

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.

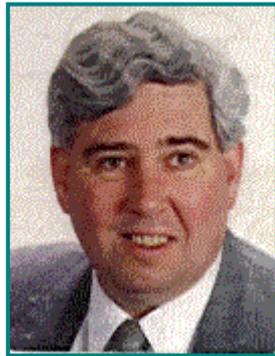
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WHAT'S GOING UP or DOWN THIS MONTH

IS IT FAREWELL OR JUST BON VOYAGE:

Yes I'm sorry to have to say, another farewell is upon us, this time for a jewel in the lift industry, [Grace Wesolowski](#) has tendered her resignation at Schindler, an amicable choice made between accepting an exciting new challenge outside the industry, or to sit and watch an industry succumb to a growing unhealthy PC need to place control on all facets of peoples lives, in and outside work, *just to be seen to be squeaky clean*. In this instance, maybe it was just a choice to participate or not in a global re-enactment of the Middle Ages holy cleansing of heretics, a world creating mistrust, fear and opening itself to manipulative vested interest.

Grace Wesolowski was invited to NZ to bring her intellect, energy, empathy and experience into a predominately male trade based industry, beginning by consulting for the past Vertrans & Associates, and then moving back into the corporate world with KONE, and of late Schindler. She has been a refreshing breeze encouraging excellence in all with whom she worked, a leader of people with total disinterest as to position or role they played in the structure, a person with a job to do, based on respect for others. Farewell Grace, we know you will rise to the new challenge; it's whether or not the challenge will remain sufficient. The door remains open. Thanks for all you brought to our industry.

EDITORIAL. TITANIC HOLDING COURSE:

The DBH is probably mid-Atlantic steaming full speed ahead on what seems a clear sky and calm sea as the Captain checks her timeline and an Assessment Agent; ASL (Assessment Systems Ltd) specialising in aviation regulatory assessment, is appointed to act as agent for the Government in the appointment of LBP's (Licenced Building Practitioners) for all inspection, which includes lift inspection. But like all icebergs, it's the seven tenths underwater that the DBH is drip feeding to the public that is of concern.

This concern is because *user pays* Governance seems intent to minimise assistance to any trade based group able to provide inspection expertise, unless its cost free. It seems leaky buildings have washed away any trust of the building industry, preferring full Government control at the helm, or nothing.

And so the ASL, appointed because of it experience in providing aviation assessment services, presumably for Governance of Civil Aviation, is to manage an assessment process for the building industry, appointing *experienced* assessors to make recommendation to the to be identified DBH licensing Registrar. Now seeing we are talking of a small specialist lift industry here, where are the industry experienced assessors to be drawn from? Are we to be returned to the obviously flawed past use of the 'One Stop Shop' general inspection services that replaced the MOT (Ministry of Transport)'s national governance of the lift industry, or will this opportunity to structure an inspection process based on a single process, consistent, experienced inspection, be lost in the mire of the DBH bureaucracy.

The process and players are supposed to be in place by November 2007, only weeks away, and still these fundamental concerns of industry seem not to have been addressed. Has the lookout on watch been stood down and the boilers stoked for full speed ahead? Ed.

FAREWELL ALEX VANDER HEIDEN, WELCOME DAVE McBRIDE TO SCHINDLER CHCH:

With Queenstown seeing independent lift contractors come and go, it was good to find a person such as Dave McBride settling into Queenstown bringing good communication skills and experience for clients I work with in the area.

But unfortunately, with an aging industry, some of the old stalwarts with huge industry experience, such as 'Hof for domma' - [Alex vander Heiden](#) are reaching retirement age, leaving a void that is becoming more and more difficult to fill. But luckily for Schindler, [Dave McBride](#) with wife Lynley and a young family, much like Alex and Seska 20 years ago when they first came to Christchurch, are looking to securing the further education of their kids and provide a good solution for both parties by relocating to Christchurch. Dave will take up the role of Team Leader on Installation.

I doubt Alex will retire fully as he probably has many projects underway already, but as one who worked with and respected him for his experience and character that kept everyone on the ball, I wish him and wife Seska all the best in their twilight years.

And Queenstown! Well that is still a concern, with lift numbers continuing to grow, who will be first to stake a real presence in the area and set up a viable office to serve this growing market?

BARRIER FREE REFRESHER:

The 23rd of May saw the Barrier Free NZ Trust meet in Christchurch once again to update past course attendees and BFA's (Barrier Free Auditors).

Numbers were down, probably because of the present status of the Building Act 2004 creating uncertainty in the roles of inspection using LBP's (Licenced Building Practitioners) in the market at present.

