FESCUS

LIFT AND ESCALATOR INDUSTRY ASSOCIATION

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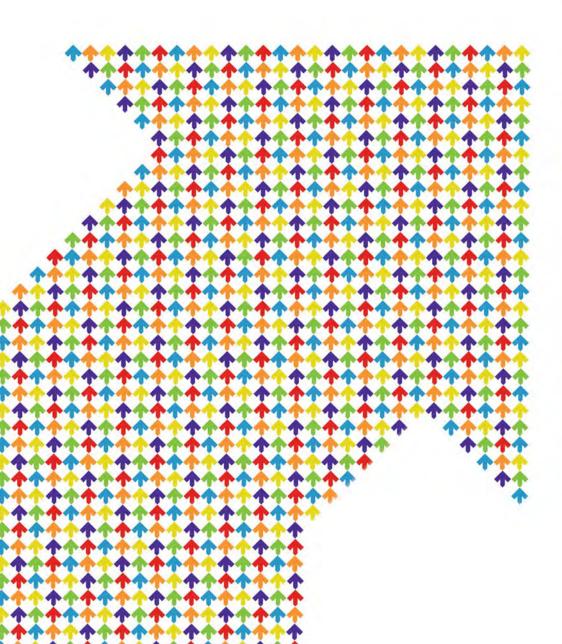
STANDARDS >>

LIFTEX >>

HEALTH & SAFETY

CREATING CHANGE:

The power of persuasion



> From the Managing Director

I am very pleased to report that LEIA is emerging from the long recession with its membership at an all-time high, despite the major impact of the economic downturn on the lift and escalator industries. This strength in numbers provides the resources and support to help the Association address the important issues facing the sector, issues that are highlighted by LEIA's Vice President Kevin Taylor in his column, (see page 9).

In an upturn, one of the challenges for many businesses is having sufficient numbers of trained and qualified staff, particularly as demographics indicate

...I was struck by the recurring theme of persuasion and lobbying in bringing about change.

that the number of experienced people retiring from the industry will increase. In response, the number of apprentices being recruited is rising. To support members in this, a group at LEIA is submitting an application for a Trailblazer route under the scheme launched by the Department for Business, Innovation and Skills to develop employer-led apprentice training programmes.

The Association is also raising the bar on Safety Standards in the industry. At the



TERRY POTTER, LEIA MANAGING DIRECTOR

end of 2014 those members with 100+ employees achieved OHSAS 18001 accreditation. This year we are looking to members with 11 – 99 field workers to be accredited. LEIA will offer support to such companies in rising to this challenging but very important target.

When preparing this review, I was struck by the recurring theme of persuasion and lobbying in bringing about change. It is of course a key task for any representative body to be the advocate for its membership, but in these days of constant communication we must also be aware of the need to inform and influence others, not only those in our

industry but also clients, customers, users and those stakeholders who influence how we operate our businesses.

LEIA has been closely involved with the Specialist Engineering Contractors (SEC) Group in lobbying the English, Scottish, Welsh and Northern Ireland Parliaments on Payment and PQQ. The findings of the Group's survey of local authorities record of payment, PQQ and retention, presented at the Houses of Parliament in February this year, are covered in the article opposite. A copy of the report itself is on the LEIA website.

In conclusion, membership commitment is just as important as membership numbers and LEIA is very fortunate in having a body of people who work tirelessly within the Association's committees. During the last 12 months, every committee has held seminars and forums covering their specialist fields, informing and updating members and influencing how the information is applied.

I would like to thank those involved for the continuous work that goes on behind the scenes and which is not always recognised. In particular I am very pleased at the award presented to Ian Jones, it was well deserved for the very challenging and complex task he undertakes within BSI on behalf of the industry (see page 11).

> Champions for the cause

"It was listening to a haulage contractor, who came into my surgery to tell me why he was going bust, that set me on the path to change the scandal of late payment to small and medium businesses," says MP Debbie Abrahams, shown centre right speaking in February 2015 at the launch of the Specialist Engineering Contractors (SEC) Group reports into payment practices by the public sector.

Debbie Abraham's conversation with the haulier in her Oldham and Saddleworth constituency was back in 2011 and she has worked tirelessly ever since, challenging big business, setting up an All Party Inquiry into the issue, working with the Federation of Small Business to publish a hard hitting report with recommendations in 2013 and supporting groups like SEC determined to bring about change.

SEC is a staunch advocate for its members, reminding business and government alike that it represents the largest sector of the UK construction industry by value. As President of SEC, Lord O'Neill of Clackmannan has pointed out, the SEC Group has campaigned tenaciously with officials in Cabinet Office and the Business Department to develop the innovative concept of project bank accounts and to rationalize pre-qualification questionnaires, known as PAS91, in conjunction with the British Standards



Institution and the construction industry.

However, making recommendations and setting up processes is only the start. It is behaviour change, as well as attitude change, that is necessary to bring about actual change. In addition, it is important to measure impact and progress, in order to see what works and how best to maximize results and resources.

