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GUEST EDITORIAL

A SAFE WORKPLACE IS SOUND BUSINESS

Ted Beville

The Occupational Safety and Health Administration (OSHA) has recently updated the Guidelines for Safety and Health Programs, first released 30 years ago, to reflect changes in the economy, workplaces, and evolving safety and health issues. OSHA has created a dedicated web page to support the implementation of resources and tools to support these guidelines at www.osha.gov/shpguidelines. The SA Magazine will be featuring a series of articles that explore these resources and tools.

OSHA has recommended some steps a company can take to start a safety and health program. Completing the following steps will provide a solid base from which to take on some of the more structured actions presented in the recommended practices.

1. Always set safety and health as the top priority.

Tell your workers that making sure they finish the day and go home safely is the way you do business. Assure them that you will work with them to find and fix any hazards that could injure them or make them sick.

2. Lead by example.

Practice safe behaviors yourself and make safety part of your daily conversations with workers.

3. Implement a reporting system.

Develop and communicate a simple procedure for workers to report any injuries, illnesses, incidents (including near misses/close calls), hazards, or safety and health concerns without fear of retaliation. Include an option for reporting hazards or concerns anonymously.

4. Provide training.

Train workers on how to identify and control hazards using, for example, OSHA’s Hazard Identification Training Tool.

5. Conduct inspections.

Inspect the job site with workers and ask them to identify any activity, piece of equipment, or material that concerns them. Use checklists and other resources, such as OSHA’s Construction Industry Digest, to help identify problems.

6. Collect hazard control ideas.

Talk with workers about ideas on safety improvements throughout the project.

7. Implement hazard controls.

Assign workers the task of choosing, implementing, and evaluating the solutions.

8. Address emergencies.

Identify foreseeable emergency scenarios and develop instructions on what to do in each case. Meet to discuss these procedures and post them in a visible location at the job site.

9. Make improvements.

Set aside a regular time to discuss safety and health issues, with the goal of identifying ways to improve the program.

In the next issue, we will discuss management leadership.

About the Author

Ted Beville is Executive Director of the SAIA. Contact him at 816-595-4860, or ted@saiaonline.org.
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During the past two years we have seen a spectacular upturn of the economy and an unprecedented spike in commercial, industrial, and restorative construction work. It has been my pleasure and great honor to serve as your president during this fortunate time of growth in our industry. With all of the positive momentum that is being generated, I am truly pleased that we have adopted and maintained a proactive approach to achieving success as an organization, not only today, but long into the future.

In our work lives, we build things: buildings, structures, machines, equipment... it is what we do – we build. We understand the requisite need for a solid and graded foundation, a strong framework, and the ability to adapt to the specific environment in which we find ourselves. So it is only natural that we apply that knowledge and understanding to building and growing our association – The Scaffold and Access Industry Association (SAIA). When we got together to write our ten-year strategic plan, we identified the areas within our association that would need specific attention, structure, and modernization. Our programs were good and well seeded for the time; however, we recognized that if we were only preparing for today’s world, then we would be behind the curve very quickly.

We have executed the plan by adding the APEX group to bring in young and fresh faces to our association, with the long-term goal of youth outreach for the industry as a whole. The new Regulatory and Review Committee is active and continually evolving – that unit alone lends a tremendous amount of integrity and influence to our association. Bringing the SSFI home to the SAIA was a monumental accomplishment and one with positive repercussions that will affect our industry long into the future. Expanding our American National Standards Institute (ANSI) role has been a priority for as long as I can recall, and in the past two years we have successfully done just that, with the addition of the A10.8 standard and the newly created A11 group to our already well respected A92 committees.

Modernization is a key element in every step of our strategic plan, and we have made it a priority. It is evidenced in our new training system, the re-boot of our educational programs, the new website, and membership database – the list goes on and on. I am proud of the work we collectively achieved as an association and even more proud of the groundwork that we have laid to ensure that those who follow in leadership positions have a road map to continue these successes.

Even with all of this good work underway, there is so much yet to do. As we welcome in the new Executive Committee and hand the reigns over to Mr. Jim Holcomb, I know we are in good hands. Our association is ready and positioned so that we are not asking where the future will lead us. We have laid the foundation and erected the framework and are executing the plan. Here at the SAIA we don’t wait for the future, we build it.

Our association is ready and positioned so that we are not asking where the future will lead us. We have laid the foundation and erected the framework and are executing to plan. Here at the SAIA, we don’t wait for the future, we build it.

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While you might think that the United States Occupational Safety & Health Administration (OSHA) has adequately addressed the topic of scaffolding, you are in for a big surprise if you do any work for the federal government where the Army Corps of Engineers has jurisdiction.

Known as EM 385-1-1, (EM Stands for Engineering Manual), the current (30 November 2014) edition of the manual “prescribes the safety and health requirements for all Corps of Engineers activities and operations.” According to the Corps, “Applicability extends to occupational exposure for missions under the command of the Chief of Engineers, whether accomplished by military, civilian, or contractor personnel.” Additionally, the “provisions of the manual implement and supplement” the OSHA General Industry and Construction Industry Standards.

Furthermore, “where more stringent safety and occupational health standards are set forth in these requirements and regulations [EM 385-1-1], the more stringent standards shall apply.” This means that those working on a site under the command of the Chief of Engineers must know the OSHA standards and the EM 385-1-1 standards and be able to verify that they are using the most stringent standard.

