

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

REGRETTABLY ANOTHER MANAGEMENT CHANGE:

Just accept it as a way of life under a globalised world. Believe it or not, Otis's [Johnathan Lewis](#) who entered into the NZ Lift industry in Christchurch from the UK just 2 and a bit years ago, and who soon took over management of the South Island Otis branch a few month later, has announced he is leaving the industry to take up an interest in "[Images Unlimited](#)", a Christchurch digital print venture.

It seems the most offered reason for moving on these days is to do with lifestyle, a desire for more control over ones life, as against the old maxim of more pay. Are these moves just a management aberration or is their something more fundamental at work here? Like a sterile workplace, one that doesn't want your input, just robotic adherence to a singular global fiscal direction.

This is not to say we didn't enjoy your time with us Johnathan, and we wish you and the family all the best in this new venture.

CHECK OUT - [Images Unlimited](#) - 03 366 2801 www.standeasy.co.nz

PRU HAYWARD & STEVE COX MOVES ON:

There is little left to say other than a job well done Pru after 1½ years in the role as the Otis Sales Administrator in Christchurch. Also Steve Cox is on the move again after a part time stay to help with the sales workload.

Read on to find out about their replacements.

EDITORIAL

PROPERTY OWNERS BEWARE:

After 15 years the Building Act is to get some bite.

If not the most significant reason for leaky buildings, it was the most significant reason for incomplete building work and building owners ignoring building maintenance, and that was the lack of partnership in Governance of the Act. The same thing is happening with the 2004 Act, with little to no partnership between those who implement the Act, and those who work under it, and so the authority once again has to resort to the only seemingly relevant governance tool used in NZ Fines! The vast majority of New Zealanders I believe prefer to have a stake in the solution, but only where their input is respected. So unless authorities use common sense, the only conformance you will achieve is through the big stick. The DBH (Department of Building and Housing) I understand is developing guidance material for building officials on the implementation of an infringement system to control non-conformance. This is not to say there hasn't been an infringement system in place since the 1991 Act was introduced, it's just that the TA's (Territorial Authorities) have either been too busy, under resourced, or incompetent in using their powers effectively. And so Building Owners beware, a system of 'On the Spot Fines' is being offered to TA's to adopt as they see fit. The present Act allows for penalty of up to a quarter of a million, but these 'On the Spot' fines will only be up to \$2,000, with facility for a second notice. The infringement system targets 22 potentially dangerous offences around annual WOF - work without consent - unsafe or unsanitary buildings - and not complying with a notice to fix, with no need to prove intent. Larger fines will need a court prosecution. All I can say is we brought it on ourselves. The Performance based Building Act gave the opportunity for industry expertise to participate in the solution performance, but seemingly we don't want responsibility for our own actions as part of the process, we prefer to be told by invested authority! And as you are aware, the expertise in any building authority is in its ability to interpret the rule rather than to set the performance, and so expect more compliance to the restriction of obsolete rules. Ed.

AN OLD FACE RETURNS?

With Peter Loader moving on from KONE Christchurch office, a blast from the past brought some light to the day with the announcement that [Jeff Smeltz](#) has returned to the industry bringing further good engineering management experience with him to take over the KONE Christchurch new contract and maintenance management. It will probably take Jeff a little while to get up to speed again after 4 years since leaving Schindler, but his drive and enthusiasm will bring a good resource to the team at KONE.

NEW SALES PERSON FOR KONE CHRISTCHURCH.

To strengthen the branch, KONE have further expanded its South Island resources by engaging Ian Kimpton who moved to Christchurch from the UK two year ago, bringing an electrical sales experience with him. Ian is presently upskilling on the KONE products in Auckland, and so you should see him out and about over the coming months.

LIETO DI CONOSKERLA RENALDO ANTONIO:

I was privileged to be able to welcome the OTIS [New Equipment and Modernisation Sales Consultant](#) for the South Island NZ and Pacific Islands the other day, when I had the opportunity to farewell Johnathan Lewis and welcome Renaldo Antonio to NZ. I subsequently found out I was a bit late as Renaldo and his family had already been in NZ for a year since immigrating from the Philippines. Renaldo comes with good experience in the industry working for both Mitsubishi and Otis over the past decade or so.

