

The New Zealand LIFT FAX

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

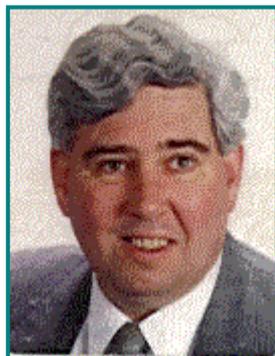
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WHAT'S GOING UP or DOWN THIS MONTH WILL IT EVER END ?

The greener grass of home sees **Alan Wilby** from KONE accept an offer he says he couldn't refuse, especially since Auckland beckons for both him and his wife after 3 years in Christchurch. He departed at the end of September to join **Schindler** to take on their Maintenance department. As yet there has been no announcement of a replacement for Alan, but we should know by next issue. Alan built a good repour with his SI client with his affable style, and will be missed, especially his Guinness & golf.

Of course you don't have a position created without a vacancy in the lift industry, and this was caused with the retirement of **Noel Moslyn** after many years with Schindler in Auckland. Noel I understand has a number of pokers in the fire, and will also assist with inspection around Auckland.

Another out of the blue to depart **Schindler** Christchurch branch was **Mike Flanagan** who initially retired last year, returned part time, and then very suddenly up and retired again a week or so back to join **Lift Solutions Ltd** in Christchurch with Lyall Senior. This should be a good team to expand the range of independent lift consultants for NZ.

EDITORIAL.

THE COMMERCE COMMISSIONS LIFT INDUSTRY ANTI-COMPETITIVE BEHAVIOUR FIASO:

These investigations sound good to the consumer as it makes a Government look as if it cares about the people in our society. But you look a bit deeper when you know the people involved, and you wonder why a Government agency would investigate specific upstanding citizens of the community, who are or have been employees holding responsible positions within large corporations for many years, and have their lives raided like criminals. Surely they deserve sufficient respect to not have to be subjected to seemingly ruthless investigations based on the innuendo contrived by secret witnesses.

At least when you get a traffic ticket from a policeman, it might be unfair, but you know who to argue with, whereas this reaction is more like the Mongrel Mob suggesting they had been slapped, and the Swat Squad (in suits), ransack the premises for clues. It seems to me that if one took a second to discretely check the competitive nature of the market and the people fingered, little credence could be given to the preposterous charge of price collusion. Sometimes you wonder if the power given through Government to institutions is much more insidious than any power a single employee may wield commercially.

But then a company may have more to gain by sowing the seed of anti-competitive behaviour of a competitor, hide behind a screen, and revel as the politically correct force goes to work to protect the community. As usual the innuendo takes but a moment, but the longer it is let continue, the personal effect on any individual, family and friend may affect the rest of their life.

But who cares? – Governance must be seen to be done! Ed

SINGAPORE REPORTS FEWER MRT-ESCALATOR ACCIDENTS:

According to a report in *The Electric News Paper*, the number of accidents on mass-rapid-transit escalators in Singapore has decreased in recent years. Singapore Mass Rapid Transit Ltd., which handles 1.13 million passenger trips per day, reported 112 escalator-related injuries in 2005, down from 157 in 2004 and 174 in 2003, while SBS Transit Ltd. reported about one accident per 10 days for its 247,000 daily passenger trips. The statistics were gleaned from a July report in the *Straits Times*, which also found that an escalator accident occurs in Singapore on an average of once every three days.

No 1 SON KELVIN MARRIES DELIGHTFUL DEBY:

It's not every day you have a special occasion in the family to brag about, but Kelv and beautiful wife Deby tied the knot in Taichung their home town, along with 100 other couples, to celebrate their marriage on the 10th of October 2006.

The celebration continues in Melbourne at Xmas.



SCHINDLER DESTINATION SYSTEM IN WELLINGTON:



It's not until you look a bit closer when you go to use the lift in this new installation in the 18 level **Deloitte Building** in Wellington that you notice the landing call station is different to what you are used to in NZ.



The station consists of a keypad much like the prolific telephone key pad but also incorporates a small display screen. The key pad is to input the floor you wish to go to, and the display indicates which lift to use.
Is this big brother bullying us once more into compliance?

Well it depends on how you look at it, for when the lift arrives all you need do is walk into the lift and await until you arrive at your floor level, then leave.