There has been encouraging progress in the extent to which project bank accounts are being used for central government construction procurement, but there was little response when SEC Group carried out a voluntary survey

PAGE 2 LEIA ANNUAL REVIEW 2014





amongst non-central government public bodies. So the Group decided to use the Freedom of Information Act in order to assess the extent to which the wider public sector has embedded project bank accounts and the prequalification questionnaire PAS91.

The survey, believed to be the first of its

kind, sought to interrogate the payment and pre-qualification practices of local authorities, NHS Trusts, and Police and Fire Authorities. The results are presented in seven reports, covering England and Wales, together with individual reports for each of the devolved nations.

Findings

The first report to be published, Payment Practices and Pre-Qualification in Public Sector Construction, covering England and Wales, highlights the lack of a uniform approach. Whilst some public bodies are putting measures in place such as contractual terms and KPIs, and there are a few enthusiasts for project bank accounts, progress remains slow with a large majority of public bodies failing to take any measures to improve cash flow in construction supply chains.

Supporting the proposal made in May 2013 by the Department for Business, Innovation and Skills for legislation to standardize requirements relating to payment and pre-qualification, the report contains a number of recommendations as to the content of such legislation, some of which are construction specific. In particular, SEC Group calls for the establishment of an Office of the Public Procurement Ombudsman, who would have overall responsibility for driving greater efficiencies in public procurement

through promoting best practice and removing barriers that increase the cost to small businesses of accessing opportunities for work in the public sector, wherever they happen to be in the supply chain.

The issue of retentions is another thorn in the flesh for construction companies, and once again Debbie Abrahams is championing the sector. In moving an amendment to the Small Business Bill which was instigated by the SEC Group, she said in the first ever debate in the House of Commons in January. "I recognise that the Department for Business, Innovation and Skills has said in its Construction supply chain payment charter that it wishes to abolish retentions by 2025. My new clause, however, is a stepping-stone towards that, by requiring the publication of companies' policies, practices and performance on retention monies, reviewing this and subsequently making recommendations about further action to help secure and protect retention monies for small businesses – in trust. for example."

A successful construction industry depends on fair payment and procurement systems. The SEC Group is demonstrating the importance of effective networking, evidence based advocacy and well placed champions in bringing about the changes that are needed.

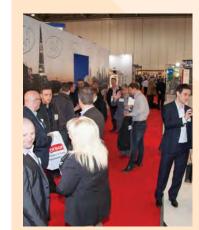
Roll up, roll up for LIFTEX 2016

A year to go before the industry's major exhibition takes place at London's ExCel and space is selling fast for LIFTEX 2016. LEIA's Nick Mellor is delighted to see targets exceeded and is now focusing on developing the seminar programme that was such a success when introduced at Liftex 2013.

Figures from the last event are persuasive: 85% of visitors were planning to buy lifts or related products over the next year; 96% planned to visit the next event; 97% of exhibitors said they planned to attend again in 2016 – hence the buoyant bookings. Some are committing to attend, with a much larger presence than in previous years.

With 50% of available space already taken, and many new companies joining the event, it looks certain that ExCeL London from 25-26 May 2016 will be the place to be for professionals with any involvement in the lift, escalator and access industry.

Full details and downloadable sales brochure can be found at http://www.liftex2016.com.







LEIA ANNUAL REVIEW 2014 PAGE 3

On the level



When the go-ahead for Crossrail was given, back in 2004, it was rightly heralded as one of the most transformative UK construction projects of the decade. Providing a fast, frequent, 100km transportation link from Reading in the west, through new tunnels under Central London out to Shenfield in the east, Crossrail will link London's key employment, leisure and business districts - Heathrow, West End, the City, Docklands.

Accessibility is the name of the game, combining new track and tunnels and linking with existing transport infrastructure, to bring an extra 1.5 million people to within 45 minutes of central London. Accessibility is also highlighted in the transport strategy for Transport for London (TfL), particularly for passengers with impaired mobility, for those carrying bulky luggage and people travelling with families. This strategy has encouraged innovative approaches to ease of movement within the stations, with particular

relevance to the lift and escalator sectors.

For example, the first incline lifts in the UK public transport sector are being installed by KONE at the Crossrail stations at Farringdon and Liverpool Street, where it is not possible to install vertical lifts because of the buildings above ground level, and at Greenford station. Running alongside the escalators, the incline lifts will enable passengers with wheelchairs, buggies and heavy luggage to move more easily from the platform to street level.

Such step-free access, whether between platform and train, between entrance and exit, and at interchanges with other underground and overground rail services, has been a core policy of the Crossrail plan from the beginning. So when it became known two years ago that seven of the



stations on the Crossrail route were to be excluded from the policy of step-free access, it was perhaps not surprising that strong reactions were triggered amongst local people. Supported by the accessibility charity Transport for All, a campaign was launched to change the policy and ensure that there was accessibility to all stations on the new transport link.

