

# 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.*

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

email - [nzlfax@lifteye.co.nz](mailto:nzlfax@lifteye.co.nz)

10C Grange Street  
CHRISTCHURCH  
NEW ZEALAND 8002

Ph: +64 3 332 2499

Fax: +64 3 332 0016



05/2008

## WHAT'S GOING UP or DOWN THIS MONTH:

### PETER LOADER JOINS VERTRANS:

It seems Murray Barr of VertransAssociates NZ Ltd has acquired the services of another well experienced lifty in **Peter Loader**, who I understand recently departed Otis Auckland - Service Accounts to take

up the challenge in the lift inspection business with Vertrans.

It is good to see an expanding independent lift inspection business developing in NZ, and Murray has always had the drive to do it.

Peter will bring good industry and management experience to the role; similar to Greg Moody in Christchurch, as well as a great personality and interest in the occasional game of golf!



Peter Loader

### BUILDING AMENDMENT ACT PASSED:

On 20<sup>th</sup> November 2013 the Building Amendment Act was passed in the NZ Parliament bringing in immediate changes:-

- ⚡ Changed building work that will now not require Consent.
- ⚡ Higher penalties for non-Consented work being carried out.
- ⚡ The usual change to confuse in terms and definitions!
- ⚡ More power to Councils to restrict entry to adjacent buildings.
- ⚡ Councils subjected to higher accountability from MBI&E.
- ⚡ Changed definitions for dams.
- ⚡ Building Contractors 12 month defect liability to Consumer.

I consider these changes are mostly political fine-tuning to appease vested interests and the Government further moving risk out of their court and from recognised trade skills into widening insurance coffers.

### EDITORIAL: BUILDING CONSENTS ACTION PLAN:

The appointing of a Crown Manager to the Christchurch Council brought expectations that the Consent process was likely to be made more accountable, and so on that note it was pleasing to receive a breakfast invite to hear where this new direction was likely to take us.

Probably the biggest frustration from a D2 perspective had been the lack of a consistent compliance processes nationally, which is not something for the Councils to fix, but for the Ministry of Building Innovation and Employment (MBI&E) to get its head around.

As far as the lift industry is concerned, and probably many other Specified System industries, we work in a national environment where processes need to be consistent nationally, and until the Consent processes for Specified Systems become consistent nationally, doing the local council thing only compounds inconsistency.

The responsibility rests with Government for the void created in compliance of Specified Systems, when in 1991 it removed the centralised umbrella of safety critical systems for its privatisation ideologies, but relied on past stagnant prescriptive standards and codes to provide accountability, and Council Officers fervent on house building and autocratic building permit processes, but seemingly naïve to specified systems, and specifically lift testing and certification processes. A similar environment was created in the Mining industries, once centrally governed and then discarded and privatised, where accountants set the safe process priorities! As with most Governance these days, we learn through the pre-prepared **PRESS RELEASE**, and seminars like thissell rather than communicate, and I'm sorry to say, this breakfast coming together resulted in the same indigestion. Ed.

### VERTRANS EXPANDS:

I kept getting responses from old lift industry acquaintances that they have taken up the Vertrans umbrella, which all goes well for this industry in bringing together a single NZ lift industry experienced entity able to provide IQP inspection services throughout NZ.

Director Murray Barr is continuing to provide consultancy services and back up his growing inspection base.

Today the wide range of experience offered in VERTRANS ASSOCIATES includes:-

#### Auckland:

- ⚡ **Murray Barr** – Director & office staff.
- ⚡ **Wally Person** – 40+ years with Otis local & O/S
- ⚡ **Peter Loader** – wide Otis & KONE field & management exp.
- ⚡ **Mark Wannan** – wide Schindler and contract escalator exp.

#### Bay of Plenty: (Incl Hamilton & Rotorua)

- ⚡ Big **Jim Sterling** – been there done that in the NZ industry.