Yes, big brother again, only this time he took note of your initial request, selected the lift that will take the least time to get you to your destination and directed you toward it, and then programmed the lift to stop at your particular floor without you having to do anymore than walk in and out. Easy.
The in car control panel is minimal, with only the necessary door controls, alarm etc., but the 3 – 3.5m/sec Varidyne gearless machines are well able to cope with the high demand, its just a pity the interior finishes are so bland.

The destination control system has been around in concept since the late 60's, but is only now through the higher computing speeds and information displays that it is able to bring its efficiencies to any building. In fact it is showing a 20% to 25% improvement over existing directional demand systems during the heaviest traffic periods.

Whereas older systems only measured their performance in average waiting time, these systems measure performance in time to destination as well, which incorporates the entire time from when you input your destination call, until the time you arrive at your destination.



As with all new systems there have been the detractors not able to see beyond what they know, and hesitant to change, but from the time I first discovered the efficiencies of the concept first proposed by Sydney engineer Leo Port, I knew it would one day make the directional only demand systems obsolete.

Admittedly there is still a way to go to utilise the many benefits that the concept opens up to the control designer, mainly through the means of inputting demands, utilising smart directories for users to determine where they are going, minimising misuse, and utilising higher capacity



double or multiple deck lifts. Layout of buildings can also change, removing the need for side by side or adjacent lifts, directing passengers when they enter the building to the specific lift bank most suitable for

where they are going.

As you can see from the views, there are not many lift machine rooms in the world that lift mechanics would compete to look after, but this is probably one of them.

With views all the over beautiful Wellington waterfront, Schindler should be conducting tours.



ESCALATOR PHOTO WINS FIRST PRIZE:

Craig Plested's picture of the escalators in Village cinema in Queens Street Auckland took first prize in the NZ Herald.co.nz Auckland Architecture Week photo competition. His entry was one of more than 260 that were submitted. Architect Lindley Naismith, one of the judges in the competition, said of the photo,

"The geometry and patterns of the architecture of this space have been captured in a painterly composition of texture and color that makes for a compelling image with a dynamic, urban feel."

Architecture Week is sponsored by the Auckland branch of the New Zealand Institute of Architects.

My wife and I attended one of their functions this year highlighting the amazing story behind the design and construction of the London building renown as "The Gherkin".

The story provides a fascinating picture of the concept, design and construction of the building seen through the eyes of the design management team.

As you can see, the designers rotated the floors providing a unique geometry to all levels with through floor atriums enhancing an



enthraling working environment. The cap to the building is a large glazed cone able to be seen in the photo giving 360° views of London from the top level restaurant.

The only disappointment was in not seeing any of the KONE lift installation, reflective of an architect's perspective of a building, as significant as the plumbing!

**THE CBIP LIFT INDUSTRY EXAM PANEL CONVENES:**

The 10th of August saw the first meeting of the newly expanded CBIP Lift Industry Exam Panel to address the changes necessary to bring the CBIP qualification in line with the 2004 Building Act and emerging Licensed Building Practitioner structure.

This group will also enable a lift industry expert group to consider the documenting and procedures associated with inspection of all D2 equipment in New Zealand, with the aim to provide a good resource for implementing a single and consistent Consent inspection process into New Zealand.

The CBIP lift inspection qualification emerged from the 1991 introduction of the Building Act, to replace existing Ministry of Transport (MOT) inspectors, most of who were only involved in the site test of new lifts and annual ongoing inspection. The main design, code certification and documenting of new lifts was carried out by the Central engineering office of the MOT in Wellington. In the past Local Councils were given the authority to oversee Consent inspection of lifts as Territorial Authorities, and the privatisation of inspectors saw the past annual inspection of lifts change to the WOF structure with Independent Qualified Persons appointed by local Territorial Authorities registered throughout NZ.

Since 1992 change we have seen a virtual total dysfunctional process emerge in new lift inspection and commissioning under the Consent process, and an inconsistent annual inspection of existing lifts under the WOF process.

It was this lack of experience and consistent lift inspection process that finally made the CBIP and the lift industry through its involvement in the CBIP Exam panel, realise that a revamp of the now established CBIP certification process, and the Department of Building & Housing (DBH) D2 Consent and WOF process, was well overdue if Governance of this once safe industry was to be regained. Day to day business sometimes gets in the way of small businesses and large corporations recognising the effects of changes in Governance, especially when evolving from years of being told what to do, and what form to fill out. And only now with Territorial Authorities being better resourced and having their structures and processes questioned are these deficiencies being recognised and a semblance of the 1991 Act begin to be implemented to a degree that industry is also beginning to recognise it has a role to play.

