

# 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:

### EDENDALE Gen2 LIFT FATALITY:

The Invercargill Court did not sit as expected on the 11<sup>th</sup> of May due to Otis Elevator Co. Ltd confirming they were to contest the Dept. of Labour's charges, and so a **Status Hearing** has been set for the **7<sup>th</sup> of July** whereby the parties will confirm whether or not they are proceeding with their intentions.

Where the DOL decides not to proceed, the case will be dropped but presumably the Coroner will still issue his findings based on the facts presented.

If Otis decides to continue with their defense, then a **Defenders Hearing** will be arranged where the issues will be heard in court.

With this in mind, it looks as if the wider lift industry will remain in the dark as to the issues surrounding this case, now looking like a year before we are any the wiser. And so it must be again asked, is this the best way we can learn from these accidents, or do the interests of the parties involved take precedence over the public good? (See page 3)

### HE's BACK! NO HE'S GONE AGAIN:

KONE sales manager **Ben Kersten** departed in mid 2006 and then returned a year or so later as their modernization manager, but just to confuse me, since early in the year I understand he has absconded to Schindler Sales. Admittedly Sales is Ben's forte, but can you give me a ring next time so I don't think I've called the wrong company!

### EDITORIAL **Nationalising IQP Registration:**

After being invited onto the Department of Building & Housings IQP working party to provide an independent lift industry perspective, it soon became obvious that the largest 6 Councils had a set agenda, with late posting of meeting agenda's, and preset tabled solutions.

Those representing industry initially felt they were there to rubber stamp rather than be listened to, expecting the inevitable burgeoning bureaucracy and another high cost overhead organisation to result.

But thankfully there has been dialogue with the industry representation keen to see Councils provide an efficient national IQP registration process, with industry control of certification of skills for the more complex industries, where mainly specified systems were involved.

And so now after three meetings with good progress, emphasis seems to have turned to asking the building industries to participate in producing workable certification processes for each of their industries, while the Councils focus on the process of structuring the National registration body.

From the lift industry perspective, at last we have a **goal**, and through confirming the CBIP (Certification Board for Inspection Personnel) as the vehicle, we have a **means** to achieving a single structure of certification which comes with an industry expert body in the CBIP D2 Exam group, on which to build a sound platform to address industry issues of certification.

With an industry represented expert body setting the qualification of D2 IQP inspectors, and a national Council representative body ensuring a more efficient national governance of the processes of inspection, we may yet see the consistency, quality of standard and functionality that has been missing since the 1992 introduction of the Building Code.

Now to see whether or not the lift industry can come to the plate, and show their backing for the process. Ed.

### COLIN MERRITT'S WIFE TAKES JOB SHE CANNOT REFUSE:

It's only around two years since **Colin Merritt** joined the Otis team as their Northern and Pacific Island service accounts representative, but when Colin's wife was offered an out of town job she couldn't refuse, Colin was not going to stand in her way! And so we have to send another farewell to Colin, and wish him all the best in his new venture. You know at this rate it won't be long and this old Aussie will be the South Islands longest serving member in the local industry, although some may think I've been on holiday and not necessarily providing a service for the last 16 or so years!



### THE EWRB IDENTIFIES NEW CLASSES OF REGISTRATION:

On April 1<sup>st</sup> 2010 a Notice was published setting out the EWRB (Electrical Wiring Registration Boards) new classes of registration requirements and limits in each of the new classes. Also on April 1<sup>st</sup> 2010 new Safety Regulations 2010 were introduced, with one change being to the definition of prescribed work. This definition is found in Schedule 1 of the Electrical Safety Regulations 2010.

<http://www.legislation.govt.nz/regulation/public/2010/0036/latest/vi/ewpdf.aspx>

On April 12<sup>th</sup> a new online registration was also introduced replacing the old system. see <http://www.ewrb.govt.nz>

## A NEW PLAYER ON THE BLOCK:

From that production engine of new lift suppliers in New Zealand; the Bay of Plenty, we see another well presented domestic and disabled access solution supplier emerging from the Tauranga area in Mt Mangonui South.

### Allan Fullerton of POWERGLIDE

has put together a simple hydraulic lift design pushing the speed envelope to just under the accepted lift codes maximum of 0.3m/sec at 273mm/sec, compared to the average for this type of lift solution of 100 to 150mm/sec.

This unit uses the side acting dual direction hydraulic drive system similar to the forklift principle, employing steel channel guide rails and Nyloil guides.

With a maximum load carrying capacity of 250kg and a travel of 6.2m, the enclosed 3 sided cabin and full height infra-red light curtain protecting the entrances, is designed to ensure a simple but safe, low travel user solution.



