



LIFT & 電梯快訊 ESCALATOR NEWSLETTER

Editor's Notes

Greetings to all! Since its debut, the Lift and Escalator Newsletter has been overwhelmingly received across different sectors. This is such an encouragement and here we would like to express our heartfelt gratitude for your support. Same as last issue, we have much to offer in this latest issue with our Feature Article and News-in-Brief sections. Feature Article focuses on the Technical Investigation Report on Escalator Incident at Langham Place, Guidelines for Modernising Existing Escalators, Lift and Escalator Work Safety Improvement Case/Proposal Competition 2016/17, as well as the impacts of voltage dips on lifts and their mitigation solutions. News-in-Brief features registration renewal for registered contractors, registered engineers and registered workers; recent prosecution and disciplinary cases; maintenance, examination, repair and replacement of traction machine components and braking systems of lifts; points to note for retrofitting of air-conditioners on existing lifts; provision of spare parts for repair and maintenance of lifts and escalators; phasing out of the transitional arrangements in respect of qualification requirements for registered engineers and registered workers; integrated arrangements for Construction Workers Registration Cards; as well as lift modernisation works. We hope you will continue to support the Lift and Escalator Newsletter and offer your valuable opinions and suggestions, so that we can keep on improving ourselves and provide more useful and interesting information about lifts and escalators for you. 🔄



Feature Article

Technical Investigation Report on Escalator Incident at Langham Place

In this era of modernisation, escalators as a daily mode of transport are found all over the territory and the safety of escalators has been an issue of public concern. On 25 March 2017, an accident occurred at a high rise escalator at Langham Place in Mong Kok. The escalator suddenly stopped and then operated in the opposite direction, causing injuries to 18 passengers, three of whom were hospitalised. What happened to the escalator? Will there be a recurrence of similar situation? The incident has aroused grave public concern over the use of escalators. Therefore, this issue of the Newsletter takes you close up to the findings of the investigation report.

On 9 June 2017, the Electrical and Mechanical Services Department (EMSD) held a briefing session in respect of the investigation report on the escalator incident. Investigation results revealed that the main drive chain of the escalator was broken at the time of the incident. The broken drive chain device (BCD), which monitors the drive chain operation, failed to actuate the auxiliary brake to stop the escalator. Although the escalator was not overloaded at that time, the escalator reversed downwards due to the weight of passengers and the loss of driving

force. An examination of the main drive chain by independent experts engaged by EMSD verified that breakage of the chain was caused by metal fatigue. Experts also found sticky grease formed from lubricating oil and dust accumulated in the mechanical parts of the BCD, affecting the moving mechanism of the guide shoe within the device. In addition, one of the two compression springs in the BCD had been locked by a lock nut before the incident so that the spring force acting on the shoe was reduced by about half, which finally led to failure of the guide shoe to extend downwards and activate the auxiliary brake.

The EMSD attaches great importance to the safety of escalators. Following the incident, EMSD has implemented the following measures to further protect escalator safety in Hong Kong:

- After the incident, EMSD immediately requested registered escalator contractors to conduct special inspections on all the 64 escalators with a vertical rise of 15 metres or above in Hong Kong to ensure their safety. These inspections were completed on 31 March 2017. All the escalators were confirmed to be in normal and safe working condition.
- The EMSD requested the manufacturer and maintenance contractor of the escalator involved in the incident to conduct special inspections on all its escalators in Hong Kong. These inspections were completed on 29 April 2017, in which the main drive chain of one escalator was found to have excessive elongation that slightly exceeded the replacement criterion recommended by the manufacturer. This escalator resumed normal operation after replacement of the main drive chain and inspection.

Technical Investigation Report on
Escalator Incident at Langham Place,
Mong Kok, Kowloon

九龍旺角
朗豪坊自動梯事故
技術調查報告

Date of Incident: 25 March 2017
報告日期: 2017年3月25日

English Version
英文版

機電工程署 EMSD
Issued Date: 9 June 2017
出版日期: 2017年6月9日

Technical Investigation Report
on Escalator Incident
at Langham Place



[http://www.emsd.gov.hk/filemanager/en/content_794/Langham_Technical_Investigation_Report\(Eng\).pdf](http://www.emsd.gov.hk/filemanager/en/content_794/Langham_Technical_Investigation_Report(Eng).pdf)