The current OSHA Scaffold Standards are well organized, comprehensive, and performance based; not so much so for the EM 385-1-1 scaffold standards. This isn’t meant to be critical of the standards. EM 385-1-1 is organized differently than the OSHA standards, which can create frustration for those not familiar with that organization. Section 22 of the manual includes the regulations for “Work Platforms and Scaffolding.” (The numbering system is different than that for the OSHA regulations.) While it is not the intent of this article to instruct or describe all the standards, here are a few highlights that provide a basic understanding of EM 385-1-1 and requirements not seen in the OSHA regulations:

- All scaffolding shall be erected, used, inspected, tested, maintained, and repaired in accordance with the American National Standards Institute (ANSI) standard for scaffolding, ANSI A10.8.
- Fall Protection is required when the scaffold platform is more than six feet above the level below.
- Guardrail specifications are in Section 21, not in Section 22.
- The guardrail height range is 39 to 45 inches (OSHA is 36 or 38 to 45 inches).
- Prior to commencing any activity that requires work in elevated areas, all provisions for access and fall protection shall be delineated in the Site-Specific Fall Protection and Prevention Plan and Activity Hazard Analysis (AHA), per Section 21.D, and accepted by the government designated authority (GDA) for the activity.
- Erection, moving, dismantling, or altering of scaffolding shall be under the supervision of a competent person (CP) for scaffolding.
- A CP for scaffolding must have a documented minimum of eight hours of scaffold training to include training on the specific type of scaffold being used (e.g. mast-climbing, adjustable, tubular frame, etc.).
- When scaffolding is in use, it will be inspected daily by the CP, prior to each shift. The inspection will be recorded on the daily safety inspection required by Section 01.A.13 and on the scaffold tag.
- A scaffold tagging system shall be used. All scaffolds are tagged by the CP.
- Anyone involved in erecting, disassembling, moving, operating, using, repairing, maintaining, or inspecting a scaffold shall be trained by a CP to recognize any hazards associated with the work in question.
- Proof of supported scaffold training shall be maintained on site and made available to the GDA upon request.
- When scaffolds are wrapped with tarps, poly enclosures, or similar materials, wind calculations will be calculated by a qualified person (QP) to determine the strength and placement of the ties.
- The maximum permissible span for a nominal two-by-ten scaffold grade plank is 8 feet.

Have a technical question for SA Magazine you’d like to see answered here? Let us know! Send an email to dhg@glabeconsulting.com with your question.
• Materials shall not be stored on scaffolds or runways in excess of supplies needed for that shift.
• When hook-on or attachable ladders are used on a supported scaffold more than 20 feet (6 meters) in height, they shall have rest platforms every 20 feet, or fall protection will be used. If scaffold platforms are used as rest platforms they will be arranged so the climber must exit to a platform before climbing the next section of ladder. When end frames are used for access they will conform to the ladder standard and not exceed 20 feet without fall protection.
• Ladder access points shall be protected by an inward swinging gate or chain guard.
• The sections of metal scaffolds shall be securely connected, and all braces shall be securely fastened.
• Suspended scaffolds shall be designed, constructed, operated, inspected, tested, and maintained as specified in the operating manual for the device.
• Each hoist shall be inspected by a CP before use, after every installation, and after re-rigging in accordance with the manufacturer’s specifications. A trial operation will be done by the operator alone after every installation.
• Anyone involved in erecting, disassembling, moving, operating, using, repairing, maintaining, or inspecting a suspended scaffold shall be trained by a CP to recognize any hazards associated with the work in question.
• Proof of suspended scaffold training shall be maintained on site and made available to the GDA upon request.
• Section 22F addresses “Hanging Scaffolds.” OSHA has no regulations specifically addressing hanging scaffolds, although the Scaffold & Access Industry Association (SAIA) has a Code of Safe Practices addressing hanging scaffolds.
• Section 22.Q addresses “Turbine Maintenance Platforms” (TMPs), while OSHA has no specific regulations.
• Section 22.R addresses “Forklift Mounted Work Platforms” in detail, while OSHA has no specific regulations.
• Section 22.S addresses “Work Stands (Portable Work Platforms),” including illustrations, while OSHA has no specific regulations.

These are a few of the highlights. When bidding on work where EM 385-1-1 applies, it is strongly recommended that you review the applicable standards prior to submitting a best and final price. The EM 385-1-1 regulations can be found on the internet by searching for EM 385.

About the Author
David H. Glabe, P.E., is President of Glabe Consulting Services Inc. and Founder and Partner of DH Glabe and Associates. Glabe is SAIA’s Regulatory Liaison. Contact him at dhg@glabeconsulting.com.
The big bad M word. The generation that is currently in the spotlight. Millennials. What makes one a millennial? Well, millennials are the generation between Generation X and Generation Z. They were born between the years 1980 and 1996.

According to the Bureau of Labor Statistics, millennials have surpassed the baby boomers and are now the majority of America’s workforce. Millennials are the future leaders of the scaffold industry, with a good portion of them already taking the lead. The biggest issue is the clashing work environments: A percentage of millennials are just not fitting in with the rest of the team. The Adolescent Stage; Cell Phones; and Impatience.