In August 2013, one year after the successful Paralympics in London, protestors and Paralympic torchbearers travelled together from four of the seven Crossrail stations excluded from the step-free access programme - Hanwell, Seven Kings, Manor Park and Maryland. They then held a rally outside







ARCHITECT'S IMPRESSION OF WHITECHAPEL STATION, WHICH WILL PROVIDE STEP-FREE INTERCHANGE BETWEEN THE CROSSRAIL, HAM-MERENMITH AND CITY DISTRICT AND OVEREROUND LINES



PAGE 4 LEIA ANNUAL REVIEW 2014





the Crossrail offices at Canary Wharf in east London, reminding the company of its commitments and pointing out that the cost of including the seven stations in step-free access was relatively very modest – representing only 0.02 per cent of the overall budget of £15bn.

Their arguments were heard by Crossrail's sponsors, Transport for London (TfL) and the Department for Transport (DfT), who undertook to investigate how to incorporate full accessibility at the seven stations omitted from the plan. Within a year, a report was published outlining how this might be achieved, followed by an announcement in October 2014 that TfL and the Mayor of London had obtained £19m funding to make the four London stations step free. A month later it was announced that the DfT would provide the funding to create step free access at the three remaining stations of Taplow, Langley and Iver in Buckinghamshire.

Delighted at the success of its two year campaign, Transport for All's Lianna Etkind said, "We are thrilled by the news that Crossrail's London stations will now be accessible — a truly public transport system."

She also took the opportunity to point out that 203 of London's 270 tube stations were "out of bounds to anyone who can't do stairs", leaving many disabled people struggling to travel to work, visit friends and family, and get out and about in the capital.

ARCHITECT'S IMPRESSION OF EALING BROADWAY STATION, WHICH WILL FEATURE A LARGER ENTRANCE AREA, WITH NEW LIFTS AND STAIRCASE: TO PROVIDE STEP-FREE ACCESS.

TRANSPORT FOR ALL CAMPAIGNERS AT CROSSRAIL OFFICES.

TRANSPORT FOR ALL CAMPAIGNERS CELEBRATING VICTORY AT HANWELL STATION



ARCHITECT'S IMPRESSION OF THE INCLINE LIFT AT LIVERPOOL STREET

This message was also heard. TfL and London"s Mayor Boris Johnson have announced a new £75 million fund they say will speed up the rate at which the capital's Tube network is made accessible.

The fund will enable new lifts at around a dozen more stations over the next 10 years, and will be in addition to the 28 London Underground and London rail stations which TfL had already committed to making step-free by 2024. The new funding will be used to match contributions from local councils and property developers for improvements to step-free access.

So thanks to the determination and informed argument of a user-led, small charity, the sponsors of the largest construction project in Europe took a good hard look at how they could, in the words of London Underground's Managing Director Mike Brown, "embed accessibility at the heart of the city's transport network."

An outline of the preferred 'practical, workable solutions' that could be implemented at the remaining seven stations on the Crossrail route that are currently not step-free:

- Seven Kings: A new footbridge with three lifts and stairs, accessed from a walkway on the embankment south of platform one
- → Maryland: Three lifts inside the existing building
- → Manor Park: A new footbridge with three lifts and stairs
- Hanwell: Lifts to both platforms with the final scheme under review with Ealing and English Heritage
- Iver: Two new lifts on existing footbridge with a long ramp to platform one which is occasionally used by Crossrail services
- → Langley: A new footbridge with three lifts and stairs
- Taplow: A new footbridge with two lifts and stairs



LEIA ANNUAL REVIEW 2014 PAGE 5



Laying down the law on 30 day payment

A significant new regulation has come into force to ensure that specialist sub contractors in the construction sector are paid within 30 days. The statutory guidance also advises that project bank accounts (PBAs) are a practical example of how payments can be made quickly to suppliers and should be used where appropriate. But the regulation should be read with care in order to understand both its benefits and its burdens. And as ever, clarity over when the clock starts ticking is of the essence.

Under the new Public Contracts Regulations 2015 contracting authorities (i.e. all public bodies except maintained schools and academies) must have in their contracts an obligation to pay their contractors within 30 days. The 30 days commence from the date on which an invoice is 'regarded as valid and undisputed'. The 30 day payment obligation must be included in sub-contracts and sub-sub-contracts. If it is not expressed in contracts/sub-contracts the Regulations state that it will be an implied obligation.

Verification of invoices must be done in a 'timely fashion'; undue delay is no excuse for failing to regard an invoice as valid and undisputed.

Regulation 113 does not affect any statutory/contractual obligation to pay within a shorter period.

