



IPAF UPDATE SEPTEMBER 2022

Romina Vanzi

Head of Regional Development & MCWP

IPAF GLOBAL REACH

47 New Training Centres

164 New members

07 New countries

Group memberships

mateco
YOUR BETTER WAY UP

TVH 


LOXAM



IPAF GLOBAL REACH

750 Training Centres

80 Countries

1601 Total members



Sustaining members

EAGLE PLATFORMS LTD

DELIVERING ACROSS THE NORTH, MIDLANDS & EAST ANGLIA!



DIGITAL TRANSFORMATION

**DIGITAL
TRANSFORMATION**



Executive summary

Steady improvement, but can we do more?

Incident reporting was up year on year, but the number of fatalities was down when comparing 2021 data to 2020's rest. There is an encouraging trend towards more consistent reporting across the whole ten-year period, but this is not consistent across all categories. The introduction of IPAF's accident reporting portal has helped to ensure that the industry is making important gains in terms of safety, and that data is more accessible as a part of firms' health and safety records. However, there are still a number of concerns that we do need to tackle the main causes of accidents and safety focus people safety. And how should the industry use data reports from 28 countries?

There were 222 reports from 26 countries, 136 from 10 in 2021 compared with 193 from 25 countries in 2020. In total, there were 126 reports of fatalities from 12 countries, compared with 145 from 15 countries in 2020. The number of reports of fatalities from 2021 was down on 2020's rest, but the number of reports of fatalities from 2021 was up on 2020's rest.

Executive

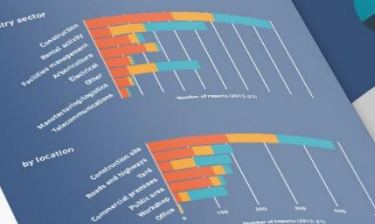
**Steady improvement,
but can we do more?**

Incident reporting was up year on year, but the number of fatalities were down when comparing 2021 data to 2020's reports. This is an encouraging trend without doubt, but there is still much work to be done. The industry has been consistent across the whole ten-year period in terms of reporting. This suggests that the industry is making incremental gains in terms of safety, but better to tackle the root causes of the industry's safety issues. How can we do so?

There were 602 reports from 28 companies. There were 100 reports from 12 companies, 25 reports from 10 companies and 402 reports from 15 companies. The number of reports in the industry has increased over the last 10 years. The number of reports in the industry has increased over the last 10 years. The number of reports in the industry has increased over the last 10 years.

[illegible][illegible][illegible]

This year, PAIF is able to look back over the data as the federation began gathering information from 2012-2021 indicates 4,374 reports were lost-time incidents (LTIs) of which there have been 41 countries from which reports have been gathered across the whole ten-year period.

[illegible]

of incidents leading to one or more fatalities, it is clear that the data across the ten years of available data that there have been cases that have occurred on the same day of the week. This is a cause for concern, as it suggests that there are factors that are common to the circumstances of these incidents. The data also shows that there is a high proportion of incidents that are caused by a single driver, which is a cause for concern, as it suggests that there are factors that are common to the circumstances of these incidents. The data also shows that there is a high proportion of incidents that are caused by a single driver, which is a cause for concern, as it suggests that there are factors that are common to the circumstances of these incidents.

[illegible]

A high proportion of incidents have occurred while equipment has been in the elevated position, but is important to also recognise the significant number of incidents, including serious fatalities, that have occurred while the winches are in the lowered position. There are a number of factors that can contribute to these incidents. These include:

