




LIFT & 電梯快訊

ESCALATOR NEWSLETTER

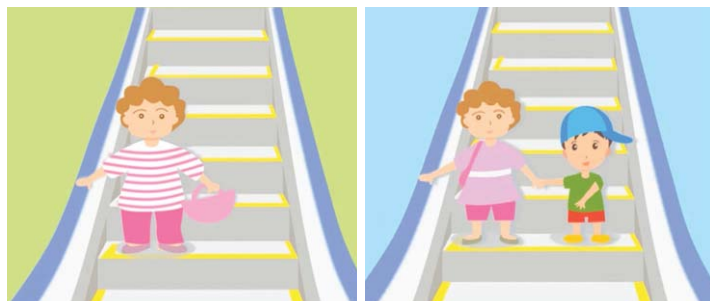
Editor's Notes

Greetings to all and welcome to the inaugural issue of the Lift and Escalator Newsletter. This Newsletter is published with the aim of offering an alternative channel for enhancing communication and information exchanges between the Electrical and Mechanical Services Department (EMSD) and the trade, responsible persons, as well as the public. It is expected to be issued on a yearly or half-yearly basis. The Feature Article and News-in-Brief columns of each issue will cover the hot topics of the time related to lifts and escalators, release the latest news, and make appeals for matters of significance. In this issue's Feature Article column, we discuss why one should "hold the handrail and stand still" when using escalators, and reveal the dangers that lift and escalator workers frequently encounter at work. The News-in-Brief column, on the other hand, serves to remind registered workers to prepare for application for renewal of registration, and to address public misconceptions about "lift plunge" as well. Also, this issue will feature the new "Quality Lift Service Recognition Scheme" and the maintenance contract price figures for lifts at private premises, which are available on the Responsible Persons' Corner web page. 

Feature Article Safe Use of Escalators

Hold the Handrail and Stand Still to Avoid Accidents

In Hong Kong, escalators have become part of our daily lives. Most of our citizens often use them to travel between floors within a building. Escalator safety is indeed very important to all. To ensure escalator safety and reduce the occurrence of incidents, appropriate maintenance and periodic inspection are indispensable, but proper use of escalators by passengers is equally important. According to the recent reported incident statistics compiled by EMSD (see the table below), over 90% of the total number of reported escalator incidents were caused by passenger behaviours. This shows that passenger behaviours in using escalators are indeed worthy of attention.



Escalator Incident Records

Main Cause of Incidents	Number of Incidents				
	2011 (June to December)	2012	2013	2014	2015 (January to September)
Passenger Behaviours ^{#1}	822	1486	1383	1530	1195
Equipment Fault	7	8	3	0	5
External Factors ^{#2}	19	44	30	109	78

#1: Examples of incidents caused by passenger behaviours:

- Falling by loss of balance when walking on an escalator
- Toes trapped in the gap between the skirting and the step

#2: Examples of incidents caused by external factors:

- Passenger injuries due to foreign objects, e.g. tiny metallic objects, shoes, pram wheels, trolley wheels, etc., wedged in the space between the step and the combplate, thereby triggering the safety devices which causes sudden stop of escalator operation.

So what exactly is the correct way to use escalators? In particular, should passengers walk on escalators? People of Hong Kong have been holding different views on this issue which has even become a hot topic in the media recently. Some people think that, to match the rapid pace of life in Hong Kong, passengers should follow the conventional and long-established practice of "walking on the left and standing on the right"

when travelling on escalators. Those who wish to stand should take the right side, leaving a passage on the left side for passengers who choose to walk. On the other hand, some support putting safety first. For their own safety and the safety of other passengers, passengers should "stand still", stand firm and hold the handrail tightly when travelling on escalators. Do not walk on escalators to avoid accidents.