Some of the notable operational & site benefits include:-

- ? A dual direction precision pumping system enables quiet and constant speed operation in both directions of travel.
- ? A shallow pit and no need for overhead service minimises the shaft footprint need.
- ? The 100mm wide side-drive fits snugly into a building stud width.
- ? Faster floor to floor times than for similar solutions.
- ? Emergency release with battery lowering and door unlatch for power loss.
- ? Double monitor safer door latching.
- ? Customised car sizes to suit building solution.

Details are provided for the builder to construct the shaft and fit doors to within set tolerances, and in some existing buildings a crane may be necessary and the roof above the shaft opened to lower the cylinder and rails into position.

Base prices range from \$23,600 for 2 levels to \$29,200 for three levels for the Western Bay of plenty area, with additional freight and travel cost outside this area.

Allan offers a 5 year no maintenance guarantee, although for commercial installations, annual maintenance with a WOF inspection is the minimum Compliance Schedule term,

LEC is yet to inspect and test installation of these units as yet, but the solution looks well thought out on paper and could provide another option to homebuilders and building owners needing simple disabled access solutions in NZ.

A DIVISION OF POWER STEERING AND HYDRAULICS LTD  
75 Newton Street PO Box 4077 Mount Maunganui South  
P 07 927 2420 F 07 927 2424 info@powerglide.co.nz

[www.powerglide.co.nz](http://www.powerglide.co.nz)

## CABLE CARS FOR PRIVATE RESIDENCES:

As with the Disabled Access Standard **NZS 4121:2001**, the Cable Cars for Private Residences Standard **NZS 5270:2005**; whether due to vested interests or in trying to give them an exclusivity outside the building code, these two prescriptive standards have ended up in the Grey zone of the Building Act.

They play little different role than any other standard under the Building Act, in that they should have been adopted as any other compliance document under a performance based code, in that they are not mandatory, but are acceptable solutions.

(Photo's THANKS TO ACCESS AUTOMATION Wellington)

In addressing Consent and Compliance Schedule issues, these two standards have been caught on the outer between a rock and a hard place. On one hand they are prescriptive and should only be applicable as a means of establishing compliance through building owner choice, and on the other hand they are not exclusive in an environment of evolving materials and processes as the performance code

is, and therefore always need considered application.

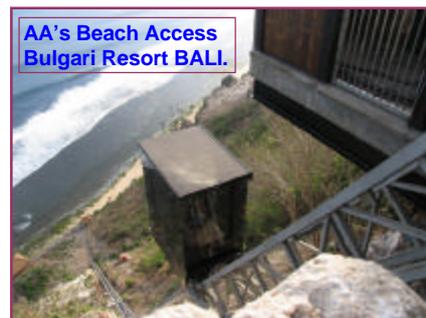
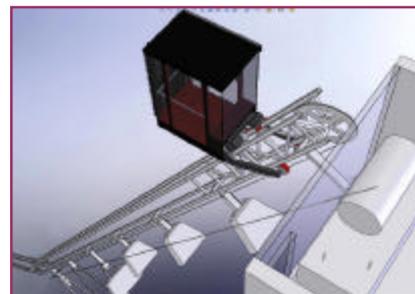
Consequently many costly hours have been wasted due to confused council officers using their power under the Act to demand

compliance to their preferred option, because these standards are identified in the Act, but still not as acceptable solutions under the Building Code.

Cable cars should not have been limited to private residences, but also been applicable as Commercial solutions and identified as D2/AS4 under mechanical installations for access, thereby being required to achieve the first schedule requirements of D2, and have inspections and maintenance processes designated SS8/4, with a preferred checklist for annual WOF identified like any commercial D2 solution.

NZS 4121 should also be identified under the Building Code as Clause D3 - Accessible Routes, but not as a specified system requiring a Compliance schedule.

And so then the same process of evaluation for compliance and where applicable ongoing inspection can apply to these two Grey zone Standards, as for any other prescriptive standard used as an acceptable solution.



**ACCIDENT REPORTING PROCESS NEEDS REVISION:**

Has accident investigation in New Zealand just evolved into a long and drawn out righteous means of filling the coffers through penalty, while being seen to appease the retribution instincts of human beings when at their lowest point of having to cope with loved ones in an accident?

Accidents evolve, as no one wishes to be involved in one, and usually it is many subtle changes that lead to the final consequence. Where an accident affects a wider industry, to be able to evaluate these subtle changes and to maximize the opportunity to learn from the detail gathered, requires evaluation from multiple view points and experience.

I'm sure in the end after the shock loss and hurt have mellowed, those left to grieve just want to know that the death of their loved one was not in vain, and that where circumstances allow, as clear an explanation as possible can be determined as to where things went wrong.

In a busy world of fast communication, possibly the best way to learn is to expose the facts as soon as possible to all in the industry through a single electronic dialogue whereby all opinions can be put and considered.