What is the answer? What is the solution to ensure that not only the scaffold and access industry but also America’s workforce continues to thrive? A root-cause analysis reveals three factors that contribute to the millennial culture:

- The Adolescent Stage;
- Cell Phones; and
- Impatience.

Understanding these factors can help bridge the generation gap in the workforce.

The Adolescent Stage. An individual can be defined by how they were raised – the way their parents guided them, rewarded them, and disciplined them. Millennials wanted to work and live" that only 29 percent of millennials are "engaged," or emotionally and behaviorally connected to their job and company.

What is the answer? What is the solution to ensure that not only the scaffold and access industry but also America’s workforce continues to thrive? A root-cause analysis reveals three factors that contribute to the millennial culture:

- The Adolescent Stage;
- Cell Phones; and
- Impatience.

Understanding these factors can help bridge the generation gap in the workforce.

Cell Phones. Millennials are the first generation to be raised having a cell phone, and they use their cell phones wherever they go. Unfortunately, being on a cell phone too much eliminates vital learning opportunities, for example, checking email on their cell phones instead of having a conversation while driving to a job site, which can be very beneficial for team chemistry.


“Let’s go see a movie this weekend!”

“Shopping tomorrow?” Amazon Prime shipment tonight!

“We are going to have fun at the bar tonight.” That’s ok, just swipe right on the phone.
Impatience is a critical issue, especially given that it takes time and patience to become skilled in a specific trade. One can’t be at the peak of a mountain without first climbing the mountain. Some get to the peak faster than others, but there is still a journey to get there.

**MAKING THE MOST OF THE MILLENNIAL LABOR FORCE**

How can companies help millennials fit into today’s labor force?

**First, consider removing cell phones from meetings.** A meeting is for a team to talk, business to get accomplished, and reports to be presented. By removing cell phones from meetings, one also encourages conversation before and after meetings, when otherwise employees might ignore each other and play “Angry Birds.”

**Second, provide development and leadership.** The Gallup report stated that most millennials want development and coaching, rather than “bells and whistles,” such as free food or latte machines.

Development is not only something that everyone should want but also something everyone should have. Developing employees should be the exciting part of a business, such as witnessing a young individual with little knowledge develop into a company’s best scaffold builder. Development doesn’t mean that everyone is going to be president of the company. It is simply a roadmap and game plan for each employee. This will not only create the best employees but also motivate them throughout the process. Not everyone can be the employee of the month, but a roadmap can include that goal. Employee development transitions a standard scaffold company to the safest scaffold company.

Millennials do not want to be managed, they want to be led. When a great leader motivates their team with a game plan and the passionate belief to accomplish goals, that team becomes a family.

**Third, communicate and be receptive to their approach.** The Gallup study also showed that millennials want regular and frequent feedback from their supervisors, rather than annual reviews. Continuous and open communication will make a company’s secret sauce sweet. Millennials bring a valuable approach to the table. Let’s use it to benefit the scaffold and access industry.

**ABOUT THE AUTHOR**

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TRAINING IN THE IRAQI OIL FIELDS

By Ian Fyall

LITERALLY RISKING LIFE AND LIMB, SIMIAN EXPERTS PROVIDED TRAINING THAT ESTABLISHED A BENCHMARK FOR SAFE SCAFFOLDING PRACTICES IN A COUNTRY THAT HAD NONE.
Approximately four kilometres (2.5 miles) outside Basra International Airport, lies an exposed, sandy parking lot, slightly recessed from the lay of the land, like a giant golf bunker. It’s known as the dustbowl. The dustbowl is routinely filled with armoured vehicles, heavily armed security personnel, and the taxis that are the only form of transport to and from Basra International. In effect, it is a primitive transport hub, where Western contractors are coupled with their security, decked out in bullet-proof body armour, and loaded into the vehicles that will take them to their destinations. For Ian Fyall, managing partner for Simian Skill Overseas, that destination was Majnoon oil field. He went there in 2017 to recognize workers who had successfully completed scaffold training.

Majnoon, in Southern Iraq, is one of the richest oil fields in the world. Sixty kilometers (37 miles) from Basra, it boasts an estimated 38 billion barrels of oil. After the devastation of over 30 years of conflict, oil is the

The men stood in front of him on day one in flip flops, openly smoking on one of the world’s biggest oil fields. Very quickly, the steel toecap boots were put on, and the cigarettes were put out.
only way that Iraq will be able to recover, and Majnoon will have a major part to play.

By 2020, the Iraqi government aims to produce 7 million barrels of oil per day. To achieve this, Majnoon will have to contribute 1.8 million barrels per day. The scale of this field really is breath-taking.

It’s no wonder that Majnoon translates as “crazy” in Arabic. Majnoon has been under the control of Shell since 2009, as the result of a joint deal with Petronas and the Iraqi government, and was one of 10 major oilfields offered for development by foreign consortiums in an effort to get them running again as quickly as possible. However, the government has always been keen to get local workers onsite, which appeals to a development consortium, since employing Western tradesmen is a costly endeavour. In 2012, there were Iraqi scaffolders available, but they had received little or no formal training. Health and safety was not a consideration, and their ability to carry out their day-to-day tasks correctly and safely was severely lacking.

