Teupen Leo 36T spider boom.

Jim Mead, area manager for Gristwood & Toms, said: "Initially, we were going to use a self-propelled boom, but we found the camber in the road meant we would not achieve a level set-up.

"JMS recommended the Teupen Leo 36T spider lift because its compactness



The Teupen Leo 36T spider platform was compact enough to be placed in front of the mobile crane

meant we could operate it how we needed to, close to the crane and a safe distance from the tree.

"The Teupen Leo turned out to be an excellent choice. It provided very good stability and articulation, and plenty of basket room and capacity for our operatives to work safely on the tree."

Because the road had to be closed, the tree surgeons wanted to complete the work quickly and brought the tree down in just one day. Felling such a large tree by climbing, instead of using a platform, would have taken up to three times as long, Mead estimates.

The Teupen Leo spider platform, which has a maximum working height of 35.5m, a maximum outreach of 15.6m and a platform capacity of 200kg, was compact enough to be placed in front of the mobile crane – the ideal location to ensure the machines could be operated together outside the tree's footprint during the felling process.

JMS managing director Mark Jackson said: "For such a compact spider lift, the Teupen Leo 36T provides outstanding working height and reach, a combination that proved essential with this tree-felling project.

"This project demonstrates that sometimes a very specific platform is needed. Insights gained from listening closely to clients, like Gristwood & Toms, continuously inform our investment plans so we have safest and most productive platforms ready for hire, whatever the task."

## Chelsea's Holocaust memorial

MANITOU BOOM ENABLES ARTIST TO PAINT MURAL AT CLUB'S WEST STAND

In January 2020, to mark Holocaust Remembrance Day, Israeli-British street artist Solomon Souza painted a commemorative mural of Jewish football players and British prisoners of war (POWs) who were sent to Nazi camps, at Chelsea FC's Stamford Bridge stadium.

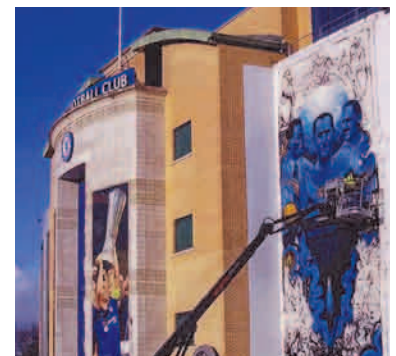
The artwork, funded by Chelsea's owner Roman Abramovich, was displayed on a wall outside the stadium's west stand.

To paint the huge mural safely and to be able to reach every part of its 12x7m expanse, Souza used one of hire firm GTAccess's new Manitou 200ATJ booms.

The machine, which is one of 55 new Manitou booms added to the hirer's fleet recently, was chosen to offer Souza a secure, stable platform from which to complete his work.

GTAccess now has in excess of 2,000 platforms operating from eight depots in the Midlands, south east and Wales.

Solomon Souza uses the platform from GTAccess to complete the artwork





# Working at Height

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The Skyjack SJ46AJs have a working height of 16.25m and an outreach of 8.38m

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**The Skyjack SJ46AJ was ideal for this task, providing the height and outreach the job required, but also able to navigate around the grounds, including over the gravel pathway, without any issues**

Steve Simmons,  
 Star Platforms

## To the manor borne

ARTICULATED BOOMS FROM SKYJACK PROVED TO BE JUST THE VERSATILE POWERED ACCESS SOLUTION NEEDED FOR REFURBISHMENT WORKS AT STATELY HOME TYRINGHAM HALL

Like all stately homes, the Grade I-listed Tyringham Hall in Buckinghamshire requires regular maintenance and refurbishment to keep it looking as glorious as it did when it was built in 1797.

Designed and built by Sir John Soane and sitting in 25ha of land, with gardens designed by Sir Edwin Lutyens, the 10-bedroom, nine-bathroom property is of considerable size.

That meant that the contractors working on the refurbishment project needed a solution that allowed them to reach the outside fascias and windows reaching as high as the third floor. They also needed to be able to navigate around the landscaping and period walls along the bottom of the property.

Fortunately, Star Platforms' two Skyjack SJ46AJ articulated booms were up to the task. The machines, which have an articulated jib (hence the 'AJ' in their model number) provided the up-and-over capability the workers required to fulfil the necessary tasks on

the Georgian mansion. With a working height of 16.25m and an outreach of 8.38m, the maintenance team was able to reach all the areas they needed to, including the third floor.

The diesel machine had the added benefit of being suitable for use on rough terrain, which was required to be fully drivable on the gravel around the building.

The owner of Tyringham Hall said: "We have worked with Star Platforms for a number of years and are always impressed with the machines they provide. Our maintenance team receive a familiarisation when the cherry pickers are dropped off and can complete their work quickly without risking damage to the building, which is essential with a Grade I-listed property. The Skyjack 46AJs were perfect for the job."

Steve Simmons, managing director of Star Platforms, added: "We were only too happy to help them on this project and provide machines to such a stunning property. The Skyjack SJ46AJ was ideal for this task, providing them the height and outreach the job required but also, being a diesel machine, was able to navigate around the grounds including over the gravel pathway without any issues."

A relatively young company, Star Platforms was launched in 2014 and already offers UK-wide powered access hire, including scissor lifts and low-level platforms from its head office near Luton in Bedfordshire.



