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Scaffold Industry Association of Canada

Ontario Chapter

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- **Working at Heights in Ontario..**

**JUNE
2015**




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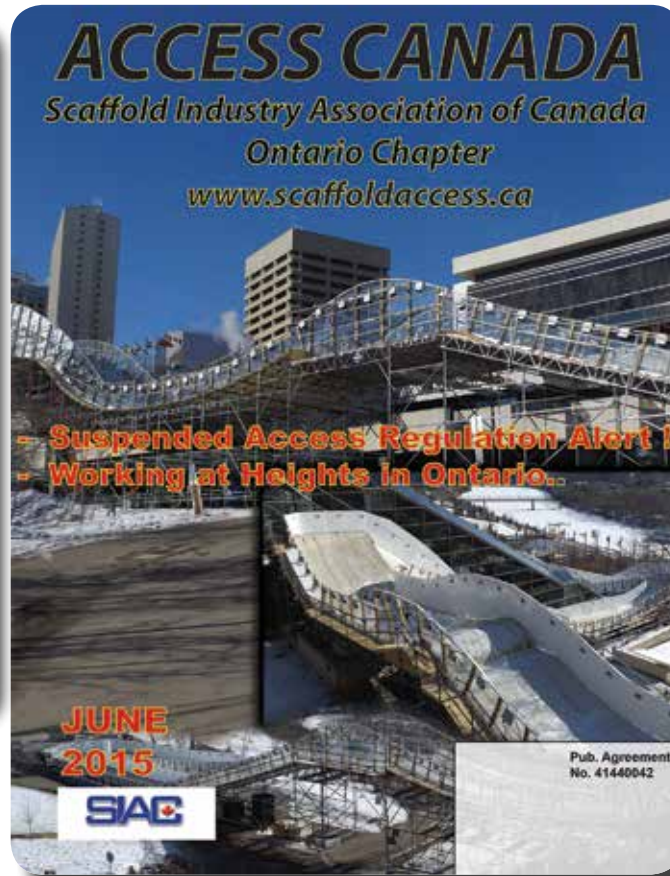
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Message From the President



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Just days before the new fall protection training for construction workers came into effect in Ontario, a tragic mast climbing accident in Toronto resulted in deaths of two workers. Earlier that very same week we heard of another mast climbing accident in North Carolina where three other workers died.

On behalf of the SIAC Board of Directors as well as all our members, I would like to extend our deepest condolences to the family and friends of the deceased workers.

Although we must wait for official investigation reports to be released to find out the exact cause of these accidents, one thing is sure – as an organization representing the access industry we must do everything possible to prevent the occurrence of these workplace accidents. The SIAC will continue to work closely with the safety associations and government regulators by contributing to the legislative dialogue that affects us all. Our association is made up of industry experts, with decades of experience in all forms of access systems, and we will continue to ensure our concerns are heard.

On the same topic, I am pleased to announce that more members have joined the SIAC. Their industry expertise and commitment to safety is a valuable addition to our association and strengthens our voice in all our discourses.

Of special interest to SIAC is our current dialogue between industry leaders and legislative bodies regarding the proposed regulation changes that will impact the scaffolding and swingstage industry in the construction sector.

The proposal by the Ministry of Labour calls for major changes in engineering, design, and inspection of swingstage components. Our industry leaders recognize the impact such changes will bring to the current North American codes and practice, and are concerned it would cause further confusion, unnecessary cost, and even the absence of reasonable practical solutions while not adding any value to the safety of workers using our access equipment.

While both sides of the discourse aim for improvement in safety, we must keep raising our voice and remind legislative bodies that practical regulations are the only way we can and should implement new safety requirements.

Together with new members, our voice is stronger and capable of making a difference to the advancement of the safety of our access products in Ontario.

Roger Marsland, President

SIAC Ontario Chapter.

Suspended Access Regulation Alert !

Suspended Access Equipment Regulations Proposed Amendments will Impact Construction Industry

Major changes will impact your business without improving working safety

Industry urged to reject MOL proposal for impractical testing of scaffolds

Background

Following the tragic event on December 24, 2009 where four workers lost their lives while working on a suspended scaffold, an industry Working Group was established to recommend amendments to the Regulations for Construction Projects that would improve worker training as well as enforcement issues regarding the use of suspended scaffolds on construction projects. The Working Group consisted of construction industry labour and management representatives and the Scaffold Industry Association of Canada.

Contrary to the consensus recommendations of the Working Group, the Ministry of Labour has recently published a non-consensus version of the proposed regulations for public consultation. The Ministry will receive comments until June 22, 2015.

Need for Thoughtful Reforms

Ensuring the health and safety of our workers is critical, and reforms to help prevent accidents are long overdue. We welcome the government's move to strengthen these regulations, but reforms need to make sense.

Our Concerns

We believe these policies, if implemented, will have a serious negative impact on the construction industry, while doing nothing to improve safety for our workers.

While the Ministry of Labour has accepted our recommendations regarding worker training, a large number of the proposed regulation amendments are contrary to the advice of the Working Group and the SIAC. Below are some of the major areas of concern.