- On 7 April 2017, EMSD issued a circular (Circular No. 8/2017) to all registered escalator contractors and registered escalator engineers, urging them to abide strictly by the manufacturer's recommendations and the requirements of the Code of Practice for Lift Works and Escalator Works compiled by EMSD in carrying out the maintenance, inspection, adjustment and testing of the escalator components (including the main drive chain and the BCD) during their routine maintenance and periodic examination of escalators so as to ensure they are in good working condition.
- On 23 May 2017, maintenance guidelines were issued to the responsible persons (RPs) for those escalators with a vertical rise of 15 metres or above in Hong Kong, suggesting that the number of maintenance visits each month should be increased to more than the statutory requirement of once a month, and that contractors should be given sufficient time to carry out maintenance work and efforts should be stepped up to monitor the maintenance and examination carried out by contractors.
- To further monitor the working condition of the main drive chains, a circular (Circular No. 8/2017) was issued to all registered escalator contractors and/or registered escalator engineers on 29 May 2017, requesting them to submit the information on the technical and working condition of the main drive chains via an e-platform within one month after completion of installation, major alteration or periodic examination of escalators so as to ensure proper monitoring of the main drive chains.

Escalator safety



- The EMSD has stepped up spot checks on the maintenance work of escalator contractors across the territory. All escalators with a vertical rise of 15 metres or above will be examined during the year. Stringent enforcement will be taken if any irregularities are found.

Escalators in Hong Kong are fitted with a wide variety of sophisticated safety devices. As long as the stakeholders and RPs are dedicated to playing their part and comply strictly with the statutory requirements, the escalators in Hong Kong are definitely safe and everyone can use them at ease.

- RPs for escalators: properly manage escalators
- Registered escalator contractors, engineers and workers: carry out proper periodic maintenance and examination of escalators
- Escalator passengers: follow safety guidelines when using escalators (e.g. stand still and hold the handrail)
- EMSD: regulate the safety of escalators and educate the public on safe use of escalators



Feature Article

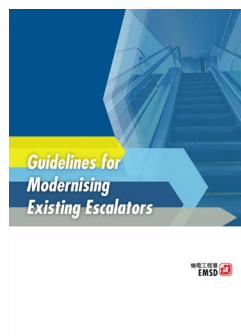
Guidelines for Modernising Existing Escalators



The EMSD issued Circular No. 12/2016 in September 2016 to recommend eight escalator modernisation items and request that registered escalator contractors conduct assessments on the escalators under their maintenance in order to propose feasible modernisation solutions to RPs for the escalators. Besides, EMSD issued the Guidelines for Modernising Existing Escalators in December 2016, which have been uploaded to the webpage of EMSD Responsible Persons' Corner for reference by RPs.

Why Modernising Existing Escalators?

Escalator is an important and daily mode of transport commonly found in building complexes, shopping malls, railway stations, airports and hotels, etc. Owing to heavy utilisation, wear and tear of the parts is inevitable. It is required by the Lifts and Escalators Ordinance (Cap. 618) that RPs (including escalator owners and those who have the management or control of escalators) should ensure their escalators are properly maintained. The escalators in Hong Kong are installed in different decades. Although they adopted the level of technology appropriate at the time of installation, there is room for improvement to make them safer, more reliable and comfortable with the rapid technology advancement in recent years. Having said that, with proper maintenance and periodic examination, the existing escalators are safe for use.



Guidelines for Modernising Existing Escalators

[http://www.emsd.gov.hk/filemanager/en/content_826/Guidelines%20for%20Modernising%20Existing%20Escalators%20\(E\).pdf](http://www.emsd.gov.hk/filemanager/en/content_826/Guidelines%20for%20Modernising%20Existing%20Escalators%20(E).pdf)