The machines can complete the work quickly without risking damage to the Grade I property



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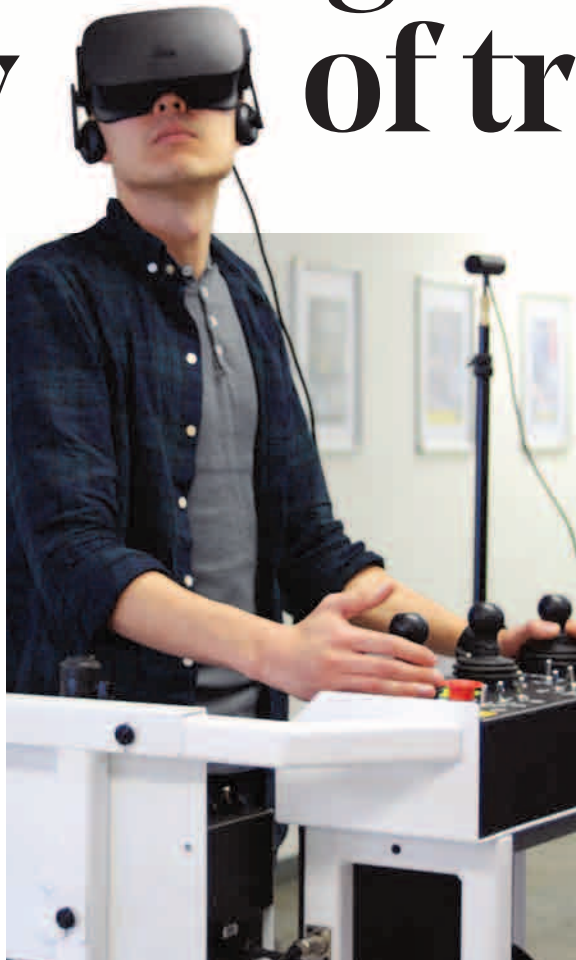
# The exciting new reality of training

ADVANCES IN VIRTUAL REALITY (VR) TECHNOLOGY ARE OPENING UP NEW POSSIBILITIES IN THE WORLD OF POWERED ACCESS TRAINING. **NEIL GERRARD** EXAMINES THE LATEST DEVELOPMENTS

For so long it seemed like something confined to the realm of science fiction, but virtual reality (VR) technology finally looks like it has made the jump to everyday life.

With it comes a host of possibilities and potential advantages, not least in the world of powered access training. Combining headsets that immerse users in a remarkably true-to-life 3D environment with a control panel that accurately reflects the layouts that can be found on real-life boom and scissor lifts, and platforms that tilt and vibrate in response to users' inputs, simulators now offer a high degree of realism.

That allows would-be operatives to familiarise themselves with machines in a safe, consequence-free environment before they take on the real thing. It also means that it's possible to undertake training in many more places without the requirement for the presence of real-life machinery and the space needed to use it. Meanwhile, advanced software



can also track all sorts of metrics that inform training, such as driver behaviour and view direction.

But any training conducted using VR still needs to be as rigorous and comprehensive as it would be in a real-world environment. So what is being done to harness the potential of VR in powered access training while still maintaining the high standards the industry has come to expect?

In 2018, Nationwide Platforms became the first company in the UK

to use the technology in its advanced mobile elevating work platform (MEWP) training, after working with Canadian software house Serious Labs to develop training courses for boom lifts and scissor lifts. It devised four courses offering an introduction to powered access, an operator mid-term assessment for IPAF PAL Card holders, an operator skills assessment for experienced IPAF PAL Card holders, and a risk awareness workshop.

By September 2019, the company announced that it would deliver IPAF PAL+ advanced operator training in virtual reality, in collaboration with IPAF as part of an industry-wide consultation and development programme.

The controlled trials ran over a two-month period and IPAF is currently examining the results and assessing if PAL+ VR training should be rolled out globally. In the early stages, however, Andrew Pinkham, training operations manager at Nationwide Platforms, was impressed with the results. "With our investment in three specialised VR machines, the benefit to our customers is that we can now offer 'high-risk' training in a controlled, safe, virtual environment," he says.

"Our experienced trainers all agree that due to the standardised conditions of a virtual reality test environment – such as the ground conditions and rigging configuration – the VR IPAF PAL+ course is as good as doing the training on a real machine," he adds.

VR headsets can simulate a realistic 3D environment along with the controls found on real-life machines





IPAF PAL+ VR training simulates conditions on site

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### The VR simulator gives working at height training a wow factor that really engages trainee operatives and makes them want to learn

Darren Verschuren,  
ALS Safety

A-Plant's Plantfinder division is another company to have taken part in the IPAF PAL+ VR trial, using a machine at its Kilmarnock depot. Tony Warren, training manager for Plantfinder, was similarly impressed: "Simulator training is not only engaging for the modern-day workforce, it's also cost-effective and safe. This solution will provide operatives with enhanced training capabilities that will inevitably decrease accidents and fatalities on site," he says.

Meanwhile hire firm Riwal and its UK safety training division ALS Safety has also been working with Serious Labs to develop a VR training platform and has previously supplied one of its machines to IPAF to assist in its efforts to find out what people's opinions are of training using VR simulators. Since April 2019, it has also offered VR simulators for hire to UK customers to enhance their working at height training programmes.

Darren Verschuren, managing director of ALS Safety, says: "When fitted with VR goggles, operators feel as though they are training at actual worksites from the safety of the VR simulator. It gives working at height training a wow factor that really engages trainee operatives and makes them want to learn."

Speaking about the virtual reality PAL+ trial, IPAF's training manager Paul Roddis says that candidates tend to feel that training is slightly more challenging in VR than in real life.

"We can put people into hazardous positions in VR training that we couldn't put them in in real life," Roddis explains. "So when they pass the test, they will have demonstrated all of the skills they require to be efficient, effective, skilled, controlled and therefore the most productive."

Roddis sees VR training as a key learning tool for the future – and, following the trial, IPAF is considering developing a digital version of the PAL+ theory module and simulated pre-use inspection – but he stresses that IPAF is keen to understand how it can be used alongside traditional methods. "We want VR to complement our existing methods, not to replace them," he says.

It is also important for people to get over their perception that VR is something of a toy or a game, he adds. "The tools have evolved and will continue to do so. We have to be involved in their use, the direction that they take and how they operate."