A Need to Train Local Workers

Simian was first contacted about the potential need for scaffolding training in southern Iraq in 2011. At that point, the United States was in the process of withdrawing troops, and the country was anything but stable. Violence was still an everyday occurrence, and foreigners were viewed with suspicion and mistrust. It was a dangerous place to do business, but it was a country that desperately needed to rebuild, and Simian was eager for the challenge.

Lee Standring, senior supervisor, was the first Simian representative to work full-time in Iraq, arriving at Majnoon in 2012. Although the military extraction was complete, Iraq was still a dangerous place, and mortar attacks were a common occurrence. “Being slightly naïve was probably the best way to go in,” he says, “it meant I didn’t allow myself to think about the worst that could have happened.”

Standring was used to working in challenging environ-
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ments and starting training from the basics, having previously worked as a scaffolding trainer for Simian in Oman and Dubai, but even he was shocked at what he found when he got to Iraq. The knowledge, equipment, and health and safety of the Iraqi workers were worse than he expected. According to Standring, there was simply no awareness of even the need for correct health and safety. The equipment and that Standring was expected to use to train them, was, he soon found, not up to the job. The scaffolders’ personal tool boxes were non-existent. He said, “I had 30 men standing in front of me, and between them they had one spanner!” One of the first jobs was to dismantle the scaffolding that had been the cause of an injury to one of the workers and had led to Simian’s involvement. Standring found that the tubes that had been used were bending under his weight. It simply wasn’t safe, and he knew something had to be done about it. After some frank discussions with the bosses of the oil field, he convinced them to make a considerable investment in equipment. Over $1.5 million has since been spent on 1,000 tons of quality scaffolding for Majnoon.
Staying the Course
It would be easy to wonder whether Standring wanted to run back to the airport and catch the first plane back to the comfort of Dubai, or one of Simian’s other overseas training centres, but he says quite the opposite is true. Standring and Simian were excited by the prospect of building a project from the ground up and seeing it through – especially considering the reception that he had been given by the men themselves, who were warm, welcoming and, after 30 or more years of conflict, humble and grateful for his help. He quickly became extremely fond of the men in his charge, men who were simply trying to better themselves in order to provide for their large extended families. With so many people relying on the success of the project, he realized that he was carrying a lot of responsibility and was determined not to “send them home hurt.”

This training program, however, was going to be unlike any other that Simian had undertaken before. The need for practical skills as soon as possible meant that the usual timescales simply couldn’t apply. Standring would use the daily two-hour wait for the permits to come through as classroom time. Standing at the whiteboard, he would drill the facts and figures into the men (literacy issues for many making rote learning the only option), asking and answering the same questions day after day until the information could be retained. Out in the field, Standring would show one man how to complete a task, and that man would show the next. By getting the men to work as a team, looking out for each other with a collective sense of responsibility, the results would follow. He intended to keep his promise that over the course of the five-year contract, Simian would make them the best scaffolders in the whole of Iraq.

Unfortunately, not everyone could complete the course. For example, one trainee who was there along with his brother was removed from the site for his attitude towards health and safety. This meant that the 13 family members who relied on the brothers were now depending on one wage rather than two. Three months later, during trade tests for new scaffolders, one candidate stood out above the others. It was their younger brother whom they had been teaching at home, educating him in the correct way to scaffold, in order to speed up his training and restore the second wage. The legacy effect of the work being done by Simian was already apparent.

A Legacy of Safe Practices
Gradually, the improvements could be seen, both in the trainees’ knowledge and capabilities as scaffolders and in their respect for the necessary health and safety. By nurturing the relationship between trainer and trainee, the hard work and investment from Simian was bearing fruit. The men wanted to be part of Standring’s team, sharing food with him, even though they could barely afford to do so. One of the key parts of the training process was complete honesty in the assessment of the workers. If they were not good enough, Standring would say so, despite being under pressure to get them working as soon as possible.

Among the men was one who struggled with the classroom elements, mumbling his answers and having difficulty retaining both written and practical elements of the training. He was a particular challenge for the trainers. When Ian Fyall went to Basra and presented 30 men with the certificates signifying their status as fully trained and qualified scaffolders, this worker achieved his certificate alongside his colleagues. These workers are now able to stand on their own feet and deliver quality workmanship wherever they choose to work. The legacy of this training is seen on other sites, where the trained men are held up as the example of how to do things properly. Their standard is the new benchmark in a country that until 2012 had no health and safety awareness or scaffolding training.

Five years and over 500,000 injury and accident-free man-hours later, Simian is very proud of the trainees and the multiplication effect of good training, safe practice, and correct workmanship for the many Iraqi workers that will follow the success of this project.

About the Author
Ian Fyall is Managing Partner for Simian Skill Overseas. He is a Chartered Member of the Institute of Occupational Safety and Health, a Certified Member of the Association of Project Safety, Member of the Institute of Risk and Safety Management and an Associate Member of the Society of Education and Training. He can be reached at ifyall@simian-risk.com.

Editor’s Note: This article first appeared in and is reproduced with kind permission from the Health and Safety Middle East (HSME) magazine and has been minimally edited for use in the SA Magazine.
NEVER NEGLECT PFA SYSTEMS

Never neglect these critical components of every personal fall arrest (PFA) system: inspection and maintenance.

Year in and year out, the Occupational Safety and Health Administration (OSHA) reports that falls are the leading cause of death in construction.

