

The New Zealand LIFT FAX

The New Zealand Lift Fax is produced bi-monthly for the NZ lift industry. Just send your email address to LEC to subscribe.

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WHAT'S GOING UP or DOWN THIS MONTH:

LEC OPENS WEB PAGE IN DAVE SHAW'S MEMORY:

In thinking of those who couldn't attend or just wished to add a little more in support and remembrance for Dave Shaw, I took the unusual step to open access to a page on my website to assist those in this predicament. Response was not strong, but the thoughts were good and they helped join together our sense of loss.

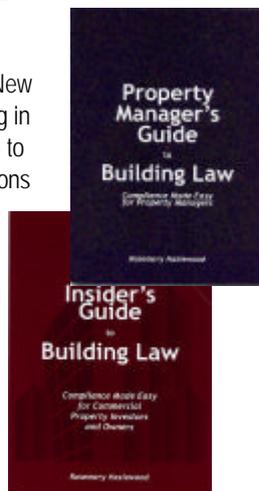
See: <http://www.lifteye.co.nz/NZLfax.htm#Tribute>

BUILDING LAW IN NZ:

Rosemary Hazelwood of Building Networks in New Zealand has compiled her knowledge of working in many facets of the NZ Building Industry Training to put together these two straight forward introductions to Building Law under the Building Act in NZ. For anyone needing to fill the gap in their knowledge as Rosemary states, these 50 or so page booklets are just the thing.

You cannot get much closer to the workplace than Rosemary has been over the past 17 years as she has worked with the BIA, DBH, Councils and more importantly, those on the front line of the building industry. \$14.95 each.

See: <http://bnets.co.nz/books.htm>



EDITORIAL

ACCIDENT REPORTING IN NZ:

Another tragic accident in the NZ lift industry takes the life of Dave Shaw, a well respected Otis Christchurch lift installer and family man, and as a long time member of this industry keen to know the facts, I like many others who I've talked to are asking what are the facts?

Not why did it happen and who's to blame; there is too much of this emphasis on blame and prosecution in our society today that turns every accident into a legal straight-suit, where everyone is compelled not to talk for fear of inferred incrimination. Accidents happen, **the crime is not to learn from them** so that we minimise the risk of them happening again, whereas in our present society we seem more interested in suppressing knowledge to minimise any chance of prosecution or industry embarrassment.

The reality is, is that the accident has happened, those involved were involved and suppression of facts for whatever reason is paramount to hiding them, and facts are what all in the industry can learn from.

Now those who wish to suppress the facts, make comments like: protecting the family or leave it to the authorities like the police, Coroner and Department of Labour, but in reality the authorities are mainly geared toward prosecution, and the defending parties who understandably advocate suppression, naturally wish to minimise any degree of penalty.

And so in NZ, because of this focus on prosecution and the drawnout processes of the investigative system, a minimum, six months or more will pass before any facts are able to be publicly confirmed. And that's only if a suppression order is not granted from an appeal. If in the end no prosecution is warranted, the Police, Coroner and Department of Labour will dump the facts in their archives. In the meantime what have we learnt from this accident, and what facts are we more than likely to learn in this present environment? squat! Ed.

IAEE 2010 CALL FOR PAPERS:

The International Association of Elevator Engineers has great pleasure in issuing the first announcement of Elevcon 2010, the 18th world congress of the International Association of Elevator Engineers in

Lucerne, Switzerland.

We plan an outstanding program of presentations by leading experts from all over the world within the vertical transportation industry and we hope you will contribute to the success of the congress, either by presenting a paper or simply by your participation.

The congress and exhibition of industry innovations are planned for three days at one of the most prestigious sites in Lucerne, the modern KKL - Lucerne Congress Centre, which is located by the lake in the center of the city. **Join us in Lucerne for Elevcon 2010.**



The watery winter's sun struggles to warm all those gathered from across New Zealand to pay their last respects to their fallen father, husband, brother, friend, work colleague and employee.

Heads are low as friends acknowledge each other but otherwise remain expressionless as all ponder the past week of numbing reality that this larger than life, respected lift industry stalwart Dave Shaw was to become a memory.

The afternoon had begun after I was lucky to secure the last car park, with the unlikely loud reverberation of a rock band gig filling the air, making one wonder if they had arrived at the right venue, until familiar faces dotted among a spilling over crowd ensured them otherwise, and standing room only was left.