Among the advancements Roddis would like to see is the ability to simulate an environment where operatives can not only spot hazards but control them in the way that you would in real life. "That is challenging because, of course, you would need to be able to walk. So how would we simulate that? At the moment, you zoom over to objects. I would prefer things to be a bit more lifelike."

He adds: "Similarly, when it comes to inspecting machines, I would like to be able to see a machine as though it is a real machine, feel like I am opening things

and solving problems. That all relies on haptic technology. I think it's possible. It's incredibly challenging, but there are some very clever people out there."

Is there a risk, however, that as the use of VR increases, it means people are less well prepared for the real world? Roddis doesn't think there should necessarily be a limit to its use, but is in favour of setting certain parameters when it comes to training.

"For example, a person cannot be tested on a simulator until they have already passed an operator test on a real machine in real life. You still can't simulate boom flex and the wind and other things like that. But they are a great tool for learning, practising and honing skills prior to being tested on a real machine. After that, it is very useful for putting more advanced operators in challenging high-risk environments and on refresher training because we know they have already been tested on a real MEWP."

## ∨ The future of VR powered access training

∨ The potential of VR powered access training is "limitless", according to Summer Scott, director of marketing at Serious Labs.

She sees greater realism and greater interaction in the future and says that the company is already enhancing its MEWP simulator with new modules, as well as new ways to measure workers through efficiency, proficiency and safety.

"Data is extremely important, so we want to focus on adding that quantifiable level to our competency checks while working with

certification bodies to add a layer of certification and recertification in terms of safety," she says.

Serious Labs is also adding more industries and more advanced layers to the product. When it comes to airlines, for example, Serious Labs is developing simulators that allow people to learn how to work around parabolic structures.

It also has simulators of other machine types in the pipeline, although Scott would not be drawn on precisely what sort of machines will be added at this stage.

# Clearing the air

LONDON ALREADY HAS ONE, AND NOW A HOST OF OTHER UK CITIES HAVE PLANS IN PLACE TO INTRODUCE LOW EMISSION ZONES. HOW WELL PREPARED IS THE POWERED ACCESS MARKET TO MEET NEW RESTRICTIONS ON CARBON EMISSIONS AND AIR QUALITY STANDARDS? **NEIL GERRARD** REPORTS



The issue of sustainability – both in terms of air quality and carbon emissions – has moved centre stage like never before. As the world wakes up to the threat of climate change and city authorities realise that they need to do more to protect their inhabitants from potentially hazardous levels of pollutants in the air, so a raft of new targets and standards is being introduced.

In the UK, aside from a government commitment to achieve net zero carbon

emissions by 2050, the list of individual towns and cities setting their own limits is growing rapidly: London already has an ultra-low emission zone (ULEZ) in place as of last year, and it is due to be expanded in 2021; Birmingham, whose city council has proposed to make it carbon neutral by 2030, hit the headlines when it announced plans to ban cars from making trips through its centre; and Aberdeen, Bath, Bristol, Dundee, Edinburgh, Newcastle and Portsmouth,

to name just a few, have plans for some sort of clean air zone or low emission zone in the near future. Meanwhile non-road mobile machinery (NRMM) is seeing Stage V standards for diesel engines phased in under EU regulations, with full enforcement from 2021.

But already certain manufacturers have been moving to get themselves ahead of the curve. Niftylift introduced its first hybrid machines more than 10 years ago for its bigger, self-propelled machines. This year will see all of its hybrid machines move to its second-generation hybrid technology. The second generation promises better battery management so that batteries are strained less and last longer, as well as introducing greater efficiency.

While its 21m and 28m self-propelled boom lifts are already using this technology, its 15m and 17m narrow and 4x4 machines will move to become second generation hybrids this year. It means that all of the machines are compliant with Stage V standards thanks to their smaller diesel engines.

The company's marketing manager Simon Maher sees the sharpened focus on emissions among government, councils and the public as a vindication of its strategy. "The demand for hybrids has been core to our success since the 2008 crash," he says. "We differentiated ourselves and delivered machines that outperformed in the areas of safety and the environment and there are lots of rental companies that are now switching on to hybrids. It means the machine can work anywhere, there's

Above: Haulotte Pulseo electric articulating boom  
Right: Stéphane Hubert, Haulotte's chief sales officer, at Europlatform





Niftylift's HR21 hybrid 4x4 is moving to its second generation technology in 2020

no environmental restriction they can't meet, and it is efficient."

The next "logical step" as far as Maher is concerned, is all-electric machines. "With all of the ultra-low emission zones being introduced, although our hybrids will work in those areas, it makes sense to start introducing electric machines," he says.

"The barrier for electrically powered machines is the duty cycle," he admits. "It's the same with cars – you are worried how far you can go with them." But Niftylift claims that its machines powered by its all-electric drive motors have reached a level of efficiency that means they can now do 70 standard duty cycles (SDCs) between charges, as compared to an industry standard of 16, meaning that they can run for up to four days between charges.

"I would say there is still demand for straightforward diesel-powered machines, particularly on some construction tasks where machines are outside all day, but ultimately if our electric drives prove themselves and your machine can run for two or three days on battery, why would you worry about a diesel engine at all?" he asks.

Having electric machines capable of meeting the demands placed on them by operators is a key concern for Graham Edgell, group procurement director at construction firm Morgan Sindall.

"With the drive to Stage V engines for construction plant and equipment and the clean air zones and the ultra-low

emissions zones being planned for about 40 towns and cities in the UK, we have been trying to future-proof our business. We have got 500 construction projects throughout the UK, which would be greatly affected, but another drive for us is our overall climate strategy – we have science-based targets to hit," he explains.

The company, whose fleet of construction equipment is already two-thirds hybrid, is keen to use electrically powered machines where it can, but it can't do so at any cost. "The sector is always under pressure for cost. And therefore if someone gives us an electric vehicle with a charge that only lasts for a short time even when it is unladen, then it doesn't work for us. So we have to work with companies who are prepared to think outside the box," he says.