Purpose of Guidelines

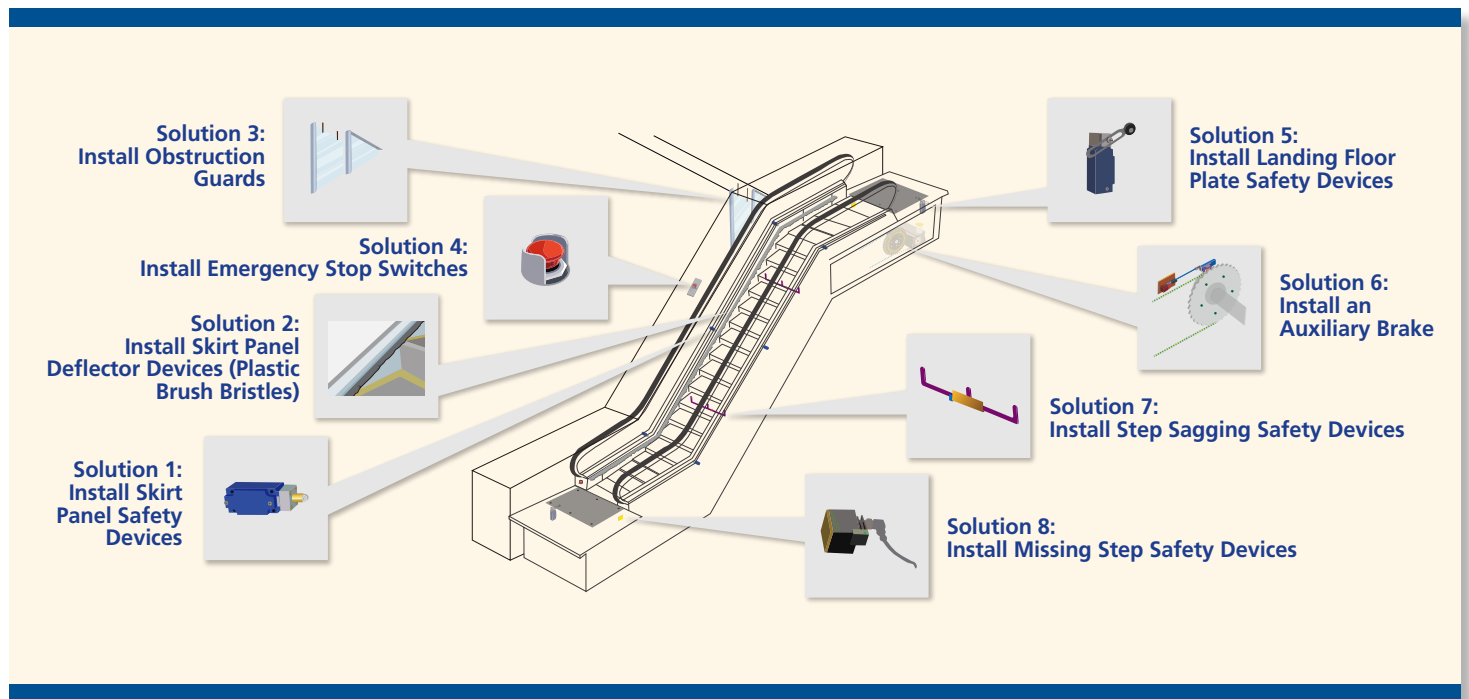
The Guidelines for Modernising Existing Escalators aim to help RPs for escalators implement enhancement and modernisation measures to enhance the safety standards of existing escalators so as to make them safer, more reliable and comfortable. RPs for escalators are recommended to adopt the enhancement solutions set out in the Guidelines. Should RPs decide to implement the enhancement measures, they may liaise with their engineering consultants or registered escalator contractors to review the technical feasibility of modernising the escalators. Before carrying out the enhancement works, RPs should consider factors such as space availability, technical feasibility and budget, and decide whether to replace major components of existing escalators or install new safety equipment. They may also consider total replacement of existing escalators to bring the escalators up to the prevalent safety standards.

Duties of RPs for Escalators

According to the Lifts and Escalators Ordinance (Cap. 618), RPs for escalators shall ensure that the escalators are kept in a proper state of repair and in safe working order. For maintenance works, RPs shall employ a registered escalator contractor to carry out periodic maintenance for the escalators at intervals not exceeding one month, and arrange for a registered escalator engineer to examine the escalators thoroughly at intervals not exceeding six months. Where major alteration or modernisation works are necessary, RPs shall employ a registered escalator contractor to carry out the works for their escalators. Upon completion of major alteration or modernisation works, RPs shall arrange for a registered escalator engineer to examine the escalators before they resume normal use and operation. Besides, resumption permits issued by EMSD shall be obtained before the escalators can be opened for use and operation.

Eight Solutions for Enhancing the Safety of Existing Escalators

Eight solutions have been identified with the greatest potential benefit for safety enhancement in existing escalators and they are elaborated as follows:



Solution 1: Install Skirt Panel Safety Devices

To prevent serious injury due to trapping between skirting and steps, skirt panel safety devices are recommended to be installed to stop the escalator automatically and maintain it stationary if any trapping of objects between skirting and steps is detected. Apart from installing skirt panel safety devices at the points of upper and lower transition from incline to horizontal, additional skirt panel safety devices should also be installed along the inclined section of the escalator.

