

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

HANK SLOBB JOINS AMPCO:

Another surprise in the reconsolidation of the lift industry sees the technical experience of **Hank Slobb** departing Otis to take up a position with **Tony Skews** at **AMPCO Lift & Electrical Services Ltd** in Wellington. Hank leaves after 24 years in the lift industry totalling 32 year in the electrical industry. The company is delighted to have him join the current team and take charge of the lift divisions day to day operation says Managing Director, Tony Skews. All is not lost says Mike Jennings, Manager at Otis Wellington, as where necessary, it still enables Otis to sub-contract Hank's experience through AMPCO, with Hank's protégé **Dan Chatters** a Mechatronics engineer now having 2 years with Otis under Hanks wing.

Contact Hank on 0800 10 38 38 or direct on 021465469



EDITORIAL. WHAT DOES D2/AS1 MEAN?:

I know it's a silly question, anyone in the lift industry knows it's the Building Act Acceptable Solution for passenger lifts in NZ.

So why ask the question you say?

The reason I ask the question as to 'what it means?', is because when carrying out Consent tests of late I've had statements made like, "we don't do buffer tests", and "if you insist we'll do them only on LEC jobs". With the inference, "just to keep me happy".

This is why I think it timely to emphasize the responsibility when writing D2/AS1-1.0 for NZS 4332:1997 compliance, or D2/AS1 2.0: for EN81 Part 1 or 2:1998 with amendments on compliance documents, because you need to know what it means if as a lift company you are to achieve compliance.

Once the document is submitted to the Building Consent Authority (BCA) through the Consent Application process, it should result in a written response on the Consent Approval document issued by the Territorial Authority that details the inspection and documentation necessary to confirm compliance with this solution.

The inspection process required to be completed for compliance to EN81:1998 for example, is found in Annex D of this European lift standard, which it so happens lists the processes and tests necessary to be demonstrated to the inspector to achieve compliance. Importantly, when LEC completes the inspection and test of the installed equipment, it is this document used to determine what test are necessary when suggesting a test of the buffers be demonstrated, not just a whim as it seems some believe.

There is a single process necessary to be achieved, so why is it that so many differing processes seem to be used when the industry seems to say, "we want consistency in inspection".

Maybe it's just a lack of training in codes or a laise-faire approach to certification with inconsistent Territorial Authority Consent processes still to be addressed throughout New Zealand! Ed.

WELLINGTON SALES MGR GEORDIE ALSO GOES:

Mike Jennings says they will cope, but with the loss of Geordie Tsorgas as the Otis Wellington Sales Manager, to take up the challenge as General Manager of a paint company, one wonders if this industry disease is incurable.

OTIS NZ UNDER QUEENSLAND UMBRELLA:

Brett Code; Australian Queensland Managing Director for Otis in Brisbane, oversees the New Zealand Otis branches these days through Area Manager **Scott Miller** in Auckland, and branch managers **Mike Jennings** in Wellington and **Johnathan Lewis** in Christchurch. They also have a dedicated code officer in Chris Jones these days which is a welcome sight in this industry.

KONE'S NEW CHCH OFFICE A HIT WITH STAFF:

Peter Loader not only began the year new to Kone as their Branch Manager in Christchurch, but was immediately moving Mike Boydd and staff into their new offices at-

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COMMERCE COMMISSION UPDATE:*Twenty cartels in Commerce Commission sights*

reads the headlines of a local paper, and as you read the reported comments of Paula Rebstock the



Chairwoman of the Commerce Commission, you get a better understanding as to how this body sees its role, and the practices it is using to justify itself to Government.

I expect most people say 'good on you' when they read of cartels that price fix in the market being successfully prosecuted by bodies such as the CC, and rightly so because the people who are usually most effected is Joe public, fighting for every penny he earns and seemingly being scalped every time he puts his hand in his pocket these days. But is there more to this story?

Let's look at the tactics our saviours are employing. Since 2004 the commission has provided a leniency policy, whereby the first company in an industry to 'dob' themselves in for price fixing, gives them immunity and allows open slather on the competitor for the Commission to go to work on. Seven applications have been made for leniency to date. Of course it makes it easier if the 'dobbor's' employee has moved on from the company.

Now one might see this as a win-win situation for themselves, whereby the 'dobbor' is not only immune to prosecution for past coloured deeds, but his dopping can wreck havoc on his competitor for a while. No make that a year or so, or as is happening in the local lift industry where the CC hit men have been in, the investigation has been carried out on a couple of; for all intensive purposes, good community oriented individuals with many year of past faithful service to their companies and families.

Put yourself in their position; no make that their wife's, their children's, their parents and so on's position.

The CC doesn't wait around to investigate; it uses the full power of the law to carry out a lightening raid on any business with the finger pointed at it, and then proceeds to hunt for some facts. Interestingly enough, if the facts are unclear and there is a lot of hearsay, innuendo and personal scores to settle, the tax payers coffers are heavily employed as a black cloud hangs over all, heavily disrupting lives and business associations until sufficient cause for their endeavour is justified.