He points out practicalities to consider when using all-electric machines. "You have got to get the right charging points and consistency of charging points that work with a particular machine. We are already trialling battery banks on our projects and different charging points but it is a difficult issue."

Nonetheless, he is hopeful for the future: "I think there is a general groundswell that progress is coming and people are working hard. What Morgan Sindall is prepared to do is to provide a gateway for them to try. And our industry is normally dreadful for that – people say we'll do it when it works. We're a bit more open than that and prepared to assist with the cost and try it and use it and then share it with the supply chain. That helps, especially with powered access when you get different solutions on the same site depending on the subcontractor and the main contractor. You need to start to think ahead and plan to use hybrids or battery-powered machines and then provide the facilities to make it work."

Another manufacturer of powered access equipment that is well advanced when it comes to electrically powered

## Ultimately, if your machine can run for two or three days on battery, why would you worry about a diesel engine at all?

Simon Maher,  
Niftylift

machines is Haulotte. The company already has a range of electric scissor lifts, articulating booms, vertical masts and push-arounds for slab surfaces that make up 70% of its sales. In 2018, it added to its range with the HA20 LE, its first electric all-terrain machine, part of the new Pulseo generation.

"Cities across the globe must rise to the same challenge: to tackle air pollution, fight global warming and offer their citizens the best possible living conditions. These constraints led to the development of environmentally friendly alternative energies," says Stéphane Hubert, chief sales officer for Haulotte. He points out that as well as being able to meet tightening emissions standards, the machines offer low energy costs and less noise pollution.

He adds: "We are seeing more and more low emissions zones appear, with more than 200 major cities in the world already prohibiting the use of polluting or noisy equipment. The future belongs to zero-emission vehicles."

## Security tags help identify machines' emissions category

A new scheme from the Construction Equipment Association (CEA) offers an easy way to confirm the emissions category of construction equipment.

Hitachi and JCB have both signed up to the CESAR emissions compliance verification (ECV) programme, which is a bolt-on to the existing CESAR security system.

The scheme uses colour-coded labels with a unique alphanumeric code linked securely to a machine's unique CESAR identity.

Rob Oliver, chief executive of the CEA, said: "Today there is an urgent demand for quick identification of the certified emission levels of machines and in developing ECV we have had some great input from the industry as well as HS2, the Energy Savings Trust and London boroughs.

"The ECV's easy-to-see-and-scan visual label reduces the workload for construction site managers and local authorities alike."



# All valid PAL Cards worldwide are now 'smart' cards

All valid Powered Access Licence (PAL) Cards issued by IPAF to MEWP, MCWP, lift and hoist operators in circulation are now 'smart' cards, as since 2015 all cards issued by the processing team at IPAF's head office in Cumbria have been smart-capable.

The use of smart technology was mandated by IPAF from 1 January 2015 to help prevent fraud, misuse and to interact with security, telematics or tracking systems on machines. IPAF operator training must be refreshed or renewed at least every five years, which means there are no older-type PAL Cards still valid today.

Giles Councill, IPAF's director of operations, who led the adoption of smart PAL Cards, said: "Increasingly, equipment manufacturers, rental companies and end-users are utilising the smart functionality of the IPAF PAL Card – to prevent unauthorised use or access to MEWPs, to track fleet and equipment utilisation, to record operators' machine-category qualifications and log their usage.

"IPAF works hard to safeguard its training programme against misuse and thwart any attempt to copy, counterfeit or fraudulently obtain a PAL Card. The use of smart technology, operators' photo id and our online verification system are all key planks of the way IPAF secures the PAL Card against potential abuses of this kind."

Peter Douglas, CEO and MD of IPAF, added: "At the Elevation 2019 event in Coventry in the UK, it was heartening to hear Sarah Garry, project director at Build UK, say that the IPAF PAL Card – which since last year has been enabled to carry the CSCS holographic logo to allow the authorised holder to gain access to Build UK sites – has been identified through their ongoing audit programme as a shining example to other card issuers, thanks to the in-built smart technology and anti-fraud measures."

**To quickly and easily verify an IPAF PAL Card online visit [www.ipaf.org/checkpal](http://www.ipaf.org/checkpal)**



Sarah Garry, Build UK, praises PAL Cards

## Save a life by using an IPAF Toolbox Talk



The first in a series of potentially life-saving safety briefings has been launched by IPAF. IPAF's 'Toolbox Talks' is a series of safety presentations ideal for use in break rooms or on work

sites to allow health and safety managers or site supervisors to get key messages across at the start of a shift.

The talks are based on a single sheet of paper, with bullet points aimed at conveying best practice guidance and safety advice based on IPAF's own technical and safety publications and supported by the popular Andy Access series of safety posters.

The first release schedule has seen topics including MEWP Familiarisation, MEWP

Pre-Use Inspections and MEWP Rescue Plans covered in Toolbox Talks in all main IPAF languages: Dutch, English, French, German, Italian, Portuguese, Spanish and simplified Chinese. To browse and download IPAF Toolbox Talks free of charge, visit [www.ipaf.org/toolboxtalk](http://www.ipaf.org/toolboxtalk)

Peter Douglas, CEO and MD of IPAF, said: "We urge everyone who plans, manages or oversees MEWP operations to take a few minutes to look at the new IPAF Toolbox Talks online and start downloading them today; a few minutes spent giving your team a quick safety update before work starts could prevent an accident."

Claude Dubé, IPAF's technical and safety manager, who worked with members of the IPAF UK Country Council to develop the Toolbox Talks, added: "The Toolbox Talks are designed to make the information easy to share, keeping the messages fresh and

relevant and reminding everyone of their safety responsibilities. We ask all companies and individuals involved in the use of powered access to conduct temporary work at height to keep pushing these simple but

IPAF's technical and safety manager Claude Dubé (left) and the Toolbox talks safety guidance (below)





# Build UK CEO among IPAF Summit speakers in London



IPAF CEO and MD Peter Douglas will host the event

The first speakers have been confirmed for the IPAF Summit, to be held in London on 8 October 2020. The event returns to the UK for the first time since 2017 and will be at the Millennium Gloucester Hotel in Kensington. The event has been rescheduled from its original date owing to uncertainty around the coronavirus outbreak.