New Annual Non-destructive Testing (NDT) of Welded Scaffold Components (Recommendation 14, Questions No 31-35)

The Working Group and the SIAC has carefully considered the practicality of this recommendation and the benefit to improving the safety of workers using the equipment. The NDT proposal by the Ministry was rejected based on major technical barriers and it was feared that such a system would be very difficult and costly for the construction industry to implement and maintain, and extremely difficult for MOL to enforce. The WG and the SIAC was of the view that adding such a complex system would not improve safety for the users of the equipment and would result in widespread non-compliance issues throughout the construction industry.

Suspended Access Regulation Alert !

New Engineering Requirements (Recommendation 11, 12 and 13)

The MOL has proposed a number of new design and engineering requirements for scaffold platforms and support systems many of which are inconsistent with Canadian and North American industry design codes and practices. Industry experts from the Scaffold Industry Association of Canada and the Building and Concrete Restoration Association of Ontario have discussed these issues with MOL officials at numerous meetings dating back to 2010. The Working Group is concerned that many of these inconsistencies will lead to confusion in the industry and could have a negative effect on regulation compliance and safe use of the equipment.

Speak up! Have your voice heard!

The construction industry must ensure our concerns are heard. If these proposals are not opposed loudly, they WILL become law. Please join us in making the following recommendations to the Ministry of Labour:

1. We reject Recommendation 14, and urge the Ministry to adopt the recommendations of the Working Group regarding a more comprehensive inspection and maintenance protocol. We believe this protocol will ensure well maintained access equipment and provide a safe means of access for the construction industry.
2. We urge the Ministry to give consideration to the SIAC submission and the final proposal of the Working Group as approved by the PLMHSC and submitted to the Minister of Labour. The full version of the SIAC submission is available on the SIAC website at www.scaffoldaccess.ca
3. We reject Recommendation 11, 12, and 13 regarding the engineering, design and related technical issues proposed by Ministry of Labour, and urge the Ministry to address these issues through an industry stakeholder group made up of industry experts in the engineering, scaffolding, and temporary structures community.
4. We recommend the Ministry of Labour address the technical design and testing requirements for suspended access equipment through the Canadian Standards Association and an updated CSA standard and a formal reference in the regulations.

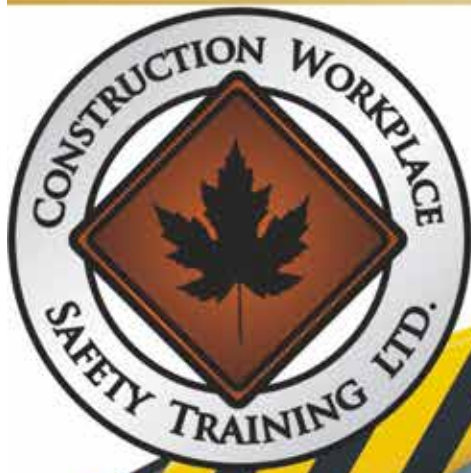
The Government is receiving feedback until June 22nd.

Please visit www.swingstagesafety.com to find out how you can help and submit your recommendations to the Ministry of Labour.

The government's website can be found here:

<http://www.ontariocanada.com/registry/view.do?postingId=17262&language=en>

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Working at Heights in Ontario



As most people in Ontario are aware, the Ministry of Labour has introduced a new requirement for people that are exposed to falls at work, to be trained.

This initiative came about due to the large number of workers being hurt or killed from falls at work.

The Ministry of Labour through the new Prevention Branch, initiated a series of stakeholder meetings to determine the best course of action to reduce or eliminate these injuries and fatalities. Representatives from all sectors were given an opportunity to review the statistics and share their ideas about how to best improve the work environment.

The Prevention Branch of the Ministry of Labour created a draft proposal of the new training requirements and that was circulated to the stakeholders.

The launch of the program is at this time limited to just the construction sector, as this is where the majority of incidents occurred.

Unfortunately there has been a great deal of confusion and misinformation circulating about the program since its launch.

Hopefully I can clear up some of the issues.

First, the program came into effect as of April 1, 2015. That does not mean that all workers need to be trained as of last month. In point of fact, there were NO approved training providers prior to April 1, 2015. The legislative change did not take place until that date. That means any company or organization that said they were already approved and that their program would be “Grandfathered In” were not correct.

There is no “Grandfathering“ of ANY Fall Protection, or Working at Heights training.

All workers in construction that may be exposed to a fall hazard as per section 26 of the OHS 213/91 edition June 2014, must be trained to the new standard.

However, there are few rules.

- All training for Working at Heights” must be conducted by an approved training provider. Approved by the Ministry of Labour.
- The record of training will be issued only by the Ministry of Labour after successful completion of the approved course.
- Any training for Fall Protection, Fall Prevention or Working at Heights, done before April 1, 2015, will be valid until April 1, 2017, as long as it meets the

requirements of 26.2 of the regulations. Proof of training will be required.

- The maximum number of students per class is 24 for theory and 12 for practical.
- The minimum time for training is 6.5 hours. This is as per the approval process of the Ministry of Labour.
- The training must have a theory and practical component and must have an evaluation process that can be audited.
- As of this writing there are 17 approved training providers in Ontario.

Let’s look at some of the current myths that we have become aware of

First, there is no equivalent program to the Ministry of Labour program. There have been some American firms offering the equivalent.

Second, these rules do not apply if you are American or from out of province while working in Ontario. All workers in Ontario that MAY be exposed to a fall hazard as per the OHS 213/91, must be trained.