Scope

The Regulations apply to all construction contracts, sub-contracts and sub-subcontracts involving the carrying out of any works, supplying any products or providing any services. Unfortunately (despite a considerable amount of advice given to the Cabinet Office by the Specialist Engineering



PROF RUDI KLEIN, CEO OF SEC GROUP

Contractors (SEC) Group) the Regulations do not easily relate to the payment procedures in Part II of the Housing Grants, Construction and Regeneration Act 1996 (as amended) – the Construction Act.

In construction contracts (within scope of the Construction Act) payment timing and entitlement is dependent upon the operation of the statutory payment notice procedure – not on a process of

determining that an invoice is "valid and undisputed". Furthermore the payment process in construction is usually commenced by a payment application rather than an invoice.

The Construction Act requires that construction contracts have:

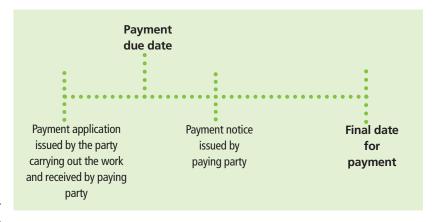
- → payment due date
- → final date for payment

Within 5 days of the due date a payment notice must be issued (either by the payer or payee). The notice defines the amount to be paid by the final date for payment. This amount must be paid unless prior to the final date a pay less notice has been issued; in which case the amount in that notice must be paid. All notices must be valid in that they have been issued by the correct party, contain the basis of the calculation and are issued on time.

There is also a statutory default procedure which "kicks in" when the paying party fails to issue a payment notice (although required to do so under the contract or Scheme for Construction Contracts). If the party carrying out the work has generally issued a payment application the application becomes the payment notice.

Timing is everything

The key issue, therefore, is when does the 30 day period commence? Let's consider



the scenario above which follows the traditional payment process:

A payment application is submitted a week prior to the payment due date. Not later than 5 days after the payment due date the paying party is required to issue a payment notice. Given that a week plus 5 days should qualify as a reasonable time for assessing the application as "valid and undisputed" the 30 days is likely to commence from the expiry of the 5 days. Any pay less notice will have to be issued before the expiry of the 30 days.

The 30 days, therefore, should start from the expiry of 5 days following the due payment date (where the paying party is required to issue a payment notice).

Non-compliance

If payment is made late (i.e. after 30 days)

statutory interest becomes payable. Also late payment can be reported to the Mystery Shopper service run by the Cabinet Office, which will name and shame any suppliers that are proved to be poor payers.

The Regulations require public bodies to report annually — via the internet — on their payment performance to tier 1 suppliers.

SEC Group advice to lift manufacturers. You should now check the payment terms in all your contracts and sub-contracts when beginning to work on public sector projects. Make sure that they all provide for 30 day payments. Be aware! The 30 days also applies to your downstream sub-contractors.

Prof Rudi Klein, CEO of SEC Group

PAGE 6 **LEIA ANNUAL REVIEW 2014**



Counting the cost

David Warr has been doing a sterling job for LEIA, not only balancing management of his company Titan Elevators with being President of the Association, but also by extending this role for a third year when the next in line for President was unable to take up the

So how does he feel about what has been achieved in his term of office? Echoing the views of other LEIA committee members who believe that achieving change demands participation, David feels strongly about taking an active role in the industry he joined as a lad straight from school. His personal experience is a key reason for leading the employer group applying to develop

...ensure that the value of the apprentice standard for lifts and escalators is recognized by other specialist sectors.

standards under the government's Apprenticeship Trailblazer scheme.

"It is essential that we ensure the particular skills required for lift and escalator installation and maintenance are recognized, not only as being appropriate for the industry's needs but also to ensure that this apprenticeship training is recognized by other sectors in engineering and construction," says David.



The tricky issue of classifying engineering qualifications – the requirement for becoming chartered, for example – has caused some difficulties for an industry that regards as electrical, electronic, mechanical and hydraulic engineering as the core skills required. There are similar issues around the definition of technician. However, it is hoped that an appropriate title will shortly be agreed with the Department for Business, Innovation and Skills (BIS).

The other important issue is to ensure that the value of the apprentice standard for lifts and escalators is recognized by other specialist sectors. "If we don't take co-ordinated action on this, we run the risk of our requirements being absorbed in the standards developed by other

groups and having no influence on making them appropriate for our own," warns David Warr.

The Apprentice Trailblazer scheme is clearly going to be a major activity for David before handing over the Presidency to Kevin Taylor of ThyssenKrupp. But like Kevin, David is concerned about the impact of the recession on tender prices in the industry and the pressure on lift companies cut prices to an unrealistic level – often by third parties rather than the client.

"I have been fortunate recently in winning contracts without being the lowest price, working with clients who understand a realistic cost structure and who are concerned about appropriate quality. But when lift companies win work by putting in an unrealistic price, not only does this lower the bar for everyone else, but also clients will not get proper service and maintenance will be minimal. The reputation of our industry depends on getting this issue resolved."

So still plenty left to do, but as David Warr points out, he may be stepping down as President but he will remain on the LEIA Board and intends to remain. part of the committed band work to maintain standards and drive progression.

