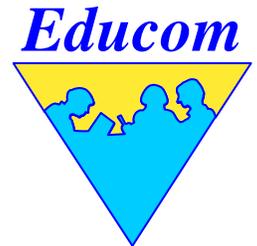


# Lift Inspectors Association of South Africa

Technical Education Communication No. 53



October 2011

In compliance with the *Engineering Professions Act (No. 46 of 2000)* requirements, LIASA endeavours to assist her members in keeping up on technological developments that impact on their registration. LIASA most earnestly support ECSA in their search for *professional service excellence and pursuit of continued professional development*. EDUCOM keeps you up to date on ECSA and industry related news.

**NATIONAL EXECUTIVE COMMITTEE:** *Chairman: Sanjeev Singh; D/Chair: Bill Murphy; Treasurer: David Kleinhans; Secretary: Dr Theo Kleinhans; EXCO: Terence Baker; Ronnie Branders; Willem du Toit; Micky Martin; Brendan Trower*

**DOYENS OF THE LIFT INDUSTRY:** *Buddie Cerone (2004); Schalk van der Merwe (2005); Dr Theo Kleinhans (2006); Willem du Toit (2008); Bruno Isler (2009); Alfie da Silva (2010); Manny Perreira (2010)*

## LIFT INSPECTOR COURSES

**VENUE:** Tshwane University of Technology  
Pretoria Rand Campus (Building 2, Room  
355)

State Artillery Road  
Pretoria West

**DATES:** 3 – 7 October 2011 or  
7 – 11 November 2011

**TIME:** 08:00 – 16:00

**COURSE FEE:** The *course fee is R8200.00 per candidate*. Study material and lunch will be provided. *Accommodation and travelling is for your own account as well as all arrangements thereof.*

**ADMISSION REQUIREMENTS:** Experience in the Lift industry

**EXAMINATION:** A Tshwane University of Technology certificate will be issued to successful candidates obtaining a 50% pass. The exam date will be finalized during the presentation of the course and no extra exam will take place outside the scheduled date.

**PAYMENT OF FEES:** Courses **must be paid IN FULL** before date of commencement. NO cash will be accepted at registration on date of commencement. TUT reserves the right to refuse admission, if proof of payment cannot be supplied. *Proof of payment must be forwarded* to the Finance Department of TUT 14 days prior to date of commencement.

**CANCELLATIONS:** TUT reserves the right to cancel or postpone a course. Applicants will be fully refunded. Cancellations are accepted, in writing and without penalty, up to

14 days before commencement date. Any cancellations received after less than 14 days before commencement date will be liable for the full payment of the course.

**BANK DETAILS:** Tshwane University of Technology  
**Bank:** ABSA  
**Branch:** Church Street West  
**Account number:** 004 000 000 3

**Branch code:** 323-245  
**Swift Address:** ABSAZAJJCPT  
**Reference:** D045 / 0440

**PRESENTER:** Mr. Willem du Toit  
**E-mail:** [du\\_toit@mweb.co.za](mailto:du_toit@mweb.co.za)

**ADMINISTRATORS:**  
Antoinette Marneweck Lerato Tshabalala  
**Telephone:** +27 12 382-5164: +27 12 382-4730  
**Telefax:** +27 12 382-5602 +27 12 382-5602  
**E-Mail:** [marnewecka@tut.ac.za](mailto:marnewecka@tut.ac.za)  
[tshabalalal@tut.ac.za](mailto:tshabalalal@tut.ac.za)

Please contact the above or Bonnie Peden for copies of the application forms and the map to TUT. Regretably we cannot assist with accommodation. Check the local B&B's on the web or Google, for affordable accommodation close-by.

*"You cannot in life discover new oceans ...  
Unless you have the courage to lose sight of the shore"  
Dr Andre Gide*

# LIASA AGM

Wednesday 12<sup>th</sup> October 09:00

@Jeppe Quondam Conference Centre

Bonnie has regrettably not received any nominations for the new National Executive Committee for 2011-13. The regional offices of Eastern-, Western-Cape & Natal have likewise not advised the latest status of their Regional Committees. Remember that serving on any of these committees automatically ensures you one CPD point per annum to conserve your ECSA lift inspector registration! Involved with projects? ... A 2<sup>nd</sup> CPD point per annum.

## DoL SELECT ADVISORY COMMITTEE Lift, Escalator & Passenger Conveyor Regulations

A progress meeting of this committee followed after the previous meeting held on 24<sup>th</sup> August at Schindler's training centre. This latest meeting was held at the Birchwood Conference Centre on Tuesday 20<sup>th</sup> September and chaired by Mr Mohlakola Monyaki. Although not a full turn-out of committee members, the objective of drawing up draft guidelines surrounding the September 2010 gazetted OHSAct amendments was achieved.