It has now been since early 2006 and counting that the target competitor's offices were first hit, and still no substantiation for their actions or prosecution made. So

one must ask, has the fervour died, are some of the good efforts of the CC being wasted on wild bureaucratic goose chases, where the longer it goes on the less credible the CC becomes - the more irreconcilable the damage done to good people - the more distrust between workmates and the more likely the CC lets the issue quietly go away. Yes as the results have shown, there is always someone ready to 'dob' in the department manager above them, or add a bit of colour to their suspicions, but if goading people to be in first to 'dob' themselves in is their solution to price fixing and collusion, I can see the Commerce Commissions budget along with bad feeling and mistrust in the workplace, all increasing with little return to our community other than unnecessary devastation of ordinary employees and their families lives.

Industries are increasing in size becoming multinational and dictatorial in our communities, centralising capital and power, and in a world where more importance is being placed on the spreadsheet than the people of our society, it seems we focus on controlling our least able, and ignore the most egregious.

**OTIS OPENS GREEN MANUFACTURING FACILITY:**

Otis Elevator Co. recently announced the opening of a new elevator-manufacturing facility in China's Tianjin Economic-Technological Development Area (TEDA). The Otis TEDA Elevator Center is located on a 141,643-square-meter site and incorporates energy-saving technologies that the company expects will reduce energy usage by at least 25%. The center will produce Gen2® elevators and high-speed permanent-magnet gearless systems.

MUSEUM FOR THE PRESERVATION OF ELEVATING HISTORY:

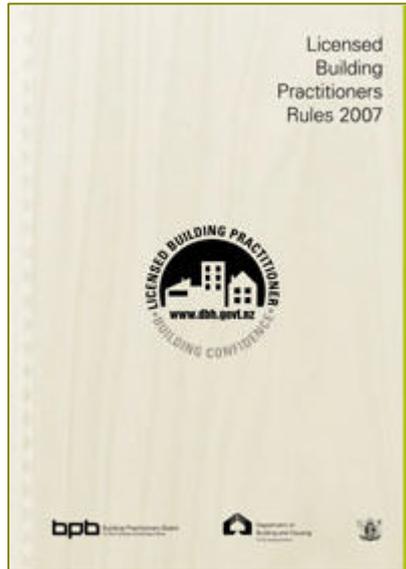
Operating as an online repository for the history of vertical transportation, the Museum for the Preservation of Elevating History was developed and researched by ELEVATOR WORLD founder and industry leader William S. Sturgeon. It was his vision that this virtual museum be an educational tool designed to provide students, researchers and industry members with a broad picture of how lifting has evolved through the ages. It operates as a flexible framework that allows individuals, companies and organizations to continuously contribute historic information. Dr. Lee Gray, who is associate dean for the College of Architecture at the University of North Carolina-Charlotte and a regular contributor to EW, is the current museum curator. For more information on this interesting website, visit www.theelevatormuseum.org.

TALLEST IN THE WORLD SURPASSED:

The Burj Dubai has reached 521.7 m on the 2nd of August 2007 to surpass the Taiwan 101 building at 508m. see www.burjdubai.com

CONFUSION OVER D2 LBP ROLLOUT:

With the Licensed Building Practitioner (LBP) regime due to start implementation in November 2007, and information dribbling out from the DHB, there seems to be some turmoil in trying to determine what is to eventuate amongst North Island inspection bodies of D2 specified systems, and how it will affect their businesses.



There has also been concern reflected in the South Island lift community following the SI IQP Register D2 review expanding criteria as to what will be necessary for future IQP registration, when supposedly the LBP regime roll out is imminent.

Understandably with so many councils with so many views in certifying IQP's in the North Island, and carpentry and design practices seemingly more important to the DHB than a safe lift inspection regime, as confirmed in the announcement on Building Licensing by the Honourable Clayton Cosgrove on the 30th of July, one understands the confusion.

Even next year there is no light on the horizon with six more categories of external plasterers – roofers – bricklayers and block-layers – specialists in concrete structure – steel structure and last but not least, building services which probably doesn't even include lifts. By focusing on chasing 'cowboys' instead of addressing 15 years of laissez-faire inspection of new lifts under the Consent process in NZ, any accountability for installation of safe lifts has become a hit and miss process.

I accept that the market has demonstrated an obvious disdain by many companies in accepting privatised governance under the Building Act, and in some ways deserves to return to an inefficient bureaucratic centralised process of total governance by state run inspection bodies. But it seems it has been difficult for most building industries to change from ingrained prescriptive codes and centralised state inspection, especially because

inconsistent and unclear processes have prevailed over these 15 years. It's as if they want to be responsible but cannot justify the time to agreed clear processes of which they are quite capable of producing.

Then again, most are not irresponsible industries, who I believe would want to and can do better once they take ownership of the issues, and recognise that common and safe standards are achieved through cooperation, not competition. It needs them to be given the green light by the DBH to take responsibility and participate in the process for it to happen under this performance based Governance process.