> Non stop learning

Lawrence Dooley is a busy man. The impact of LEIA taking over the Distance Learning programme from the University of Northampton in order to keep it affordable for the industry, following the government's funding changes, gives him and the LEIA Examinations Administrator, Patricia Larkman, three cohorts to manage each year. "Candidate numbers are running

between 80 and 100 and are expected to increase as the new system becomes more familiar, "he says.

But apart from the management tasks, coordinating the start and end dates and supervising tests, Lawrence Dooley is committed to introducing improved assessment techniques and curricula to reflect the needs of the people and the industry.

"We realized that the examination environment does not help everyone to demonstrate their ability fully, so we have developed an additional way of testing knowledge," Lawrence explains. Course work allows candidates to research questions and respond on line, so the concept has been expanded with the new Supplementary Compensation test developed with Phillip Andrew, LEIA's

educational consultant and introduced in 2014.

'Borderline' candidates who have scored above 60% but below the 70% pass mark are given two weeks to answer an additional set of questions. "This gives able, experienced people the opportunity of demonstrating their ability outside the examination environment," says Lawrence.





engineering and manufacturing sector.

So a busy year ahead with the development of enhanced education and training, not to mention the employer-led Apprentice Trailblazer programme specifically designed to reflect the multifaceted technical elements required for the lift and escalator industry. So Lawrence will have plenty to trigger discussion in the seminar sessions at next year's major industry event, Liftex 2016.

LEIA ANNUAL REVIEW 2014 PAGE 7



> Up close and personal

As chairman of the Personal Lift Group (PLG) of LEIA, Craig Pilkington takes both a positive and a pragmatic view of his sector of the industry. "Our business is a very different one to the passenger lift side of the industry," he comments. "Contracts are generally not on the same scale – we certainly don't get involved in work on the scale of the Crossrail project, for example."

He points out that PLG companies rarely are involved in brand new projects, and generally are more involved in improving accessibility within existing buildings. This means many more projects a year than the major lift companies, but at far smaller values. "Typically a big project for us is around £40,000, whilst at the other end of the scale, under a £1000.00. We work in people's homes or public buildings such as restaurants, banks, department stores, and theatres." One of the challenges in making older buildings accessible is to not to compromise the design and style of the original building fabric.

Craig believes the PLG profile was a benefit during the economic downturn. "We have come through the recession reasonably well, the PLG sector was largely unaffected by the downturn in major projects." Moreover, he sees that British based companies in the PLG have the advantage of operating in a market that is more









CLOCKWISE, LEFT TO RIGHT: DEPARTMENT STORE, CAR SHOWROOM, POLICE STATION IN FRANCE, DOMESTIC BRIDGE.

mature than others in Europe – and one which still has growth potential.

"We are a country with long established legislation on disability discrimination. The Disability Discrimination Act (DDA) became law in 1995, but Norway for example did not introduce theirs until 2008, and France

only in 2010. So the export market has become an important opportunity, and many of the PLG members are very active."

Internationalism is a recurring theme, as is the importance of representation and advocacy. Craig sees the international network as a very important part of the

PLG activity, and although the workload increases significantly when standards are being written, believes that it is essential to have specialists on the relevant committees. Asked if it is difficult to find willing participants, he acknowledges that it tends to be the same people – and the busiest people. But as he points out, if you don't get involved in writing standards, you can't complain about the standards that you end up with.

The PLG is currently involved in reviewing a range of documents, for example Part M. Building Regulations amendments. and is part of the group looking at EN81-42 in relation to lifting platform with a cabin. Others are involved in FN81-40. and EN81-41.

So what are the challenges for the PLG for the coming year? No new ones, he believes, but more of the same. Whilst the DDA may have been in place for 20 years, there is concern and frustration about its lack of teeth when it comes to achieving the changes needed. "Around 70% of public buildings remain inaccessible to the disabled, including public buildings, churches, police stations and courtrooms," comments Craig. Whilst a number of major businesses respond well to the requirement, he is particularly concerned about the tendency for others

to ignore the requirement.

He is also concerned that under the Disabled Facilities Grant, demand continues to far outstrip funding despite the fact that it has increased year on year (currently £220m). "We are living longer, however, not necessarily healthier and mobility is an increasing challenge particularly for people who want to stay in their homes. This strengthens the commitment of the PLG to maintaining active and constructive relationships with local authorities, occupational therapists and others involved in the sector."

Finally, what is Craig's personal viewpoint as chairman of PLG? "I probably have banged the drum on this point since I first became involved, but quite simply, the more people become members the stronger it makes us. It is vital to raise standards, to maintain constant vigilance to prevent serious accidents.

"At the same time. I believe that we must find a mechanism for LFIA to involve smaller companies, those with only five or six employees, whilst maintaining high technical and professional standards. It is important to create an environment where small businesses, as well as larger ones, can benefit from networking and professional development."

