



INTERNATIONAL POWERED ACCESS FEDERATION

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Guidance on emergency rescue

1) Rescue plan

Normal and auxiliary control systems built into a mobile elevating work platform (MEWP) will allow the operator to bring the platform of the machine safely to ground level under controlled conditions. It is extremely unusual not to be able to lower the platform using these controls or for all of these systems to fail.

The following is an example of a rescue plan for people who work at height using a MEWP.

MEWP details - Manufacturer/model/ID:

Location of use:

Date and duration of rescue plan: From / / to / /

Emergency Situation	Proposed Action
Failure of upper control functions while elevated	Where the normal upper control functions fail, the operator will use the upper auxiliary controls to lower the platform safely
Failure of the operator to be able to operate the MEWP functions while elevated due to one of the following reasons: A. Operator incapacitated B. Auxiliary functions fail to operate from upper control station	Where the operator is incapable of lowering the raised platform using the upper controls, an appointed person familiarised in the use of the 'ground' controls will lower the platform safely using the normal ground controls
Failure of normal ground controls	Where the normal ground controls fail, an appointed person familiarised in the use of the 'ground' controls will use the ground auxiliary controls to safely lower the platform
Failure of ALL normal and auxiliary lowering functions	Where all normal and auxiliary functions have failed, a competent and authorised service engineer should be contacted Name: Contact details:
Names of nominated ground person(s) on site, familiarised and authorised to lower the work platform in the event of an emergency or a machine malfunction	

Name	Signature
This rescue plan should be brought to the notice of those exposed to the risk of working at height and those supervising and managing the same work at height.	

2) Consideration for mid-air rescue

A mid-air, platform to platform rescue should only be considered in exceptional circumstances and only after:

- All normal and auxiliary lowering procedures have been attempted and these are unable to lower the platform.
- Site management have contacted the competent and authorised service engineer listed in the rescue plan, to report failure of normal and auxiliary lowering systems and request engineering assistance.

If after inspection by the competent engineering assistance, it is not possible to affect a timely repair to allow the machine to be brought to the ground safely, senior site management should be contacted for permission to carry out mid-air rescue.

Or

Where the competent engineering assistance is not readily available and an immediate risk exists to the health and safety of any of the occupants from remaining in the elevated basket until an engineer can attend, then senior site management should be contacted for permission to carry out mid-air rescue.

3) Code of practice for mid-air rescue

- A. Rescue using another MEWP should only be performed once a site-specific risk assessment has been carried out and a specific plan has been documented and approved by senior management.
- B. The rescue machine must be positioned so as to enable the rescue procedure to be carried out without compromising the safety of any personnel involved in the rescue procedure.

- C. The platforms of both machines must be adjacent to each other with a minimal gap between them, unless exceptional circumstances mean this is not possible. (Where this is not possible, the circumstances shall be recorded onto the risk assessment form.)
- D. Where reasonably practicable, precautions should be taken to prevent inadvertent movement of both platforms during the transfer.
- E. The person being rescued (transferred from basket to basket) should wear a full body harness with an adjustable lanyard – the lanyard should be attached to the anchor point on the rescue machine before transfer takes place.
- F. Care must be taken not to overload the rescue machine during transfer. This may mean making more than one journey to complete the rescue.

Further guidance on mid-air rescue can be found in ISO 18893:2014 - 6.1.2.8.