#### Wellington & Lower Hutt:

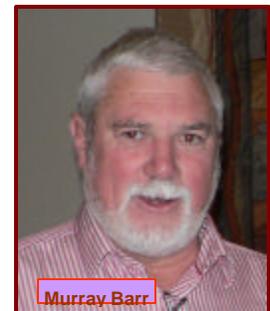
- ⚡ **Russell Appleton** – Wide exp. Otis field & management.

#### South Island:

- ⚡ **Greg Moody** – NZ & Aussie Schindler install, maint & Mgmt.

Managed well, this group of industry based expertise could not only start to address the inconsistency of inspection in NZ but also provide an independent base to nurture new entrants into the industry to provide long term continuity. For those intrigued by the colours: -

- Otis
- Schindler
- Kone experience.



Murray Barr

## SOUTH ISLAND IQP REGISTER-ON THE BANDWAGON

For 20 years the South island IQP Register Committee has provided a selfless service to the public, recognising the advantage of having a single SI register and fees designed to encourage experienced independent inspectors to participate in an accountable Compliance Schedule structure initiated under the building Act 1991.

The North Island councils on the other hand with strident user pays philosophies, seemed more interested in maximising returns to their coffers, and retaining demarcation between their brother councils.

The national consequence is that after 22 years of disjointed Building Compliance schedules documentation in NZ; inconsistency in process and sub-standard inspections are admittedly improving but still widespread.

The South Island IQP structure led by Timaru District Council initially through Ray Smith and subsequently Tony Smith had been the inspirational purveyor of common sense. Well that's all changed with the present committee ready like so many other institutions to fall into the myopic trap of narrow fiscal responsibility.

Yes the South Island IQP Register panel has decided that the past **\$50** annual fee for SI IQP registration is to attain **User Pays** status, pushing insurance as the risk antidote to trade skill shortages, and increasing application fees to **\$280**, and Annual renewal **240%** to **\$120pa** with a **\$20pa** addition per Specified System.

For the electromechanical lift industry, where industry skills can cover the specified system range from: -

- ✂ SS3 – Electromagnetic or Automatic doors.
- ✂ SS4 – Emergency Light Systems.
- ✂ SS8 – Passenger Lifts, Service/Domestic Lifts, Escalators & Travellers, Inclined Lifts, Low rise/Low Speed lifts.
- ✂ SS10 – Building Maintenance Units, and
- ✂ SS14 – Emergency power Systems and signs relating to the above.



There can be high demand for skilled inspection services.

And last but not least, on top of this the iniquitous **Cable Cars for Private Residences** (Inclined lifts) that the DBH took under its wing as a unique domestic specified system identified within the Building Act rather than the Building Code, also attracts lift industry skills. These units attract a unique domestic Building Compliance Schedule but don't fit easily into the Commercial building Specified System IQP structure, and disappear altogether in Commercial buildings, so I suppose we will just have to ignore them in this instance.

Anyway, a skilled lift industry trained person could bring his field skills into any and all of these specified system building features which could now attract an annual registration fee of \$220pa or a **440%** fee increase.

Well done TDC, maybe you will save the planet, or will you just continue the Government redistribution of wealth from the **DOERS** to the **ADMINISTRATORS** and **INSURERS**.

Someone has got to stop adding overhead cost to process where it is unnecessary or irrelevant if the word efficiency and fairness can in anyway be attached to present Government policy. The TDC South Island IQP Committee so long a leader I am sorry to have to say, has raised the white flag!

Of a secondary note, maybe the Specified System means of identifying building features for mandatory inspection needs to be re-categorised, to reflect industry skills applicable in buildings for inspection purposes, rather than building features to more closely align with the purpose for identifying specified systems in buildings.

## GO AHEAD CHRISTCHURCH:

As a means of focus for aspiring attendees to the Christchurch City Council Building Consent Action Plan, I spent a moment to consider the consent process in NZ and put the following experiences to the organisers in the hope it might provide reflective feedback for the meeting.