The overall theme of the conference is 'Safety and Sustainability in a Changing World'. In the face of generational change in the workforce, rapidly evolving technology, the climate crisis and globalisation of powered

access standards, how can our industry ensure safety while navigating such challenges?

Speakers include representatives from the powered access industry and health and safety bodies; their presentations will address these topics and provoke debate on key issues.

The speakers confirmed are: Bob Whitfield, formerly of the Disney Corporation, who will present an insight into the way Disney uses access equipment on site; Tim Morris of JLG, who will talk about advancing technology and sustainability; and Dr Shaun Lundy, chair of the Occupational Safety and Health Consultants Register and visiting scholar at the University of Greenwich, on the safety implications of a changing workforce. Oana Samoila, marketing and sales specialist at Bravi Platforms, will speak about good 'safety storytelling', and Build UK chief executive Suzannah Nichol will talk about how some of IPAF's key projects and priorities align with those of her organisation.

There will also be a panel discussion about sustainability and the global climate crisis and what it means for the powered access industry, an overview of the *Global MEWP Safety Report* based on IPAF's ongoing worldwide accident reporting project ([www.ipaf.org/accident](http://www.ipaf.org/accident)) and an overview of the 2020 *IPAF Global MEWP Rental Market Report*, exclusively compiled for IPAF by market intelligence specialist DuckerFrontier.

Peter Douglas, CEO and MD of IPAF, who will host the programme, says: "We have a really engaging line-up of speakers, addressing all of the key issues facing our industry today. I hope you'll be able to join us in London in October; the conference is free to attend but we please ask that you book in advance via the website."

**To find out more about the next IPAF Summit and IAPAs, including the conference programme, and to book a free place at the Summit, please visit [www.iapa-summit.info](http://www.iapa-summit.info)**



## IPAF updates on accident reporting and the impact of falls

IPAF has updated the UK All Party Parliamentary Group (APPG) of MPs inquiry into working at height, as well as senior representatives from the UK Health & Safety Executive (HSE), at a meeting (pictured) at Portcullis House in London last October.

The presentation included an overview of IPAF's global reporting project of accidents involving mobile elevating work platforms (MEWPs), and also sought to emphasise the emotional impact of accidents, especially when platform operators or occupants are killed or suffer life-changing injuries.

Richard Whiting, IPAF's UK market general manager, said: "It was useful for IPAF to impress upon the HSE the emotional impact of accidents, and why we need enhanced reporting, in line with one of the key recommendations in the APPG's initial *Staying Alive* report. We must make data collection easier, to encourage reporting and help make the data more useful when setting best practice and safety strategy."

**For more information about the work of the UK APPG on Working at Height and Staying Alive, see [workingatheight.info](http://workingatheight.info)**

## Insurance broker is third IPAF Sustaining Member



Henderson joined IPAF's stand at Vertikal Days 2019

Henderson Insurance Brokers, an AON company, is the third Sustaining Member of IPAF, joining global MEWP manufacturer Haulotte and the APEX brand of powered access events.

Henderson offers a 'one-stop shop' for a range of products including professional liability insurance, hire-fleet and vehicle cover and a range of employee benefits

including private health insurance options. IPAF members in the UK can now request a free consultation to discuss their business insurance needs.

Richard Whiting, IPAF's UK and Ireland general market manager, says: "IPAF has worked with Henderson Insurance for a number of years; this enhanced partnership extends an attractive new benefit to IPAF members."

# Norty Turner named IPAF president as three new board members join



From left: Karin Nars, Norty Turner and Karel Huijser

Norty Turner has been named as the new president of IPAF, after Brad Boehler decided to step down having left his role with IPAF member firm Skyjack.

United Rentals' Turner, who stepped up from deputy president, said: "I'm thankful for the opportunity to serve as president of IPAF; it is an honour and a privilege. I'd like to thank Brad Boehler for his exceptional service and wish him the very best."

Karin Nars of Dinolift assumes the role of deputy president and Karel Huijser of JLG is named IPAF vice president.

The changes in the IPAF presidency team have come in addition to three new members of the IPAF board.

Julie Houston Smyth, a director of Lolex, and Ben Hirst, managing director of Horizon Platforms, were invited to step up, joining Riwal CEO Pedro Torres, who was seconded in summer 2019.

## New IPAF member benefit assists with credit control

IPAF members in the UK can make use of a new and exclusive benefit giving access to debt recovery and credit referencing services at preferential rates, as the latest in a wide range of benefits and services offered as part of membership.

IPAF has agreed the exclusive arrangement with credit management company Top Service, which will offer specialist assistance to firms dealing with late payments and payment disputes, as well as offering credit referencing for new

customers looking to make purchases or hire of powered access equipment and services.

Top Service can help check you have been approached by a bona-fide company, check directors of the company to see if they have other active directorships, resignations or insolvent companies, and verify the trading history of a business, including whether other suppliers have experienced non-payment or made enquiries about potential fraudulent applications.



For details of this offer and the full range of IPAF membership benefits see [www.ipaf.org/benefits](http://www.ipaf.org/benefits)



## UK 'levels up' to IPAF Rental+ minimum standard

As of September of 2019, all IPAF hire company members in the UK are working to IPAF Rental+ minimum standards.

IPAF Rental+ is the standard for quality and safety in the MEWP rental industry, and IPAF's UK Country Council mandated in 2017 that all hire company members in the UK should be audited to meet the standard within a two-year transition period.

Requirements include Safety Systems in Procurement (SSIP) accreditation alongside IPAF criteria to improve safety in the industry. All new or existing IPAF rental members in the UK must be certificated to the IPAF Rental+ standard, which is audited annually.