According to OSHA: “Workers who are six feet or more above lower levels are at risk for serious injury or death if they should fall. To protect these workers, employers must provide fall protection and the right equipment for the job, including the right kinds of ladders, scaffolds, and safety gear. “Use the right ladder or scaffold to get the job done safely. For roof work, if workers use personal fall arrest systems (PFAS), provide a harness for each worker who needs to tie off to the anchor. Make sure the PFAS fits, and regularly inspect it for safe use.”

It is critical that PFA systems and components — anchorage connectors, body wear, and connecting devices — be systematically inspected and maintained if they are to maintain their integrity and functionality as a life-saving safety solution.

Harness (and Body Belt) Inspection
To inspect a fall protection harness or body belt, perform the following procedures.

1) Webbing – Grasp the webbing, placing one’s hands 6 inches (152 mm) to 8 inches (203 mm) apart. Bend the webbing in an inverted “U.” The surface tension resulting makes damaged fibers or cuts easier to detect. Follow this procedure the entire length of the webbing, inspecting both sides of each strap. Look for frayed edges, broken fibers, pulled stitches, cuts, burns, and chemical damage.

2) D-Rings/Back Pads – Check D-rings for distortion, cracks, breaks, and rough or sharp edges. The D-ring should pivot freely. D-ring back pads...
should also be inspected for damage.

3) Attachment of Buckles – Inspect for any unusual wear, frayed or cut fibers, or broken stitching of the buckle or D-ring attachments.

4) Tongue/Grommets – The tongue receives heavy wear from repeated buckling and unbuckling. Inspect for loose, distorted, or broken grommets. Webbing should not have additional punched holes.

5) Tongue Buckles – Buckle tongues should be free of distortion in shape and motion. They should overlap the buckle frame and move freely back and forth in their socket. Roller should turn freely on the frame. Check for distortion or sharp edges.

6) Friction and Mating Buckles – Inspect the buckle for distortion. The outer bars and center bars must be straight. Pay particular attention to corners and attachment points at the center bar.

7) Quick-Connect Buckles – Inspect the buckle for distortion. The outer bars and center bars must be straight. Make sure the dual-tab release mechanism is free of debris and engages properly.

Lanyard Inspection

To inspect a lanyard, begin at one end and work to the opposite end, slowly rotating the lanyard so that the entire circumference is checked. Also, follow the procedures below.

1) Hardware – Inspect snaps and thimbles.
   a) Snaps: Inspect closely for hook and eye distortions, cracks, corrosion, or pitted surfaces. The keeper (latch) should seat into the nose without binding and should not be distorted or obstructed. The keeper spring should exert sufficient force to firmly close the keeper. Keeper locks must prevent the keeper from opening when the keeper closes.
   b) Thimbles: The thimble must be firmly seated in the eye of the splice, and...
the splice should have no loose or cut strands. The edges of the thimble must be free of sharp edges, distortion, or cracks.

2) Wire Rope Lanyard – While rotating the wire rope lanyard, watch for cuts, frayed areas, or unusual wearing patterns on the wire. Broken strands will separate from the body of the lanyard.

3) Web Lanyard – While bending webbing over a pipe or mandrel, observe each side of the webbed lanyard. This will reveal any cuts or breaks. Swelling, discoloration, cracks, and charring are obvious signs of chemical or heat damage. Inspect for any breaks in stitching.

4) Rope Lanyard – Rotate the rope lanyard while inspecting from end-to-end for any fuzzy, worn, broken, or cut fibers. Weakened areas from fibers. Weakened areas from stitching. The braking mechanism must be tested by grasping the lifeline above the impact indicator and applying a sharp, steady pull downward, which will engage the brakes. There should be no slippage of the lifeline while the brakes are engaged; once tension is released, the brakes will disengage, and the unit will return to the retractable mode. Do not use the unit if the brakes do not engage. Check the hardware as directed in the previous section, Lanyard Inspection – Hardware/Snaps. The snap-hook load indicator is located in the swivel of the snap hook. The swivel eye will elongate and expose a red area when subjected to fall arresting forces. Do not use the unit if the load impact indicator has been activated.

Self-Retracting Lifeline Inspection

1) Check Housing – Before every use, inspect the unit’s housing for loose fasteners and bent, cracked, distorted, worn, malfunctioning, or damaged parts.

2) Lifeline – Test the lifeline retraction and tension by pulling out several feet of the lifeline and allowing it to retract back into the unit. Always maintain a light tension on the lifeline as it retracts. Do not use the unit if the lifeline does not retract. The lifeline must be checked regularly for signs of damage. Inspect for cuts, burns, corrosion, kinks, frays, or worn areas. Inspect any sewing (web lifelines) for loose, broken, or damaged stitching.

Cleaning

Basic care of all safety equipment is essential to prolong both the durable life of the unit and to contribute toward the performance of its vital safety function. Proper storage and maintenance after use are as important as cleansing the equipment of dirt, corrosives, or contaminants. Storage areas should be clean, dry, and free of exposure to fumes or corrosive elements.

1) Nylon or Polyester – Remove all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent. Work up a thick lather with a vigorous back and forth motion; then wipe with a clean cloth. Hang freely to dry, but away from excessive heat.

2) Housing – Periodically clean the unit using a damp cloth and mild detergent. Towel dry.

3) Drying – Equipment should dry thoroughly without close exposure to heat, steam, or long periods of sunlight.