Of course either I was off base, or the forum as I suspected was more interested in selling their product rather than considering our experiences.

Anyway, I thought other might relate to the ideas, or see their weaknesses, and so I will highlight them below to ponder as you wish.

### **To whom it may concern,**

*My name is Robert (Bob) Johnston of Lifteye Consultancy providing D2 project management, lift inspection and compliance services to both domestic and commercial clients in Christchurch. see [www.lifteye.co.nz](http://www.lifteye.co.nz) I am a small player these days nearing retirement but bring to the table a wide experience in the Consent processing of lifts internationally, and in NZ as a past D2 Building Certifier, and would like to partake in this discussion.*

*The main suggestions regarding the consideration of efficient process from my perspective are:-*

1. *A big weakness in the Building Act for 20 years has been the lack of a knowledgeable national Consent process for types of D2 equipment since the demise of the MOT. The result has been a wide and inconsistent D2 Consent process ranging from the installation of a lift being totally overlooked and undocumented, to months of the Consent process held up while Council officers try to interpret local codes and industry practices before providing consent approval. The DBH (MBIE) has been aware of this but has consistently seemed to rely on accreditation of Council officers and I suspect the future expanding of LBP's into Specified Systems as the remedy. This may be, but still hasn't touched the ground with all D2 solutions as yet!*
2. *A second weakness during the Consent processing of D2 solutions is the lack of a national internet accessible database facility to create a comparative central record of all like specified systems in NZ. This could be updated nationally through specific detail gathered by individual councils at the time of the Consent record being updated, and employed for all IQP's, lift inspectors, building owners, councils, NZ stats and for building WOF processes.*
3. *Thirdly, to further improve the efficiency of the Consent and compliance schedule processes, would be recognition of a tiered D2 Specified Systems national inspector certification system that would enable focus to be put into a consistent national training body for lift inspectors to cover all types of D2 solution types in NZ. This would encourage experience training and inspection competence to provide a consistent standard throughout NZ as well as develop a peer communication path for D2 inspection, code review and accident investigation. To ensure a quality structure evolves, financing of such a body needs to be centralised and possibly funded through a D2 consent application surcharge.*

*✂ That is probably sufficient food for thought at this point in time.*

## D2 AS3 Escalators & Moving Walks:

A draft D2/AS3 has been issue by the MBIE to reflect changes to the Acceptable Solution EN115 when updated in 2008.

### **Acceptable Solution D2/AS3 Escalators and Moving Walks**

#### **1.0 Reference Document**

1.0.1 EN 115 is an Acceptable Solution subject to the following modifications:

- a) Where the Standard uses the word 'shall' this refers to requirements that are essential for compliance with the Standard; while the word 'should' refers to practices that are advised or recommended. A 'Normative' appendix is an integral part of the Standard and contains requirements; an 'Informative' appendix contains recommendations only.
- b) Where this Acceptable Solution does not nominate the specific details of what is required for an escalator or moving walk component or feature but instead describes the required performance or is otherwise non-specific (such as where provisions are required to be appropriate or suitable) the details of the component or feature, along with justification of its adequacy, shall be included on plans and specifications for consideration by Council as part of the normal building consent process.
- c) Where escalators or moving walks are provided an alternative Building Code compliant non-mechanical means of access, such as stairs or ramps, shall also be provided. Escalators and moving walks shall not comprise part of an escape route.
- d) Escalators shall not be used on accessible routes.
- e) Moving walks on accessible routes shall meet the following requirements:
  - (i) the maximum slope shall be 1 in 10 (5.7 degrees)

#### **Comment:**

- i) A maximum slope of 1 in 14 (4.1 degrees) is recommended.
- ii) the width of the pallet or belt shall be no less than 900mm and no greater than 1200mm.
- iii) the pallets or belt shall move horizontally for at least 1200mm before entering the combs.
- iv) the handrails shall extend 300mm beyond the combs.
- f) The structural adequacy of the escalator or moving walk, its supports and of the building supporting the escalator or moving walk, to withstand all likely loads including earthquake, shall be demonstrated by a suitably qualified structural designer. The person proposing to install the escalator or moving walk shall supply to the structural designer all necessary information to enable the design to be carried out, including weights of escalator or moving walk components and all working tolerances necessary for safe operation.