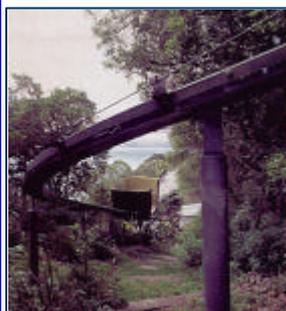
CABLE CARS NOW REQUIRE COMPLIANCE SCHEDULES:



Cable Cars have achieved prominence as notifiable equipment since introduction of the 2004 Building Act and the publication of the local Standard NZS5270:2005 in NZ. And now on **March 31st 2008** it means that any building with a cable car attached or servicing it must have a D2 Compliance Schedule. Consequently, it must have a maintenance programme and a WOF test check list for annual inspection.

The significance here is that this includes domestic or single household buildings that in no other area require a Building Compliance Schedule. Even a D2 domestic lift doesn't require a Building Compliance Schedule or inspection, so why a domestic cable car.

It seems inconsistent as to why cable cars are any less safe than a lift in a domestic situation. But that aside, inconsistent or not, it is now law for all you property owners who cart your groceries and people up the hill to your property on your little cable drawn platform, or more elaborately, to cross other properties and include a couple of stops to pick up friends and neighbours.

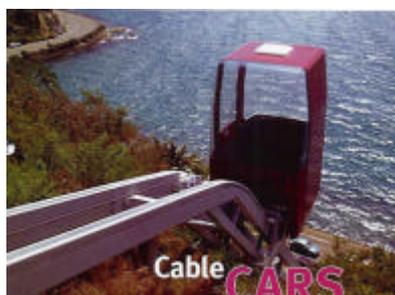


The Act requires the PROPERTY OWNER to notify the appropriate council of such equipment on their property, and to ensure suitable documentation is provided to meet annual maintenance and WOF compliance. And yes, there will be a cost for this. Note this issues editorial, because it will also apply where the local TA sees fit to issue an infringement notice to transgressors.

But what of the logistics of all this?

Cable car have never been covered by any Act in the past in NZ, they were usually 'home built' or rudimentary in design as sketched by an engineer to fit its purpose. But rarely if ever were they assessed for risk with complete onus being left to the property owner to worry about any danger to users or others.

Now I expect Councils (TA's) have little experience let alone expertise in determining the safety, inspecting or maintaining of such equipment, but they will probably soon become aware of the **NZS 5270 Standard**, so I expect it won't take them long to wish to interpret and apply it to any equipment they come across.



In fact any experience in the process of inspecting and documenting this equipment will need TA recognition and D2 registration of competency. Your immediate thought is to use registered D2 IQP's (Independent Qualified Persons), but they are only registered to carry out the inspection of existing equipment for WOF purposes, not consider safety of design, user risk, suitability for purpose and produce suitable documentation to make up a suitable compliance schedule, so who do we use.

The D2 Licensed Building Practitioner (LBP) of course. Faster than a speeding bullet, more powerful than a locomotive and finely tuned to bring accredited inspection expertise to the workplace.



When?

Well 2007 we thought, then 2009 and now 2010 . . . Maybe! But don't be dismayed, we have got some carpenters ready to go that should address all the leaking problems!

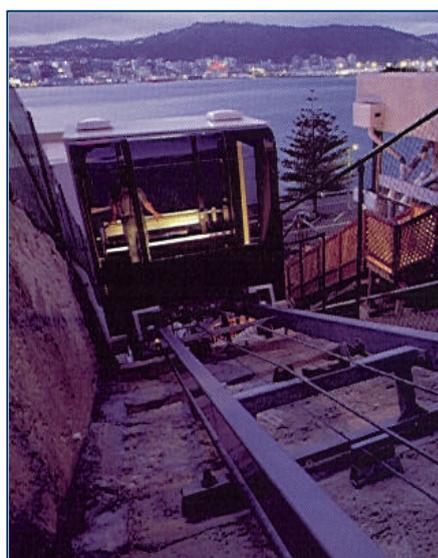
The closest industries associated with these devices are the mines and passenger ropeways but they are not governed under the Building Act, leaving only the lift industry that are covered by D2 if you wish to maintain competent experience in the equation.