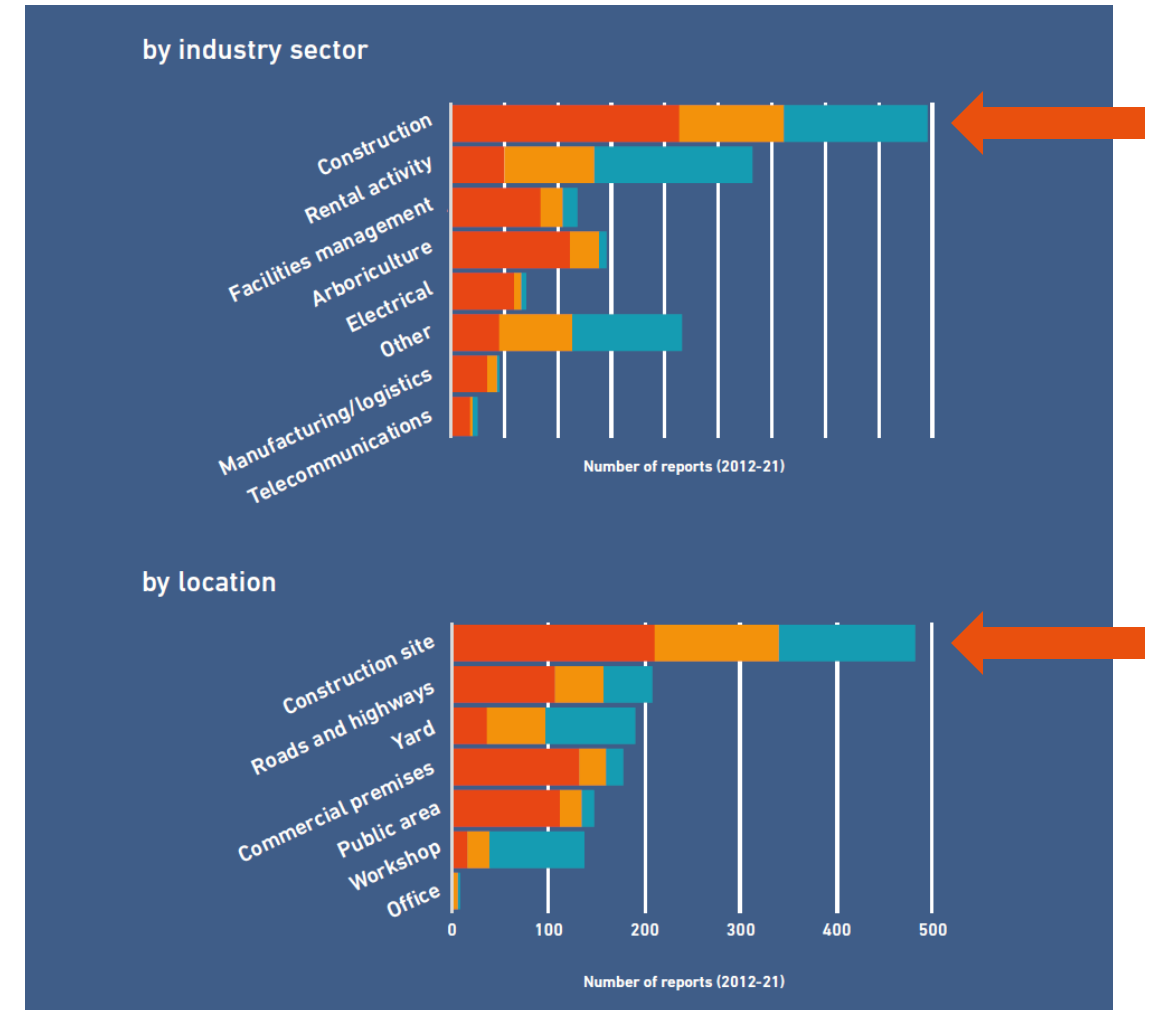
- Poor maintenance of equipment (see 6.2.2.3 for more details). There are a number of 'rental activities' (see 6.2.2.3) that are carried out on machines, some of which are interesting comparisons to be drawn between, which this year have resulted in elevated and lowered positions, which this year travelling in the elevated and lowered positions, which this year we have looked at in specific detail in the expanded table from the

When we look at occupation of those involved in incidents, in the majority of cases it is the employees of rental businesses that are reporting these incidents – not the end user. IPAF recognises this with the new focus on rental activity in this report, and is also working with contractors and other industry bodies to encourage engagement with incident reporting through both the ePAL app and online via the portal www.ipafaccidentreporting.org

Incident Classifications

A decade of data has four clear incident types, all with the high probability of fatalities:

