

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 TOP MANAGEMENT CHANGE FOR OTIS:

The new NZ Manager in **Nicolas Breton** who came from China to take over the reins for Otis earlier this year, welcomed Chris Ribuot in July who took the helm as Northern NZ Branch Manager. Chris comes with 10 year of Otis experience as a Sales Engineer and since 2001 Branch Manager in the French West Indies. Wellington's Manager Mike Jennings has increased his area of responsibility to take in the South Island on top of his Wellington duties.

OTIS INSTALLER ADRIAN SMEEHUYZEN TO KONE:

A backbone for Otis installation in Dunedin has decided to broaden his horizons and move over to KONE. With Alex Denniston taking a slightly early retirement after his triple bypass, he will be pleased to see the branch remains strong with Adrian joining the team and keen to learn.

COMMERCE COMMISSION UPDATE:

Another lecture on how important security of information is regarding Commerce Commission investigations followed by no comment, but seemingly little desire exists to bring what is increasingly becoming a farce to a close.

EDITORIAL

JUST TOO BUSY:

A no go for the May issue, the second since inception, but a break is as good as a holiday, so I had a break over May, and holidayed in Alaska. This trip had been planned some 35 years back when living in Vancouver BC, stemming from a dream to explore Mt McKinley and its surrounds in Alaska. Mt McKinley at 20,340 feet dominates the Alaskan Range roughly midway between Anchorage in the South and Fairbanks in North Central Alaska. The taming of Alaska reads like a boys own manual, with beauty and extremes in wealth and hardship filling every page. Where better to appreciate life. There have been and are many highways into Alaska, with the minority surfaced in bitumen. From the early days the S/E Pan Handle accessed the Sitkine River highway near Wrangle, and the inside passages of the Clarence and Chatham straits, or Cross Sound and Icy Strait lead into the Lynn Canal. These routes lead to Skagway and over the legendary Whites Pass, or to Dyea and over the Chilcoot Pass, and then onto Whithorse and the Yukon gold fields. Of course you could always sail or steamboat from Seattle to the Bering Sea and enter the mighty Yukon delta around Alakanuk and travel the breadth of Alaska to the Yukon gold town of Dawson. From the Gulf of Alaska the Kenai Peninsula provides access for the Cruise ships today through Whittier and Seward and up Cook Inlet to Anchorage. We entered the Alaskan Highway by flying into Prince Rupert in Canada and boarding the ferry Taku, that enabled us to experience the magnificent fiords and spend time in Sitka, Juneau and Skagway before taking the train up White Pass and on to Whitehorse. With Grizzly, Black bear and Moose as company, we drove the Alaska Highway for some 13 hours of unsurpassed majesty to arrive in Fairbanks. A dome train of the Alaskan Railroad took the morning to reach Denali National Park, where we stayed a few nights and headed 56 miles into this remnant glacial wonder of breathtaking natural beauty beneath the Mt McKinley Range. The train south to Anchorage and Whittier allowed us to board the luxury Sapphire Princess to explore the awe inspiring Prince William Sound; Glacier Bay, and back down the pan handle to Vancouver. All booked through the internet and costing around \$10k. Ed. Photo's pg.4

OTIS CHCH REFOCUSSES ON CUSTOMER SERVICE:



Colin

To enable improved client service, **Colin Merritt** (Past FFP) colin.merritt@otis.com and **Doug Buchanan** douglas.buchanan@otis.com

have joined the Otis Christchurch

office to cover all South Island service accounts.

Colin will also focus on the Pacific Islands with Doug covering Christchurch to Dunedin.

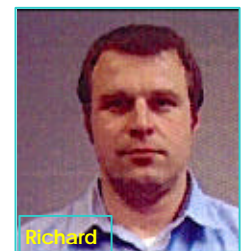
Dave Johnstone oversees all South Island & Pacific Islands operations,



Dave



Doug



Richard

and **Richard Strong** is to Service Team Leader for ChCh and northern SI.

