

The New Zealand LIFT FAX

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WHAT'S GOING UP or DOWN THIS MONTH:

DON'T SAY GOODBYE TO PETE:

A name synonymous for time in lift industry in NZ is Peter Bachelor. The thought was retirement, but no, emerging from this pile of local industry experience is **Peter Bachelor Consultancy**. We are a growing industry.

IT'S OFFICIAL:

It is not another industry loss as gloomily reported last issue, **Lyll Senior** is now **LIFT SOLUTIONS LTD**. I knew he couldn't stay away forever, he's back in Christchurch, bought a house with wife Shona and kids, and is set to put out the slate. Ph: 021 472 400
email: lyll.senior@liftsolutions.co.nz.

HE'S BACK ON THE MACHINE WITH NEW PEDALS:

Yes, also confirmed is that **Russell Appleton** is now to be the new **KONE Wellington Sales Engineer** following his shock departure from Otis last year. This must nearly complete the KONE NZ structural reorganisation.

EDITORIAL.

CHRISTCHURCH CITY COUNCIL

TRADE WASTE BYLAW EFFECTS CONSENT:

The Building Consent conditional approval read, "*Please identify (lift) sump drainage (pump) to a petrol & oil interceptor in the event of flooding or fire sprinkler operation*".

This is a traction lift, there is no drain required in a lift sump where moisture sensors are fitted nor requirement for petrol and oil interceptors under the Building Act D2 Approved Solutions, so why is this condition placed on a Building Consent Approval. Surely if you are producing a Trade Waste Management structure, you consider the effects on Buildings, and approach the BIA to address the implications in the Building Code.

If we return to this process of fragmentation using multiple Bylaws that all overlap areas of responsibility, we end up back where we were before introduction of the Building Act in NZ.

I have determined that under the powers vested in the Christchurch City Council under the Local Government Act 1974, the **TRADES WASTES BYLAW** was conceived in July 2000.

Maybe its time to update the 1974 Local Government Act and in it reflect the Building Act. **Ed.**

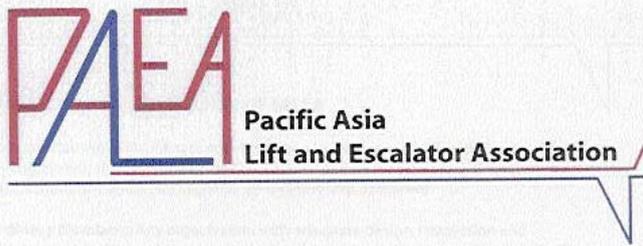
Well not quite! **Mike McIntyre** has also departed Otis to become **KONE's Auckland Operations Manager**, and **Greg Brown** takes up the position as **KONES new Acting NZ Regional Sales Manager**.

BUT WHAT ABOUT OUR GRACE?

As you should know, the best thing since sliced bread in the NZ Lift Sales market over the past few years has been **Grace Wesolowski**, we cannot afford to lose her, except to an enlightened Lift Consultancy.

But you need not worry, Grace is looking for another challenge, and what part of the market needs an enlightened leader as it evolves new technology and processes, but in the Maintenance of lifts.

Grace is to take on the task of rejuvenating KONE's NZ maintenance portfolio as the **NZ Regional Service Manager**, and as an independent lift consultant, I see this area as the biggest challenge in this NZ lift market for any lift company. We wish all these new appointees well and wonder as to the ongoing effect on the face of this market.



PALEA invites membership, with benefits to organisations in the region who are associated with the manufacture, installation, maintenance, distribution, building design, and setting of code standards for lift and escalator equipment.

Aimed to serve - *Australia, Bangladesh, Brunei, Cambodia, Fiji, Hong Kong, Indonesia, Japan, Korea, Laos, Macau, Malaysia, Myanmar, New Zealand, Pakistan, Papua New Guinea, People's Republic of China, Philippines, Singapore, Sri Lanka, Taiwan, Thailand and Vietnam.*

The overdue need for a body such as PALEA to represent the lift and escalator industry was first proposed in 1995 by interested parties in the Asia Pacific region. As we know the vertical transportation industry contributes immensely to commerce, manufacturing and residential living through its collective expertise and experience. Even so, some of the industry practices and code requirements in the many countries of the region are needlessly dissimilar and fragmented.

PALEA stands as an influential single industry voice for the region, a forum to bring about unifying and beneficial change in a competitive trading environment. Accordingly, all countries and their eligible organisations do need to be represented this important endeavour, as part of the region and international co-ordination of industry practice.

Members will have access to the PALEA website www.palea.org which contains valuable continuously updated information on code issues, AP code comparisons and code records as well as dialogue capability for advice on code interpretation.