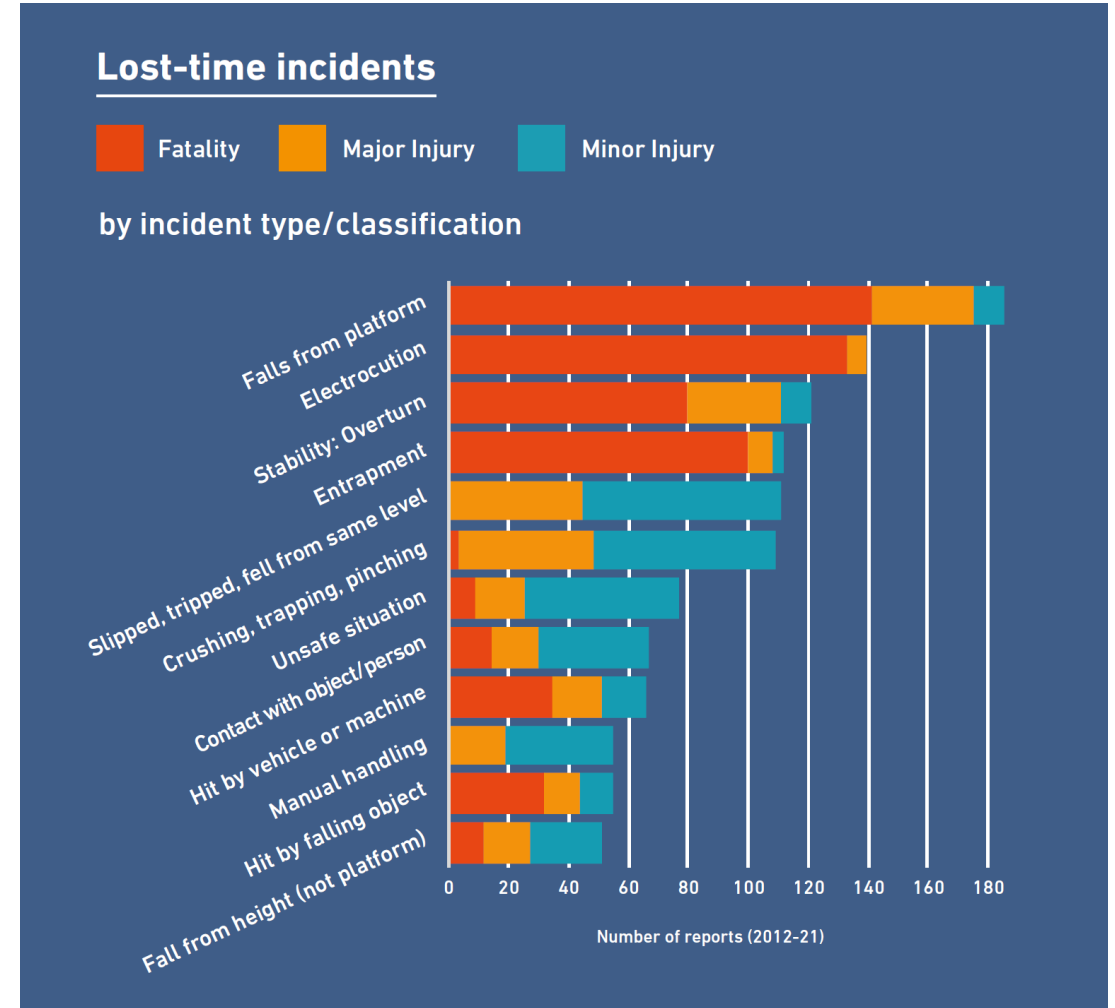
- Falls from the platform
- Electrocution
- Overturn
- Entrapment



Incident Classifications

A decade of data has four clear incident types, all with the high probability of fatalities:

- ➔ Falls from the platform
- ➔ Electrocution
- ➔ Overturn
- ➔ Entrapment








FALLS FROM HEIGHT

Taking a deeper look into the figures

- Truck mounts & spiders were involved in **40%** of fatal falls from height over **3 years**
- **25%** of fatal incidents were involving **3B** or **self-propelled booms**

People involved by machine category

	1b	2021	59% 19
		3 year total	40% 36
		10 year total	35% 86
	3b	2021	9% 3
		3 year total	25% 22
		10 year total	24% 58
	3a	2021	6% 2
		3 year total	15% 13
		10 year total	29% 72
	1a	2021	0% 0
		3 year total	3% 2
		10 year total	4% 10
	Other*	2021	26% 8
		3 year total	17% 15
		10 year total	8% 21

* 2021 – transport platform, 2a, goods hoist, unknown

2022 IPAF TARGETED SAFETY CAMPAIGN

- ➔ Resources and guidance available in multiple languages
- ➔ A new Toolbox Talk and Andy Access poster to be released shortly
- ➔ Visit www.ipaf.org/safe for more information



DON'T FALL FOR IT!



NEW SAFETY INFORMATION

Promoting the safe and effective use of powered access worldwide

SAFE USE OF MOBILE ELEVATING WORK PLATFORMS (MEWPS) TO MANAGE TREES AND VEGETATION

Mobile elevating work platforms (MEWPs) are a safe way of providing temporary access at height for tree care work and vegetation control. Overgrown or overhanging trees and vegetation require management and MEWPs provide an ideal solution for this. This task is necessary in both urban and rural locations – often in public areas close to pedestrians and passing traffic. Pruning or removing branches can be a hazardous task, especially if trees are in the proximity of powerlines or communications cables.

The most common type of MEWPs used for this task are static (1b) machines such as vehicle-mounted platforms, tracked and trailer-mounted MEWPs. These machines are favoured for ability to drive across rough terrain and to be set up on uneven ground.

Reports IFAF received to its accident database over the period 2012-21 indicate there has been a steady increase in the number of incidents involving tree care and vegetation control resulting in major injury and death.

The three most common types of injury for those using MEWPs for tasks of this nature are:

- Electrocution** – contact with or arcing from overhead powerlines;
- Falls from the platform** – platform occupants not using or incorrect use of personal fall protection equipment (PPE);
- Hit by falling objects** – such as tree branches or sections of trunk.