Based on the results of a strict and systematic inspection and maintenance program, it may be necessary to remove a harness or lanyard from service before the expiration of its stated life expectancy guideline. Immediately dispose the removed item to prevent any further use.

It is the responsibility of the user of any PFA system or component and all personal protection equipment to critically inspect and ultimately determine if the item is suitable for use — that is, to keep him or her safe and injury free. It is a critical responsibility that all users must undertake as if their lives may depend on it.

About the Author

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saiaef.org/grants
ACCESS SOLUTIONS FOR A LONG ISLAND CITY TOWER

KLIMER SUCCESSFULLY MET MULTIPLE ACCESS CHALLENGES TO ALLOW THE SAFE INSTALLATION OF PORCELAIN-CLAD TILES ON A RESIDENTIAL TOWER IN LONG ISLAND CITY.

BY MEGAN RUSSELL

Long Island City is a sprawling area in Queens, New York, and certainly proving to be an up and coming community for families and business professionals alike. Contributing to the city’s transformative growth is 29-22 Northern Boulevard, a 45-story mixed-use residential tower which has been under construction since 2016. Imagined as an urban “vertical cruise ship” and officially named “Alta,” the amenity-heavy development includes a two-story fitness center, expansive outdoor living spaces, an indoor golf simulator, 467 luxury condo units, and 12,000 square feet of retail space. Architects from Simon Baron Development are breaking the mold of the modern New York high rise by using a combination of glass and porcelain, a distinct look which is as much aesthetically pleasing as it is practical. The porcelain-clad with punch windows gives way to the glass façade at higher levels, allowing residents on lower floors to enjoy city views. The merging of these two design trends achieves an architecturally pleasing look but also serves as sound attenuation as it sits on a busy intersection, right at the entrance to the Queensboro Bridge. This unique, sound-mitigating design provided an opportunity for Klimer to step in to provide a complete access and material handling solution for the building envelope contractor to install the porcelain-clad tile.

The project came with several challenges, including:
• A demanding timeline;
• Close proximity to subway;
Crane flying partially assembled drive unit into position over Long Island’s subway system
• Acquiring multiple permits;
• Restricted ground conditions; and
• Changes in scheduling requests.

Installing the mast-climbers was especially challenging. For trades to complete the installation of the exterior facade, Klimer supplied 12 mast climbing work platforms for 10 months. The installation of the mast-climbers was especially challenging, due to limited access. There was no room on the ground for a staging area, which meant that, as equipment arrived, it had to be immediately unloaded to keep the busy Queens neighbourhood intersection as unobstructed as possible.

Crane time was minimal and difficult to schedule, so planning the deliveries and combinations of equipment in an efficient manner was crucial. Because of the tight ground constraints, Klimer assembled platforms at grade then flew them into position when the crane was available. Once the platforms were assembled, they were picked up by a crane which navigated the equipment through the narrow 75-foot space between the building and subway line.

No two mast climbers shared the same configuration. The 12 mast-climbers were placed into various positions, providing 100-percent access to the circumference of the building. It was important to provide access to the facade in the most optimal way, getting crews and materials to exactly where they needed to be. Two of those positions were cantilevered on steel beams on the fourth floor, meaning the base of the platform was 50 feet above grade. Restrictions with property line setbacks restricted Klimer from positioning the mast climbers on the
ground in those areas. Six of the platform locations were in close proximity to the elevated Long Island subway system. The remaining four mast climbers were installed on roof terraces above the second and sixth floor. Mast heights ranged from 180 feet high up to 375 feet high, depending on the height of the tile. Platform lengths ranged from 17 to 55 feet, to accommodate the building’s shape. Once the equipment was installed, both the building envelope and masonry contractors used the mast climbers for all of their prep work and installation of the tiles. Permits were required by the New York Department of Business for each mast climber designated for specific positions, which created another scheduling hurdle to manage.
Safe access was provided day and night in all weather conditions. To accommodate the general contractor’s tight timeline, the building envelope contractor added an evening shift, and Klimer installed lights on platforms, working safely day and night. Debris netting and weather enclosure systems were required for protection due to height of the mast climbers and close distance to the elevated subway system.

In spite of the complexity of the location, the limitations to crane time, and restricted ground conditions, Klimer continually accommodated requests and changes in schedule, which required careful management of equipment storage and delivery. Constant communication with contractors and crane operators was the key to managing the logistics of the installation and dismantle.

About the Author
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STEP INTO THE FUTURE
OF SCAFFOLD TRAINING

Cathee Johnson Phillips

The Scaffold & Access Industry Association (SAIA) Education Foundation has invested in bringing Competent Person Training back to the future. The path forward began this past year with Supported Scaffolding training, and attendees at the SAIA 2018 Annual Convention & Exposition will get the first look.
n the 1990s, the Scaffold & Access Industry Association (SAIA) and the Southern Alberta Institute of Technology (SAIT) joined forces to create a training course in supported scaffolding. They selected David Glabe, P.E., and John Rosenthal, P.Eng., to write the training materials. Since then, some 70,000 students have completed the Competent Person Training (CPT) in Supported Scaffolding.