Giles Councill, IPAF's director of operations, said: "These are standards our members can really be proud of. IPAF Rental+ will be the standard customers look for to ensure confidence in the level of service they expect to receive."

Richard Whiting, IPAF's UK & Ireland market general manager, added: "IPAF Rental+ is a level-up for MEWP hire in the UK and IPAF will work to publicise the value of the scheme to end users."



Giles Councill, IPAF's director of operations



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# IPAF's 'Roadmap' outlines technician or engineer career paths

IPAF HAS LAUNCHED NEW GUIDANCE THAT SETS OUT CLEAR ROUTES TO QUALIFICATIONS FOR INDUSTRY ENTRANTS AND EXISTING PERSONNEL

IPAF has been working on developing a comprehensive new industry 'Roadmap' to becoming a qualified MEWP technician or engineer, and after 18 months liaising across the industry, courses are now listed and open for enrolment on two pathways to certification.

Richard Whiting, IPAF's UK and Ireland general market manager, led the project in response to calls from members about a lack of a clear route to training and certifying technicians and engineers, whether new entrants to the industry or existing personnel.

The resulting IPAF Roadmap outlines distinct pathways to obtaining qualifications and recognition. One is a formal engineering qualification that can incorporate the recently launched Lift Truck and Powered Access Trailblazer Apprenticeship and potentially lead to Competent Assessed Person (CAP) status. Enrolment is now open

for the apprenticeship, following an open day at training provider F-TEC's Swindon base.

The other pathway is based on NVQs and leads to certified technician status. Having successfully completed this pathway, candidates may decide to progress to full engineer status, subject to undertaking additional relevant advanced technical training.

Richard Whiting says: "This fills an important gap in the market, to ensure we have enough skilled technicians to inspect and carry out basic routine maintenance, as well as qualified engineers with the specialist knowledge to repair and overhaul equipment and to carry out thorough inspections, as required by safety standards.

"While IPAF has taken the lead on putting this together, the Roadmap would not have been possible without valuable input from IPAF's members, or without our recognised

training providers such as Learning For Hire, TVH and F-TEC.

"The Trailblazer apprenticeship was initially aimed at forklift engineers – we pointed out the benefits of adding powered access to the programme, as hydraulics, battery technology and so on are common to both. The apprenticeship is now a broader qualification, serving workplace need and opening up greater opportunities for trainees.

"There was a real sense of satisfaction and achievement when we attended the enrolment open day at F-TEC in Swindon along with members of the working group of IPAF's UK Country Council and potential employers of apprentices earlier this year.

"Now the Roadmap exists we hope it will serve to emphasise the benefits of having a defined but flexible set of steps to follow, both to employers who desperately need to train, retain and recognise employees, and to people looking for a clear career path and ways to develop their professional qualifications while working in a job they love."



Above: Richard Whiting, IPAF's UK and Ireland general market manager

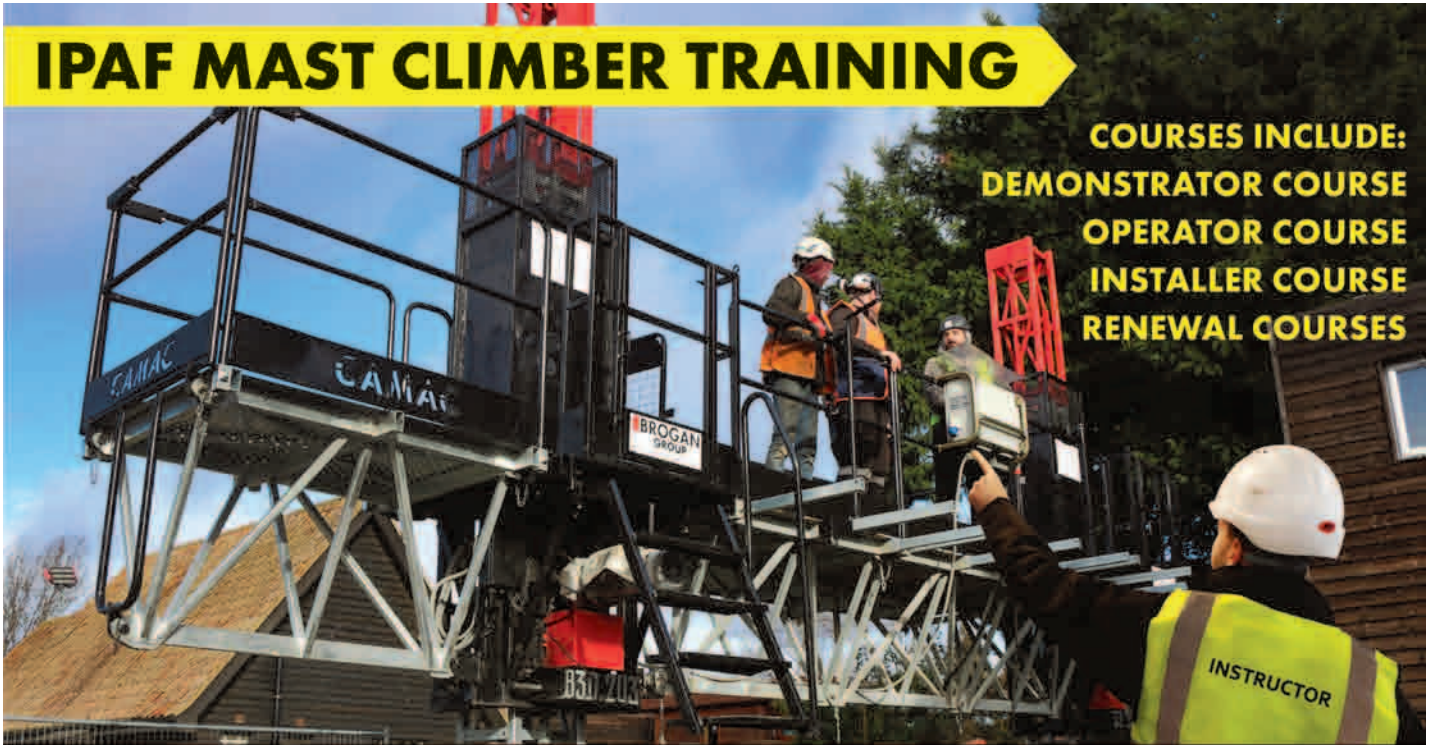
**For more see [www.ipaf.org/Roadmap](http://www.ipaf.org/Roadmap) or email [richard.whiting@ipaf.org](mailto:richard.whiting@ipaf.org). Courses from recognised training partners that form either Pathway A or B of the Roadmap are listed at [www.ipaf.org/training](http://www.ipaf.org/training) and are now open for enrolment.**