Accidents can be prevented by having safety procedures in place and making sure they are followed

What are the hazards?

- Inadequate planning, including site and risk assessment;
- poor ground conditions;
- over-reaching or standing on guardrails;
- failing to wear appropriate PPE or failing to attach lanyard to manufacturer-approved anchor points;
- contact with or arcing of powerlines to platform occupants, conductive object, or any part of the MEWP;
- being struck by falling objects or materials;
- being struck by passing traffic;
- pedestrians entering work zones;
- excessive wind or changeable weather conditions;
- injuries from cutting and pruning equipment;
- wildlife, such as nesting birds, wasps or bees;
- overloading the SWL (Safe Working Load) of the MEWP.

Considerate contingency:

- Make sure a ground-rescue person is in place, familiarised with the MEWP's emergency lowering controls and the agreed rescue plan.

Promoting the safe and effective use of powered access worldwide

C1: MEWP CATAPULT EFFECT

The catapult effect on a mobile elevating work platform (MEWP) occurs when stored energy or an impact to the MEWP superstructure causes a whiplash effect, which travels through the boom to the platform.

How it affects MEWPs

- When the platform is caught or snagged, it can feel to the operator that no boom movement is happening, but it may be the case that one or more wheels or outriggers are lifting clear off the ground. As and when the platform is released, wheels or outriggers return to the ground, and the stored energy or inertia creates a whiplash effect.
- Even a small movement at ground level could create a whiplash effect which is sufficient to eject platform occupants, tools or other materials.

How it affects occupants

- The further the platform is extended will increase the whiplash effect felt at the platform. This can cause severe injuries to platform occupants, even if they are not ejected from the platform.
- Platform occupants and materials can be ejected from the platform, especially if they are not using the correct fall restraint devices.
- Any person or object falling from the platform can injure people below.
- An occupant being ejected from the platform is at severe risk of death or serious injury, even if the MEWP is in the lowered position.
- An occupant being ejected from the MEWP is also at the risk of death or serious injury if catapulted upwards into an overhead obstruction.

Remember: The catapult effect can also occur when driving in the stowed position, so make sure you always wear personal fall protection equipment (PPE) connected to the designated anchor point at all times. Occupants must always use a full body harness and an adjustable restraint lanyard, adjusted as short as possible, when using boom-type MEWPs.

For more details visit www.ipaf.org

Download free posters at www.ipaf.org/andaccess

Promoting the safe and effective use of powered access worldwide

DO YOU OPERATE MEWPS NEAR ROADWAYS?

Operating the MEWP

Maintain continual observation around the MEWP at all times. When driving the MEWP use a ground person or spotter to identify oncoming hazards. Take care when driving over uneven ground, always select a slower drive speed and use proportional drive controls smoothly and progressively. Occupants should never unclip from the anchor point until exiting the platform at ground level. Heavy objects that fall from the platform or strike the MEWP can also cause a catapult effect.

ALWAYS WORK SAFELY TO PROTECT THE BO

IPAE

PROMOTING THE SAFE AND EFFECTIVE USE OF POWERED ACCESS

Download free posters at www.ipaf.org/andaccess

Ref: 001-1128-0013-1-001

Promuove l'uso efficace e sicuro dei mezzi mobili di accesso aereo in tutto il mondo

DO YOU HAVE A PLE TOOLBOX TALK

STATO DEGLI PNEUMATICI DELLA PLE

PUBBLICO DI DESTINAZIONE

Questo Toolbox Talk si rivolge a:

- Proprietario
- Utilizzatore che controlla l'uso della PLE in loco.
- Responsabile del sito e supervisori
- Operatori/occupanti della PLE

In fase di controllo prima dell'utilizzo, devi controllare anche i cerchi delle ruote. Accertati che tutti i cerchi siano in buone condizioni e che non abbiano alcuna ammaccatura o fessura. Segnala gli eventuali danni riscontrati al tuo supervisore o responsabile.

Sugli pneumatici solidi, antistracca controllare quanto segue:

- tagli, strappi, distacco di pezzi o altre irregolarità che superino qualsiasi limite indicato dal costruttore.
- l'usura eccessiva o irregolare oltre le specifiche del fabbricante.
- qualsiasi oggetto entrato nello pneumatico deve essere rimosso.

Per gli pneumatici ad aria controllare quanto segue:

- rigonfiamenti, spaccature, tagli e strappi, soprattutto sulle pareti laterali del pneumatico. Le pareti laterali possono incidere sull'integrità strutturale dello pneumatico;
- controllare la pressione degli pneumatici in relazione a quella indicata dal fabbricante, laddove possibile.