SOUTH ISLAND IQP REGISTER REVIEWED:

The Certification Board for Inspection Personnel (CBIP) has since 1992 been providing D2 level 1 IQP and level 2 for Consent lift inspection certification in New Zealand, which has been recognised by the South Island IQP Register Group representing South Island Territorial Authorities (TA's), and in obvious ignorance or disdain from the North Island (TA's).



This SI IQP Register and CBIP association has seen the lift industry expert group on the CBIP lift exam panel evolve their Standard of Proficiency (SOP's) to encompass the proposed licensing categories for Licensed Building Practitioners (LBP's) within the 2004 Act.

These changes enabled examination of a wider knowledge of Disability Access codes, BA Consent and Compliance Schedule clauses into the examinations process, along with the addition of a lesser qualification category for certifying persons to inspect equipment rated < 0.3m/sec.

With the likelihood of the IQP registration remaining up to 2009 or even 2010, the South Island IQP Register group reviewed these ideas to also reflect the changes and to try and maintain a consistent process to inspection in their SI area of responsibility.

And so from the slightly broader CBIP examination structure evolving, the following SI IQP Register qualification requirement has resulted for all D2 IQP's operating in the South Island.:-

**Feature H – Lifts,escalators, travelators or other similar systems.
Specified System 8 – Lifts Escalators travelators or other similar systems for moving people within buildings.**

- 1.1 Inspection of mechanical access equipment **up to 0.3m/sec** of speed excluding escalators only need to:-
- ? To be endorsed by the manufacturer, manufacturers agent or CBIP level 2 inspector.
 - ? To have demonstrated understanding of the Building Act compliance schedule process and documenting requirements.
 - ? To have completed a basic Barrier Free course.
- Applicable equipment types:-
- ? Stairlifts, platform lifts vertical & inclined.
 - ? Dumbwaiters.
- 1.2 Inspection of mechanical access equipment **>0.3m/sec** also needs to:-
- ? Have been authorised by a lift manufacturer or agent.
 - ? Have demonstrated understanding of the Building Act compliance schedule and documenting requirements.
 - ? Have completed a barrier free course.
 - ? Have complete a level 1 CBIP examination and been certified.
- Applicable equipment types:-
- ? Goods & freight lifts.
 - ? Passenger lifts electric and hydraulic.
 - ? Inclined roadway lifts.
 - ? Escalators and Autowalks.
- 2.0 Provisos.
- ? These qualifications only relate to those skills necessary to copently carry out compliance schedule inspection and it is separate to Consent commissioning of new lift installation inspections.
 - ? On equipment >0.2m/sec, all inspections require the attendance of the buildings contracted serviceman to provide safe access, and to conduct and tests detailed on the compliance schedule for the IQP to witness.

The Barrier Free Trust has provided training in New Zealand since introduction of the Building Act to enable interested parties to discuss disabled access issues and compliance requirements in a 2 day seminar that enables attendees to be registered with the Trust as Disabled Access auditors.



With disabled access an important part of building through lift access, and many misunderstandings and questions effecting lift inspectors, it was felt that where sufficient interest could be generated, a one day seminar would assist potential lift inspectors to better understand these issues and therefore be better lift inspectors. Because of the infrequency of the courses based on need, the SI IQP Registrar enables inspectors to complete their IQP registration and allows one year for successful candidates to attend a Barrier free course.

WELCOME TO CONCORD GROUP LTD

For those who have been around the industry a bit, then the name Nigel Butcher will ring a bell as the name is synonymous with quality lift interior fabrication in the South Island of NZ.

Now this story begins with the old family company Farrier Engineering in Dunedin where Nigel learnt his trade and passed his knowledge on to other gentlemen of the industry such as the late Gerard vander Water.

From there Nigel took his skills to the larger Farra Engineering and expanded their operations to be the best supplier of lift cars and general fabrication in NZ.

Now in reflecting a common story within corporate New Zealand, Nigel gathered his experience and decided a few years back to try and return to his roots where people mattered and innovation and quality were the rewards of his efforts. And so in partnership with Ross Stanton they acquired premises at 1 White Street on the Dunedin waterfront and offered their experienced skills to the market as the:-



And so for lift car interiors with plain



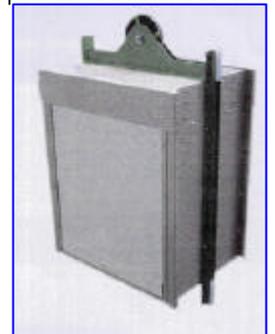
or special finishes and materials, stainless steel, paint, glass handrails and false ceilings, all are possible at the **Concord Group**.

It wasn't long and another post-corporate well experienced lift technician in Richard Buckmaster caught the bug, and emerged as-



Through agreement he took up residence at White Street to combine lift electrical and control system skills to bring the feasibility of a total lift solution to the market.

The Group was expanding with domestic and dumb waiter lifts emerging from the factory, each able to fill a void for specialised solutions in the South Island.



With ample workspace and association with many trade suppliers both local and throughout the lift industry, Nigel, Ross and Richard are able to



provide a wide range of engineering solutions for customers. And so if you are looking for basic or unique, these are the boys to see.

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