For what was lacking in numbers, there was a good cross section of the building industry and disability expertise, and we were ably lead by disability awareness expert, and past BIA/DBH board representative, **Alexia Pickering**.

The usual discussing of *Determinations* regarding access in buildings, along with considering solutions from detailed drawings and a walk around of the conference centre DA toilets, demonstrated the positive change in awareness in architect and territorial authority from the early days of introduction of the 1991 Building Act.

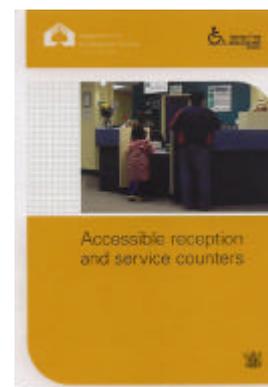
When asking Alexia for a scale out of 10, to indicate where disabled access for building users has come over the past 15 years of Barrier Free, she responded with a maybe 6.

Acceptance that allowance for disability in society can affect us all at some time in our life, begs the question whether the Building Code D1 clause that does not require a lift needs to move to the next step and make all new buildings fully accessible. It seems to overlook the largest expanding area of need for disabled access, being in low rise buildings. Whether its 2 or 20 floors, the same obstruction to a wheelchair bound; injured sportsman or elderly person exists.

Yes, the NZS4121 DA Standard discourages more cost effective lesser lift solutions, but that is only because it was historically adopted as a single prescriptive solution for all types of lifts, rather than encouraging innovative and practical solutions to eventually make all buildings accessible to all. The adage remains true, that prescriptive solutions make great guidelines, but are obsolete the day after they are written. The yardstick is performance, as enlightened through the Building Act. The means of assessing performance is through experienced inspection, such as through specialist Barrier Free auditors, not through adopting a costly bureaucratic overhead to feel good. It is always an enlightenment to go on one of Alexia's rides; she identifies the obvious, not necessarily more costly, but if adapted at the design stage would achieve a viable solution, rather than mere conformance to an singular minimum.

A suggestion for the Barrier Free group was to **focus** on their guidelines, such as those attainable through the DBH published documents on '*Accessible Reception and Service Counters*' or '*The International Symbol of Access*', and expand them for other areas such as:-

- ? Swimming Pool Access.
- ? Where to Display your DA Sign.
- ? Simple Points on Lift Access Design.
- ? Critical Location of DA Accessories.
- ? What a DA Auditor Looks For.



Solutions should be preferred solutions rather than specifically minimum, and its appropriateness confirmed by a BFA rather than a council officer. In fact, maybe all installations need a stamp of BFA DA approval before Code Compliance is issued, rather than just bang inappropriate DA stickers on everything.

The discussion turned to mindsets and positioning of assistance tools such as handrails etc; pointing out critical considerations for all involved for good assessment. eg.

- ? Horizontal location.
- ? Distance between.
- ? Vertical location.
- ? Reach for Balance.
- ? Strength of user.

Let's discourage the uninformed comment; '*it will never get used*'; it may be **you** who needs it tomorrow, and you don't have to be in a wheel chair. From my experience the feedback from building owners even after disgruntledly installing a disabled access device, has always been positive, even when it only moves the office boxes of printing paper most of the time, **its there when needed.**

IT'S A PC WORLD WITH MANY VESTED INTERESTS:

You check the company logo on the building today, but then when you enter a multitude of providers and associations make up corporate structure.

But best be careful, for such are the sensitivities of association that one may also find a competitor who has agreements to use the same product, but prefers the public to not so blatantly know of the association.

Such was the article in last months NZLfax issue 90 on NZ Engineering Services that identified their many associations on a group sales brochure, but attracted a friendly but deserved chastisement.

And so here are the preferred local NZES sole agencies.

NZES
NEW ZEALAND ENGINEERING SERVICES AUSTRALASIAN LIMITED
5/10 Ben Lomond Crescent, Pakuranga, Auckland
FREEPHONE 0800 74 1000
T 09 576 0546
F 09 576 0546
E nzes@nzes.co.nz
WWW.NZES.CO.NZ

LIFTMATERIAL
CIBES Lift AB
ENIM
SKG

CBIP LIFT INDUSTRY EXAM PANEL UPDATE:

It has been a tumultuous 2 months following the early April Auckland meeting of the Panel, to be told that the CBIP (Certification Board for Inspection Personnel) structure in NZ could begin to be wound up in mid-April due to the non-commitment of the DBH (Dept of Building & Housing) to the CBIP certification process, in favour of a new structure under the LBP (Licenced Building Practitioner) regime. This was followed by the DBH's seemingly *press statement* appointment of a private assessment agent (ASL - *see editorial*), for assessment of LBP's, and a press release from the CBIP Board in mid April, announcing that in a meeting that included representatives of the Department of Labour (DOL) and the Ministry of Economic Development (MED), that due to no confirmation of future funding by the Government to continue in line with industry, regulatory and public safety requirements, the Board was resolved to commence winding up the CBIP in accordance with its constitution.