The tapping of a microphone and clearing of the throat refocused those who had traveled from all over New Zealand in respect for Dave, as the solitary voices of tiny tots cross examining their parents as to what was happening broke the impending silence.

The stage was set, we were here to celebrate and bring focus to all our individual somewhat confused thoughts of the past week, where notices were published; agenda's were changed, travel arrangements were made, and the full realization of why we were all together began to flood over us.

The celebrant was soon taking us on a journey through the life of someone we all knew, filling in the gaps depending on how well we knew him, drawing on our special memories individual to us all, of this person who we were never to be able to say that last farewell to; to express our love or camaraderie to. This was our moment to say farewell.

I had a lot to fill in, only being struck by the warm, competent demeanor of this strong, kind, robust individual gained through my few acquaintances at lift inspections in Invercargill and Christchurch. Dave's children, brothers, workmates and many friends confirmed the special nature of this man, a man of unique individual character that inspired, guided, played, worked hard and nurtured his family.

The feeling that emerged was of joy. A joy to be around, a joy to party with, a man who knew who he was - what was right, and what needed to be done. A large representation of the Otis Company whom Dave worked for, along with many in the lift industry throughout NZ who had crossed Dave's path demonstrated the impact of this passing, and the esteem in which he was held amongst his peers.

Dave Johnstone from Christchurch branch, spoke of the respect and challenges in overseeing Dave Shaw for many years, and of the loss in losing such a strong part of the local Otis team.

Nicolas Breton the Otis National Manager who was halfway to France

when he heard of the tragedy, immediately returned to NZ, along with **Mike Jennings**, Southern Manager, **Stu Evans** – Otis Dunedin; - **Lynda Stapleton** – ChCh Office, and all the local Otis boys participated



in the Dave's farewell. Representing the wider lift industry were **Robin Wilkinson** – Ex Otis ChCh; **Hank Slobbe** – AMPCO; **Murray Barr** – Vertrans; **Mike Boyd** – KONE; **Kerry Houston** – Schindler; **Barry O'Neil** – Ex ChCh Mgr; & **Steve Cox** – TotalTech.

The cortège emerged from the babble of common association like bees emerging to forage from the hive, one at a time the ever diminishing assemblage

reduced, as vehicles swung out of the gates onto Wairaki Road in fits and starts to join the procession across town in hectic Friday late afternoon traffic.

The shadows had lengthened by the time those who could assembled behind the small All Saints Church in Brighton Road, Burwood, to participate in the interment of Dave's body. This mainly family stage of the funeral reflected the strong association with Dave through the many who

quietly stood to the side, as immediate friends and family put Dave to rest, but joined in to also take the symbolic hand of earth to sprinkle on the coffin.



An open invitation to attend **Dave's Wake** was offered to those attending and so by 6pm the Garden Hotel on Marshlands Road was abuzz, and a fitting farewell to a Mate was reflected in all who attended.

The memories and good times for which Dave was renown came to the fore as family, friends, competitors and compatriots melded into one family for a fitting farewell to this single individual, who through the strength of his

character and after only 39 years on this earth, infused others to want to be part of him.

And so to Terri, Matt and Alex Shaw, we who have grieved, cried, and celebrated with you, will always REMEMBER our Dave.



INTERLIFT AUSBURG 2009 - 13th to 19 OCT:

Interlift is once again ready to go starting on the 13th of October 2009 thru to the 16th. This

international lift exhibition is world renown for size and product content and so if you need to source suppliers or just meet someone akin to your own persuasion, this is the place to be at.

Guest Ticket: If you plan to be in Augsburg go onto the internet at this address and download your guest entry ticket.

<http://registration.afag.de/reg.aspx?projectId=09044&culture=en-US>



When visiting Interlift, for **€109** from the following main centers you can take the train to Augsburg. from Dusseldorf, Hanover, Frankfurt or Berlin.

You can also take a shuttle bus from Munich Airport that takes about 1 hour and costs **€16 one-way or €25 return.**

Entrance to the Exhibition for a day pass ranges up to **€22.**

FIRST EVER VIRTUAL ELEVATOR:

Elevator World, Inc. is launching the FIRST-EVER Virtual Elevator Event (VEE) as a tool to support the industry and complement physical events by extending your company's presence in a virtual environment. With today's economy and the need to trim back travel, lodging, meals and other people expenses, virtual events are exploding in scope and popularity, and providing extremely valuable leads to exhibiting sponsors.

