

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

email - nzlfax@lifteye.co.nz

**10C Grange Street
CHRISTCHURCH
NEW ZEALAND 8002**

Ph: +64 3 332 2499

Fax: +64 3 332 0016



WHAT'S GOING UP or DOWN THIS MONTH

KONE'S OVERSIGHT - SCHINDLERS GAIN:

For all those who rang to let me know Grace Weslowski had moved to Schindler, thank you! She has been an inspiration to all those at KONE and will be surely missed.

I caught up with Grace the other day to hear that sparkle in her voice had not gone, regrets at leaving a team, yes, but now a whole new environment brings with it the opportunity to move on to a new challenge. My main concern was that we might lose her from the lift industry, but thankfully no, her love for the industry won over, and Schindler is the lucky recipient.

IAEE CONFERENCE BEIJING - A RESOUNDING SUCCESS:

129 registered attendees and 24 Exhibitor staff from a wide variety of mainly Asian and European countries provided another whirlwind lift engineering June conference in Beijing. It was packed into 9 sessions presenting 28 papers, a workshop, a site visit, an IFEX seminar, and a fascinating Peking Duck Banquet put on by Savera in Beijing.

EDITORIAL.

And yet another well respected NZ lift industry manager hands in his notice.

Neil Trotter Schindler Hamilton Area Manager is the latest. The attrition rate over the past years in this industry is extraordinary compared to past decades.

It seems that if you are well experienced in this industry and not myopically fiscally focussed, you're dispensable. Then again at the other end of the spectrum, a local lift company cannot seem to be able to put a workforce together to complete a lift modernisation without delay after delay caused through an inability to allocate skilled labour resources.

The reasons for this that I am nearly always given, relate to the introduction of the Contract Act in NZ; the globalisation of the local lift industry, and a resultant excessive focus on company fiscal management. All result in the continued abuse of the local skilled labour resource.

The Contract Act continued the demise of apprenticeships and any corporate responsibility toward the labour resource in this cyclic building industry, which has moved to reliance on sub-contracting using a diminishing and ageing skilled labour resource.

The globalisation of management structures has seen the continued replacement of industry experienced management with fiscal controllers, number crunchers who have a role to play, but not to apply their skill to direct every facet of the management process. The result is the subjugation of management to a single ideal, profit at any means, even to the detriment of the individual spirit, to conform rather than partake. No wonder those who were this industry are dispirited.

Ed

OTIS EXPANDS ITS CHCH SALES:

Charles Kelly has reinforced Otis new sales, maintenance sales and small repair jobbing since he joined them on June 14th 2005. This acquisition enhances the team of Debbi Wilson and experience of Peter Loader to provide a strong sales base for the South Island. Charles comes from a background of 4 years of local cash-point sales, after being London based around 5 years and spending a year in Aussie. From a mid 1800's Irish Taranaki pedigree, Charles assures me he knows of no relations from that era named 'Ned' from across the ditch in Eastern Victoria!

RAY WILSON WORKING FULL TIME WITH KONE:

Ray, who has been sub-contracting throughout the South Island for Otis & Kone over the past few years, has settled in with Alex Denniston and Trevor Field at KONE in Dunedin this year. If adding up the years of experience of these three, you would probably be well on your way to 3/4's of a century, and they all can tell a good story . . .

A GLIMPSE AT CHINA - JUNE 2005:

The Elevcon Asia 2005 IAEE Conference held in Beijing over the 7th - 9th of June, gave my wife Jan and I the opportunity to get a taste of



the new China. To visit China, still today you have to enter through that fabulous gateway and 'Lifties' delight, the Chinese district of Hong Kong. With a relative small land area it seems to cram every experience you can have in this world within walking distance.



We arrived at the new Chep Lap Kok island airport early morning, but instead of flying straight to Beijing we caught the new TurboJet Sea Express ferry straight into Mainland China through Shenzhen. This cost NZ\$40 each.

From Shenzhen to Beijing is a domestic flight and only cost just over NZ\$200 each, a savings of around NZ\$500 if we had flown straight to Beijing. This



Chaoyang Park Prince Jun Hotel Garden

is China, a land of contrast where you can pay NZ\$210 a night at the Hilton, or experience the delight of the traditional Beijing Prince Jnr Hotel for NZ\$67 / night.