Per gli pneumatici con schiuma poliuretano controllare quanto segue:

- tagli, strappi, distacco di pezzi, forature o altre irregolarità che superino qualsiasi limite indicato dal costruttore.
- Se a causa di un danno la tela dello pneumatico è visibile sulle pareti laterali, non utilizzare la PLE. Isolare, contrassegnare e segnalare sempre il danno; l'usura eccessiva o irregolare oltre le specifiche del fabbricante.
- gli pneumatici riempiti con schiuma possono diventare morbidi nel tempo, e questo può essere più evidente quando il braccio o il contrappeso a loro direttamente collegato si muove. Se il fenomeno è evidente, consulta il costruttore della PLE o un gommista poiché ciò potrebbe incidere sulla stabilità della macchina.
- Se non sei sicuro della possibilità di rigirare lo pneumatico, consulta i manuali della PLE e chiedi una conferma scritta ad una persona competente per sapere se il pneumatico è sicuro per l'uso.

COSA FARE IN CASO DI DANNI

CONSIGLI UTILI

- Guida alla sicurezza degli operatori di IPAF (disponibile sull'applicazione IPAF: www.ipaf.org/app)
- Manuale dell'operatore del costruttore (disponibile su www.ipaf.org/en/manufacturers)
- Poster Andy Access sulla "Stato dei pneumatici della PLE" (disponibile all'indirizzo: www.ipaf.org/andaccess)

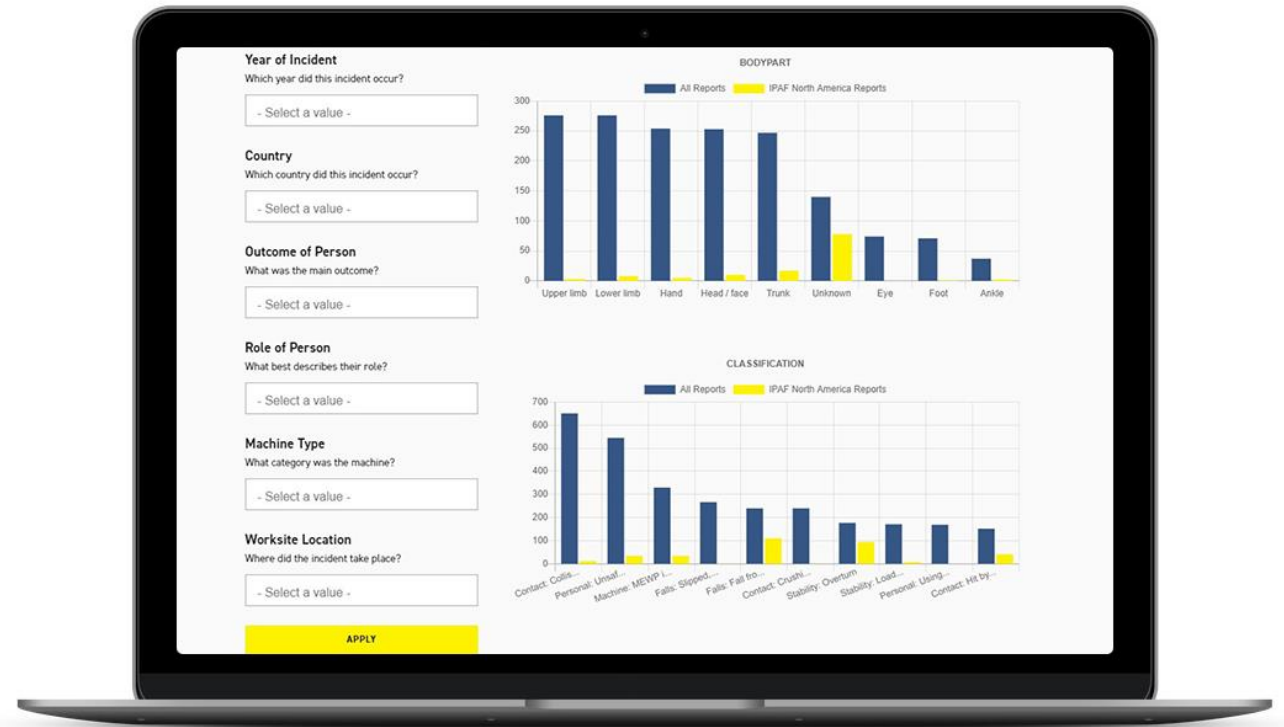
TOOLBOX TALK A.29 | 16-17-EN-V4.0

www.ipaf.org

ACCIDENT PORTAL DASHBOARD UPDATE

Updated dashboards with
six configurable filters:

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



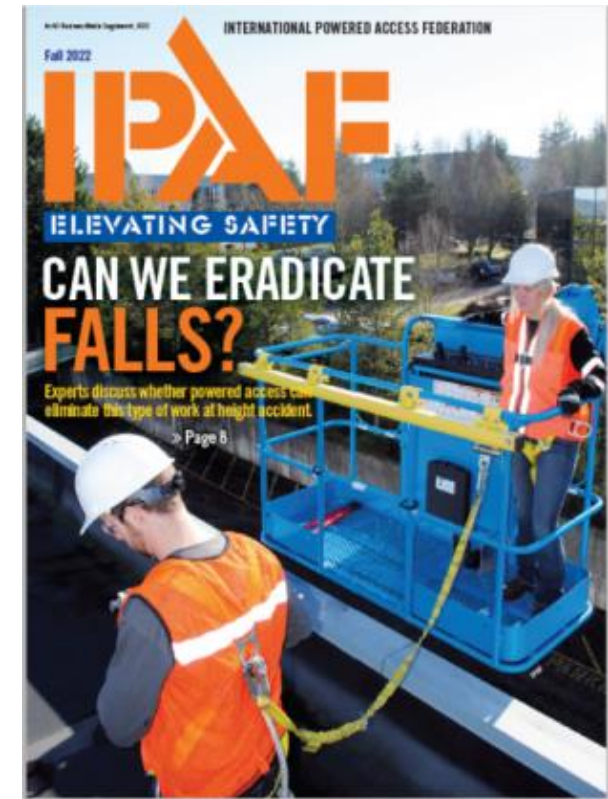
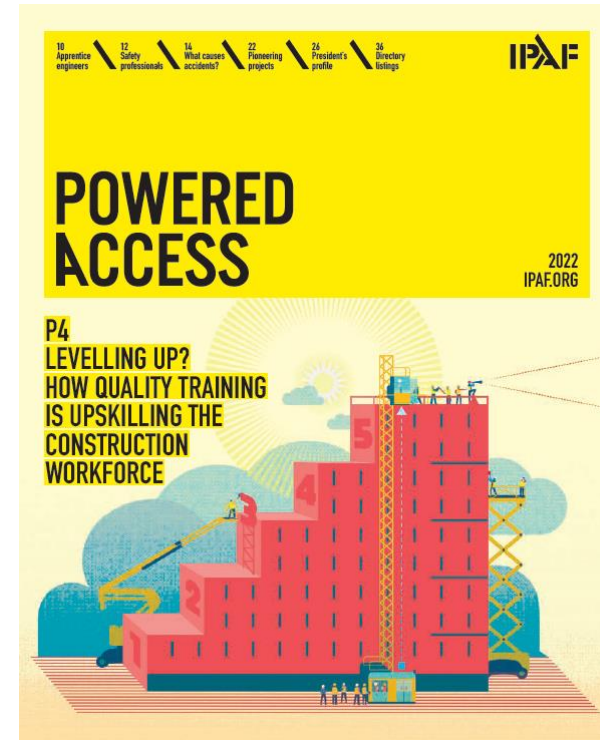
Register and report your accidents and near misses at
www.ipafaccidentreporting.org