<http://vshow.on24.com/vshow/on24#home>

Virtual events provide the same or improved lead generation as physical events at substantially less cost to exhibitors. Enhanced features within a booth include video and multiple formats for materials, such as PDF, PowerPoint and Word documents that are available for attendees to download. Chats are live, allowing exhibitors another opportunity to effectively communicate their message. The conference hall itself will have both prerecorded and live events from exhibitors and a variety of professionals in the industry.

Elevator World's VEE is hosted by the global leader in web casting and virtual events, which has worked with more than 700 organizations including Cisco, United Business Media, Penton, Ziff Davis Media, GE Healthcare, Hewlett-Packard, IBM, Motorola, Red 7 Media and Samsung.

Elevator World's VEE is an exclusive event limited to only 20 exhibitors. Attendees can register and attend for free. They can do everything from the comfort of their own homes and offices.

This event is brought to you by Elevator World and its sponsors. If you are interested in becoming a sponsor, would like to see a demonstration or want more information, please contact me at tbruce@elevator-world.com.

FERMATOR ANNOUNCES NEW PRODUCTS:

From 13th to 16th October a new edition of Interlift will take place in Augsburg (Germany), where Fermator will introduce several new door generations for the new installation and modernization market:

New Installation

PM300 series: car doors with permanent magnet motor where all mechanics and electronics fit within sill width.

Robusta series: car and landing doors for heavy duty, high traffic and high speed requirements.

Modernization

Slim series: car and landing doors with reduced sill width, specially designed for modernization of elevators with reduced shaft depth.

MOD310 series: complete or partial car and/or landing modernization solution for the QKS 8 and QKS 11 model doors.

Linear Bus series: car and landing folding doors specially designed for modernization of lifts with reduced shaft width.

Home Lift Semi-automatic series Aluminium Profile model: big vision semi-automatic door with a maximized glazed surface.

Folding door series Aluminium Profile model: big vision folding car door with a maximized glazed surface.



Saltzberg., Austria

DBH IQP UPDATE:

On the 26th August 2009 I was once again invited to participate in a 2nd DBH initiative following on from the initial November 08 meeting, to canvas building industry representatives regarding the national certification of IQP's.

The following minutes resulted: -

From a DBH meeting held on 26th August in Wellington, of a mix of invited building industry representatives and Phil Saunders representing a North Island grouping of Councils, the following issues were presented for discussion, recorded and compiled by Rosemary Hazelwood for the DBH.

The Licensing proposals from the Department of Building and Housing recommend that IQPs do not become LBPs

? This means that IQP approvals will remain in the status quo with Councils.

? The six large Council grouped registers have met together and have put forward a proposal that they voluntarily form a national register for IQPs.

? Phil Saunders of Hamilton City Council (and Waikato IQP Register) is asking as the inaugural chair of this group.

? This idea has DBH's support as an industry initiative.

? All relevant IQP industry groups are invited to participate in this process.

? The idea is in its formative stage and needs to be fully budgeted and energy to go forward.

? The proposal on how the national register would look is attached in the diagram.

Those in attendance listened to this seemingly fait- a-compli, and gave support to any single centralized IQP structure to make it more efficient, but once again it seemed the DBH and Councils wanted to participate in a highly bureaucratic centralized certification structure, when they only needed to: -

? *Oversee a single NZ register and ensure its accessibility to the public through the Web.*

? *Improve their processes & recording of specified equipment data at Consent, and produce internet accessible industry relevant Compliance Schedule data for each building in NZ.*

? *Use the DBH and Council building levy's for funding to assist the main recognized independent industry inspector certification groups; eg. CBIP, to identify suitable persons and processes for the necessary Building Act WOF and Consent inspection needs.*

Interestingly and true to form, a prepared press release was issued the following day by the Hon Maurice Williamson who announced: -

1. The terms of reference for a review of the Building Act which is designed to cut red tape in the building consenting process, and
2. Changes to the licensed building practitioners scheme which aims to raise skill levels among trades people.

My initial thought was here we go again, we have had 15 years of providing our opinions on how best to resolve inefficient inconsistent and unaccountable inspection processes under the Building Act, only it requires Government to focus on doing its governance role well by clearly articulating its needs to industry, and then assisting industry to determine the necessary processes to meet these needs.