Third, ladders are banned in construction. Not true. The Ministry of Labour has issued a position paper on ladder use in construction. You must do a risk assessment prior to using a ladder. The paper is available from the Ministry of Labour web site or our web site among others.



Working at Heights in Ontario

Fourth, harness's and lanyards etc. are only good for 5 years. There is no law that states this. The manufacturer recommends replacement after 5 years of service. All fall protection equipment must be inspected by a competent person prior to each use. If there is damage, defect or sufficient wear, it must be taken out of service immediately. Fifth, high visibility garment with the slot to accommodate the use of a D ring cannot be used. No regulation to that affect. No garment can interfere with the proper deployment of the fall protection equipment. So wearing a coat over the harness and lanyard is not allowed.

As a final note, we should be aware that any employer can create a policy that exceeds the regulations. That can be enforced as law.

That means that, for example, a constructor requires that all workers on their site must be trained to the new standard before entering the site, then all workers must be trained to the new standard.

For further information on Working at Heights, please go to www.labour.gov.on.ca.

You can also contact our office at:
info@buildwithsafety.com.



About the Author:

Bruce Bolduc is the president of Construction Workplace Safety Training Ltd.

Past chair of the Ontario Home Builders Health and Safety Committee.

Member of Canadian Society of Safety Engineering, and as such holds his CRSP, CHSC and Gold Seal certification for Safety through the Canadian Construction Association.

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ALERT

MAST-CLIMBING WORK PLATFORM SAFE USE, MAINTENANCE & INSPECTION

The MOL has recently issued this Hazard Alert on May 26th, 2015. This Alert was widely distributed to the Construction Industry.

Disclaimer: This resource has been prepared to help the workplace parties understand some of their obligations under the Occupational Health and Safety Act (OHSA) and regulations. It is not legal advice. It is not intended to replace the OHSA or the regulations. FOR FURTHER INFORMATION PLEASE SEE FULL DISCLAIMER. The purpose of this alert is to provide important information regarding mast-climbing work platform safety. The recent death of two Ontario workers who were on a mast-climbing work platform when it collapsed prompted Ministry of Labour Inspectors and Engineers to undertake a review of similar mast-climbing platforms. These inspections found serious defects in the structural elements of some of the platforms that if not addressed could significantly increase the likelihood of failure.

Suppliers and employers, including those who own, use, or allow such equipment to be used at a workplace or project are advised of the significant potential for these structures to collapse if they are not properly inspected and maintained in accordance with good engineering practice and manufacturer's instructions.

Hazard summary

Any structural deficiencies identified during an inspection of a mast-climbing work platform (MCWP) in load carrying members, including mast sections, platform sections and ties, will require the platform to be taken out of service immediately.

Corrective action to address structural deficiencies must be taken before the equipment is placed back in service. Weld defects may not be detectable by visual examination and non-destructive testing may be required to determine if cracks in welds are present. Critical welds may not be readily accessible for inspection and non-destructive testing without partially dismantling the platform.

Background

MCWP have become a common type of access equipment in the construction industry primarily in the restoration, masonry and related sectors, replacing traditional scaffold systems. Under the OHSA, employers and supervisors are required to take every precaution reasonable in the circumstances for the protection of workers (OHSA, clauses 25(2)(h) and 27(2)(c)). Parties must also comply with the requirements of the Construction Projects Regulation (O Reg 213/91), including but not limited to the following sections:

1. Proper design, manufacturing, testing, erection and use of equipment

o AMCWP must meet all the requirements of ss.144(3)(b), (7) and (8), and sections 145, 146, 147, 148 and 149.

o AMCWP must be used only in accordance with the written instructions of the manufacturer (s.148(c)). o A MCWP must not be overloaded or used in a manner that would affect the platform's stability or endanger a worker (ss.148 (a) and (d)). The rated working load of the MCWP must be indicated on a sign visible to the operator at its controls (s.144 (8)(a)).



ALERT

2. Adequate maintenance of equipment

o Employers must ensure that the equipment, materials and protective devices are maintained in good condition (OHSA, clause 25(1)(b)).

o Suppliers of machines, devices, tools or equipment under any rental, leasing or similar arrangement must ensure that the items are maintained in good condition, if it is the supplier's responsibility under the rental, leasing or similar arrangement to do so (OHSA, clause 31(1)(c)). Owner of a MCWP must maintain it such that the safety factors of the original design are maintained. (s. 145(1)).

o The owner of a mast-climbing work platform shall keep a permanent record of all inspections, tests, repairs, modifications and maintenance performed on it (s. 145(2)).

3. Proper inspection of equipment by a trained worker and by the supervisor

o A MCWP must be inspected each day before use, in accordance with the manufacturer's instructions by a worker trained in accordance with section 147 (s.144 (3)(b)). A supervisor or a competent person appointed by the supervisor must inspect the equipment at least once a week, or more frequently as determined by the supervisor, to ensure that the equipment does not endanger any worker (ss. 14(3) and (4)).

4. Proper training

A worker who operates a MCWP shall, before using it for the first time, be given oral and written instruction on the operation and be trained to operate that class of elevating work platform. (s. 147 (1)).

The instruction and training required by subsection 147(1) shall include,

- (a) the manufacturer's instruction;
- (b) instruction in the load limitations;
- (c) instruction in and a hands-on demonstration of the proper use of all controls; and
- (d) instruction in the limitations on the kinds of surfaces on which it is designed to be used. (s 147(2)).