The lift panel being the industry representative expert group involved with lift inspector exam preparation and marking of papers since introduction of the Building Act 1991, and who of late have been involved in preparation of a single structure for D2 equipment testing to address the void in the Consent system administered by the Territorial Authorities over the past 15 years, was being left up the creek without a paddle. Since 1993 we have gone from a centralised, consistent, accountable means of Governance of the lift industry, to a *liaise-faire*, inconsistent, non-accountable uncoordinated user pays system, with the only guiding light of continuity being the unrecognised efforts of the CBIP certification body, now to possibly be shut down.

And what seems to be the Governments yardsticks on identifying certification providers emerging from the 2004 Act:-

- if not a Government body it must be 'user pays'.
 - if a government body if must have no public input or control.
- And so from being offered a workable industry represented compliance process that covered:-
- lift industry recognised certification and participation.
 - competent experienced inspection.
 - central internet accessible industry records for Consent & annual WOF requirements.
 - a singular auditable processes for all types of D2 equipment to be used nationally.
 - efficient minimal cost governance of the lift industry.
 - a solution that addresses all the short comings that emerged under the past and present Building Acts.

We looked to be ending up with another bureaucratic 'fete au complait'.

Finally in late May a glimmer of common sense emerged, with the announcement by the DOL that funds were to be freed to retain the CBIP structure. Hold your breath if you can and keep your eyes peeled for more 'press releases'.

NAEC 58th ANNUAL CONVENTION:

Join us for the largest vertical transportation event in North America

Atlantic City New Jersey welcomes Lift Industry KIWI's to join them for the NAEC's 58th Annual Convention and Expo to be held in the Atlantic City Convention Centre. You can stay at the Sheraton Hotel for 4 days beginning with a Golf Tournament and registration and 7pm Presidents reception on the first day.

58th Annual Convention: September 17-20

EXPO: September 19-20

Atlantic City Convention Center

AUTOWALK FRENZY BUILDS:

With the drawn out Coroners inquest still to hand down its verdict on the Riccarton Mall Autowalk accident last year, there must be something significant to emerge, as gauging from calls across my desk it seems Authority agencies concerned are taking a more than normal interest.

It would be good if the industries involved were kept in the same loop so that when the TV crew turns up they will be just as informed.

On top of this another incident hit the headlines the other week when a lady was presumably using an Autowalks fixed balustrade to guide the front wheels of her



shopping trolley up the incline. She became concerned when the tyre of one wheel began to peel off into the mechanism. Because of the friction against the balustrade the tyre eventually peeled off, and the resulting now uncontrollable trolley eventually turned and jammed between both sides of the balustrades.

We have to remember these are the reported happenings and all facts are not available, but still the initial questions seemed to focus on the safety or not of the Autowalk and what damages can be claimed. A similar scenario would be to drive your car along the edge of a gutter and then be aghast as to why unexpected loss of control of the car resulted. When does the user become responsible? Autowalks with trolley use have been around some 30 years, and yes when inexperienced users first come across them, unfamiliarity creates the highest potential for accident. It is much the same as with a new driver, where the best solution is experience and education.

From my experience, whenever Autowalks are new to a community they experience similar; but usually not so devastating accidents, and each time they go through the same criticisms, but in the end once the community is experienced in their use, reported problems drop off. Or maybe our accident reporting just relies too much on the press. Death as is being investigated in this Coroners inquest is rare, but still the issue nags, maybe where Consents are approved for new installations, Mall owners and equipment provider need to be more proactive in educating possible inexperienced users.

ELEVCOM 2008 CALL FOR PAPERS:

Join with the IAEE in Thessaloniki, GREECE.

all congress updates visit our website
www.elevcon.com
 Elevcon 2008 is organized by
 IAEE in cooperation with KLEEMANN

STILL NO WORD FROM THE COMMERCE COMMISSION:

We live in a world run by the clock, where technology makes business run faster and faster, where decisions are expected to be made accurately almost immediately and yet in the exclusive world of Government Institutions you would think they still use an abacus and quill pen. Being a cynic, one wonders if the too hard basket has been reached in this investigation into the lift industry, and now justification of cost is the real question to be answered causing the unwarranted delays in making any credible announcement. In the mean time, people's lives are ruined. But hey, as long as justice it seen to be done!