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To find an IPAF Rental+ hire/rental depot visit [www.ipaf.org/rental](http://www.ipaf.org/rental)



# IPAF report gives new insight into MEWP accidents worldwide

ACCIDENTS WHILE USING MOBILE ELEVATING WORK PLATFORMS (MEWPS) ARE PROPORTIONALLY MORE LIKELY WHEN WORKING IN PUBLIC AREAS OR ALONGSIDE ROADS THAN ON CONTROLLED WORK SITES SUCH AS CONSTRUCTION SITES OR COMMERCIAL PREMISES, ACCORDING TO THE LATEST DETAILED SAFETY ANALYSIS FROM IPAF

IPAF's *Global MEWP Safety Report 2016-2018* presents key findings from the federation's analysis of accident statistics gathered through its worldwide accident reporting project, which has incident reporting from 25 countries around the globe.

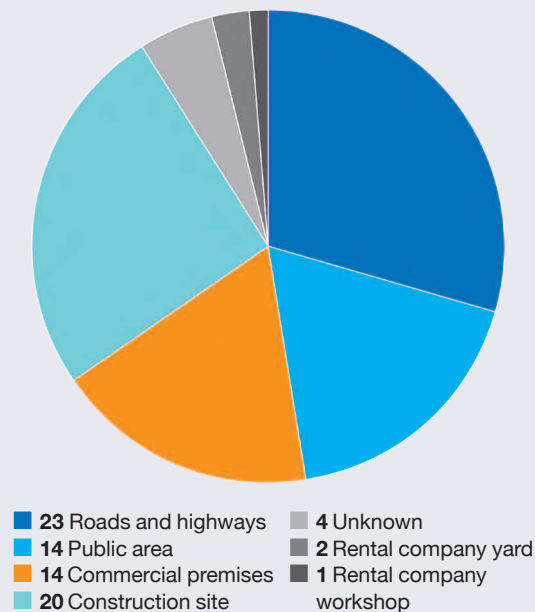
Accidents on construction sites account for the joint highest average number per year, but as MEWPs are used much more widely in construction than in other sectors and locations, they are in fact proportionally less likely to occur on a controlled work site as in a remote location or a public area, such as alongside a road, the IPAF report shows.

As well as the increased proportional risk of an accident occurring when working away from controlled job sites, the new report identifies the most common underlying causes of incidents involving MEWPs as falls from the platform, electrocutions, entrapments, MEWP tip-overs and MEWPs being struck by another vehicle.

This is in line with previous years' fatal accident analysis and demonstrates yet again that the industry should focus on ways to reduce underlying factors common to these types of incident.

Richard Whiting, IPAF's general market manager for UK and Ireland, who has been working to finalise the report and present the findings, says: "With this report there's a new methodology to much of the analysis and the way the findings are presented, plus the report is interspersed with key recommendations to mitigate common risk factors.

**AVERAGE NUMBER OF FATAL INCIDENTS BY LOCATION 2016-2018**



"A key change is that, rather than comparing a full year's accident data to previous years, the most recent three full years of available data have been combined to produce an aggregate and average number of incidents – combining data into a larger overall set allows trends over time to be more readily identified."

The most common industries in which deaths occurred were forestry and construction, with maintenance and electrical service sectors third and fourth respectively.

**Urge anyone who is aware of an accident involving a MEWP to log on – it may help save a life in future!**

Peter Douglas,  
IPAF

Both forestry and construction had an annual average of 19 reported fatalities, but the total number of days worked using MEWPs in construction worldwide is far higher than in forestry, so a fatal accident is proportionally more likely in the latter than on a construction site.

Whiting comments: "Renewed focus must be brought to bear to warn managers and operators of the relatively higher proportional risks of a major or fatal accident when not working on a controlled, segregated work site. IPAF's Street Smart safety campaign already seeks to do this; we must look at how best to evolve this campaign to help reduce electrocutions or other accidents in forestry, for instance."

Peter Douglas, IPAF's CEO and MD, who as a member of the UK Country Council was instrumental in initiating the ongoing worldwide incident reporting project back in 2012, comments: "We must work with our members and all industry stakeholders to improve incident reporting. It's vital that all incidents including minor mishaps and near misses are logged; this helps identify heightened risk and mitigate underlying factors to reduce the number of major accidents or fatalities that do occur using the knowledge gained."

He continues: "Some people may be unaware of IPAF's reporting portal, while others may feel they will get into trouble if they report something. Our portal at [www.ipaf.org/accident](http://www.ipaf.org/accident) is quick, simple and allows any incident to be logged with total anonymity, so I urge anyone who is aware of an accident involving a MEWP that might not have been reported to log on and enter the details without delay – it may help save a life in future!"

**All companies and individuals are encouraged to report incidents involving MEWPs, mast-climbing work platforms (MCWPs) and other types of lifting equipment via [www.ipaf.org/accident](http://www.ipaf.org/accident). Specific details such as names, location, machine brand are not required to report an incident.**



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Skyjack's new range of full-size rough terrain scissor lifts offer higher platform heights and increased capacity ratings. The new range replaces Skyjack's previous 88 and 92 models and consists of the SJ9233, 43, 53, and newly launched SJ9263 RT.