While I attended the Conference, my son Kelvin flew in from Taiwan to join his Mum in exploring Beijing, and explore they did. Starting in the old Hutong District, the Lama Temple and Tiananmen Square, with Kelvin now fluent in Mandarin, they were able to use local transport to get around the many markets and magnificent buildings of Beijing. The Chinese of Beijing have a welcoming character, and if you have a good grasp of 'Nee Hau', or 'good day', it brings wide smiles. They found the locals were first shocked and then delighted when Kelvin conversed with them. The temperatures this time of year

were around the 30's, and everyone seemed to take to the streets in the balmy nights to walk and participate in friendly activity. The single child policy was noticeable as mum and dad grandma and grandpa all fussed over "the little emperor". Interestingly, where two children from single parent families wed, they can have 2 offspring. Beijing is a city of great



contrast, with parts of the city reflective of the days of the Emperors, the outer suburbs reflective of

the communal society being laid to waste, and the explosion of roads and subways of an emerging modern consumer society.

Using the Taxi was interesting, my daily trips of about 3kms ranged in cost from 17 to 30 RMB, although the variation mainly had to do with communication. The tricks I eventually learnt were; Collect Hotel cards with the address on to show your Taxi driver unless you speak Chinese. Always get a receipt in case you leave a camera or like in the cab, as the cab companies have English speaking personnel, and although receipts are written in Chinese characters, all details of your ride and driver are on the receipt. Tall buildings in Beijing seem to be mainly Hotels and apartment, but much change is happening for the 2008 Olympics.

Well I will probably have to leave you there for the moment, but I cannot go without giving you a taste of one of the worlds wonders, about one hours drive from downtown Beijing . . . ***The Great Wall of China at Badaling.***



WHO ARE LIFT SUBCONTRACTING IN NZ?

These are some of those people who have been subcontracting their experience in installing or upgrading lifts in New Zealand. Some have formed companies but most work singularly or through agreement. They are becoming the backbone of what is left of the industries installation skills in New Zealand as the new breed of computer designed imported packaged lift is virtually plug together and turn the switch on. (Not on this list or no longer practising - Contact Bob Johnston)

ELEWORKS Consulting Ltd.

Scott Hemsley - scott@eleworks.co.nz

021 417 593

WELLINGTON

ELEVATOR TORQUE

Nick Tonkin

WELLINGTON

ITL LIFTS

Cory Barton

021 485 700

CHRISTCHURCH

ELEVATOR INSTALLATIONS NZ LTD

JIM TOSLAND Toejam@elevators.co.nz

04 383 7163

Mobile: 0274 466 933

WELLINGTON

LEAMS LIFTS

Steve Gilbert

09 833 9902

AUCKLAND

PETER LILLYMAN

0274 769 279

TOTAL TECH SERVICES ??

Steve Cox - totaltech@xtra.co.nz

03 441 3511

021 221 8877

QUEENSTOWN

If Jim Tosland doesn't get back to me with updates from the North Island, This space will await his response till next issue.

COMPLIANCE SCHEDULES & LIFT MAINTENANCE:

I have been fielding calls from lift companies being asked by building owner's agents stating that they have to be IQP registered to carry out lift maintenance of a lift and have to sign the 12(a) form to verify that maintenance has been completed.

Let's be clear, this interpretation that lift maintenance companies have anything more to do other than to provide lift maintenance services as contracted to building owner's, is wrong.

Both the Building Act 1991 and 2004 identifies the Territorial Authority registered D2 - IQP (LBP), as the only person responsible to complete Building Compliance Schedule required lift inspections; to provide confirmation of maintenance being competently carried out, and to provide a statement confirming this now via the 12a form. The only requirement on the lift service-company is to be competent and to keep a suitable record of maintenance provided for the building owner.

Yes a D2 IQP needs to be competent in lift maintenance practices of the equipment he is inspecting so that he can confirm maintenance is being suitably carried out and documented. At present, determining this competency is still the responsibility of the Territorial Authority when registering IQP's in their areas.