In fact, there are diverse views in different parts of the world. For example, regarding whether passengers should walk on escalators, both the railway departments of Britain and France advocate "walking on the left and standing on the right"; their counterpart in Singapore calls for "walking on the right and standing on the left"; while the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China and the Technical Standards & Safety Authority of Ontario, Canada promote "standing still". It can be seen that the views are indeed diverse in local and international communities on whether or not to "walk on the left and stand on the right", "walk on the right and stand on the left" or "stand still" when travelling on escalators.

As the regulatory department responsible for escalator safety in Hong Kong, EMSD considers that the safety of passengers should be accorded top priority when using escalators. As the rise of escalator steps is generally higher than that of staircase steps and it changes during escalator operation, passengers are more prone to trip when walking on escalators, thus causing accidents. On the other hand, passengers walking on

escalators tend not to hold the handrail tightly because they are walking. They will not only face a higher risk of accidents but will also endanger other escalator users, especially when the escalators stop suddenly in case of emergency. The passengers walking on escalators will be prone to fall by loss of balance and may bump into other passengers, thus causing more serious incidents.

Moreover, if there are not many passengers walking on an escalator, "walking on the left and standing on the right" will leave the left side of the passage idle while the right side is fully occupied. If the left side of the escalator is to be kept clear even during peak hours, then passengers who choose not to walk on it will have to wait for a longer time. Besides, if the passengers choose differently, they will need to cut lanes before entering the escalator, thus creating a bottleneck and reducing the carrying capacity of the escalator. Furthermore, given that an escalator is generally some ten metres long, the time saved by walking on the escalator as compared to "standing still" is very limited (normally by seconds only). Therefore, having regard to the above considerations, EMSD has been respecting differences of public views and also appealing earnestly to passengers to "stand still", stand firm and hold the handrail tightly when travelling on escalators. Do not walk on escalators to avoid accidents. EMSD has been promoting the message of "standing firm and holding the handrail tightly when travelling on escalators" on television and radio since as early as in 2007, and it is still in use now.

Although "walking on the left and standing on the right" or "walking on the right and standing on the left" is a consensus shared by many countries in the world in using escalators, the situation has been changing gradually. For safety considerations, the railway department of Japan has recently changed the practice of "walking on the left and standing on the right" by stating clearly that instead of walking on escalators, citizens should stand firm on either side. The Washington Post quoted earlier from The Yomiuri Shimbun that 51 railway operators and airport-related companies in Japan had banded together to support the "no-walk campaign". A public relations official at the East Japan Railway Company said that the number of accidents did decrease after the roll-out of the campaign. In fact, earlier this year, the Japan Elevator Association promoted on its

website the practice of standing firm and no walking, and warned the public that loss of balance on escalators might lead to serious accidents or even death.

Back in Hong Kong, EMSD will continue its efforts through various channels such as guidelines on the safe use of escalators, promotional videos and publications, seminars and carnivals, in promoting and educating members of the public the message of "standing still", standing firm and holding the handrail tightly when travelling on escalators, as well as the importance of refraining from walking on escalators to avoid accidents. It is hoped that, when travelling on escalators, users should be considerate and take care for their own safety and the safety of other passengers. Let's stop and think. "Standing still" on escalators may only take you just a little bit more time, but it can ensure the safety of your own and other passengers, so why not do so?

Finally, apart from "standing still" and holding the handrail tightly, we urge the public to take note of the following points when using escalators (the promotional video concerned has been uploaded onto EMSD's website: http://www.emsd.gov.hk/filemanager/video/en/upload/34/Safe_Use_Escalators_en.mp4 for viewing):



- (1) Keep trolleys, prams, bicycles or wheelchairs off escalators;
- (2) People with mobility problems or carrying large items are advised to use lifts;
- (3) Children should be accompanied by adults when using escalators;
- (4) When using escalators (especially when wearing rubber-soled canvas shoes, open-toe footwear such as slippers or sandals), keep your feet away from the gaps between the steps or those between the skirt panels and steps. Also keep clear of the deflectors to avoid getting your shoes or feet trapped;
- (5) Keep your feet away from the skirt panels or yellow stripes;
- (6) Lift your foot when stepping on and off an escalator to avoid losing balance and getting the front of your shoes trapped. ➡