There is of course the Wellington manufacturer of Cable cars, Mark Galvin of **ACCESS AUTOMATION** who has been closely associated with the standard, but it is unlikely as a manufacturer that he would wish to be inundated by persons wanting advice on compliance issues.



But here we have the DBH who are slowly rearranging the building industry Acts and Laws and Regulations, but where are the processes and inspectors to implement these legally binding responsibilities on Building Owners now in place in NZ you ask?

Well if you just want someone to handle the fines and even turn up for a fee to meet the bureaucratic needs, there are thousands of entrepreneurs ready to be accredited to make a buck, but do we really want to go from Leaky Buildings straight into Unsafe D2 building mechanical access.



In fact it's 15 plus years since the lift industry certification process was deregulated and there is still no clear nor consistent process for Consent inspection of D2 Mechanical Access and new lifts in New Zealand. In fact the only certification and inspection process available for D2 equipment following deregulation was the independent CBIP (Certification Board for Inspection Personnel), and the DBH has never

recognised their role under the Building Act, ignoring the demise of suitable D2 inspection under the Don Quixote led drive to set up the promised cover-all LBP Accreditation structure.

And now we have included cable cars to the list!

Ed.



GUIDE TO THE APPLICATION OF LIFTS DIRECTIVE 95/16/EC:

Mechanical Equipment - Lifts
15 May 2007

This Guide sets out the text of the Lifts Directive 95/16/EC and includes comments on its provisions. It gives references for ensuring consistent application of the directive.

It is important to stress that while this Guide aims to foster uniform interpretation and application of the provisions of the Lifts Directive, only the texts implementing the provisions of the Directive in each Member State have the force of law.



The Guide has been drawn up by the services of the European Commission following consultation of the Member States and of representatives of the lifts industry, standardisation, Notified Bodies and users of lifts. It draws widely on the discussions and conclusions of the Lifts Working Group. It has been approved by the Lifts Committee set up under Article 6(3) of the Lifts Directive on 15 May 2007.

Most of the comments address issues that are specific to the Lifts Directive. Guidance on the general concepts underlying the Directive can be found in the Commission's Guide to the implementation of Directives based on the New Approach and the Global Approach.

The Member States have been invited to make available other language versions of the Guide, however, only the English version has been checked by the Commission and, in case of doubt, reference should be made to this version.

It is intended to update the Guide regularly in order to include opinions adopted by the Lifts Committee or answers agreed by the Lifts Working Group to questions that arise during application of the Directive.

The Guide includes hyperlinks to a number of reference documents. A PDF Copy of the GUIDE and DIRECTIVE can be obtained through the below link.

http://ec.europa.eu/enterprise/mechan_equipment/lifts/lifts_guidelines.pdf
http://ec.europa.eu/enterprise/mechan_equipment/lifts/dir95-16.htm

NEW MACHINERY DIRECTIVE TO REPLACE 98/37/EC:

Building hoists and platform lifts presently examined under machinery directive 98/37/EC with a maximum speed of 0.15m/sec, are to be replaced by the new EU **Machinery Directive 2006/42/EC** at the end of 2009. The maximum speed of 0.15m/sec is the decisive factor delimitating the application of the lift or machinery directive for mechanical access equipment used in any building.

A copy of the existing machinery directive can be obtained through the below link.