Solution 2: Install Skirt Panel Deflector Devices (Plastic Brush Bristles)

To reduce the risk of passengers being trapped between skirting and steps, deflector devices in the form of plastic brush bristles suitably fixed along the skirting are recommended to be installed to protect passengers' feet and prevent loose clothing and foreign objects from possible trapping in the gap between skirting and steps.

Solution 3: Install Obstruction Guards

To reduce the risk of passengers' heads or upper limbs being trapped, obstruction guards are recommended to be installed at floor intersections, building obstacles and suitable locations along criss-cross escalators. In particular, a set of fixed guards and suspended guards should be placed at floor intersections and on criss-cross escalators. For vertical building obstacles, fixed guards should be installed. The positions of the obstruction guards should effectively prevent injuries to passengers.

Solution 4: Install Emergency Stop Switches

To stop the escalator automatically and maintain it stationary in case of emergency, emergency stop switches are recommended to be installed. Apart from placing emergency stop switches in conspicuous and easily accessible positions at or near to the upper and lower landings of the escalator, additional emergency stop switches should also be installed along the inclined section of the escalator with a rise above 12 metres.

Solution 5: Install Landing Floor Plate Safety Devices

To reduce the risk of passengers getting injured from falling into the machinery space under the landing floor plate due to dislocation of the plate, safety devices are recommended to be installed under the landing floor plates at the upper and lower landings of the escalator to stop the escalator if dislocation of any landing floor plate is detected.

Solution 6: Install an Auxiliary Brake

To prevent passengers from losing balance due to sudden acceleration or reversal movement of the escalator, an auxiliary brake is recommended to be installed to stop the escalator when the following abnormal situations are detected:


- before the speed exceeds 1.4 times the rated speed;
- when the steps change from the preset direction of motion; or
- if failure of the coupling of the operational brake and the driving wheels of the steps occurs.

For detecting such abnormalities mentioned above, unintended reversal monitoring switches, overspeed governors, broken step chain safety devices and broken drive chain safety devices should also be installed to stop the escalator when necessary.

Solution 7: Install Step Sagging Safety Devices

To reduce the risk of passengers being trapped due to step sagging, a safety device is recommended to be installed underneath the running steps to stop the escalator if sagging of any step is detected.

Solution 8: Install Missing Step Safety Devices

To prevent any serious trapping hazard to passengers that may be caused by missing steps, a safety device is recommended to be installed at each driving and return station to stop the escalator if any missing step is detected so as to prevent the missing step from emerging from the comb plate. 



Feature Article

Lift and Escalator Work Safety Improvement Case/Proposal Competition 2016/17



To enhance lift and escalator work safety, EMSD has over the years organised various types of competitions in collaboration with the trade and relevant organisations. The Lift and Escalator Work Safety Improvement Case/Proposal Competition 2016/17, organised by EMSD in association with the Labour Department, Construction Industry Council, Occupational Safety and Health Council, Vocational Training Council, The Lift and 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), was held between the fourth quarter of 2016 and the first quarter of 2017. The competition aimed to encourage the management, frontline staff, members or students of the relevant organisations to take the initiative to improve lift/escalator work safety and suggest improvement solutions, thereby offering an opportunity for members of the trade to exchange views and learn from one another and hence reducing the occurrence of incidents and accidents and protecting the safety of workers.

Thanks to the support of the trade, a total of 12 improvement case/proposal entries were received for this year's competition.

Four teams advanced to the finals held on 10 March this year and contended for the champion, first runner-up, second runner-up, third runner-up, and best performance. On the day of the finals, Mr SIT Wing-hang, Alfred, then Deputy Director/Regulatory Services of EMSD and the incumbent Director of Electrical and Mechanical Services, officiated at the kick-off ceremony and gave an opening address. Mr SIT hoped that the trade would develop a habit of proactively reviewing the established work procedures, suggesting work improvement proposals, and facilitating exchanges among trade members so as to enhance lift and escalator work safety to avoid accidents. In the finals, the four shortlisted teams went to great lengths to present their ideas to the guest adjudicators. Apart from PowerPoint presentations, the teams introduced their improvement proposals in such lively ways as putting on a drama performance, playing short video clips and using props. The audience had a great time watching their presentations.