PAGE 8 **LEIA ANNUAL REVIEW 2014**

Looking ahead

Kevin Taylor, LEIA Vice President, has been involved with the Association for many years, in fact since its days as the National Association of Lift Makers (NALM). When we meet, he produces a copy of the LEIA Review of 1999, and opens it at a double page spread featuring interviews with a number of industry personalities including himself. What has changed in the past 15 years, he muses.

Facilities management had barely begun to make its mark then, but the boom/bust scenario is familiar. There has been another recession and a global economic crisis, with the dramatic reduction in construction activity that inevitably impacted on the lift and escalator sector. The challenge now, he thinks, is dealing with the consequences of the unrealistically low tenders submitted then, in order just to stay afloat - a familiar syndrome.

On a more positive note, he says, "We are leaving a buyer's market and entering a seller's market - a nice situation for suppliers. But the challenge now is to combine demonstrating value for money with a commitment to strengthening the sector. It is really important to spend on research and development."

This is the area where traditionally the larger companies, and particularly the big five, make the largest contribution, a fact



KEVIN TAYLOR, LEIA VICE PRESIDENT

openly acknowledged and appreciated by the current President, David Warr of Titan Elevators. It is also one of the reasons for the LEIA tradition of alternating the presidency between large and small companies.

...the challenge now is to combine demonstrating value for money with a commitment to strengthening the sector. <

We talk about the issues facing the industry, not only with regard to payment practices for the provision of new lift and escalators but also in renewal and maintenance, an area which particularly exercises him.

"It is frustrating, to say the least, when a company is called in to sort out a lift problem to be told that no maintenance has been carried out for ten years or

more. Short termism is not limited to politics, it also happens in property and construction. Too often the only long term player, apart from the developer looking to get value from a building, is the lift company. Regular maintenance should be mandatory, a clear obligation."

Kevin Taylor also believes that mandatory maintenance will help to ensure that there is a supply of properly trained, properly equipped staff. "Landlords are concerned, quite rightly, about their legal obligations to employ qualified people."

A key theme of this year's Focus is the importance of lobbying and persuasion in achieving positive change. How strong is the LEIA voice in lobbying government, Kevin Taylor wonders, and significantly, whose role is it to be outspoken? "I think the Association does very good work, and I am pleased that becoming Chairman of ThyssenKrupp, after several years as Chief Executive, will allow me more time to spend on LEIA activities."

He believes that LEIA is justifiably proud of its commitment to maintaining standards and training, and continues, "The next challenge is to continue this work by looking to rationalise and streamline the competencies requirements. This will help to build not only a strong voice for our sector but a distinctive one."

LEIA RAISES ITS PROFILE AT NORTHAMPTON

LEIA is delighted to announce that Nick

Mellor, the Association's Technical Director, has been appointed Visiting Fellow at the University of Northampton (UoN), recognised as the leading higher education establishment for lift engineering courses.

Nick Mellor will deliver his inaugural lecture on 22

September, the day before the start of the 5th Symposium on Lift & Escalator Technologies taking place at the UoN and which attracts industry experts from around the world.

From this year LEIA is co-organiser of the symposium, with The School of Science and

Technology at the University of Northampton and the Chartered Institution of Building Services Engineers (CIBSE) Lifts Group.

Nick Mellor has presented technical

papers at the last two symposiums, most recently on the implications of the new standard EN 81-50 on lift system calculations, with particular reference to equations for guide rails, rope traction and

rope factor of safety. His paper looked at Symposium on Lift and Escalator Technologies

the main changes in the calculations and through examples provided a means to assess the implications of these changes. He proposed that despite the apparent complexity of these equations, making calculations need not be a daunting prospect. This paper was recently published

in the magazine Elevation.

The lift symposium provides an opportunity for practitioners and scientists from the lift industry and academia worldwide to network and present their latest research and innovation. developments. Past symposiums have

> forged new partnerships between academic and industry experts across a variety of lift and escalator technology disciplines.

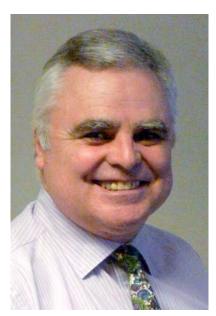


NICK MELLOR PRESENTING AT THE 4TH SYMPOSIUM ON

The 5th Symposium will be held at Highgate House, Northampton, UK, on the 23/ 24 September 2015. http://www.liftsymposium.org/

LEIA ANNUAL REVIEW 2014 PAGE 9

> Health & Safety update



LAWRENCE DOOLEY

Revisions to the regulations governing health and safety in the construction industry have been made which significantly affect the lift and escalator sector.

The implications of the new regulations, which came into force in April 2015, were discussed at the LEIA March 2015 Safety Forum.

The following briefing note explains the implications for the industry of the new Construction (Design and Management) Regulations 2015 - (CDM 2015).