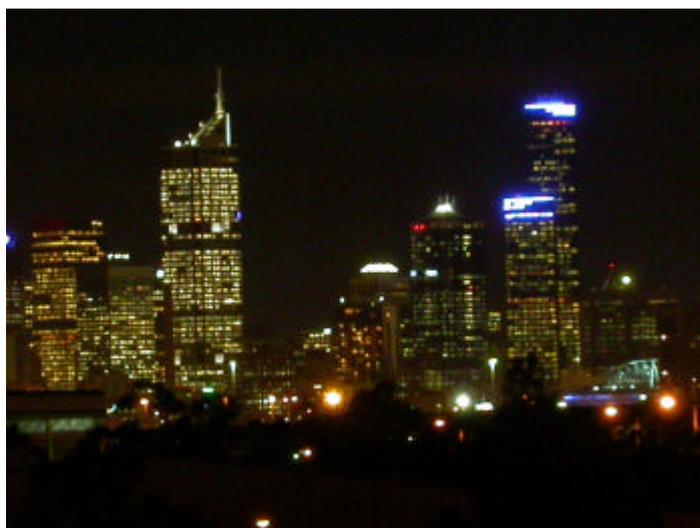
http://ec.europa.eu/enterprise/mechan_equipment/machinery/direct/dir98-37.htm

LIFTS URGENTLY NEEDED IN FIREFIGHTING AND EVACUATING TALL BUILDINGS:

REPRINTED FROM THE LIFT INSTITUTE MAGAZINE INTERNATIONAL March 2008.

NOT ENOUGH ATTENTION PAID TO HUMAN BEHAVIOUR

An ageing population combined with increasingly higher buildings creates a situation that requires a targeted fire fighting and evacuation plan. The use of reliable firefighter Lifts and evacuation Lifts (Lifeboat Lifts) that have been specially designed for this purpose, is becoming inevitable.



These were the main conclusions at a Liftinstituut conference on fire safety measures at buildings and the role of lifts that was held on 6 November 2007.

But in practice, clients, building owners and building managers have a hard time making the right choices when it comes to fire safety. Rights and obligations play a role, as do the technical possibilities (and impossibilities). There is also the question of how people react in emergencies like fires. Once again, the conference showed that legislation is not yet sufficiently geared to addressing these circumstances.

National Legislation needed besides European standardisation

For fire safety combined with lift safety, three important European standards have been laid down in recent years. They are EN 81-58 ((landing doors fire resistance test), EN 81-72 (firefighter lifts) and EN 81-73 (behaviour of lifts during fire). But unless member states implement these European standards in their national laws and support them through building regulations, usability of lifts based on these standards in the event of fire will be limited. The Netherlands is no exception in this regard. Dutch building regulations currently state that there must be a hall that is smoke-proof for at least 30 minutes (and fire-proof for 20 minutes) in front of lift entrances. After this had been explained by Peter van Veen of the Dutch Ministry of Housing, Spatial Planning and Environment, Jan Brekelmans (a fire brigade safety consultant specialised in prevention) pointed out that these regulations were insufficient for the fire brigade. In his opinion, the current building regulations provide insufficient protection for firefighters. "In any case, there is a period of twenty minutes between the time a fire is reported and the time firefighters can actually start fighting the fire. This is assuming there is automatic fire detection. If that is not the case, we often can't start work until after 28 minutes. By that time, temperatures in the hall can have risen enormously and the firefighter lift may have failed."

Builder makes what the market wants

Henk Bol (managing director of a large building company) responded that his company can certainly produce the halls the fire brigade considers necessary for firefighter Lifts. "Safety is high on our agenda. If users want fire safety facilities that go beyond the national legal requirements, we are more than willing to provide them. They should let us know while initiating a new building, so we can keep the costs of extra facilities of this kind relatively low."

Human behaviour underestimated

Paul van Soomeren (managing director of a consultancy firm) concluded, based on research into human behaviour that insufficient attention is paid to this matter when new legislation is drafted. 'That's strange because people often behave very differently to what you would expect,' he says. "Many office workers adopt a wait-and-see attitude to fires, follow the wrong people when exiting the building or turn back halfway along the escape route." He therefore advocates holding regular fire drills. If lifts are used during evacuation, he says leadership and orchestration from a central crisis room and on the separate floors of the building are imperative. He further believes it is important to hold evacuation exercises with different types of groups, with special attention to disabled people. "They take up a lot of space in the lift with their wheelchair or rollator and they can't move very quickly. Between 15 and 20% of the population has a disability and the figure is increasing all the time because of the ageing population." He also wonders if people used to seeing signs stating 'don't use the lift in the event of fire' would be willing to step into an evacuation lift. 'Time will tell,' he says.