And for those who are immediately exposed to similar situations or environments, it would enable due consideration as to how it effects their own circumstances, and enable them to offer opinion and implement any changes felt necessary to minimize a similar occurrence in their workplace.

When reading the manifestos of the Coroners Court and accident investigative bodies, they all talk about the need to learn from the incident, but presently this seemingly only begins the long and costly process of determining whether or not to prosecute, with investigation based on a non-industry independent inspector's take on the accident, that can take six months or more to deliver. In the mean time, those other than the direct family and company most reliant on the facts, are kept in a void as litigants too and fro between representative solicitors.

The obvious hindrance to the goals aspired by the Coroners Court, the Department of Labour and the Company involved, is that **litigation takes precedence over learning** from the accident, to a point where spin and corporate legally prepared statements overwhelm the facts, and delays in process and dribbled press releases pale the accident into insignificance by the time they are leaked.

If we can discourage the need for retribution and accept that litigation is a most inefficient and obstructive means of learning from an accident in our society, maybe our investigative agencies can work toward partnership with those most desiring to learn from the incident, using peer opinion of any accident data for all **to learn** from, and to consequently bring to bear any necessary investigative censure.

By removing the threat of litigation but with a requirement for peer opinion on the facts of the investigation, a backstop and encouragement for the immediate company involved in the accident to participate in the process, may be able to be achieved through escalating fines for non-reporting within set periods following the accident.

**MAN FALLS FROM HONG KONG ESCALATOR, DIES:**

According to *M&C*, a 29-year-old tourist died as a result of injuries he received after falling over the side of an escalator in Hong Kong. From South Asia, the man had reportedly been drinking alcohol prior to leaning on the handrail of the escalator, subsequently losing his balance. The 12-meter fall occurred on April 5.

**GIRL'S FOOT CAUGHT IN NEW ZEALAND ESCALATOR:**

A nine-year-old girl's foot was caught in an escalator at an Upper Hutt, New Zealand, mall in March. The mall manager said that the girl's soft-soled shoe became caught after it rubbed against the side plate and became lodged against a step. The girl only suffered a sprained ankle. Further injury was prevented by the machine's safety device that automatically shut the escalator down.

**SCHINDLER SIGNS WITH RENAULT:**

Schindler and French automaker Renault S.A.S. signed a memorandum of understanding aimed at promoting zero-emission mobility at the Geneva Motor Show on March 2. The companies have been partners since 2002, when Schindler selected Renault as a supplier of its 16,000-vehicle fleet. Schindler stated that the memorandum signals the company's interest in buying or leasing electric vehicles from Renault's future range. Additionally, Schindler will be part of a pilot group that will test the first Renault zero-emission vehicles by the end of this year. The test will enable Renault to better understand the upcoming customer utilization of electric fleets and to fine tune its offering for fleet business. Schindler's fleet is used primarily by its elevator and escalator technicians.

**OTIS HONG KONG RECOGNIZED FOR COMMUNITY**

**SERVICE:** For the fifth consecutive year, the Hong Kong Council of Social Service (HKCSS) recognized Otis Elevator Co. (H.K.) Ltd. with its Caring Company Award. The Caring Company recognition program, introduced by HKCSS in 2002, aims to build a caring community by cultivating corporate citizenship and promoting strategic partnerships among business, public and nonprofit organizations. To be recognized, companies must meet three criteria: Caring for the Community, Caring for Employees and Caring for the Environment.

**LIFT 2010 PROMOTION BEGINS:**

Fiera Milano International is now Rassegne SPA. It is currently promoting LIFT 2010, its biennial trade show devoted to lifts, lifting equipment and components in Milan, Italy. Scheduled for November 17-20, LIFT 2010 offers a forum for business, education and information. For more information, contact Rassegne SPA at phone: (39) 02-485501, fax: (39) 02-48550479, e-mail: [lift@fieramilano.com](mailto:lift@fieramilano.com) or website: [www.liftitalia.com](http://www.liftitalia.com).

**SCHINDLER FISCAL YEAR RESULTS:** Schindler's 2009 fiscal year annual results indicated an increased net profit relative to 2008 by 3% to CHF653 million (US\$609.7 million). Its elevator and escalator business operating profit rose by 7.5% to CHF962 million (US\$898.2 million), and the earnings before interest and taxes margin improved from 10.2% to 11.6% over the previous year. Elevator and escalator orders received closed at CHF8.418 billion (US\$7.86 billion), a decline of 9.1% compared with the previous year. According to Schindler, the decrease in orders received mainly affected the new-installations business in the U.S., Spain, the U.K., Australia and some Eastern European markets. Schindler attributed its gains to "promptly initiated measures" and has made this action a top priority for 2010.