Thanks to a $45,000 grant from the SAIA Education Foundation, the association was able to move forward with updating this in-demand training. The project began in the spring of 2017, and the new manuals will be unveiled at the SAIA’s 2018 Annual Convention & Exposition.
“The content had not been updated since the training was created, other than revisions to the test,” said Jackie Brown, SAIA outreach training manager. “This effort has allowed us to step into the future with scaffolding training.”

After several rounds of reviewing submitted proposals, the SAIA selected Jen Rosenthal, international training and development consultant and founder of The Train Station, to take on the task of updating the content. A certified training professional, she has 20-plus years of experience in working with subject matter experts in technical fields to develop training materials for workers. That experience includes spending the last eight years in developing health and safety-related training materials for organizations around the world. Currently she resides in Canada but previously lived in New Zealand, where she worked with the country’s industry training organizations that set standards and created national certificates and diplomas.

Passing on the legacy of knowledge
Rosenthal grew up listening to scaffolding terms – John Rosenthal is her father. He is consulting engineer and trainer for scaffolding, shoring, and concrete forming applications at Dunn-Wright Engineering Inc. and has worked in the scaffold and access industry since 1972. He currently serves on the SAIA Education Committee.

“The continuity is wonderful,” said Jen Rosenthal. “My father, who was one of the authors of the original manuals, provides me ‘internal’ technical assistance for the update.”

The content has been carefully vetted through a multi-level review process, which involves some 15 volunteer experts, from people at the Accredited Training Institutes (ATIs) to those providing assistance for the update.

Goal One: Make it user-friendly for today’s workers.
One of the SAIA’s goals was to make the supported scaffolding manuals user-friendly for today’s workers. Largely by restructuring the chapters, the manuals were reduced from 400 pages to some 100 pages. There are more photos, graphics, and hands-on learning activities, including scenario-based exercises in which the student must consider the scenario and design the appropriate scaffold. There still is practical training where students build scaffolding, but this training is now more structured. A new facilitator’s guide and new slides accompany the manuals. The materials were developed first in English but will be available in Spanish as well.

The SAIA has brought the training into the digital age by incorporating learning management software (LMS) into the update. The LMS houses the content and student information and is accessible on computers or smart phones connected to the internet. The content can
be translated into any language. The first phase, currently in testing, allows the Accredited Training Institute (ATI) instructors to use the LMS to communicate with each other and SAIA headquarters.

The second phase will result in the creation of a student portal that provides students with access to their records and history. Eventually, the LMS will help students to prepare for the in-person class through the use of e-books with interactive quizzing, and online testing will be offered.

“Often students have not been prepared when they come to the classroom. The 400-page manual could be intimidating, especially when you receive it just a week or two before the class,” said Brown. “As a result, many instructors feel that they are teaching to the test. Our hope is that the new manuals and an online interactive learning experience will help students to complete the prep work more easily. This will allow the instructors to spend more time one-on-one with the students and the students to learn more in the classroom.”

Goal Two: Increase the consistency of the experience. “The SAIA also emphasized the need for the training to be consistent, regardless of who presented it,” said Jen Rosenthal. “So, with the guidance and support of subject matter experts, key points were developed for each chapter. These points form the basis of the exam.” Each chapter’s session plan and complementary slides illustrate the key points.

“But we haven’t scripted the training,” she added. “Trainers will still be able to share their real-life experiences and on-the-job anecdotes and personalize the training.”

Besides the written exam, students are assessed based on their performance during the practical part of the training. In order to increase the consistency of the practical experience, Rosenthal worked with the Education Committee to develop minimum standards that must be covered. Having these standards will maintain consistency but still allow the trainer to go into more depth for the students who need more information.

Goal Three: Cover regulations for every location. Maintaining consistency was especially challenging when updating the chapter on hazards and regulations. The SAIA felt very strongly that regulations needed to be covered for every location.

Rosenthal said, “Regulations differ from state to state, from province to province, and from country to country. After serious discussion at several
meetings, the decision was made to put the onus on the trainers to present customized information for the location where they are giving the training.”

The new materials allow instructors to customize the session plans and slides for their region. To encourage students to learn the regulations, students are asked to complete regulation “boxes” in the manual. For example, they are asked to find out the required height for a guardrail in their jurisdiction and write it in the box.

“The SAIA wants the workers to use the regulations that are the law in their area,” said Rosenthal. “It’s the competent person’s responsibility to be up to date on the regulations, and these reminders are all over the manual.”

It’s time!
Both Brown and Rosenthal are excited to show SAIA members the new materials at the Annual Convention & Exposition. “In recent years, the SAIA had been in talks about this update, and it was time to finally pull the trigger,” said Brown. “We have listened to our membership and believe that we are providing them with what they want and that this update will help us to train even more workers in best safety practices.”

The future of safety training is here. Ready, set, learn!

Committee Week is moving to April in 2019. We’ll be heading to the Great Northwest’s City of Roses, better known as Portland. Brimming with a thriving arts and culture scene, acclaimed dining destinations, lush forests co-mingling with rolling hills, and endless outdoor activities, you can do just about anything you can think of in Portland.

If that’s not enough to entice you to make the trip, then how about what Committee Week is all about: having your voice heard, collaborating with peers, tackling new initiatives, gaining skills and knowledge through education and training opportunities, and shaping the future of the SAIA.