There are three membership levels:-

Ordinary Member - Any lift organisation in Asia Pacific region.

Associate Member - Any associated organisation in the region.

Honorary Member - Bodies overseeing codes in the region.

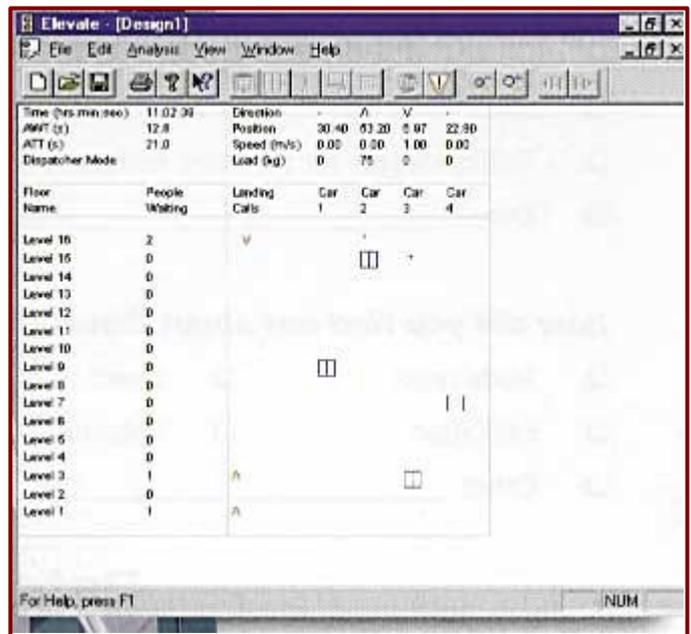
Check above website for detail on joining



Traffic Analysis Software Seminar:

For all us Southern Hemispherians Dr Peter Richards is extending his touring and visiting the great Land Down-Under on **March 15, 2004**, giving us all a chance to get down into the nitty-gritty of his Elevate software.

Part of Dr Gina Barney's seminar in Melbourne last year took a brief look at this software as part of an electronic traffic analysis. Quite a few attendees had copies of the ELEVATE software, and I was quite interested in the flexibility of the software to enable other proprietary algorithms to be loaded into the base presentation format, to provide easier comparative data between differing manufacturers control systems.



Those who attend will receive a free copy of the ELEVATE EXPRESS software, usually priced around US\$500, as compared to the full package priced around US\$2,800.

It may be a good time to gain the advantage of the high \$NZ and the Cheaper Virgin Blue airfares to whip over to Sydney.

To find out more detail about ELEVATE visit:-

www.elevator-world.com

www.peters-research.com

To register, visit

www.elevatorbooks.com



THE TRADE WASTE BYLAW ISSUES: see editorial



Few would disagree with the purpose of this use of the local Government Act to clean up pollutants from entering the sewer system, but surely the issue of Trade Waste is a national if not international concern, and as such should be

governed accordingly.

Why do we insist on producing local rules that cross national boundaries of responsibilities, rather than put a little more effort into rationalising them. Where there is a unique local issue, then address it locally, not by misusing the national Building Consent process.

From the initial conception of the Christchurch City Council Trade Waste Bylaw, it seems no consideration was given as to its relationship with the Building Act. From this experience, seemingly Trade Waste officers were given the right to apply their whims over and above the Bylaw, even to misuse the consent process.

This back door approach of non-Building Consent council officers citing a whimsical requirement and using the Building Act Consent process as a vehicle to enforce their Trade Waste responsibilities, is counter productive to the purpose of the Building Act and the building industry as a whole.

The example depicted in the Editorial shows where it makes it very difficult for designers to provide their clients with consistent advice and relevant costing for building projects, when over-zealous council officers cross the boundaries of their responsibilities and expertise.

As with most Council Bylaws, all power is vested in a single Council Officer who can delegate his subordinates to seemingly interpret and apply his whims at will, and this is a good example of the negative side of its misuse.

The purpose of the Trade Waste Bylaw is as stated, *"to control and monitor trade waste discharges into public sewers"*, not to use the Consent process to threaten the installation of a compliant designed lift access into an existing building.

A similar approach seems to be used with the RMA.

WHO WILL BE A LIFT TECHNICIAN?

*I was asked to provide a point of view as to whether or not there was a **NEED** or **PREFERENCE** for electrical qualifications to become a lift technician in the future. I therefore asked myself, who would be a lift technician!*

And so . . .

I believe a qualification only shows a person's academic ability, and is therefore too narrow to restrict selection by being needed, whereas in selection of possible lift technicians in the past, it was preferred if candidates had electrical qualifications because most who became lift technicians had electrical qualifications, but not all. To become a lift technician electrical qualifications are therefore preferred.