Importantly, new templates were proposed for logging of and advising your regional DoL inspector of life-threatening non-compliances observed during your inspection. It further highlights the need for 'risk assessments' as an on-going process, with the opinion that OHSAct compliance inspections be carried out one year, with the risk assessment carried out the following year. This visitation of every installation annually would bring us more in line with current practice in Europe and the UK where each unit is indeed 'inspected' every year.

The discussions again high-lighted that the fact that *Owners or contracted Users* are at all times responsible under the OHSAct for the safety and regulatory compliance of their units. Body Corporates (for example) choosing to ignore your inspection recommendation requirements will in future be brought under the spot-light by reporting them to DoL for further enforcement corrective action. As Mr Monyaki stated, *we are not living in a perfect world*, but it's time to *be more pro-active in our approach*.

Another meaningful discussion revolved around the LER Regulation Sect.5.(1) which requires that every lift and escalator have the name of the manufacturer, years of installation & modification, official registration number, rated speed & load ... *displayed in a conspicuous place in the machine compartment!* These are all front-page data on the Annex 'B' ... *again an important reason to display the annexures in a certificate holder behind a Perspex protection to ensure it is conspicuous and transparent!*

Regretfully the meeting could not complete the proposed release for the conversion or adaptation of the original Section 45 'hoists' which was replaced by the Section 17 Driven Machinery 'hoists',

and now meant to be replaced by the SANS 1545:5 'access only goods lifts'. Mr Monyaki has the withdrawal of the DM Section 17 as a high DoL priority, with a proposed *two-year compliance period* on existing hoist units not yet compliant with SANS 1545:5.

*The next meeting of the DoL Select Advisory Committee is scheduled for 29<sup>th</sup> November 2011.*

*We will however keep you informed!*

## IN MEMORIAM - BILL WJ ROGERSON

We regret to advise of the passing on to higher order service of William 'Bill' Rogerson on Sunday 18<sup>th</sup> September after a short illness. Originally trained by Otis, Bill joined Schindler where he served with distinction for many years as Johannesburg Branch Manager, where he mentored many upcoming young branch managers.

*Our sincere sympathies to the Rogerson family of Julie, Sandra & Brenda.*

*"Follow your life's dream, taking one developmental step at a time and do not settle for less ... just continue to climb ... even if it takes you outside your comfort zone for only then does the reward exceed the input"*  
Dr Amanda Bradley

## LIASA DEVELOPMENT 2010-11

Over the past two years the LIASA EXCO have consistently endeavoured to improve the overall performance and recognition of the Association through successful focus and accepting responsibility to play a leading role in enhancing the technical development of our RLI members. This has seen several significant strides in institutional development under the auspices of ECSA as our registration body.

Chairman Sanjeev Singh made it his personal project to arrest the level of apparent deterioration in general inspection practices by enhancing the human resource capacity of each RLI through effective CPD developmental systems as required by the Engineering Professions Act No.46 of 2000. Having provisionally completed the requisite CPD requirements over 2010-11, we now in 2012 need to stabilise the process by applying it in practice, possibly best achieved through a process review of the whole inspection process. This implies a continuum shift from our accepted 'fitness for use' inspection to a more challenging 'fitness for the future'.

The proposed SANAS accreditation by 1.12.2012 has however cast a heavy cloud over the suggested process, which may now even grind to a halt. LIASA unequivocally looks towards the long-term sustainability of its membership base through ongoing developmental support and expanding of the branch or regional network infrastructure which has up till now been allowed to plod on with minimal formal activity. LIASA undoubtedly needs to work towards improving the inspection efficiency of every RLI in the country, which has already started to yield perceivable results.

Sustainability will also largely depend on educational experience through training, which has a cost label. Sanjeev and the incoming committee will need to refocus on broader product training as a critical requirement for 2012.

In conclusion one can only surmise that entering this new phase of development and proposed SANAS accreditation will require more formal governance, risk assessment and regulatory and standards compliance. There is still plenty of room for improvement in 2012 through a new formalised national LIASA framework.



## EDUCOM AS LIASA COMMUNICATION MEDIUM

*EDUCOM* has consistently endeavoured through transparent reporting and disclosure, to set up a channel of communication between its constituent members and the industry at large. Educom serves LIASA, who is supported

through a framework of corporate governance, consisting of external governmental regulations and standards and internal codes of practice and conduct prescribed by ECSA under the Engineering Professions Act, as well as LIASA's own Articles of Association.

Ensuring compliance with all the applicable legislation, regulations, standards and codes is therefore integral to LIASA's culture where the principles of *best practice* have become a way of life. LIASA therefore subscribes indelibly to the ethos that requires its members to adopt the highest personal ethical standards and principles, not only just when carrying out compliance and risk inspections, but in all their consulting processes and principles.