News-in-Brief

Misconceptions about "Lift Plunge"

We may occasionally read reports of "lift plunge" in newspapers. In fact, the so-called "lift plunge" is mostly the passengers' misconceptions and false impressions. When there is a lift failure, the self-monitoring system of the lift will automatically stop the travelling lift to prevent accidents. The passengers may momentarily have a feeling of weight change as their inertia is suppressed abruptly by the lift stoppage. Besides, some lifts will automatically travel to the designated floor to release passengers after the fault is confirmed to be cleared. If the lift is travelling downward, the floor indicator will display the floor number continuously jumping from the higher floor level to the lower floor level, the whole course of which may easily be mistaken by passengers as a "lift plunge".

To allay public concerns about "lift plunge", EMSD has produced a publicity video to explain why the lift stoppage may cause the false impression of a "lift plunge". The publicity video will also introduce the procedures for handling lift and escalator incidents and the proper ways of using lifts and escalators. To view the above-mentioned publicity video, please visit the web page of EMSD (http://www.emsd.gov.hk/filemanager/video/en/upload/39/Miscnptns_Lift_Plunge_en720.mp4). ➡



Renewal Applications of Registered Workers

The Lifts and Escalators Ordinance stipulates that registered lift/escalator contractors, engineers and workers shall renew their registration every five years to ensure that they continue to meet the registration requirements. The first batch of registered workers who are required to apply for renewal will have their registration expired on 16 December 2017.

Applicants must have at least one year of relevant working experience obtained within the five-year period before the renewal of registration and have completed at least 30 hours of relevant training during the above-mentioned period. For details of the requirements for renewal of registration, please refer to the leaflet "How To Apply – Registered Worker" (http://www.emsd.gov.hk/en/lifts_and_escalators_safety/how_to_apply/index.html) (Only Chinese version is available). ➡



Quality Lift Service Recognition Scheme

To encourage the responsible persons for lifts to enhance the level of safety of their lifts through modernization and strengthen their capabilities in managing their lifts, EMSD launched a new scheme named "Quality Lift Service Recognition Scheme" in October 2015. This is a voluntary lift service recognition scheme targeting at the responsible persons for lifts of private buildings (including property management companies). Qualified applicants will be presented with a certificate with relevant rating in recognition of their achievements in lift modernization as well as their dedication to continuous provision of quality lift management service. The assessment is based on three criteria:

- The extent of implementation of the seven lift modernization solutions for aged lifts
 - The standard of lift management of the responsible persons
 - The suspension time of lift operation due to equipment failure
- Applicants should submit their application forms on or before the deadline (31 December 2015). For further details of the scheme and to download the application form, please visit the following website: http://www.emsd.gov.hk/en/lifts_and_escalators_safety/leo_intrdctn/quality_lift_service_recognition_scheme/index.html (Only Chinese version is available). ➡



Feature Article

Safety in Lift/Escalator Works

There have been a number of serious industrial accidents related to lifts in Hong Kong in the recent past. Most of these industrial accidents occurred at lift shafts or construction sites. Workers often overlook the safety rules due to tight schedule or for the sake of temporary convenience, resulting in accidents. The following cases are precisely caused by the failure on the part of the workers to conduct risk assessments or comply with the safety rules.

Case 1

In October 2014, a fatal accident happened at a hospital expansion construction site in Causeway Bay. A 44-year-old senior artisan was caught in the accident where he could not escape in time and got stuck between a lift and an iron frame. The accident occurred when the lift suddenly dropped as he was climbing along the iron frame from the pit of one passenger lift to another after examining the former's emergency stop. He was freed after firefighters arrived and sawed off the iron frame, but was unfortunately certified dead upon arrival at the hospital. He was survived by his wife and two young children.