IPAF EVENTS

www.ipaf.org/events

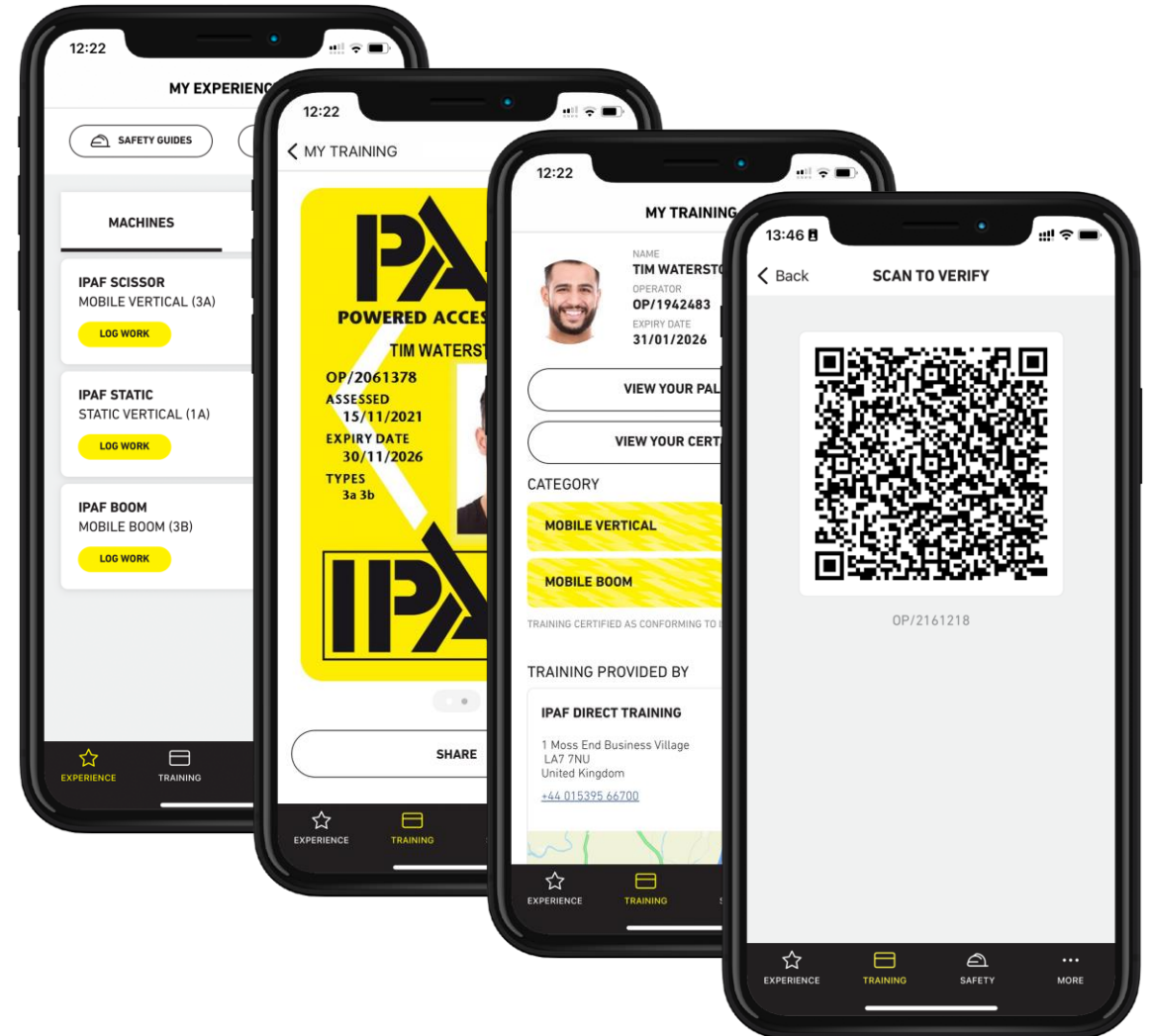


PUBLICATIONS



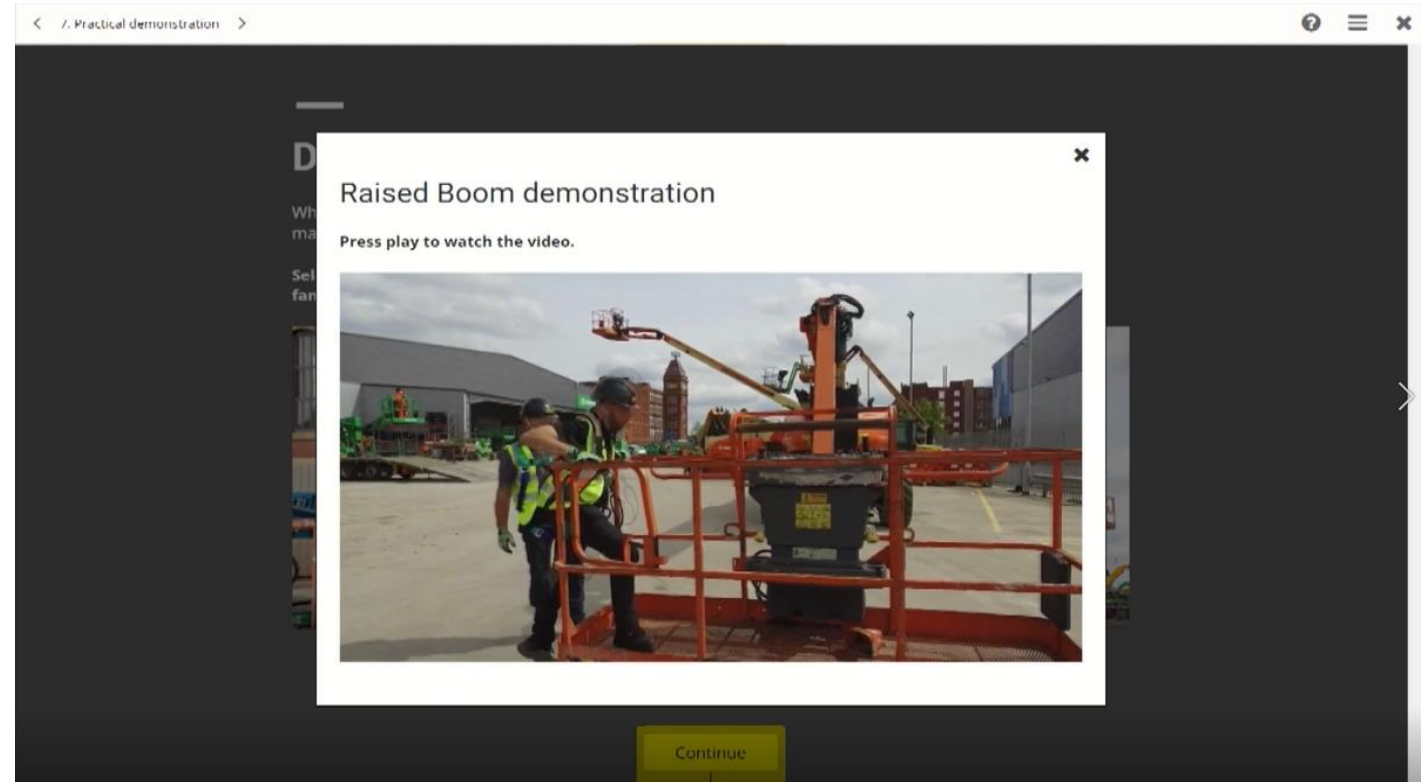
IPAF's ePAL App

- **220k** downloads to date across **150** countries
- Sustainable training certification
- Allows IPAF to communicate with safety messages directly with operators
- Digital log book allows logging of experience
- Easy to share licence via email/WhatsApp/ SMS