These principles include openness, honesty and integrity, accountability and impartiality, all as the fundamental make-up of each individual RLI member. This ensures an integrated practical methodology for any RLI to on any inspection mandate ... *identify, analyze, assess, mitigate and monitor all known risks that can affect the safe operation of any lift or escalator.*

At the same time it is critically important that within LIASA, the key risk fundamentals of governance, association objectives,

industry stakeholders, ethics, policies, standards and strategies are statutorily compliant and aligned. This will enable a more focused approach in addressing its membership human capital risk as a whole. As a result targeted intervention can be intensified to focus on individual risk issues such as critical inspection skill retention and development, age profiling and succession planning for its regional and EXCO committees.

Only by adapting to the above management philosophies in 2012, can LIASA's EXCO achieve resilience through the changing economic cycles. Fortunately through all these interactions, *Educom* will be the golden thread of communication. To this end a new dynamic editor with wide forward vision is mandatory for its continued success.

Dr Theo Kleinbans

Outgoing Editor

*"Yesterday is but today's memory ...  
whilst tomorrow is today's dream"*

Khalil

Gibran

## KONE - A SUCCESS STORY

Hennie Hudson has again forwarded us with some very interesting reading on Kone's international prowess. The golden thread through all their success stories appears to be Kone's focus on their customer's product and service requirements, being pre-emptive in producing practical solutions to the challenges facing these customers.

### TALL TESTING

Are you aware that the world's tallest lift testing tower is the Kone lift test laboratory at Lohja (Finland), commissioned in 1998 at 333m. It is located in a limestone mine and can test lifts up to 17m/s, a magic 61,2 km/hr. This is approximately equal to the speed of the Copé mine winders at Western Deep's Gold Mine, presently the deepest mine in the world at just on 4 kilometers.

### LONGEST SINGLE-SPAN ESCALATOR

According to Hennie's communication which makes for most interesting reading, the world's longest single-span escalator is 155m long and installed at the Wheaton Railway Station of the Washington DC Metro in the USA.

The world's longest multi-span escalator however, appears to be the 250m long Hong Kong Central-Mid-Levels system, at 135m vertical rise. The Guinness Book of World records names the Okada Mores shopping mall in Kawasaki (Japan) as the shortest, with

a vertical rise of only 83cm! We are not aware of who manufactured these products, and unfortunately, photos of these products were not available at the time of going to print.

We would like to have seen the number of steps used on the 0,83m rise unit, as well as the number of steps on the longest units. One can just imagine the cost and installation logistics with the hand-rails and step-chains. If a standard escalator step-chain costs circa R85 000 to replace, what is the cost involved on the longest single-span unit?

Most interesting is the fact that at present, China as the highest populated country in the world, which together with India (the 2<sup>nd</sup>) account for 3 out of every 8 people on the planet. This places China in the driving seat to become the world's largest producer of elevators and escalators. Also boggling is the fact that the top 7 fastest growing cities in the world are all Asia-Pacific, with numbers 8 and 9 being African ... Lagos (Nigeria) and Dar es Salaam (Tanzania)

*"Growing old is not for sissies, for it has taught us to not judge each day by the harvest we reap ... but by the seeds that we plant".*

*Robert Louis Stevenson*

## Energy, Mass and Speed of Light Theories ...

### Understanding Risk Management

Do you still remember all the formulae that we learnt at varsity or college to calculate the above engineering and scientific specifics? We may say that in the same way as Einstein's Theory of Relativity (for example) has been adapted to account for real-life constraints, so some of the pioneering concepts of modern lift and escalator portfolio management theory may be generalized to account for an imperfect South African economy and changing market pressures.

We need to take a fresh new look at what our clients require within these changing economic circumstances so as to give them the best cost-effective fitness-for-use new and upgrade equipment. Our risk assessments under SANS 50081-80 take on a new meaning with the aging lift and escalator portfolios since it gives us the technical ability to weight the risks encountered through the SANS 14798 protocol by suggesting say a 5-year

forward budget plan that suits the client's pocket. This places a new focus on risk assessment as a *tool* to manage any lift portfolio so as to be more regulatory and standard's compliant.

Upgrade packages have of late diminished in cost for the effective material value received, basically because of the

custom-built nature of these packages which are supplied as turn-key engineered units. It is also more frequently becoming apparent that total new equipment can be obtained at say within 10 to 15% of the suggested upgrade cost. It goes without saying that '*total-new*' is then the way to go, especially when this aged equipment is DC driven.

The GIAMA Act of October 2005 is utilized by many building owners because it covers the main facilities disciplines of their buildings and plant, where annual risk assessments are carried out on the 5 disciplines controlled by the OHSAct, namely *boilers; electrical reticulation; air conditioning; fire, access and security; lifts & escalators*. This results in our *lift* risk assessments and *suggested corrective action* having to compete against the other 4 disciplines that require attention within the same building, so we need to ameliorate and align our '*wish-list*' more with the client's '*can-afford*' ability, without compromising the safety and efficiency of the installation.