Councils need to focus of their administration skills to ensure the industry processes are audited well through clear and consistent Consent and Compliance schedule processes, and possibly where registration of auditors is necessary, by providing single, consistent NZ wide registration of any applicable expertise.

Forget your costly Alice in Wonderland Licensed Building Practitioner structures of accrediting all and sundry, the various divisions of industry know who is qualified and has ample expertise to achieve the best in any building solution, it just needs to be encouraged to be an excellent partner in the solution, rather than just a pawn subject to the bureaucratic and political whim of a master.

I'm sorry, but if you wanted to have your say on the latest LBP review, comments closed on the 25th of September.

But if you want to have your say on how the lift industry plays a role in ensuring consistent, efficient processes of IQP certification and inspection processes, then email your ideas asap to either LEC, or directly to: -

Craig Hill, Manager Operational Policy and Regulatory Services at the DBH,
craig.hill@dbh.govt.nz,
 or Brad Hislop brad.hislop@dbh.govt.nz.

I believe, with a new Government and growing discontent from past poor leadership, now is a good time to show your cards if you wish to address some of these issues, so be proactive.

WILL WE LEARN FROM THIS TRAGIC ACCIDENT:

As presented in the Editorial and article on the effect on all involved in losing one of the industries experienced installers to an accident a month or so back in the South Island, the immediate concerns that arise are if there is anything pertinent to this accident that we can learn from, or that may have led to it happening.

I am sure these were the first questions addressed by the Company upon their site investigation, and knowing many of the individuals concerned I know they too would prefer to know the specifics of what happened so that individually they could address any relevant issues and move on.

It is not rocket science for anyone familiar with installation of the Otis Gen2 product to be able to assess the situation, as long as the relevant facts are openly presented, and because this was an installation accident, the safety to building users of the equipment is not in question.

But what is in question is the safety of installers, maintenance providers and inspectors who work on this equipment in lift shafts that knowledge of the accident could help resolve.

From the comments and reports already publicised, the accident happened late in the day when the installer working on top of the lift presumably released the brake and was subsequently crushed by the runaway equipment.



Reports indicate around 11am on the 14th of August a missing persons report had been issued and that ambulance personnel called to the site confirmed the accident soon after. A further report stated that it had been around 12 hours since the installer was last heard from which indicated it could possibly have happened late the evening before.

From my experience in this industry and of the change in installation processes that have evolved with the introduction of the highly popular packaged MRL (Motor-roomless) product, brewing concerns over the reduction in labour needed to install these units has followed with single man installation emerging into the installation process.

Similarly, with the design locating the motor and power drive in the lift shaft overhead rather than in a separate overhead machine room, changes to testing procedures and restrictions on observing some test functions such as the brake operation, raise questions as to being able to satisfactorily

fully test the equipment, and if faults or adjustment problems occur during installation, how safe it is for installers to address them by themselves.

Now as a consultant and inspector of lifts naturally these questions are important to me, and so requests were made of the equipment provider / installer, Otis, and the Department of Labour and Coroners Court as these are the statutory bodies who are required by law to investigate such accidents.

It is now 7 weeks since the accident and I have received the following responses in my quest for answers over my concerns: -

The Department of Labour:

Provided good detail on the procedures they use and suggests such investigations are usually concluded within 6 months, along with an invitation to ring back in a month or so.

The Coroners Office:

Confirmed their main interest was to ensure we learn from such accidents and expect their investigation to be complete in weeks rather than months, and that where negligence is evident they hand their findings over to the Police.

Otis Elevators Pty Ltd:

Acknowledged my correspondence expressing their concerns for the victim and that they were working with the authorities, but formally requested I refrain from speculative conjecture as to cause, and particularly of disseminating potentially inaccurate and damaging opinion. They are of the view their installation processes are safe, and if they learn of persons disseminating inaccurate damaging opinion they will vigorously use all means possible to protect their reputation.
Yours Faithfully, Otis Legal Counsel.

So what do you think?

Is the investigation process conducive toward helping us all who work in this industry to learn from such tragic events?

Or is it more than likely that hearsay will once again be our only guide if the system under which accidents are investigated, continues to discourage open discussion through prolonged suppression of detail, during the drawn out more complicated focus on whether to prosecute or not?