Not to do with the Building Act, but to maintain safe industry practice and contractual agreement between Lift Companies and Building Owners, all annual WOF inspection by IQP's not employed directly by companies providing maintenance services for the building, should have the maintenance representative on site during any Annual WOF inspection and testing of equipment. This is not be as critical for non-enclosed, under 0.05m/sec equipment such as platform lifts.

There are some Lift companies due to demand and cost effectiveness providing IQP services for their clients, but the appointed employees should be independent to the company in-field services; be well experienced, complete the same WOF process, and be as accountable as any other independent IQP.

Let's make this 2nd go at the Building Act work efficiently, not get bogged down in unworkable misconceptions.

FORMAL QUALIFICATION REQUIREMENTS FOR TESTING OF LIFTS IN NZ:

There is none!

As I have repeatedly said to a seemingly deaf audience, since introduction of the Building Act into NZ in 1991, the only clear process associated with testing of lifts since the demise of the MOT statutory regulatory structure, has been the annual D2 Compliance Schedule WOF inspection overseen at the whim of each of the many Territorial Authorities (TA's).

Yes the Consent Process supposedly ensured a safe lift installation, but without an auditable processes for inspecting or testing new lifts, and no suitable IQP registration requirement, once again it was left to the whim of each TA to notice the need for compliance, and in some cases just a Producer Statement sufficed.

Initially in NZ, past MOT Marine Division field inspectors were deemed as qualified CBIP lift inspectors to fill the gap created by the 1991 Building Act, but privatisation diminished their ranks and any qualification became hazed, with North Island TA's accepting people even without a CBIP qualification. This has resulted in general inspection bodies, even with minimal lift testing experience emerging.

A few ex-lift industry employees and industry experience Consultants took up the CBIP qualification and stepped into the gap, and some lift companies even put employees through the CBIP process under the South Island IQP registration process to ensure Annual WOF services were available to their client building owners.

As the only D2 Building Certifier over the past 12 years, I was appalled at the inconsistency of documentation and oversight of process being accepted by TA's in NZ.

With the introduction of the 2004 Building Act we have seen the attempts at standardising Compliance Schedules by the Department of Building & Housing (DBH) so that processes ***'become more consistent and relevant throughout NZ'***. But in reality for D2 Compliance Schedule's, it is obvious some TA and inspection Consultants are more interested in confusing the issue by trying to suggest all ***lift maintenance people*** need to be IQP's. (see proceeding article)

But how does qualification come into all of this?

As I began, there is no required qualification in NZ for Lift inspectors, but there has been a need for it since introduction of the Building Act.

Firstly, to identify who is competent to carry out D2 Annual WOF's, and secondly to ensure the more complex commissioning inspection and testing of new equipment for Consent purposes becomes consistent, and so that more suitable and accessible records are maintained.

As outlined in page 2 of my May 2005 article, by default the Certification Board for Inspection Personnel (CBIP - part of HERA), has run a Certification structure for Lift Inspectors since the early 90's. The only problem was, is that it was not a requirement to be CBIP registered to be an IQP under the old Act, nor to carry out Consent inspection & testing.

Enter the AINDT:

The Australian Institute for Non Destructive Testing:

www.aindt.com.au

HERA's restructuring of CBIP has seen the transfer of administration and certification of lift inspectors in with other NZ wide Non-Destructive Testing inspectors, to further standardise the certification structures through out Australasia and eventually the world.

To achieve this, although the CBIP lift inspector panel will still set and supervise exams using selected local assessors throughout NZ such as myself, all administration records, processes and certificate issue will be recorded on the centralise AINDT data base.

This month in NZ, the AINDT has held audit officer induction's throughout NZ to begin the process and to gradually integrate NZ into the AINDT system.

This step by HERA will retain the present CBIP exam structure, but take the qualification into a JAS-ANZ accredited process that uses the ISO/IEC 17024 international standard for bodies operating certification of persons.

I see this as an opportunity for the NZ lift industry to take the first step in attaining a consistent and credible inspection process by ensuring all lift industry employees or industry experienced persons are singularly qualified where taking on inspection roles.

This is also an opportunity for the Building Industry Regulatory body; the Department of Building & Housing, to also accept a singular inspector qualification body to bring consistency into the Building Act regulation in NZ.

Consistency in inspection results in consistency in process and standard, both are far from ideal in the present regime, and this would be an efficient solution.