#### **Comment:**

It is expected that evidence would be furnished to the Building Consent Authority (BCA) with the building consent application showing that a competent structural designer, Chartered Professional Engineer (CPEng) or other, has designed or otherwise checked the proposed escalator or moving walk, and the building supporting it, and considers the proposals to be adequate. The evidence about the escalator or moving walk itself could, depending on circumstances, be either specific engineering calculation or it could be a consideration of a design carried out overseas by others. It is envisaged that most BCAs would accept the advice of a CPEng working within a known area of expertise.

- g) All glazing associated with the escalator or moving walk installation shall be Grade A safety glass complying with NZS 4223.3.
- h) The electrical requirements of the Standard are additional to the normal requirements for an electrical installation. All wiring shall comply with NZBC Clause G9 'Electricity'.
- i) Signs complying with F8/AS1 may be used instead of those required by the Standard. Where moving walks are intended for transporting trolleys safety signs describing safe and correct use shall be provided.
- j) For building consent purposes the person proposing to install the escalator or moving walk shall supply the following information:
  - (i) Drawings and specifications detailing the escalator or moving walk installation (including the circuit diagram) and its attachment to the building.
  - (ii) Demonstration of structural adequacy – see f) above.
  - (iii) Justification for components or features meeting performance or other unspecific requirements of the Standard – see b) above.
  - (iv) The specific data, test reports and certificates noted in Clause 6.2 of the Standard
  - (v) Details of inspections and tests to be performed on behalf of the owner during installation of the escalator or moving walk and on completion of the work
  - (vi) Requirements for inspection and routine maintenance for inclusion in the building's compliance schedule.

#### **Comment**

This information comprises 'plans and specifications' as defined in the Building Act. It is expected that the person proposing to install the escalator or moving walk will receive the above information from the escalator or moving walk manufacturer or supplier, the structural designer, and others.

**MBI&E**

## LEC EARTHQUAKE UPDATE:

If there is anyone still interested, it seems the Government is quite happy to let the reinsurers call the shots as long as they can fix smaller repairs and refurbishment to make the political number look like progress is being made. But on the other hand, it is now over three years since the initial September 2010 quake, followed by the destruction of the downtown in the February 2011 shake, and I like many like me with rebuild or major repair requirements, still seem to be encouraged to remain patient.

Still, life goes on and big plans are underway for the CBD and its peripherals, and a lot seems to be being done on the city infrastructure services if going by the number of local road closures and delays is anything to go by. I can report in our particular circumstances that the insurers have appointed a case manager and arranged a meeting with us to discuss we don't yet know what, but our first meeting with an appointed project manager some 6 or so months back, I can confirm never came to anything.

The most difficult bridge to cross for us has been the lack of specific information being freely provided about our circumstance, on which we can make any plans, other than be patient. It seems any detail we provide gets filed for later reference, and then when discussion does start, it is always with a different person who knows little to nothing of past documents or discussions, and so a clean slate is restarted.

One thing that has been consistent over the past 18 months, is that any communication with our replacement policy Insurers' appointees is, **'have we ever considers taking a monetary payout'**. My response has always been, that until you present all the facts regarding the status of our buildings and land and estimated replacement cost, how can we be expected to make any such decision, particularly as to whether or not to accept a monetary payout! We are talking anywhere between \$450,000 and \$700,000 here, about what is our only major asset, so it is not something you wish to gamble with.