After stages of adjudication, the judging panel selected the following improvement cases/proposals as the winning entries for this year's competition: 🏆

	Company/Team	Improvement Case/Proposal
Champion	Schindler Lifts (HK) Ltd	Lift Pit Horn
First Runner-up	Schindler Lifts (HK) Ltd	Signal Light and Buzzer for Escalators in Inspection Mode
Second Runner-up	Otis Elevator Co (HK) Ltd	Lift Pit Wireless Alarm for Moving Platforms
Third Runner-up	Hitachi Elevator Engineering Co (HK) Ltd	Portable Assembled Fall Arrest Railing for Lift Landing Doors
Best Performance	Schindler Lifts (HK) Ltd	Lift Pit Horn
Merit Awards	Mitsubishi Elevator HK Co Ltd Holake Hong Kong Lifts Ltd	Safety Experience Training Centre Expandable and Lockable Barrier



The winning proposals and video highlights of the finals cum award presentation have been uploaded to EMSD's webpage at http://www.emsd.gov.hk/tc/lifts_and_escalators_safety/information_for_the_registered_workers/lift_and_escalator_work_safety_competition/2016_17/index.html (available in Chinese only) for your viewing.



▲ Schindler Lifts (HK) Ltd present their entry "Lift Pit Horn"



▲ Schindler Lifts (HK) Ltd present their entry "Signal Light and Buzzer for Escalators in Inspection Mode"



▲ Otis Elevator Co (HK) Ltd present their entry "Lift Pit Wireless Alarm for Moving Platforms"



▲ Hitachi Elevator Engineering Co (HK) Ltd present their entry "Portable Assembled Fall Arrest Railing for Lift Landing Doors"



▲ Winning teams and guests pose for a group photo



Feature Article

Impacts of Voltage Dips on Lifts and Their Mitigation Solutions

Contributed by CLP Power Hong Kong Limited



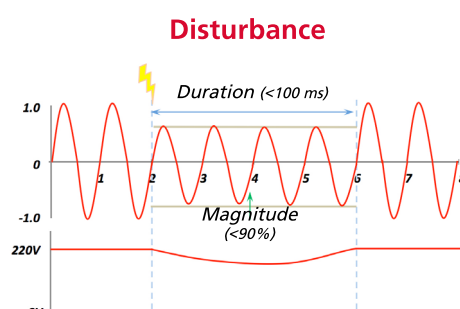
Background

Hong Kong's lift density is among the highest in the world. Over half of the city's population lives or works on the fifteenth floor or above and more than 60 000 lifts are being used on a daily basis. Lifts have become an indispensable vertical mode of transport in the modern society. Reliable lift services are not only essential to maintaining the normal operation of residential, commercial and public facilities, they also make our lives more comfortable and convenient. It is for these reasons that the safety and reliability of lifts have become an issue of great public concern.

You might have learned from news from time to time that voltage dips in electricity networks had caused some lifts to stop moving and passengers to be trapped, requiring the assistance of registered lift contractors or firemen. Here is an introduction of the causes of a voltage dip, how it affects lifts and some effective mitigation solutions and suggestions.

What Is a Voltage Dip?

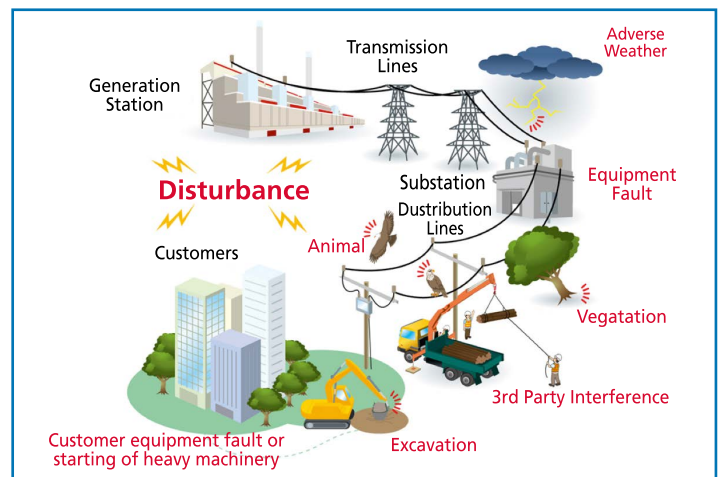
According to the internationally adopted definition (under European standard EN50160), a voltage dip occurs when the voltage drops to a level below 90% of standard power supply voltage. Most voltage dips last for less than 0.1 second before the standard power supply voltage is immediately restored. The power supply is not interrupted during a voltage dip.