5. Best Practices

CSA standard B 354.5-07(R2011), Mast-Climbing Work Platforms, provides current best practices for the design, manufacture, maintenance and testing of MCWP. However, based on the Ministry's recent observations of mast-climbing work platforms currently being used on construction projects, in addition to the annual inspection recommended in section 7.5 of CSA standard B354.5-07 it is recommended that:

- The person doing the inspection be an engineer or be designated in writing as competent for the task by a professional engineer.
- Critical welds be appropriately inspected, including using non-destructive testing in accordance with applicable methods recognized by the Canadian General Standards Board.

For more information contact:

- [Infrastructure Health and Safety Association](#)
- [Ministry of Labour Health & Safety Contact Centre](#)
- [Canadian General Standards Board](#)
- [Canadian Standards Association](#)

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Steve Wilson, president of Safway Services Canada.





"We have demonstrated an ability to improve productivity and the bottom line, while advancing EHS performance," Wilson says. "Good safety and increased productivity go hand-in-hand. We track key performance indicators on all of our projects and use this data to continuously improve results – in safety, execution, scheduling and costs. We have found that our most productive sites are also the safest. If we plan for productivity, we perform safely."

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OHS & WORKERS' COMPENSATION ADVISOR



OHS & Workers' Compensation Commentary for Management

Weathering the Storm: Managing Risks from Coroner's Inquests and Fatality Inquiries

By **Jeremy Warning** and **Cheryl Edwards**, **Mathews Dinsdale and Clark LLP**

Any employer experiencing a fatality at the workplace faces a multitude of legal issues. One aspect of managing in the aftermath of a tragic fatality that receives little attention is the inquest or fatality inquiry that may arise following any OHS charges or penalty. An inquest or inquiry could plunge the company into a proceeding in which its actions could be publicly criticized and scrutinized by its workers, family members of the deceased, any union and the media. An inquest or inquiry can be the last proceeding in a series of emotionally draining, costly, time-consuming and difficult processes following a workplace fatality. They may involve broad issues and draw in new parties who could have agendas that may be detrimental to the company's interests. There is a significant likelihood that proverbial "dirty laundry" will be aired, thereby threatening to damage the employer's reputation and employee/labour relations at the same time. Ultimately, an inquest or inquiry can be an emotional and dynamic proceeding, unlike any other in which the company has been involved.

Notwithstanding that one cannot "win" at an inquest or inquiry, understanding how they happen, what they are about, and strategies by which employers can persevere through them should assist in minimizing the impact of an inquest or inquiry on an employer's reputation. In this article, we examine the inquest/inquiry process and provide some best practices for employers based upon our many years of advising and representing businesses and their management in relation to such proceedings.

How Does an Inquest or Inquiry Happen?

Though the systems differ, each jurisdiction in Canada provides for some form of inquisitorial proceeding to investigate certain deaths: an inquest or a fatality inquiry. However, an inquiry or inquest will not be held into all deaths that occur in a workplace. Some jurisdictions have established that an inquest or inquiry will be mandatory for deaths occurring in certain workplaces but no jurisdiction requires one for all workplace deaths. For example, Ontario requires an inquest for all deaths occurring on a construction project or in a mine, while New Brunswick requires an inquest at those workplaces and also where a fatality has occurred at a sawmill or lumber, food or fish processing plant. If an inquest or inquiry is not mandatory then the decision to hold one generally rests with the province or territory's Coroner or Medical Examiner/Fatality Review Board.

There has been some controversy around mandatory inquests recently. A recent decision of the Ontario Human Rights Tribunal found that the provision of Ontario's Coroner's Act requiring mandatory inquests only for fatalities occurring in the construction or mining sectors was not discriminatory.¹

¹ *Peart v. Ontario (Community Safety and Correctional Services)*, 2014 HRTO 611 (CanLII).

OHS law spoken here



A complainant alleged that seasonal agricultural workers were denied the benefits of a mandatory inquest and that this was discriminatory on the grounds of race, ancestry, place of origin, colour, ethnic origin and citizenship. The Ontario Human Rights Tribunal dismissed the application after finding that the exclusion of seasonal agricultural workers from the mandatory inquest provision did not result in substantive inequality. The Tribunal reasoned, in part, that the purpose of mandatory inquests in the construction and mining sectors was attributable to the greater risk of traumatic workplace fatalities faced by workers in those sectors.

What Happens at an Inquest or Inquiry?

There is no mechanism for settlement in this proceeding because the purpose of an inquest or inquiry is to examine the circumstances of a death. It is not to adjudicate between competing interests of the parties. As such, each inquest or inquiry will proceed to a full public hearing. The principal function of the hearing is to answer five questions:

- ❖ Who was the deceased?
- ❖ How did the deceased die?
- ❖ When did the deceased die?
- ❖ Where did the deceased die?
- ❖ By what means did the deceased die?

In answering those questions, there can be no determination of legal responsibility or any conclusions of law (e.g. determining that health and safety legislation has been breached).

Beyond answering those questions the inquest or inquiry may consider recommendations to prevent similar deaths. Recommendations may be directed to any party regardless of whether that party participated in the inquest or inquiry. Recommendations from an inquest or inquiry are not legally binding on those to whom they are directed but, as discussed below, they do become part of the public record and can have both reputational and future legal risks.

Who Participates in an Inquest or Inquiry?