Case 2

In March 2015, there was an industrial accident at an industrial building in Tseung Kwan O which claimed the life of a 59-year-old construction worker. In demolishing the structural walls of the shaft of an abandoned lift, the worker mistook a steel rope of the counterweight for a steel bar of the lift well and severed it, sending the counterweight to collapse and hit him. He was certified dead at the hospital.

Case 3

In May 2012 at a commercial building in Central, five workers were replacing an overspeed governor rope measuring about 500m in length and 12mm in diameter. Three of them were standing at the shaft five metres below the lift, connecting the new rope with the old one using a rope clamp, and pulling the rope to ascend slowly. In the process, the rope clamp was suspected to have loosened suddenly and led to the fall of the rope which hit the three workers who did not manage to escape in time. One of them was hit on the head with his safety hat shattered. He suffered a serious head injury and went into a coma, while the two workers by his side sustained minor injuries to their limbs.

Case 4

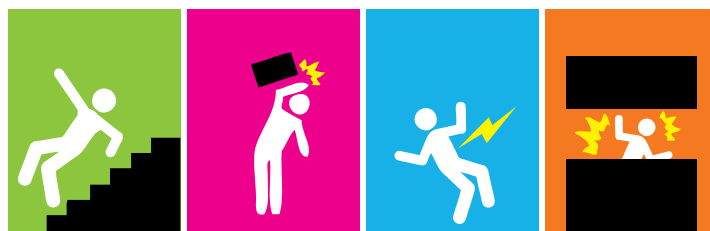
In March 2014 at a residential building in To Kwa Wan, a worker failed to turn off the relevant switches when maintaining a lift and got into an accident as the lift was accidentally activated. His right hand was trapped



Lift and Escalator Work Safety Improvement Case/Proposal Competition 2014/2015

under a suddenly-activated sheave and was severely cut by the steel ropes. Four fingers of his right hand were critically injured. He was sent to the hospital for more than five hours of emergency treatment, but the surgery was unsuccessful and his right hand had to be amputated.

Apart from the cases above, we hope everyone will pay attention to the following work hazards that are also frequently encountered by lift and escalator workers.



Falling over

Being hit

Electric shock

Being trapped under something

To facilitate the trade to enhance lift/escalator work safety and to offer improvement solutions, EMSD organised the "Lift and Escalator Work Safety Improvement Case/Proposal Competition 2014/2015" from the fourth quarter of 2014 to the first quarter of 2015 in collaboration with the Labour Department, Construction Industry Council, Occupational Safety and Health Council, Vocational Training Council, The Lift & Escalator Contractors Association, The Registered Elevator and Escalator Contractors Association, The Hong Kong General Union of Lift and Escalator Employees, and the International Association of Elevator Engineers (HK-China Branch). This also served as an opportunity for members of the trade to exchange views and learn from one another. After rounds of adjudication, the results are as follows:



Holake Hong Kong Lifts Ltd



Schindler Lifts (HK) Ltd



Chevalier (HK) Ltd



Otis Elevator Co (HK) Ltd

	Company/Team	Improvement Case/Proposal
Champion	Holake Hong Kong Lifts Ltd	The Ultimate Maintenance Tool for Steel Ropes
First Runner-up	Schindler Lifts (HK) Ltd	Easy Kit for Rope Navigation
Second Runner-up	Chevalier (HK) Ltd	Lift Braking Distance Measurement Device
Third Runner-up	Otis Elevator Co (HK) Ltd	Two-level Working Platform for Scaffoldless Lift Installation
Best Performance	Holake Hong Kong Lifts Ltd	The Ultimate Maintenance Tool for Steel Ropes
Merit Awards	Mitsubishi Elevator HK Co Ltd	Use of tablets in worksite safety inspection and training
	Schindler Lifts (HK) Ltd	Safety Net
	Schindler Lifts (HK) Ltd	Modular Escalator Safety Fences
	ThyssenKrupp Elevator (HK) Limited	Reinforced Temporary Fences