Causes of a Voltage Dip

A voltage dip can be triggered by a variety of factors including external ones. For instance:

- Interference to outdoor power supply equipment from typhoons or lightning strokes;
- Interference to overhead transmission lines from overgrowth of trees;
- Damage to underground cables due to road excavation works; and
- Failure of electricity facilities, etc.



Voltage dips are inevitable and may occur at any electricity system around the world. However, power companies have been committed to enhancing the power quality and various measures have been taken, which include: installing lightning arresters on overhead transmission lines, conducting regular inspections of trenches, providing educational talks on cable protection for contractors undertaking excavation works, setting up vegetation management teams to regularly inspect and trim tree branches that might cause interference, and strengthening the monitoring and testing of the conditions of equipment.



Moreover, power companies would also provide technical support for clients and suggest solutions to mitigate the problem of voltage dip by, for example, installing a suitable device with "ride-through" capabilities.

Impacts of Voltage Dips on Lifts

Do all lifts suspend operation when a voltage dip occurs?

Studies find that whether a lift would suspend operation during a voltage dip depends on a number of factors including:

The extent and duration of the voltage dip;

The state of the lift when the voltage dip occurs;

- Status of movement – starting, ascending, descending, levelling, stationary
- Speed of movement – full speed, half speed, slow speed

The EMSD issued a circular in September 2009 with respect to the amendment of the Code of Practice on the Design and Construction of Lifts and Escalators, to which the following description of the "post-voltage-dip-operation" of lifts is added.

"Post-voltage-dip-operation" – The lift operation may stop, when a voltage dip occurs. A post-voltage-dip-operation means shall be provided to:

(a) send the car to a landing and open the car and landing doors to release the passengers, or

(b) resume the normal operation of the lift,

after the restoration of the normal power supply. The lift shall not restart, if further lift operation will lead to a dangerous situation.

- Carrying capacity – fully loaded, half loaded, unloaded
- Location – tunnel area, near landing

Whether the lift features the automatic post-voltage-dip-operation function.

In fact, following a voltage dip, most of the lifts would not be affected or could restart automatically and return to the ground floor or any suitable floor for passengers to exit. However, a voltage dip may trigger the activation of the safety protection system or lead to electronic equipment failure in some lifts. In this case, these lifts would stop operation and possibly trap the passengers inside.

Mitigation Solutions and Suggestions

The following suggested mitigation measures can reduce the risk of lifts being affected by a voltage dip:

The best way is for suitable provisions requiring that lifts feature the post-voltage-dip-operation function to be included in the procurement specifications when carrying out lift modernisation/renovation works.

Through regular inspection and maintenance, remove any defective machinery as soon as possible and replace any damaged lightning and overvoltage protection device.

Have display panels showing the real-time status of lift movement installed within lift cars. By doing so, passengers would be informed of the status of lift movement and thus stay calm when the lift suspends operation or restarts automatically. It is particularly important for the status of lift movement to be shown when the lift needs to move at a slow speed in the tunnel area (a cross-zone lift way without any specified landing doors) in order for it to resume operation. ➡

News -in- Brief

Registration Renewal for Registered Contractors, Registered Engineers and 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 registration of the first batch of registered lift/escalator contractors, engineers and workers will expire in December 2017.

Details of the requirements for registration renewal are available on the following websites:

Registered lift/escalator contractors

http://www.emsd.gov.hk/en/lifts_and_escalators_safety/how_to_apply/registered_contractor/index.html

(Available in English only)



Registered lift/escalator engineers

http://www.emsd.gov.hk/filemanager/en/content_814/How_to_Apply-Registered_Engineer.pdf

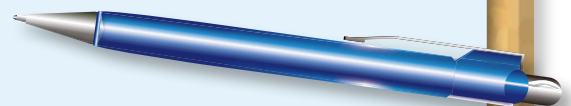


Registered lift/escalator workers

http://www.emsd.gov.hk/filemanager/en/content_814/How_to_Apply-Registered_Worker.pdf



(Available in Chinese only) ➡



Recent Prosecution and Disciplinary Cases

In March this year, the Disciplinary Board completed disciplinary hearings on the performance of a registered lift contractor and a registered lift engineer of the contractor. The Board decided that the contractor and the engineer shall be disciplined for misconduct and neglect that contravened the relevant sections of the Lifts and Escalators Ordinance (the Ordinance). The case revealed that the contractor committed two disciplinary offences, namely failure to notify EMSD seven days before the date on which a major alteration to a lift at a building was to commence, and failure to establish a work system to ensure that the lift works were carried out in accordance with the provisions of the Ordinance. Being

appointed to carry out lift works at the said building, the registered lift engineer committed an offence of failing to issue a safety certificate after the completion of the major alteration to the lift. The Board ordered the contractor and the engineer to pay a fine of \$60,000 and \$5,000 respectively. They were also ordered to pay the costs and expenses incurred in the proceedings totalling \$169,900.