## THOUGHTS TO PONDER ON ...

As a final departing message from the editorial staff, we visit a few truisms as contemplation for the future, of the salient facts ...

### Looking Pre-emptively to the Future

Business in general has always concerned themselves with the scientific analysis of facts, systematizing them and then releasing these facts in Management Reports to underline their achievement. But *facts* are by definition in the *past*. We as RLI's need to look forward as a critical survival mechanism, or join the ranks of the '*has-beens*'.

### Sosio-ekonomiese Kwesbaarheid van GHI's

Die sosio-ekonomiese kwesbaarheid van die ouer garde van geregistreerde hyser inspekteurs (GHI) het na vore gekom met die voorgestelde SANAS akkreditasie van GHI's voor **1 Desember 2012**. Dit dui daarop dat die voorgestelde kostes van R33 000 akkreditasie-fooi en R13 000 jaarlikse subskripsiefooi net een te veel gaan wees vir dié manne oor 63 wat reeds voorlopig afgetree het maar steeds poog om as GHI's te oorleef. Terselfde tyd bestaan 90% van alle huidige hyserindustrie komitees uit hierdie manne wat so kosteloos hul dienste aanbied uit hul liefde vir die Hyser Industrie. Winston Churchill het een keer gepraat van "*a bridge too far*" in sy oorlogsvoering repliek. Dieselfde skyn nou ons voorland te wees.

Die komplekse houding tussen GHI's en die Ingenieursraad gaan nou nog meer gekompliseer word met die beoogde SANAS akkreditasie, waar ons nou

'geakrediteer' moet word om te doen wat ons reeds die afgelope 25 jaar of meer doen. Volgehoue professionele ontwikkeling soos deur die Ingenieurs Professionele Wet No.46 van 2000 aanhangig gemaak is, gaan saam met die beoogde SANAS net te veel wees vir die *crème de la crème* van die erkende hyser gurus. Die soeklig het nou geval op hoe die Departement van Arbeid dit gaan deervoer in 2012, veral wil ons weet hoe hulle die uittrede van genoemde gurus gaan keer ... *dit kom van krap waar nie jeuk nie!*

### Mediocrity and Apathy

A major LIASA membership concern has always been the mediocrity and apathy of our younger RLI members to stand up and be counted in the works committees. When the gurus presently leading most of the industry committees withdraw their tenure next year, possibly because of the proposed SANAS accreditation, who will then fight your battles? This points to an immediate risk that has to be challenged and overcome. The younger RLI's need to face reality and assist in building towards something with a lasting effect, despite the transitory negativity anticipated through the proposed SANAS accreditation. To survive, these RLI's must be acutely aware of the socio-political environmental problems, governance issues, and the need for stronger developmental growth.

*They must WANT to make a difference ...*

*Only then can they be empowered to take ownership and achieve positive results to the benefit of LIASA!*

### LIASA FINANCIAL CONTROL

LIASA members are reminded that the LIASA's Articles of Association require annual external auditing of the LIASA fiscus as a first requisite. This has been carried out over the past decade or so by Déirdre Layzell & Associates (DLA), to ensure that LIASA comply with the SARS requirements for non-profit organizations. As a recognized and accredited ECSA association, a copy of this report has to be sent to Administration Manager Johan Pienaar, annually in order to likewise be transparent.

The Association therefore owes LIASA treasurer David Kleinhans and assistant national secretary Bonnie Peden a vote of thanks for the way in which they have kept a watchful eye over the LIASA finances. SARS require that DLA audit the internal financial controls and processes of LIASA annually, achieved through an unrestricted access to these financial records. Whereas Bonnie receives a small honorarium each month, David has carried out his duties *honoris causa*, at no cost to LIASA. This applies equally to Dr Theo Kleinhans whose tenure of office as National Executive Secretary now comes to an end after over a decade, having already served 3 years as National Executive Chairman in the late 90's.

*So mote it be!*

#### EDUCOM COMMUNICATIONS

**LIASA's contact logistics where you speak to**

**Bonnie or Theo is:**

**Office: (011) 432-1027**

**Telefax: (011) 432-0235**

**E-Mail: [liasa@zmail.co.za](mailto:liasa@zmail.co.za)**

**PO Box 899, Southdale, 2135**

**Please forward us your newsworthy articles and photos for dissemination to all our colleagues around the RSA.**

**Articles contributed to Educom are evaluated by ECSA as CPD, assisting you to achieve your minimum 5 points per year, averaged out over 5-year rolling periods. Remember that ...**

**« Ignorance of FACT is no excuse. »**