With my work load in the lift industry around 30% of normal turnover over the past 2 or so years, to experience a normal months turnover last month means only one thing, and that is that maybe we are seeing a turn around to this rebuild promise, and not just a Christmas rush. We'll see! With a bit of luck I'll be able to spend the first years of my 65th year into retirement after the New Year, with my nose to the grindstone as usual, trying to rebuild my depleted reserves!

What have we learnt? Not a lot yet as we still feel we are rolling down the hill and yet to reach the bottom to know from where we've come. Only lately I was in only my third building still standing since the earthquake closed off access to the CBD, to inspect the lift equipment that even the past serviceman had yet to see, and by now 80% of buildings have been bowled over and all lift equipment removed and disposed of by demolition crews, without any pre inspection to try and learn from the effects of the earthquake on equipment such as this.

And so there are probably many things that could have been learned, that will remain anecdotal due to the tight securities imposed, until little remains to be observed through experienced eyes. What will result is a city that will see a rebirth employing the latest lift solutions, where old dungs, aged or historic installations will no longer live side by side downtown to learn from. Where modernisation has seen its last nail driven home, and local trade skill and experience will count for little, in a new age of unmaintainable lifts that run reliably over there shorter life, and reliance on remote diagnostics and central corporate knowledge will dictate the daily solutions to the local financial manager.

## EN81-20 : 2014.

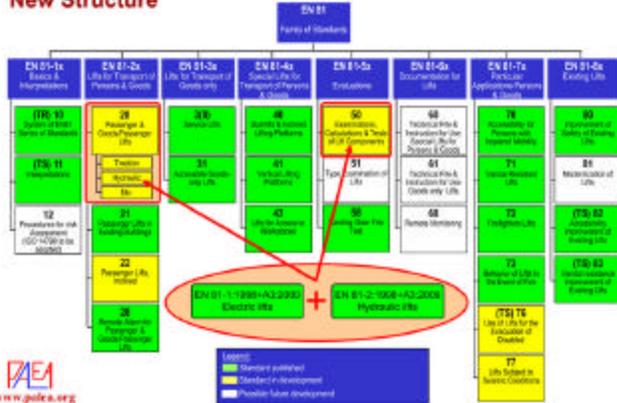


EN81:1998 and its parts 1&2 along with its 3 annexes have been adopted into the New Zealand Building Act as an Acceptable Solution, and as such can be used by Building Owners as a compliant solution where some documented local practices are also included, and where proposed to local Councils under the Building Code D2/AS1 as a suitable Means of Mechanical Access into any building.

With all major lift suppliers providing northern hemisphere manufactured equipment into this market, other than for some smaller local lift manufacturers, EN81:1998 has become the accepted solution for 90% of installations, and as such forms a critical means of inspecting, testing and documenting lift installation today in New Zealand.

With the input of CEN/TC10 and ISO along with EU interests, **EN 20 for passenger lifts and EN50 for Examination, calculations and tests** should be released early next year, and could possibly evolve into the Universal Standard bringing consistency across this Global market, and so the significance of this latest updated and consolidated lift standard on

### cen Asia Pacific Input to EN81-20 New Structure



the New Zealand lift market, should not be taken lightly.

At the time of publication of the latest version of EN81 1&2 it was known that under CEN rules any standard can only have 3 amendments before either beign withdrawn or superseded. The first two amendments were already planned as the modifications necessary to accommodate MRL technology and PESSRAL. The third was taken up by the introduction of UCM protection.

Even in 1998 it was realized that the next full version of EN81 1&2 should not be another revision of the existing requirements, but rather a complete overhaul of these standards which have served this industry well for many years, but have become dated by the ever changing levels of technology and peoples expectations of safety.

Therefore the decision was made to replace these old stalwarts with new standards which would have new numbering, both in the title and throughout the text, remove unnecessary duplication, improve text for understanding and introduce new safety requirements for users, be they passengers, engineers, inspectors or other competent persons.

**LEC WISHES YOU ALL A HAPPY AND FESTIVE XMAS HOLIDAY AND WE'LL SEE YOU IN 2014.**