The trend away from trade skills toward higher qualification in this industry means the Technician's job description is changing. The past needed years of 'on the job' and trade based skill training to create a technician as there is still no formal qualification.

Today through technological change, knowledge is becoming centred in the machine rather than the man, and the process of how the knowledge is applied is also being directed by the machine rather than through the trade skill of the employee as in the past.

As the trade skills needed in the past become obsolete, management of technical expertise is therefore changing, and less and less involved in just organising skilled trade labour. I suspect tomorrow, lift technicians (process managers) will be reliant on tightly controlled processes provided by centralised global corporations communicating directly with the technician.

This is already evident with the adoption of **Personal Data Assistants (PDA's)**, being used by KONE site maintenance personnel, who already use them for their preventative maintenance checks and site attendance record, as well as a means of technical data access.



The sample PDA displayed is a Palm m515 64mbyte.

WAS RESTRUCTURING OF THE LOCAL NZ LIFT INDUSTRY INITIALLY FINANCIALLY OR TECHNICALLY MOTIVATED?

This second opinion was also requested to be address over the holiday period, and so what do you think?

Companies have restructured over the past 15 or so years in New Zealand, initially because of the influence of the world wide trend for multinational take-over of the major local 1st generation lift companies in the 80's, removing the established engineering based management structures and replacing them with financial controllers, and global financial structures. This moved the power of the direction of the company from the engineer to the accountant.

With the demise of many similar 1st generation companies world wide, the number of major lift companies narrowed to a few global companies. In NZ two thirds of the industry is centered in Otis, Schindler, and Kone. New Managing Directors were appointed, mainly from overseas, and past highly experienced trade based managers were replaced by compliant appointees.

The result has been the gradual demise of local technical expertise with more and more reliance on the centralised multinational engineering and sales direction.

Technology has quickened the pace of change as computerisation and the internet communication combined with the large design resource available to the multinationals, resulting in the minimising of what was once a highly skilled labour market, to one reliant on complex technology.

Field personnel were the first effected with increasing units serviced weekly per person in the maintenance area, lower manpower in the installation area, moving to more and more sub-contracted installation labour and highly reduced installation man hours per lift.

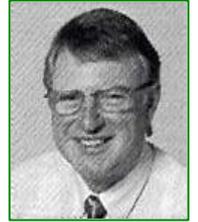
Through tighter labour and process control, off the shelf lift installation packaging using lighter weight design and production line manufacturing, a typical 4 stop lift installation has changed from 12 weeks to 4 weeks in most cases.

And so Companies restructured to increase profits through minimising labour overheads first, and then with higher technologies becoming available, used the wealth gained to more quickly adopt the new technologies to fill the void created through using less people to provide the same service, and so retain profit.

BUILDING BILL COMMITTEE REPORTS IN MARCH:

Its getting closer as the new BIA strives to show it is prepared to implement the significant regulatory changes signalled in the Governments Building Bill due for adoption probably in April 2004.

The BIA Chairman **Barry Brown** is full of praise for the various Government Ministers for their confidence in the **new** BIA and for the close interest they have shown in the construction industry as a driver for the economy. He feels the **new** BIA is balancing the need to be consultative and inclusive, with the need to take initiatives, be authoritative, and where necessary hard nosed.



Now in the job for a couple of months, the **new** Chief Executive **John Ryan**, suggest we must all respond rapidly and effectively to the changes the **new** Building Bill currently before Parliament will bring us.

He says the Bill sets up **new** relationships, **new** ways of doing things, and importantly **new** expectations of all parts of the sector.

There will be a **new** home for the BIA within a Government department, where there are higher expectations in terms of standards and accountability, and there will continue to be rapid innovation and change.

The proposed changes are designed to achieve:-

- More information on the standards buildings are expected to meet.
- More guidance on how these standards can be met.
- Improved capability of persons undertaking building design, construction and building inspections.
- More scrutiny in the building and Consent process.
- Better protection for homeowners through the introduction of mandatory warranties.

One significant proposal is a higher regime of scrutiny, and in the position as a D2 Building Certifier, my first experience of this was for the **new** BIA to question my professional insurance, and to issue a stern warning, that until approval was obtained, **issuing Building Certificates without current approval is a serious matter and will be treated as such**. It seems a higher premium will save face.

Another is accreditation. Interesting of late I have received without request, offers to be accredited with various agencies, willing for a suitable sum, to confirm my processes and competence to issue Building Certificates under the Building Act.

Doesn't it make you feel secure and proud, that your Government is now efficiently protecting you, albeit at an indeterminate increase in cost.