An inquest or inquiry is presided over by a Coroner or a Judge respectively. Counsel is appointed to assist each (counsel is usually a Crown attorney) and counsel may be responsible for calling most, if not all, of the evidence. In addition to counsel to the Coroner or inquiry, there may be other parties who are granted “standing” (standing permits a party to be represented by counsel, cross-examine witnesses,

call and question witnesses, make arguments and submissions, and participate in any recommendations). The ease in which “standing” is obtained will depend on the jurisdiction. For example, in British Columbia, the employer involved in a workplace fatality and the trade union representing the deceased worker are automatically given “standing”. In jurisdictions where “standing” is not automatic, any interested party may obtain “standing” by demonstrating a direct and substantial interest in the proceeding. Frequently, in addition to the employer and union, the family of the deceased and the health and safety regulator seek “standing”. Depending on the issues to be explored during the hearing, hospitals, doctors, emergency medical services, and government ministries or agencies may be among those to seek “standing”. There may also be parties who seek “standing” on the basis of having a unique perspective or specialized or expert knowledge regarding the subject of the inquest.

Why Might Employers Participate in an Inquest/Fatality Inquiry?

Some employers choose not to actively participate in an inquest or inquiry. Although the employer’s workers or management may be called to testify, the employer need not participate directly by seeking “standing”. There are several key reasons why an employer may choose to participate in an inquest or inquiry. The first is managing any reputational risk that may be associated with the inquest. If the incident that caused the fatality had media profile at the time it happened, it is probable that the inquest will also receive media attention. Media attention may also arise from the issues to be explored during the inquest or inquiry. As such, there can be risk to the employer’s reputation that may be best managed by participating in the inquest or inquiry process.

A second main reason to participate is to be able to address the need for and scope of recommendations that may be issued. As noted earlier, the inquest or inquiry may result in recommendations to the employer. Although such recommendations are not legally binding, a failure to carry them out could, in a future proceeding arising from similar circumstances, be detrimental to a due diligence defence – as an indication that all reasonable care was not exercised – or could be an indication of negligence that advances a future civil claim against the employer. Participation in the inquest or inquiry would permit the employer to have input into any potential recommendations. It would allow the employer the best opportunity to ensure that any recommendations that are made are reasonable and not disproportionately onerous.

What are Best Practices for Employers Relating to Inquests or Inquiries?

a) Provide Positive Information to Coroner/ Medical Examiner

Following a workplace fatality, the employer's investigation may have identified a series of post-incident steps to be taken to prevent a similar incident from occurring. The investigation will also likely have confirmed the extent of pre-incident measures relating to the incident. This information should not just be used for any OHS regulatory proceeding. Rather, it should also be used for an inquest or inquiry to assist the parties in the proceeding in understanding all steps already taken to prevent similar occurrences. Offering to provide the Coroner or Medical Examiner/Fatality Review Board with a detailed brief of both pre-incident and post-incident measures and procedures can accomplish two objectives. First, if an inquest or inquiry is not mandatory, the provision of such information can assure the Coroner or Medical Examiner / Fatality Review Board that sufficient post-incident steps have been taken such that an inquest or inquiry would not serve a meaningful purpose.

The second reason to provide positive information is to ensure that the record of post-incident steps becomes part of the brief of materials that is distributed to all parties for purposes of the proceeding. This increases the likelihood that the inquest or inquiry will highlight the positive remedial steps that have been taken and that any recommendations will recognize, or even reaffirm or adopt, the post-incident steps taken by the employer.

b) Attend the Pre-Inquest or Pre-Inquiry Meeting

In most jurisdictions, a meeting will be held prior to the inquest or inquiry. This meeting is, typically, conducted by counsel for the Coroner or Judge heading the inquest or inquiry and all those who may wish to seek standing are invited to attend. The meeting discusses the inquest (anticipated witnesses, parties who may seek standing, order of questioning, etc.), its issues and processes and the confidential brief is made available to those who attend. The brief will contain all witness statements, relevant documents, photographs and medical reports. Receiving this will allow the employer to understand the evidence that is anticipated to be called by counsel to the Coroner or inquiry.

In addition, there may be a discussion regarding theories

of the inquest. This discussion should reveal, at least, the initial approach of counsel to the Coroner/inquiry and any other parties who are likely to seek standing. Having such information is crucial to identifying whether any party has a particular agenda and if that agenda is likely to seek recommendations relating to company or industry processes or procedures that would have a significant impact. Employers need to guard against agendas seeking recommendations that make no logical sense and are impracticable, or the possibility of significant legislative change that will be challenging to comply with if adopted. Sometimes industry associations or organizations will seek to participate (or be asked to participate) in inquest proceedings, to explain what kinds of changes might be beneficial and workable for the industry and what would not be practical or workable.

c) Assess Risks Associated with Inquest

This is mainly the outcome of the prior two factors. In deciding whether to participate, an employer should be assessing the risks associated with the inquest or inquiry and may wish to seek the input of experienced counsel. In some circumstances, such as those in which an inquest or inquiry is mandatory, the approach to the proceeding may be solely to address the core questions about the identity of the deceased and the circumstances of the death. There may be no further theory or plan to seek or suggest recommendations. In such circumstances, the employer may determine that the risks associated with the inquest or inquiry are low and may opt not to participate.