COUNCILS IMPROVING PROCESSES OR ARE THEY?

The Government's proactive effort to improve building processes with their increased building levy charges in response to Territorial Authority bleating about lack of funding, and subsequent allocation of millions of dollars to individual TA's to assist them with their accreditation processes, is seeing some results in lift D2 solution compliance.

The accreditation of TA's seems to be making some Consent officers more aware that the past 15 years of their ignorance as to inconsistent deficiencies in the lift certification processes, has undermined the credibility of a safe lift industry in NZ.

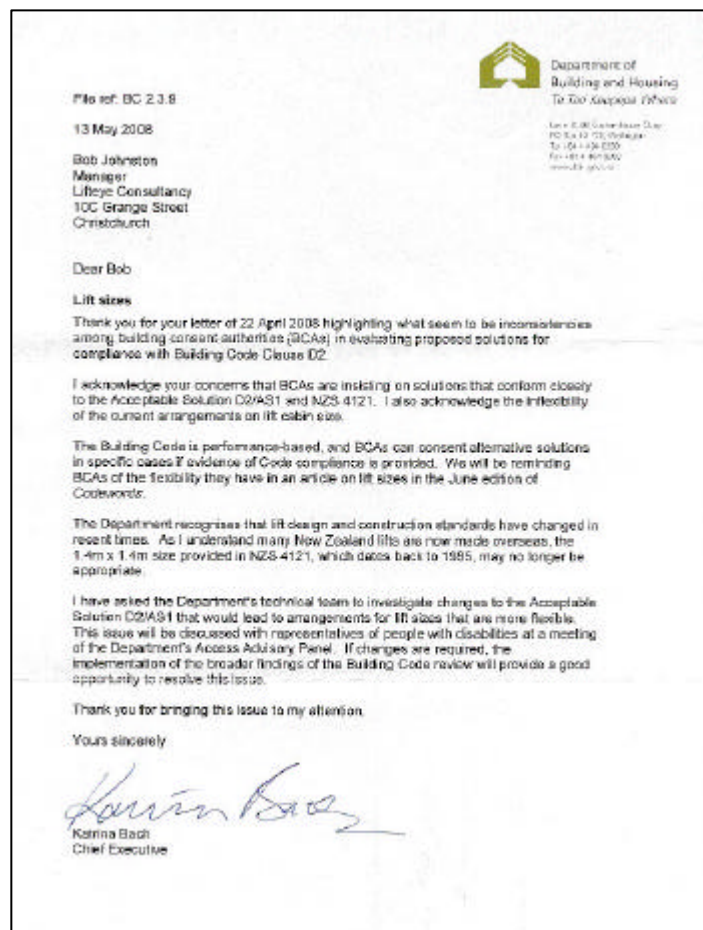
This looked a good step, but in some officers it seems, where they lack knowledge their newly found accreditation reflects little respect for experience within the industry, and prefer only to interpret and apply the D2 acceptable solutions to any consent application. In addition to insisting on applying selected paragraphs from the acceptable solution most preferred by them, their increasing response seems to be to wash their hands of any submission suggesting the submitter take it to a determination.

The immediate question arising is what are these newly accredited officers as being taught? Is it that they are solution experts in themselves by needing only to identify a prescriptive solution and demand compliance to it? Was this not the reason for implementing the Building Act, to use performance as the yardstick, and industry expertise and knowledge as the determiner of the solution, and not have administrators of the processes becoming the arbitrators of all solutions?

It is the processes; the responsibilities of the Territorial Authorities that have been overlooked in the past, undermining safe installation and sound documenting of D2 equipment in NZ over the past 15 years since Building Act introduction, and at last when being recognised as being overlooked, the administrators of process seem to be focused on approving the solution as their role, of which they have no expertise.