Details of the case are available on the following website:

<http://www.info.gov.hk/gia/general/201706/02/P2017060200443.htm>. ➡



News **-in-** Brief

Maintenance, Examination, Repair and Replacement of Traction Machine Components of Lifts

We have recently investigated a number of notifiable lift incidents involving failures of traction machine components. In view of this, we have written to all registered lift contractors and registered lift engineers, urging them to step up maintenance, examination, repair and replacement of the relevant components (including the bolts connecting the worm gear and the flange of the traction sheave, the worm gear and the traction motor shaft) so as to ensure that they are in safe and good

working order. Technical information on the relevant components shall be obtained from lift manufacturers, where necessary, to prevent the recurrence of similar incidents. For details, please refer to Circular No. 1/2017 (http://www.emsd.gov.hk/filemanager/en/content_806/Circular%20No.%201_2017.pdf) issued by the Department on 16 January 2017. ➡



Maintenance, Examination, Repair and Replacement of Brake Systems of Lifts

As regards the recent lift incidents involving unintended lift car movement, they were found to be related to component failures of brake systems. In view of this, we have issued a circular to all registered lift contractors and registered lift engineers, urging them to step up maintenance, examination, adjustment, testing, repair and replacement of the relevant components so as to ensure that they are in safe and good working order. Technical information on the relevant components shall be obtained from lift manufacturers, where necessary, to prevent the recurrence of similar incidents. The circular

also reminds registered contractors and engineers to follow up on the risk assessments and precautionary measures as mentioned in Circular No. 14/2016 and provides RPs for lifts with feasible solutions for modernisation items recommended in the Guidelines for Modernising Existing Lifts as mentioned in Circular No. 19/2011. For details, please refer to Circular No. 9/2017 (http://www.emsd.gov.hk/filemanager/en/content_806/Circular%20No.%209_2017.pdf) issued by the Department on 2 June 2017. ➡



Retrofitting of Air-conditioners on Existing Lifts

We are concerned about the retrofitting of air-conditioners on existing lifts. Letters have been sent to all registered lift contractors and registered lift engineers to enable the industry and RPs for lifts to have a clearer and better understanding of the points to note for retrofitting of air-conditioners on existing lifts, such as whether the retrofitting of air-conditioners is considered as a "major alteration". The flowchart attached to the letter sets out

the relevant legislation and codes of practice that should be taken into consideration when planning the retrofitting of air-conditioners on existing lifts. For details, please refer to Circular No. 7/2017 (http://www.emsd.gov.hk/filemanager/en/content_806/Circular%20No.%207_2017.pdf) (Available in Chinese only) issued by the Department on 30 June 2017. ➡



Provision of Spare Parts for Repair and Maintenance of Lifts and Escalators

To promote competition in and healthy development of the lift and escalator maintenance industry, EMSD issued Circular No. 11/2017 ([http://www.emsd.gov.hk/filemanager/en/content_806/Circular%20No.%2011_2017%20\(Eng\).pdf](http://www.emsd.gov.hk/filemanager/en/content_806/Circular%20No.%2011_2017%20(Eng).pdf)) to all registered lift/escalator contractors on 30 June 2017. As pointed out in the circular, in Hong Kong, there are a number of lifts and escalators maintained by registered lift/escalator contractors who are not the original manufacturers of the equipment. From time to time, registered lift/escalator contractors may have the need to procure spare parts from the original manufacturers in order to carry out maintenance work. In such circumstances, original manufacturers are encouraged to supply the spare parts



on reasonable terms, of reasonable quality and in a timely manner. The circular also draws the attention of registered lift/escalator contractors to the Competition Ordinance (Cap. 619), which came into effect on 14 December 2015. The Competition Ordinance prohibits business conduct which has the object or effect of preventing, restricting or distorting competition in Hong Kong. Registered lift/escalator contractors are also reminded to follow the requirements under Clause 5.4.7(b) of the Code of Practice for Lift Works and Escalator Works that when carrying out repair or replacement works, spare parts of at least equivalent material, strength, and design should be used to maintain the lift or the escalator in good design and construction. ➡