Details of the winning cases are available on EMSD's website at http://www.emsd.gov.hk/en/lifts_and_escalators_safety/information_for_the_registered_workers/lift_and_escalator_work_safety_competition/2014_15/index.html



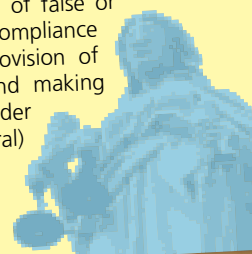
News-in-Brief

Prosecutions and Disciplinary Proceedings

The number of prosecutions and disciplinary proceedings initiated under the Lifts and Escalators Ordinance (Cap. 618) (the Ordinance) as at 30 September 2015 since its implementation on 17 December 2012 are tabulated below:

	Prosecutions (number of cases/charges)	Disciplinary Proceedings (number of cases)
Registered Lift and Escalator Contractors	7/20	1
Registered Lift and Escalator Engineers	3/5	1
Registered Lift and Escalator Workers	4/7	0
Responsible Persons for Lifts and Escalators	1/1	-

Among the prosecutions and disciplinary proceedings, cases involving the failure of registered lift and escalator contractors, engineers and workers to ensure that the works were carried out properly and safely with adequate safety measures were the most common, followed by cases related to the submission of false or misleading documents and non-compliance with the requirements for the provision of information, giving notification and making log-book entries as stipulated under the Lifts and Escalators (General) Regulation. ➡



Duties of Registered Lift and Escalator Workers under Lifts and Escalators Ordinance (Cap. 618)

The Lifts and Escalators Ordinance (Cap. 618) (the Ordinance) has come into force since 17 December 2012, which introduced a registration system for lift and escalator workers to recognise their professional competence.



To help the registered workers clearly understand their duties under the Ordinance and the Code of Practice for Lift Works and Escalator Works, EMSD has published the booklet "General Duties of Registered Lift and Escalator Workers" and produced some relevant APIs for their reference. The Department has also requested that the registered contractors arrange

briefing sessions for their registered workers to ensure their understanding of the relevant requirements. To read the booklet and watch the APIs, registered workers may browse the web page of EMSD (http://www.emsd.gov.hk/en/lifts_and_escalators_safety/information_for_the_registered_workers/index.html) (Only Chinese version is available). ➡



Maintenance Contract Price Figures for Lifts at Private Premises

To help provide responsible persons for lifts with the relevant maintenance price figures for reference when hiring registered lift contractors for provision of lift maintenance services, EMSD has announced on its website's Responsible Persons' Corner since November 2014 and May 2015 the average monthly maintenance contract price figures for lifts at private residential premises and private commercial premises respectively. The figures, collected from sampling surveys, are updated every six months. The last update was made on 30 November 2015. Please browse the following EMSD web pages to check the relevant price figures:

Maintenance Price Figures for Lifts at Private Residential Premises:

http://www.emsd.gov.hk/en/lifts_and_escalators_safety/responsible_persons_corner/maintenance_price_figures_for_lifts_at_private_res/index.html



Maintenance Price Figures for Lifts at Private Commercial Premises:

http://www.emsd.gov.hk/en/lifts_and_escalators_safety/responsible_persons_corner/maintenance_price_figures_for_lifts_at_private_com/index.html



Responsible persons for lifts should consider if the maintenance price is commensurate with the services specified in the maintenance contract. If in doubt, they may ask the registered lift contractor for relevant information regarding the calculation of maintenance price, e.g. the fee for each service item covered by the maintenance contract for further consideration. Moreover, in choosing registered lift contractors, responsible persons for lifts are encouraged to also consider the relevant reference materials published in the Responsible Persons' Corner in addition to the price factor. ➡

Feedback

Your comments and suggestions, whether on editorial style or contents, are most welcome. Tell us how we can improve and make the Lift and Escalator Newsletter a truly informative and interesting publication for you. The Lift and Escalator Newsletter is available on our website at <http://www.emsd.gov.hk>. Please contact us should you need a printed copy.

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