Prevention is better

Michael Spraakman (a risk expert at a large indemnity insurance company) stressed that human action plays a major role in the possible causes of fires. 'I'm referring to things like smoking cigarettes and working at places with high fire risks'. Overloading electrical systems and their insufficient maintenance can also have dire consequences. 'To prevent fires, you need a good building design, a safety policy, clear working procedures, regular inspections, maintenance, and training and education'. He emphasised that everything hinges on proper compliance. Finally, he urged compartmentalisation and adequate fire safety by means of sprinklers and an evacuation system. He questioned whether a firefighter lift would then still be necessary, except in the case of very high buildings, of course.

Sprinklers or evacuation Lifts?

Peter Saaman (safety expert at Liftinstituut) addressed this question further, explaining that the choice of firefighter and evacuation lifts should be based on the fire brigade's plan of action. 'For buildings higher than 40 metres, the fire brigade will prefer to have reliable firefighter lifts at their disposal. For buildings higher than 70 metres, you should be able to evacuate via the stairs, at least in part, but in that case you must fit sprinklers to control the fire. If complete evacuation is necessary, the need for evacuation lifts is very likely.' He emphasised that the evacuation lifts must meet stringent requirements. "They will be used in dangerous situations where the development of smoke in the lift and failure of the lift must be prevented." But there are also other ways of meeting the fire brigade's requirements, according to Saaman. "For instance, you can divide floors into two compartments, with one or more lifts at both sides of the compartments. On the fire-free side, the ordinary lifts and a firefighter lift will continue to be available for supervised evacuation and for fire fighting."

Lively finale

As customary at a Liftinstituut conference, the forum discussion provided a lively finale. One attendee wondered whether lifts should be available to the disabled as a matter of course in the event of a fire. The fire brigade was in

favour of this idea only if sufficient safety could be assured. "And that depends on engineering aspects as well as constructional aspects." Another attendee urged devoting attention to hoistway ventilation in the event of fire, calling for the provisions contained in EN 81-1 and 81-2 to be incorporated into the EN 81-72 standard.

Impossible to meet all requirements

The forum discussion revealed that opinions were divided equally on the proposition of whether it was impossible to meet all fire safety requirements laid down by Law. A building owner mentioned as a complicating factor that requirements in the Netherlands are not imposed obligatorily, citing the maintenance of alarm systems as an example. Forum member Harry Boschloo responded on behalf of the Dutch authorities that this was indeed the case and that a difference existed between legally required constructional measures and more general user requirements. However, he emphasised that the user's side was equally important. Another forum member, Paul van Soomeren, stressed that not everything should be viewed purely through from a technical angle. "We must place a lot more emphasis on controlling emergencies," he said.

Getting opinions of conference visitors.

Visitors were able to give their opinions on several matters by means of a poll. The main outcomes were:

- * 91% shared the fire brigade's wish to make a firefighter lift usable for 60 minutes;
- * 72% considered evacuation lifts necessary in high buildings;
- * 88% thought fire safety regulations made insufficient allowance for human behaviour.



Informal survey

The Liftinstituut also conducted a more informal survey by asking visitors for their opinions. Asked for their reason for attending the conference, a majority stated they wanted to be informed of new fire regulations and how these affected them personally. Many said they were particularly keen to learn more about the use of firefighter lifts and evacuation lifts. Most people recognised the outlined picture of human behaviour in the event of emergencies only too well: 'This is exactly what happens in our evacuation exercises'. The internal and external emergency services have an important controlling role to play. The use of evacuation lifts during a fire was an eye-opener for several visitors. One of those present commented poignantly: 'If they'd been there in the WTC on 11 September 2001, there would probably have been far fewer fatalities. Instead, people jumped out of windows in blind panic. Evacuation lifts can be vitally important in such situations.'

The Lift Institute is an internationally active Notified Body involved in the realisation of European and ISO Standards through CEN & ISO.