News **-in-** Brief

Phasing out of the Transitional Arrangements in respect of Qualification Requirements of Registered Engineers and Registered Workers

At commencement of the Lifts and Escalators Ordinance, those qualifications contemporaneously recognised for registration of registered engineers and registered workers remained applicable so as to prevent any adverse impact on the livelihood of practising engineers/workers and to ensure the sufficiency of manpower in the trade to provide services. To strengthen the registration requirements and to match the gradual building up of the industry's capabilities, certain of these qualifications will be phased out, thereby enhancing the safety level of lifts and escalators. After consultations with the trade associations, worker unions and other stakeholders, the

proposal to phase out the transitional arrangements has been reported to the Legislative Council Panel on Development with details as follows:

- Repeal of higher diploma, higher certificate or equivalent for registered engineers in the first quarter of 2018;
- Repeal of recognition of sufficient experience and training by registered contractors for registered workers in the first quarter of 2018; and
- Repeal of registration for one or more, but not all, kinds of works for registered workers in the first quarter of 2023. ➡

New "Single-card-multiple-use" Arrangements for Construction Workers Registration Cards

Starting from 22 November 2017, the Construction Workers Registration Cards (CWR Cards) issued by the Construction Industry Council (CIC) will show other construction industry-related registration qualifications of cardholders according to their preference. For ordinances under the regulatory purview of EMSD, the following registration qualifications may be shown on the new CWR Cards:

- Registered gas installers as stipulated in the Gas Safety Ordinance (Cap. 51);
- Registered electrical workers as stipulated in the Electricity Ordinance (Cap. 406); and
- Registered lift workers/registered escalator workers as stipulated in the Lifts and Escalators Ordinance (Cap. 618).



▲ The front and back of the new CWR Card

Under the new arrangements, CWR Cards with registration information of EMSD are equivalent to the certificates currently issued by EMSD in accordance with the above-mentioned ordinances. The qualifications and effective dates of the registration of registered lift/escalator workers will be shown in codes on the CWR Cards issued by CIC.

Registration Status	Registration Class	Code on CWR Card
Registered lift worker	Class A + B + C	(E01abc)
Registered escalator worker	Class A + B + C	(E02abc)

Members of the public may access or verify the information on a CWR Card by the following means:

- Access the webpage of CIC's database by scanning the QR code on the CWR Card;
- Browse the website of CIC as shown on the CWR Card and then key in the registration number of the cardholder to search for the relevant information; or
- Call 1823 for information on registration qualifications under the regulatory purview of EMSD.

Cardholders of the new CWR cards are responsible for explaining to the public the new arrangements and the above-mentioned means of accessing or verifying information. If requested by the public to produce certificates currently issued by EMSD in accordance with the above-mentioned ordinances, cardholders are advised to produce the relevant certificates so as to start the works as soon as possible. ➡

Lift Modernisation Works

In last issue, the feature article on unintended movement of lift cars talked about lift modernisation works. With a better understanding among the public about the importance of modernisation works, it is believed that owners or owners' committees of many buildings have, after discussions, decided to modernise their lifts, so as to reduce the safety risk of the lifts. What the RPs for the lifts need to do next is to find suitable contractors for the works.

When negotiating with the contractors about lift modernisation works, whether the works are to be undertaken by registered contractors invited via public tender or by direct maintenance contractors, the scope and technical details of the works must be clearly specified. As this involves a large amount of technical data and engineering terminology, EMSD has

prepared a set of sample specifications for lift modernisation works for public reference, which highlights the seven most important solutions recommended for modernisation works.

For aged lifts assessed as being at high risk, EMSD has since September 2017 started sending letters to the relevant RPs, urging them to carry out modernisation works for the aged lifts of their buildings as soon as possible.

The specifications for lift modernisation works can be downloaded from the following webpage of EMSD:

[http://www.emsd.gov.hk/filemanager/en/content_826/Sample%20Specifications_Lift%20Modernisation\(Ver.201707\).pdf](http://www.emsd.gov.hk/filemanager/en/content_826/Sample%20Specifications_Lift%20Modernisation(Ver.201707).pdf)



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>.

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