Other circumstances may suggest more significant risk. For instance, there may be an agenda to criticize the employer (without suggesting legal liability or fault) and such criticism may attract or become a subject of media attention and commentary. Further, as noted above, there may be an agenda to promote recommendations that would result in costly changes to workplace or industry practices, or which would make no sense or contribution to increased safety. In these circumstances, the employer may determine that these risks are best managed by participation in the inquest or inquiry.

Most employers and businesses may never be involved with an inquest or inquiry. However, if they arise, these proceedings can and do present risks to employers which should not be underestimated. Yet the risks can be managed. Understanding the process and strategies that may be employed should best position the company to manage the challenge of an inquest or inquiry.

Cheryl A. Edwards, Partner



Cheryl is a senior partner in our Occupational Health and Safety (OHS) and Workers' Compensation practice. A former Ontario OHS Prosecutor, Cheryl has nearly 30 years of experience in advising on strategic and practical approaches for management of workplace safety issues including the complexities of OHS due diligence, contractor management, accident response strategies, and discipline for safety matters.

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Jeremy Warning, Partner



Jeremy is a partner in our Occupational Health and Safety (OHS) and Workers' Compensation practice. A former Ontario OHS Prosecutor and co-author of the Annotated Occupational Health and Safety Act – a leading text – Jeremy has been practicing OHS law for more than a decade. He is an experienced and successful litigator who represents management in trials, appeals, hearings, arbitrations and inquests. He is listed in the Canadian Legal Expert Directory and The Best Lawyers in Canada as a leading OHS lawyer.

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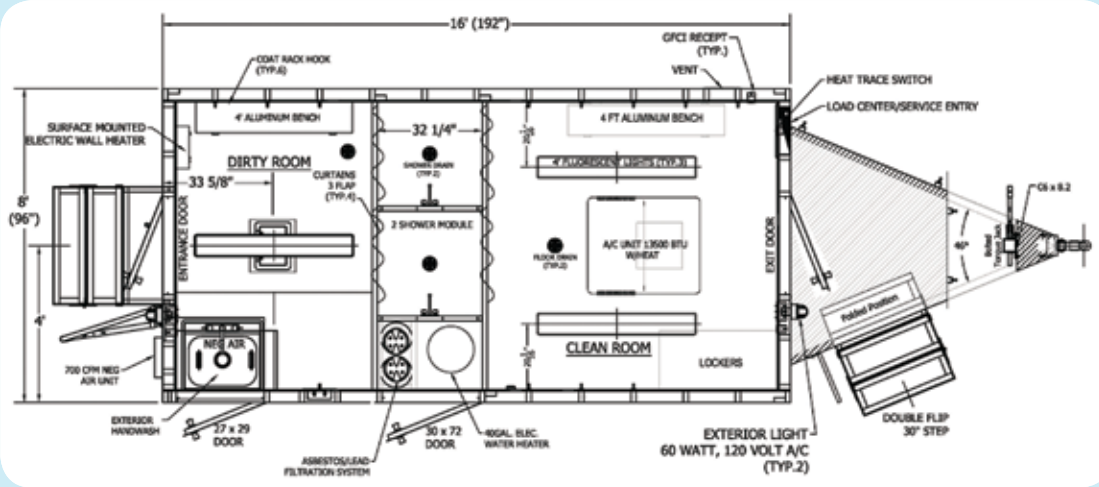
By Dean Haig Sales Manager EnScaf Corp.

Most provinces in Canada have regulations for workers dealing with Lead Paint Removal or Asbestos Abatement. An important part of a worker health protection program is a Decon Shower Trailer.

These facilities are designed to stand up to constant use on industrial jobsites and have heavy duty frames and access steps. The trailers contain a "Dirty Side" and a "Clean Side" in which workers enter the dirty side, remove all contaminated clothing and enter showers which are protected by triple flap air-lock curtains. After showering, workers will exit the shower into the Clean Side, which will have steel benches and lockers for changing purposes to provide a clean comfortable environment.

Trailers generally have exterior handwash areas for quick access by the workers. Water from the sink and the showers is filtered with a two stage Micron Filtration and an LPS-10 Lead Filtration System to remove all contaminants. Once it has been filtered, all the water is stored in a holding tank below the floor and no further treatment is required, as the filtering system has removed all the particulate from the waste water.

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Don Fry Incorporates Layher Materials in Novel Cable-Car Design, Recoats LBP Pipeline in Northern California

In what is the first of its kind in North America, Don Fry Scaffold Service, Inc (Don Fry) is bringing Layher products together in a unique approach to recoat sections of lead-based paint (LBP) lined pipelines that supply water to Oakland and San Francisco, CA.

The project, headed by the East Bay Municipal Utility District (EBMUD), calls for recoating of sections of three large diameter steel pipelines, known as the Mokelumne Aqueducts, which stem from the Pardee Reservoir and derive water from the Mokelumne River watershed, beginning at the Sierra Nevada Mountains. Don Fry is providing design and oversight under Blastco, the general contractor performing sandblasting operations.

The removal of LBP and recoating of approximately 10 miles of aboveground pipeline began in 2001 with the ultimate goal of maintaining structural integrity of the lines while ensuring safety to workers and the environment. Various subcontractors have worked on different sections of the lines, but what makes the Don Fry approach unique is a specialized design that encloses the pipe, preventing the exposure of lead-based materials, combined with the use of a manual cable system, known as a Tirfor®, to pull the scaffold housing along I-beam tracks set up on either side of the line.