So mark your calendars now to attend the 2019 Committee Week in Portland, Ore., April 29 - May 2.
Join Us for the
2018 President’s
Gala & Awards
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WEDNESDAY, JULY 11

6 — 7 p.m.
President’s Gala Reception

7 — 9:30 p.m.
President’s Gala Dinner & Awards Presentation

9:30 — 11:30 p.m.
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Don your best cocktail attire for this worldly party in the fair city of Chicago. Enjoy the sounds of smooth jazz at Paula’s Ultimate Extravaganza, where you’ll mingle with friends, try your hand at games, and dance to live music.

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Please Note: A ticket is required for the President’s Gala Reception, Dinner & Awards, and After Party. It is included in the cost of a full convention registration or primary exhibitor registration. Individual event tickets can be purchased online for $150.

www.convention.saiaonline.org
INDUSTRY NEWS

SAIA MEMBERS PARTICIPATED IN DOWNSTREAM EVENT

The Scaffold & Access Industry Association (SAIA) and its 11 councils were represented by 20 member companies exhibiting at the Downstream Conference & Exhibition held Thursday, May 31, and Friday, June 1, in Galveston, Texas. The Downstream Conference is the most significant, industry-leading event for downstream capital project, engineering, maintenance, reliability, and turnaround professionals to meet and do business.

HY-BRID LIFTS APPOINTS PEDRAZA AS SOUTH-CENTRAL TERRITORY MANAGER

Custom Equipment, LLC has welcomed Jesus Pedraza as its South-Central U.S. territory manager. Pedraza is focusing on continuing the growth and channel development of Hy-Brid Lifts, Custom Equipment’s line of lightweight low-level scissor lifts. Pedraza has more than 13 years of experience in both inside and outside sales at Ahern Rentals in Texas, where he used his networking and negotiating skills to average $3 million per year in revenue. Pedraza’s familiarity with the South-Central United States helps him navigate the dealer and rental center landscape in that area.

SAIA 2019 Annual Convention & Exhibition

September 23-26 | New Orleans, LA

Cruise With Us Down the SAIA River of Opportunity

With a two-month shift in dates for Committee Week, the 2019 Annual Convention follows suit by moving to September. New Orleans plays host to the SAIA’s main event of the year, and you can be sure fun and festivities will be had when the day’s events wind down. It may not be Mardi Gras season, but NOLA offers up plenty of flavorful Cajun and Creole cuisine, Cafe du Monde’s famous beignets and chicory coffee, soulful jazz on every corner, and a colorful culture steeped deep in history.

The SAIA’s Annual Convention is like Committee Week on steroids! It’s networking with peers and industry experts. It’s making fruitful business connections with vendors in the Exhibit Hall. It’s learning something new during a session presentation that will help your business grow. It’s getting that training you’ve been putting off but really need. It’s participating in and shaping the future of the association that is here for YOU!

Go ahead, block your calendar for September 23 - 26, 2019, because you know you won’t want to miss out on this incredibly important event.

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JULY/AUGUST 2018
**UBS PROVIDES HOISTING ACCESS AND PUBLIC PROTECTION AT ONE VANDERBILT**

- Universal Builders Supply, Inc. (UBS) and President Chris Evans recently announced that hoisting work is underway at SL Green's One Vanderbilt, the 58-story, 1.7-million-square-foot commercial office tower being constructed in midtown Manhattan directly adjacent to Grand Central Terminal. UBS is providing hoisting access from the ground level up to the 58th floor as well as public protection at the ground level.

- The Hoist Complex is located at the north side of the building on 43rd Street and Vanderbilt Avenue and consists of six hoist cars feeding into an oversized common platform. The entire complex is supported on three-level transfer steel that consists of significant double cantilevers at the north side. The base transfer steel columns have an axial load of 650,000 pounds with steel members weighing 330 pounds per foot.

**SAFE + SOUND CAMPAIGN**

- Safe + Sound Week 2018, a nationwide event to raise awareness and understanding of the value of workplace safety and health programs, will be held August 13-19. It is an opportunity for employers to show commitment to health and safety by launching or renewing efforts to identify and manage hazards before they cause injuries or illnesses. Visit https://www.osha.gov/safesoundweek/ to learn more.

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BRANDSAFEWAY EARNS 20 SAFETY AWARDS

Twenty of BrandSafeway’s refinery and plant crews earned the Contractor Safety Achievement Award from the American Fuel & Petrochemical Manufacturers (AFPM) association, based on the crews’ outstanding safety records in 2017. BrandSafeway was honored in May at the Safety Awards Event during the 2018 National Occupational & Process Safety Conference and Exhibition in San Antonio, Texas. The AFPM awards program promotes safe work practices and accident prevention in the 117 refineries and more than 230 petrochemical manufacturing facilities the association represents. The Contractor Safety Achievement Award recognizes maintenance contractors working a minimum of 20,000 hours per calendar year at a regular AFPM-member facility that has achieved a total recordable incident rate of 0.6 or less with no workplace-related fatality during the calendar year.

ALLIED PROMOTES LANDIN BEER

Allied Insurance Brokers is excited to announce the promotion of Landin Beer to senior account manager. She joins the growing team of Allied’s producers as the organization experiences record organic growth. In her position, she will manage a territory that includes the states of Illinois, Indiana, Michigan, Minnesota, and Wisconsin. She will handle a book of business focusing on insurance and risk management solutions for the scaffold, crane, and rental equipment dealer industries, as well as provide support to Allied’s existing clients.

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