And so the lift industry in frustration with the inconsistencies; the dogmatic adherence to past prescriptive solutions as the only solutions in a changing industry, with the high overhead consent approval costs and inefficient assessments being imposed on building owners, provided detail of these issues to the Department of Building and Housing in the hope of that these inefficient and costly Territorial Authorities imposed overheads be addressed.

The following is the Department of Building and Housing's response to date.



LIFT INDUSTRY ABLE TO PROVIDE SOLUTIONS:

The CBIP lift industry work group exists to provide experienced examination and qualification of lift inspectors in New Zealand and is prepared to provide single inspection processes for all types of D2 lift equipment to enable Territorial Authorities to have documented check lists suitable to provide a consistent, competent Consent compliance to the Building Act. It also believes the Department of Building and Housing needs to provide a centralised internet accessible searchable database of all lift equipment installed in New Zealand, that clearly identifies:-

- ? the type of equipment and date installed for every building in NZ.
- ? The code or solution it was installed under.
- ? The recommended frequency of service.
- ? An annual WOF check list specific to the equipment.

**Ask the Government how many lifts there are in NZ?
What types are there and where are they located?
How old are they and when were they last inspected?**

Since introduction of the Building Act 1991, this past centralised record has not been maintained and is virtually inaccessible. **Why?** How long do we have to wait for the DBH to take ownership for the problem and work with industry to solve it?

NEWS FLASH June/July Code Words issued without any reference to this concern as indicated by the DBH. Why?

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PRODUCT CERTIFICATION FOR IMPORTED OR STANDARD DESIGN LIFTS . . . MAYBE:

The old product accreditation process introduced under the past BIA (Building Industry Authority), always seemed too bureaucratic as its uptake was no where near what it could have been.

The concept of having a process for recognising local standards or overseas certified product appeals, in that it removes the vagaries and inconsistencies of individual BCA's (Building Code Authorities) from the solution assessment process, thereby removing the biggest frustration to most product suppliers, of having to have the same solution reassessed at every consent application if not an acceptable solution.

The DBH (Department of Building and Housing) in consistently changing the name to every process of the BIA's reign is promoting the launch later this year of the **'Voluntary Building Product Certification Scheme'**. Understandably it feels this scheme will provide an easily understood, robust and cost effective way to demonstrate that the **product, systems or method** (psm's) meets the requirements of the Building Act. This in reality is an assessment by an 'expert in the field' that the product etc. achieves the Performance requirements of the NZ Building Code.

Sounds good! The 'psm's' once certified must be nationally accepted as compliant with the Act. A DBH list of compliant 'psm's' will be maintained, thus removing the unnecessary inefficiencies of constant inexperienced reassessment by all and sundry.

So what's different to the old BIA accreditation scheme? Well this scheme has been developed in close conjunction with the Australian Building Codes Board (ABCB) and will be harmonised with Australia under the brand name **'CODEMARK'**.

Sounds efficient!

However . . . before the scheme can be launched there will need to be work done on accrediting product certification bodies. These will be the bodies that carry out assessment of products. The product certification bodies will be administered in NZ by JAZ-ANZ (Joint Accreditation Systems of Australia and New Zealand).

These bodies will be fully funded by companies applying for product certification. Whoops.

There goes the efficiencies, up goes the overhead cost, and similar to the BIA product accreditation scheme, few other than the large corporation will see beyond the time and overhead cost to participate - and that's a maybe, as it wasn't seen as overly successful in the past.

The exclusive bureaucracy of government is good for setting the goals, recording the results, administrating the process, but not for determining the solution.

To achieve an inclusive process that encourages participation, the standard of solution needs to be set by an accountable industry, one that sees itself as inclusive in ensuring a safe solution, not alien to it.

Unless we encourage those experienced in any particular industry to participate; to make accountable decisions, and be part of the solution, rather than just an unrespected bystander to label a cowboy, no matter how big the bureaucracy overseeing it, the result will be the same as under the BIA.

The key word is TRUST!

VIEWS OF ALASKA: [GO THERE!](#)