The question most in my mind at present is, is the lack of knowledge of the specific processes necessary to ensure an efficient, auditable process of experienced inspection in these two deficient areas going to be addressed through a focus on those whose interests are vested in securing a new form of income, or those whose interests are in ensuring an efficient, experienced inspection process. With the **CBIP** structure able to provide a sound solution, this critical choice seems up to the DBH, and in who they choose to provide the solution under their **Licensed Building Practitioner** structure presently being determined.

CORONERS REPORTS DUE OUT:

An Elderly lady returning to her home town of Christchurch nearly a year ago was tragically killed at Riccarton Mall when the shopping trolley she and her husband were returning to the roof top car park with on a travellator, over turned causing her to fall and subsequently die from her injuries.

Investigation was carried out by OSH and property managers with I understand the trolley wheel brake questioned as not setting to provide the necessary push to overcome the opposition of the exit comb plate when reached.

From my past experience, the user's initial reaction to the trolley stopping against the comb plate is to push against the trolley handle, which are invariably on up travellators above the users hands, and results in lifting the back of the trolley removing any rear wheel brake force necessary to roll the trolley over the comb plates.

The suddenness of the obstruction compounded by any relieving of trolley weight on the rear pushing wheels, can result in this type of accident causing serious secondary harm as in this instance.

The question I pose here is why does this still occur, as there are presumably thousands of travellators used throughout the world daily for this exactly same purpose, and I can remember being involved with some of the first use of trolleys on travellators in Australia around 1980, where automatic brakes on the rear wheels and education of users was deemed the solution.

Maybe our education problem begins with this world of "blame and prosecution" we have created, too supposedly conform those irresponsible into compliance. For instance, as an inspector and consultant in the lift industry, I know the local companies and a significant number of those people in them well, and yet I was totally surprised to hear in the paper a few days back that this accident had even happened, let alone a year or so ago.

Why is this so? I suspect it reflects this perception of having to protect oneself or corporation from any unwanted blame that naturally concerns people more under a penalising system than keeping industry accidents such as this open for discussion, and maybe for others to learn from. We have seen this with opposition from pilots and many other professions where silence provides the necessary security from blame, when except in extreme circumstances, no person intends to have an accident, but they can always learn from one.

Another accident that no one will know about except by stealth or this fax was the recent death of a person using a small two stop platform lift. It is around a year since the accident, and once again still awaiting the coroners report, but it doesn't make a lot of difference whether it comes out

or not, as there is no process in New Zealand to ensure those most able to consider the cause and effects of such accidents, learn from them, and do something constructive about it, in the local manufacturers and agents.

And as I have said, you can be working alongside those associated with the accidents, and still have no idea it happened. Why? Because it seems more important to penalise than educate.

Interestingly "Code Words" a building industry publication put out by the DBH ran an article in its August 06 issue highlighting this particular accident for its deficiencies of process under the Building Act which was heartening to see. On the other hand it suggested it had had discussions with the Department of Labour who investigates such accidents, to undertake steps to publicise the importance of meeting Building Act requirements where lifts are installed.

The only problem with this as I see it, is as pointed out in a past article, OSH as the workface face of the DOL has no responsibility to disseminate any of its final accident reports around its own branches, let alone to someone who may learn something from the report.

Isn't it time such regulatory bodies became proactive in lift industry accidents by maintaining a database of manufacturers or agents in NZ and ensuring that any accident or incident under D2 are automatically recorded and details made accessible through either hardcopy or email notification providing direct access to all accident reports. People then know what goes on in their community and are more encouraged to participate.

Like traffic policing, you use blanket penalty as the tool of governance and you lose the respect of those you are trying to encourage into participation, and thereby you lose credibility leading to diminished responsibility and finally impotence swayed only by increasing force.

Industries that are valued are keen to do well and participate in the community; those that are ignored or continually threatened with penalty dive below the radar and provide nothing for the wellbeing of the community.

If we are to achieve and maintain a safe work environment using all the skills of our workforce, we need everyone to take responsibility for their part in the process, and not just rely on the authority of a few as in the past where people have found an excuse to remove themselves from obligation. You hear it on the site all the time, "why should I care, it's not my problem!"

And so we seem to take months if not years to investigate what seems obvious to the experienced under a cloud of self imposed suppression, and then put it in a file for no one to see and no one to learn from.