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IPAF's Andy Access posters are now being tailored to the MCWP market

# Lifting the bar on MCWP and hoist training

IPAF HAS AROUND 50 MEMBERS SPECIALISING IN MCWP, LIFT AND HOIST ACTIVITIES, AND SINCE 2017 HAS BEEN EXPANDING ITS OFFER TO INCREASE SUPPORT FOR THESE, FOR INSTANCE BY ISSUING PAL CARDS TO MCWP OPERATORS AND DEVELOPING A NEW TRAINING PROGRAMME. IT'S A GROWING MARKET, WHICH IS PARTICULARLY MATURE IN THE UK AND IRELAND

Since 2017, IPAF has geared up the work it does to serve the mast-climbing work platform (MCWP), lift and hoist markets. Our members in this area of powered access work mainly into the construction sector, and it's a growing market around the world.

Angel Ibáñez, IPAF's global representative for MCWPs and related products, comments: "We foresee healthy expansion across at least the next three years for the sector. This, together with a growing interest in training the operators, installers and demonstrators, will lead to a significantly increased number of PAL Cards issued for MCWPs, lifts and hoists in the next few years.

"The UK and Ireland are relatively mature markets in terms of health and safety in the workplace, but there's still a long way to go in terms of ensuring consistency in the use of MCWPs, lifts and hoists on work sites.



// **Our members who are hire companies tell us equipment is often damaged by someone operating a hoist or lift who has no training**

Angel Ibáñez,  
IPAF

"The main room for improvement lies in training the operator to the same high standards as IPAF delivers in terms of MEWP training," he adds.

To this end, IPAF has been offering MCWP courses since 2016 in Operator, Demonstrator, Mobile Operator, Installer, Advanced Installer and Training Instructor categories. During 2019, the federation fully updated all the existing supplementary materials across its MCWP training programme.

"During 2018 IPAF developed specific Operator and Demonstrator training for lifts and hoists, and these started to be rolled out from January 2019," Ibáñez explains. "There is a huge need in the market for this kind of training, as our members who are hire companies of this type of equipment tell us it is often damaged through misuse or abuse, usually from someone being designated to operate a hoist or lift who has little

or no training. It is assumed to be very simple to operate and almost impossible to do something wrong. This couldn't be further from the truth, as people have found out to their cost.

"At the moment IPAF has a working group working on the creation of lift and hoist training for Installer, Advanced Installer and Trainer, and these new courses will be launched on or before January 2021."

He continues: "It's a sign of how IPAF is determined to assist members and operators in the MCWP, lift and hoist sectors that since 2017 we have been invited to participate in the Construction Plant-hire Association's (CPA) Construction Hoists Interest Group (CHIG) meetings, and the chair of CHIG is reciprocally invited to IPAF's UK and Ireland MCWP, Lift and Hoist Work Group meetings. The goal is to foster cooperation between our organisations."

IPAF has also published Andy Access safety posters specific to the use of MCWPs, for instance warning about not interfering with ties and the dangers of overloading the MCWP platform. Ibáñez adds: "We are working on the development of two new posters for lifts and hoists warning against overloading the cage and understanding and respecting the safe working loads stated by the manufacturer.

"All these posters will have accompanying IPAF Tool Box Talks, to help staff supervisors or site managers deliver very short and simple safety briefings to users at the start of a shift."

**Visit [www.ipaf.org/AndyAccess](http://www.ipaf.org/AndyAccess) to view a full range of work site safety posters or [www.ipaf.org/ToolboxTalk](http://www.ipaf.org/ToolboxTalk) to view and download IPAF's short site safety briefings. The range is being expanded all the time, and all materials can be tailored with your company logo and downloaded absolutely free of charge in multiple languages.**



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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.



### BECOME AN IPAF MEMBER

By joining IPAF you are joining a global movement to ensure a safer powered access industry. Membership also brings a host of special services and benefits. For more information about becoming a member of IPAF visit [www.ipaf.org/join](http://www.ipaf.org/join)



To quickly and easily verify an IPAF PAL Card online visit [www.ipaf.org/checkpal](http://www.ipaf.org/checkpal); to find out more about IPAF's globally recognised training programme or find an IPAF Training Centre near you, please see [www.ipaf.org/training](http://www.ipaf.org/training)

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Tel: +44 (0)15395 66700 [info@ipaf.org](mailto:info@ipaf.org)

Powered Access Licence is the most widely held and recognised proof of training for platform operators. Membership is open to users of platforms, manufacturers, distributors, rental and training companies. Members can access practical information and a growing portfolio of member services.

■ MORE INFORMATION IS AVAILABLE FROM  
E [info@ipaf.org](mailto:info@ipaf.org) T (0)1539 566 700  
F (0)1539 566 084 W [ipaf.org](http://ipaf.org)



# Commhoist



Commhoist is a logistics contractor providing an END-TO-END service that includes full ownership of health and safety and a unique fully comprehensive insurance.

We deliver cost clarity, peace of mind and logistics delivered right first time across the construction, telecoms and industrial sectors.

Utilising our own fleet of specialist vehicles, plant and equipment we remove the need for any third party to be involved and embrace a philosophy that eliminates as many middle layers or stages of the delivery process as possible.

## **Delivering Logistics Since 1996**

Commhoist Ltd, Off Pocket Nook Lane, Lowton, Warrington, Cheshire WA3 1AB  
Tel: 01942 269335 Fax: 01942 269336 Email: [enquiries@commhoist.co.uk](mailto:enquiries@commhoist.co.uk)

**[www.commhoist.co.uk](http://www.commhoist.co.uk)**

**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!

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

Certified by TÜV  
as conforming to  
ISO 18878