“I call it a train,” says Jon Fry, “the whole system just rolls.”

The comparison is easy to see. Two rows of castors on either side work in conjunction with the Tirfor system to provide mobility. The system is operated by a simple lever and is capable of managing heavy loads like the 10,000+ pound caged scaffold design composed of Layher Cassette Roof, walls of Protect System Scaffolding, and Allround® Scaffolding for the base structure.

Because improper removal of LBP can result in accidental releases with the possibility of endangering human health and the environment, safety was of the utmost concern in considering the design. Layher Protect System Scaffolding panels, lined with rubber seals, were chosen to create a water-tight positive pressure system, provide a barrier for hazardous materials, and protect against the wind and other elements. Clear panels provide light and a visibility from the outside.

“Georg Layher [Managing Director of Layher Holding] was impressed” says Darren Kincaid, Layher representative for Don Fry. “He’s someone who has seen many application of Layher material, so that’s not easy to do. It speaks volumes to Don Fry Scaffold and their forward thinking.”

A crew of six Blastco workers perform the day-to-day field tasks that include sandblasting and removing lead-based paint beneath a tarp inside the structure, repainting with non-toxic paint, and disassembling and reassembling the 300 feet of track as necessary to advance the housing.

Don Fry is expected to complete the final segment of the project in late June/early July 2015.



Layher Allround® Scaffolding, Cassette Roof, and Protect System Scaffolding come together in Don Fry’s design to provide recoating of LBP pipelines in northern California.



A Blastco crew of six performs sandblasting and removal of lead-based paint, repainting with non-toxic paint, and disassembling/reassembling of the 300-ft stretch of track to advance the structure. Layher Cassette roofing limits exposure to the elements, is strong enough to walk on, and provides access as needed.

DHG Provides Design for Arkansas DOT Rolling Access Platform

By David Glabe, P.E. dglabe@dhglabe.com

The Arkansas State Highway and Transportation Department awarded J.L. Bryson a contract to install a water line along the underside of the Highway 109 Bridge just north of Scranton, Arkansas in early 2014. The two-mile concrete bridge is a primary thoroughfare that carries a high volume of vehicle traffic across the Arkansas River.



To support the 16-inch water line, J.L. Bryson planned to attach large L-shaped brackets to the steel girder running the length of the bridge. They contacted DH Glabe & Associates to help design a purpose-built, structural steel, cantilevered work access platform that would meet the unique conditions of the job and facilitate the pipe installation.

The scaffolding needed to rest on and roll along the concrete bridge parapet while hanging cantilevered over the waterway. It needed to meet OSHA standards, handle the load stresses, and sway and slant in all directions to match the changing elevations and design features of the bridge. The platform also needed to be compact enough to allow highway traffic to flow with minimal lane closures. The solution involved a mobile



structural steel carrier that used tires and a truck-held crane to move and re-position it along the bridge's concrete guardrail and roadway as needed. A separate steel rolling system, using the same design, held a heavy drill mount and drill that workers used to attach the brackets. The drill mount apparatus moved alongside the worker access platform.

“One of the many unique challenges was building the platform so that it would sway with the wind,” explained Mike Klein, P.E., project engineer, DH Glabe & Associates. “Because we didn’t know how plumb the bridge was, or if there were small curves, we designed the platform to swivel and move in any direction without putting undue stress on any components. A large pivot allowed the platform to remain stable while the rest could move in any direction.”

Main vertical supports allowed workers to lower, raise or angle the platform as needed, depending on which part of the bridge they were working. An attached ladder with a safety cage allowed workers to get to and from the platform. A crank on the inside portion of the carrier locked and stabilized the platform, preventing it from rocking.

“Other engineers I talked to would not step outside the standard scaffolding box, and our concept was unique,” said Justin Bryan, owner of J.L. Bryson. “We knew what we wanted to build, and DH Glabe & Associates added their expertise. Together we worked through the process until we got what we wanted, and I was very pleased with the outcome. The access platforms allowed us to be more efficient as we installed the pipe line, and we completed the project several months ahead of schedule.”



Collaboration and communication are critical to getting the job done,” said Thompson. “This client had a good idea, and we helped him bring it to reality. Spending the money up front to do it.

Collaboration and communication are critical to getting the job done,” said Thompson. “This client had a good idea, and we helped him bring it to reality. Spending the money up front to do it.



By Roger Marsland, SIAC President rmarsland@scafom.ca

President Roger Marsland welcomed all members to the 2015 Annual General Meeting. The following Items were discussed:

Treasurers Report:

Treasurer Graham Macleod distributed the Chapter's Profit and Loss statement for the period January to April 2015.

IHSA

Enzo Garritano gave an in-depth introduction to the structure and governance of the IHSA, a power point copy of the presentation is available.

Suspended Access Working Group:

Ian Haig and Jim Wilkinson updated the meeting on the Suspended Access/MOL working group, a handout was provided to all present titled "MOL Proposed Amendments Will Impact Construction Industry". This article will appear in the June issue of the Access Canada Magazine.

Working at Heights Training

Bruce Bolduc presented to those present the latest on the implementation of the new working at heights legislation that came into effect on April 1st 2015. There are now 17 accredited training institutes, with the price for this ranging between \$100 to \$300. Government Relations

Mast Climbing Work Platforms

Jim Wilkinson reported on the CSA safe use and training standards for MCWP's and Transport Platforms regarding

future regulation changes.

