

STAC

CASE STUDY

A lot of moving parts in regards to maintaining safety certifications.

CLIENT

Fenton Rigging & Contracting
in Cincinnati, OH

Kevin Whitaker
Safety Director

WEBSITE

www.fenton1898.com

INDUSTRY

Rigging Specialist

EMPLOYEE COUNT

50-75



Fenton Rigging & Contracting has been providing specialized services in Greater Cincinnati and the Tri-State region since 1898. With heavy machinery for moving and installs, crane work, alignment work, and a team of 70 employees, Fenton has a lot of moving parts in regards to maintaining safety certifications.

The team of ironworkers, millwrights, operators, and teamsters have at least 50-60 different certificates, licenses, or requirements that they track. Kevin Whitaker of Fenton Rigging & Contracting says "at least every one of my guys has at least 20 things on STAC that we track."

Kevin shared the story of how Fenton found the need to transform their safety record keeping, a scenario many contracting companies can relate to.

"We had an employee union crane operator working out of state in West Virginia, and when he was asked to produce his NCCCO crane operators license he found that it had been expired for 18 months..." Mistakes like this are costly, from the rushed 5-day recertification training courses that come at a premium with short notice to shutting down the project. "We can't afford to find out if any certification has expired on the job site, we try to avoid that at all costs, it's a huge embarrassment."

"We ended up having to shut the job down for a week until he could get through a crane recertification class to get him valid again... Why didn't we know this? We were putting too much faith and responsibility on the employees to remember all of this."

According to Kevin, adopting the STAC Card and QR Sticker IDs, "gets rid of that George Costanza wallet... and we can put it all on that one card with the QR reader, and I think it's just fantastic."

If you work on the admin side of a company, you're tracking everything from 15-20 different OSHA or forklift cards, drug testing, and vehicle and equipment maintenance. In Fenton's case, approximately 30 fleet vehicles require DOT inspections, air monitors, and probably 30 other pieces of equipment such as lifting beams that need to be inspected annually by a 3rd party. All of this was done on paper before STAC. Kevin says, "we're able to see in advance and schedule that inspection on our terms rather than on our service providers terms, putting a lot of power in our hands. Anyone can go up and scan a sticker on a piece of equipment and find out the last time it was inspected. It pushed us into a newer digital age. And we've been very, very pleased with it. I'm a huge fan of STAC, we load everything on it."

The streamlined and digital approach to managing safety training, certifications, inspections, and equipment calibrations has resulted in significant time and cost savings. "I know we've saved money because of STAC because I'm able to predict and group things together, instead of sending 5 guys at 5 separate times, I'm able to group training and people together so I can manage time and labor costs."

Once you've switched from paper to digital with STAC, you won't go back. And it's easy to get employee buy-in, according to Kevin, "The employees like it because they get pushed emails about certifications coming up. Our team is buying in and coming to me when they need something."

"I don't know what we would do right now without STAC. I'd have to pay someone tenfold," says Kevin Whitaker of Fenton Rigging & Contracting.



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