Scope

CDM 2015 applies to all construction work irrespective of how small or large a job is – the length of a project is now immaterial other than for notification. In addition, construction work covers a very wide range of activities and includes: installation, commissioning, maintenance and repair. Although similar wording appeared in the 2007 regulations, the Approved Code of Practice excluded general maintenance of fixed plant. This is not so in the new guidance. This leads LEIA to conclude that CDM 2015 applies to the installation, refurbishment, major and minor repair and maintenance of lifts, escalators, moving walkways, lifting platforms, stairlifts and similar products



for both domestic and non-domestic clients.

Documentation

For all projects, a Construction Phase Plan (CPP) must be prepared by the Principal Contractor (PC) if more than one contractor is involved, and by the contractor if he alone is doing the work. There must always be a Construction Phase Plan.

Following contact with the HSE, LEIA is advised that the extent of the CPP should be proportionate to the level of risk and complexities of the work, e.g. for routine maintenance, a Risk Assessment and Method Statement should suffice.

At the March 2015 Safety Forum, LEIA introduced a Construction Phase Plan template which can be downloaded from the Safety Information Sheets on the Members' pages of the website.

For projects involving more than one

contractor a Health and Safety File must be prepared at the end of the job.

New duties for client and contractor

Client duties have been strengthened and this will affect LEIA Members when they are in the role of client and construction work is undertaken on their premises.

The CDM Coordinator role has gone but is replaced by Principal Designer (PD) The Client must appoint a Principal Designer and Principal Contractor where there is more than one contractor. If a client fails to make these appointments

The Client must appoint a **Principal Designer and Principal Contractor where** there is more than one contractor.

then the duties of PC and PD transfer to the client. Any contractor must not carry out work unless he is satisfied that the Client is aware of his duties under CDM.

For domestic clients, if no appointments are made, then by default the contractor in control of the project becomes the PC and the designer at the pre-construction phase becomes the PD. In practice, it is likely that LEIA members will also have to take on the role of PD. In domestic

situations only, the PC also takes on the Client role as far as CDM goes.

Competence – this term has been generally removed from CDM 2015 to be replaced with the key phrases "skills, knowledge, training and experience" and, where an organisation is involved, "organisational capability". Anyone who is appointed must have the necessary "skills, knowledge, training and experience" and those who have not should not accept the appointment.

Anyone making an appointment to work (including of sub-contractors) is required to check the competence of that appointee.

New notification requirements

Projects must be notified by the client to the HSE (or other appropriate authority) if the work is

- → More than 30 working days and there are more than 20 persons working simultaneously at any point on the project
- → Over 500 person days

It seems likely that most lift projects will no longer require notification, but remember all the requirements of CDM 2015 apply irrespective of length of project or whether notification is required.

PAGE 10 **LEIA ANNUAL REVIEW 2014**



> The International Standards Maker

Ian Jones may have been the person honoured by the British Standards Institute (BSI) for his dedicated work as chairman of its committee on lifts standards, but he is adamant that the achievement is down to the huge commitment of the many others involved. "I may be seen as the one at the top of the pyramid, but I am being held up there by more than 30 other people – ten of whom sit within the LEIA technical committee," he says.

So whilst he was recognized as an International Standards Maker at the inaugural awards ceremony in November 2014, he regards the honour as a tremendous pat on the back for the BSI committee structure and particularly the commitment of LEIA to the proper and realistic drafting of standards.

Ian's modesty belies his contribution, clearly revealed in the BSI citation for the award. He became chairman of the BSI committee MHE/4 at a time of highly significant changes in Europe for lifts standards.

Then in 2005 the primary standards committee for lifts in Europe (CEN/TC10/WG1) was charged with completing the mammoth task of the transition from the 1998 standards BS EN 81-1 and BS EN 81-2 to the new EN 81-20 and EN 81-50. As the BSI points out, this massive task was only achieved as a result



IAN JONES RECEIVES HIS BSI AWARD FROM ELISABETH STAMPFI BLAHA. ISO VICE-PRESIDENT (TECHNICAL MANAGEMENT)

of Ian Jones' leadership, which involved coordinating some 400 experts in numerous task groups and many subcommittees, managing the resolution of over 3,000 comments, and securing a successful unanimous "Yes" vote on the final version published in August 2014.

As these new standards were developed, Ian influenced their take up worldwide with China, in particular, adopting the European standards as their own. Many other countries have followed suit and even the US are starting to move in the European direction.

"It is a key moment in the way we all work because once we have a global standard, there will be a welcome period of consolidation and calm for ten years or so and we will not be asking people continually to change and adapt their designs."

lan also points out the important

commercial impact of international standards. "Just look at the volumes," he says. "There are 30,000 lifts installed in Europe and 600,000 in China. This is a great opportunity for manufacturers in Europe to widen their markets. "

At the same time, Ian Jones has overseen new and revised British Standards through the MHE/4 committee. He points out that there is a long and honourable tradition here. "When we go back in history, most of the standards were developed in the UK and then elaborated on by European committees, and when questions arise the tendency is to return to the original British version."