SAIA Training

John Rosenthal gave an update on the Competent Person Training for Suspended Scaffold, Scaffold Journeyman Training Program, Mast Climber Training Program, and Ariel Work Platform Operator Training.

Policy Concepts

Policy Concepts gave an introduction to the work of lobbyists and how as government relations advisors they can assist the SIAC in providing real benefits for members.

Membership Fees and Funding

Roger Marsland chaired a discussion on the need to restructure the funding of the SIAC in order to be able to fund professional assistance such as government relations advisors.

New Board of Directors

The following Directors were tabled and accepted by those present;

Roger Marsland, *President*

Graham McLeod, *Treasurer*

Rick McKinlay, *Secretary*

John Rosenthal

Jim Wilkinson

Ian Morton

Neil Walters

Ken Lohnes

Tom O'Reilly

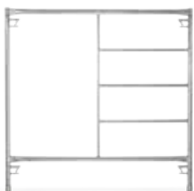
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ALH Awards KLIMER PLATFORMS

Project of the Year! Mast-Climbing Work Platforms

CORRECTION Access Canada March-2015 featured the above article, unfortunately the following paragraph was truncated. We apologize for the unintended error.

A solution developed by Klimer's sales and engineer team provided lightweight aluminum stages on two KPM-8's, providing a full 360 degrees of access to the steeple. A static platform would not have worked on this project as the face of the steeple had a constant slope away from the mast-climber. Two KPM8's with manually adjustable stages allowed the platforms to roll in and out as work progressed. Space constraints on the ground presented a challenge which was overcome by custom base plates used to fit the machines into the limited ground space. Additionally, a tie back to the structure from the Klimer KPM-8 was required every 50-feet, reducing the need to excessively move the aluminum stages to pass the structural ties.



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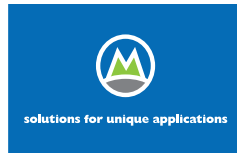
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Scafom in Havana, Cuba

By Roger Marsland, SIAC President rmarsland@scafom.ca

Scafom scaffolding systems employed in refurbishment of a historic statue in Havana, Cuba.

Carved from white Carrara marble, Habana Cristo - or the Christ of Havana - is the work of renowned Cuban sculptor Jilma Madera. The huge statue was commissioned in 1953 and is sited on a hilltop majestically overlooking a bay in Havana, the capital city.

The statue is about 20 meters (66 ft) tall and includes a three metre (10 ft) base plinth. It weighs approximately 320 tons and is constructed from 67 blocks of marble brought over from Italy after being personally blessed by Pope Pius XII.

The Christ figure in white marble - the same material used for many monuments in Cuba's famous Colon Cemetery - has its right hand held near the chin and the left hand near its chest. An understandably reflective pose indeed.

Located 51 meters (167 ft) above sea level rising to a height of 79 meters (259 ft), local residents can see it from many points of the city. In fact, the sculpture faces superb panoramic views of the old city, while its empty eyes give the distinct impression of looking at and seeing everything.



The imposing Jesus of Nazareth statue was inaugurated on La Cabaña hill on 24th December 1958 but just fifteen days later in early January 1959, the image was struck violently by a bolt of lightning during a tropical storm. The head was destroyed but subsequently repaired by its original craftsman, sculptor Jilma Madera. Since then it has been subjected to two minor repair sessions only, until recently when Scafom Canada became involved in the design and sale of ringscaff.



System Scaffolding in Cuba.

This statue refurbishment project was between Scafom Canada and a state owned import company that is closely associated with the Cuban Army. The main project contractor is the Historian of Havana Office, who undertook all the renovations and worked with the specialist craftsmen. Scafom Canada provided 630 square meters of ringscaff System Scaffold, along with complete aluminum stair systems. The multinational scaffolding and formwork specialist also provided comprehensive technical assistance for approximately one year during the period of repair and refurbishment.



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Crashed Ice Edmonton Project

By Paul Roche, President, paul@matakanascaff.com

As well as working in the commercial and industrial scaffolding markets, Matakana Scaffolding Inc. has also worked on many custom builds for events including ramps for motorcycle jumps and terrain parks for Snowboard Championships but when called upon to design a structure that would snake through downtown Edmonton for Hangman Productions and the Red Bulls Crashed Ice Race, it created a considerable challenge.



The track averaged 4.5m wide and was 415m long with a vertical drop of 36.5m. 80% of the track-300m was supported by scaffolding that wound over, down and through 6 different levels of the Shaw Convention Centre which is built into the side of Grierson Hill in downtown Edmonton. This was a departure from the usual for Red Bull as previous structures have been 50/50 scaffolding and natural surfaces. Andrew Markey of Hangman Productions says “The build site provided several challenges, not least of which was craning the equipment onto the various levels of the building that the track spans”.



The track build had to revolve around the normal daily activities of the Convention Centre and had to bridge over access roads and streets. An ice surface was created on the track and 36,000 liters of coolant piped through the refrigeration system.



As well as the track itself, Matakana Scaffolding also constructed camera towers and lighting, PA, and viewing screen support scaffolds. It is hoped that the Crashed Ice Race will be held again in Edmonton sometime in the next 5 years.



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