## GOVERNANCE THROUGH PENALTY & FINE:

The updating of the new Electricity Safety Regulations in New Zealand reflect a continuing trend in legislative change in the Governance of society, where once reliance was placed on a myriad of regulatory and Government bodies and massive book keeping institutions to record, inspect and set standards within industry; reliance on and cooperation with many was necessary to bridge the gap between legislators and those at the workplace.

But since the evolution of the computer into Governance, those given responsibility to oversee the functional processes of our society, have become much fewer in number; more subject to the will of their political overseers, and seemingly impotent to place trust in the skills of the building trades they represent. The consequence has been the implementation of volumous prescriptive procedures; the easy-fix overhead cost of mandatory insurance based on unjustified fears, and expanding use of excessive penalties as the means of ensuring conformity.

In the past, industry and technical institutions worked together to set the standards and develop the skill processes required by the society. Skill was something personal, nurtured in the trainee and transferred through those who had attained the experience and respect of their industry peers, and the society respected and relied on their skills to achieve all that resulted from their effort.

But with this more reduced numbers in power, reliance on cooperation and trust in the skills and workmanship of those they so heavily relied on in the past, the process of nurturing trainees and building respect and pride throughout the workforce has waned, where corporate goals and financial controllers became more influential in the standard of the end product and processes, and more importantly, in reducing reliance on the skill and respect of the individual in the process, pride and self respect is slowly being replaced by **'it's not my problem'**.

And so we have leaky buildings; a potentially unsafe lift installation compliance process; a quickly disillusioned workforce; confused councils trying to decide whether or not they should be administrators or industry experts, and an impotent Governance system that is losing control, turning more and more on fines and penalty to justify its end. Will it end up just like our traffic system, where more and more costly technologies and less tolerant enforcement processes are adopted just because they are possible, where laws are enacted to refine the degree of misdemeanor so that the voracious cost overheads of Government law enforcement can be met?

I suspect from personal and anecdotal experience that the percentage of now exorbitant fines and unjust revenue collection processes for misdemeanors under the guise of public good, will continue to increase as technology allows, but as with the traffic fine that has gradually undermined the fabric of self responsibility in society, more and more people will fall into its revenue collecting spiral. I often wonder how many rules it will take before we realise that Governance through increasing penalties is not only inherently unjust in a money society, and alienates and creates division among groups, but only perpetuates more rules and higher penalties to try and conform the actions of those it intended to reform in the first place.

## THE PROPOSED PLATFORM LIFT STANDARD:

The DBH (Department of Building and Housing) encouraged Standards NZ to canvas the idea of a Platform Lift Standard to be produced by SNZ and be adopted by the DBH as an Acceptable Solution. I understand that SNZ is presently at the stage of forming an appropriate working group, but has requested that an informal representative lift expert group be elected from which to formally draw representatives from this section of the industry.

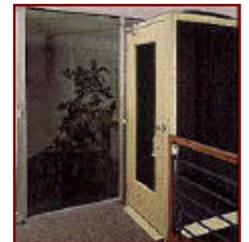


Informally Geoff Ellett ([www.lifts.co.nz](http://www.lifts.co.nz)) and Ian Bougen ([www.pandect.co.nz](http://www.pandect.co.nz)) have offered their services, which had provided two excellent manufacturing representatives from this sector, but this does raise the issue of a lack of a lift industry association in NZ.

I understand Ian Bougen may invite some of the other platform lift experienced manufacturers such as Alex Quinn ([www.quinn.co.nz](http://www.quinn.co.nz)), David

Cremer ([www.cremerlifts.co.nz](http://www.cremerlifts.co.nz)) and maybe David Anderson (Blackcess) ([www.blackcess.co.nz](http://www.blackcess.co.nz)), but an established lift association on which to draw from would enable a wider pool of representation to address the increasing demand for credible industry representation in NZ.

Maybe an informal association could achieve this in the short term, building to rebuilding a more formal long term industry association. I for one would be prepared to participate and assist where needed.



The association aside, it surprised me that a separate NZ standard for platform lifts was necessary with the wide number of overseas standards from which to draw on, only needing slight review and maybe modification where a local

flavor was preferred, to be able to be adopted as a D2 Acceptable Solution to the Building Code.

Of bigger concern is the need to establish the Cable Car Standard NZS 5270, and the Disabled Access Standard NZS 4121 as acceptable solutions under D2 & D3 of the Building Code, to remove the industry and BCA confusion over their roles as non-mandatory compliance documents, and to bring clarity to the ridiculous compliance schedule requirement for private residence cable cars.

Their compliance only needs to be established at the Consent stage like all other domestic solutions, and thereby be in line with all other codes under the Act.