"BSI is held in great esteem, and being part of it helps us to be proactive, not only within Europe but also beyond it. It has been particularly rewarding, to see the CEN standard used as a global standard – a first for everyone, " says lan.

As BSI stated in its citation, 'He has led MHE/4 to ever higher professional standards, insisting on the highest levels of integrity from its members. This small and energetic committee is now highly regarded in BSI and abroad, with many European standards bodies seeking to model themselves on it.'

The time commitment is immense. representing many hundreds of hours not

only in LEIA committee meetings and in other counties, but also working as individuals in the drafting process. The commitment is always made clear to prospective members (and their companies), says lan, and there are no difficulties in recruiting people on to the LEIA technical committee, because it is held in such high regard by the industry,. He says, "Being a LEIA technical committee member is also a route to becoming a BSI member, because you can only do so as a representative of an industry interest group, not as a corporate or individual member. It is great to see the importance that people place on this activity."

Ian freely acknowledges that his committee work has taken up to 50 per cent of 'day job' at Otis, but that as a major company they recognize that they should be represented in this way, to contribute to product research and development and to help lead the industry forward.

So what of the future? Ian recalls that when he joined LEIA's predecessor association NALM back in 1995, he was the youngest person on the technical committee. "All the people I looked up to and respected have now retired. I also look around at the guys in support engineering, with an average age of the mid 50s. Companies recruit differently now, taking on graduates who move on

after a few years. We must be mindful of the skills gap - who is going to replace us?"

He has two reasons for optimism. "I am very encouraged by the re-engagement of lift apprentices – this year we took on 20 – which makes a return to the grass roots of the industry through indentured, skills served people who progress through being service managers and up to very responsible technical positions. You can't do this by coming in from another sector because the skill set is different. "

The other is LEIA's engagement with Northampton University and the specific degree course for lift engineering which attracts increasing global attention. "I was in a meeting in China where the inspection guys asked how they could get access to the University of Northampton degree programme."

But back to standards. Now that it looks as if world domination is possible for the base lift standard, Ian is working with LEIA's Nick Mellor on revision of the more specialist standards, particularly fire fighting and the provision for evacuation of disabled persons. This requires working with BSI, Chief Fire Officers, Metropolitan Authorities and other emergency services. Not to mention revising the web pages for the BSI. No slowing down, for this International Standards Maker.

LFIA ANNUAL REVIEW 2014 PAGE 11



> Keeping up to date

In order to provide relevant and practical support, LEIA gathers feedback from members following its meetings and events. Following the successful annual technical seminar that took place in October 2014, attended by 100 people, it became clear that there is a demand for more information and discussion on lift



NICK MELLOR EXPLAINS RECENT CHANGES

modernization, particularly in the light of the new BS EN 81-20 and BS EN 81-50 published by BSI on 7August 2014. The clock is ticking on the withdrawal of the earlier standards, EN 81-1 and EN 81-2 in August 2017. Until then lifts can be placed into service conforming to either standards. As LEIA's Technical Director Nick Mellor comments, "In the light of the formal feedback from 49 people and the informal conversations that took place, we have looked at the practicality of running an additional technical seminar this year on the topic of modernization."

LEIA's Quality & Technical Committee (QTC) concluded that there is a sufficient level of interest in running two LEIA technical seminars this year, rather than one. In the meantime a programme has been drafted for the additional event, which will be held on Tuesday 9 June.

Topics proposed for the modernisation seminar include:

→ BS EN 81-80: rules for the improvement of safety of existing passenger and goods

passenger lifts: application and use, implications of new EN 81-20.

- → BS EN 115-2; rules for the improvement of safety of existing escalators and moving walks and update on revision of EN 115-1.
- → BS EN 81-82 improvement accessibility of existing lifts for persons including persons with disability
- → BS 5655-11/ BS 5655-12: codes of practice for the undertaking of moditicatons to existing traction and hydraulic lifts; what is modernization? considering consequential changes, modernizing CE-marked lifts.
- → Risk assessment use of risk assessment in modernization design and worked examples
- → Conformity assessment and role of third parties and quality systems.

During its life, a lift or escalator is likely to require significant work to enable it to carry on reliable and safe operation even in its originally intended use and especially if its use changes. So changes might need to be made to existing units which constitute a modernisation for a number of reasons including the improvement in safety and improvement in accessibility addressed as part of the seminar.

One of the more difficult types of lifts to modernize are the old types with lattice gates often with open mesh lift well surrounds. These often have very ornate and aesthetic lift cars so the clients are looking to retain them while still improving safety. So designing the modernisation scheme to address the hazards effectively while retaining the aesthetic appeal of the original installation is difficult and requires a highly skilled approach by the modernisation designers, suppliers and sub-contractors working with the client. To make matters worse, these old lifts often use round guide rails — now long-since obsolete!

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