- Safety guides at hand

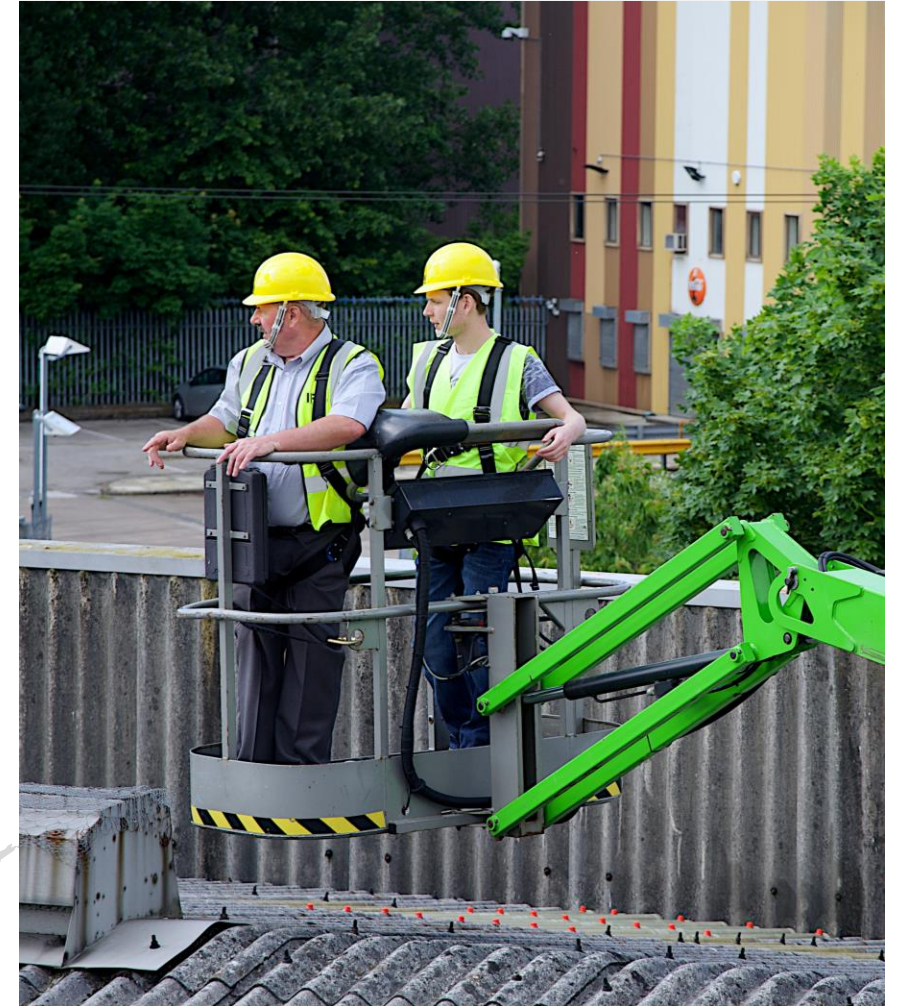


NEXT NEW COURSES TO BE RELEASED

- New MEWP Demonstrator training course
- New Harness Use & Inspection training course



NEW MEWP OPERATOR COURSE



IPAF
Rental+



SUSTAINABILITY

- Reviewing and reducing IPAF's own carbon footprint
- Digital transformation projects
- Support for IPAF Members
- IAPA Sustainability Award



CO₂e
Reduced
Organisation



www.ipaf.org