

## **MEDIA RELEASE**

### **BCA encourages lift owners to modernise lifts**

**Singapore, 16 September 2016** – As part of its ongoing review of lift and escalator regulations in Singapore, BCA has been studying the existing lift stock and looking into possible recommendations to enhance the reliability and performance of lifts.

2 Over the past six months, BCA studied the various features installed in existing lifts and benchmarked them against international practices. Following the conclusion of the study, BCA recently convened an international panel of experts (IPE), which also included local experts and industry stakeholders, to review BCA's recommendations on the modernisation of existing lifts in Singapore. BCA also sought their input on key issues relating to lifts and escalators, including industry capability development and regulatory requirements.

#### **Modernisation of existing lifts in Singapore**

3. There are about 61,000 passenger lifts in Singapore, and this number will continue to increase. These lifts have been progressively installed over the years in accordance with prevailing codes and standards at the point of installation. Existing lifts, when properly used, maintained and inspected, will continue to be safe for operation. However, technological advancements may mean that some lifts are not equipped with the latest features. In this regard, there is scope to modernise such lifts and to bring them on par with newer lifts.

4. Modernisation of older lifts has been adopted in various countries in recent years to enhance their functionality. For example, Belgium and New York have implemented mandatory lift modernisation programmes that have received positive feedback, while Finland and Hong Kong have set guidelines for the voluntary modernisation of existing lifts.

5. BCA has carefully considered the various new technologies for enhanced reliability and performance and recommended a list of items for the modernisation of existing lifts in Singapore (see Annex for details). The recommended items are based on BCA's earlier consultation with the industry, and benchmarked against the Safety Norms for Existing Lifts (SNEL). BCA also took into consideration the observations from lift audit checks conducted by its lift engineers, as well as the findings from recent lift incidents in Singapore and abroad.

6. International and local experts supported BCA's plans to encourage the voluntary modernisation of existing lifts in Singapore. They also supported the list of items proposed by BCA. The experts noted that it would be a good practice to keep up with technological advancements and further improve lift reliability and performance.

7. Dr John Keung, CEO of BCA said, "BCA will be issuing an advisory to lift owners and the industry and we encourage all lift owners to consider lift modernisation to further improve the standard of existing lifts in Singapore."

8. Other key recommendations by BCA to uplift the lift and escalator industry that were discussed with the international and local experts, as well as industry stakeholders, include:

**a. Building up manpower capabilities**

BCA is looking into introducing a defined career progression pathway for both technicians and industry professionals to attract new entrants to the industry. Such a defined career pathway will provide clarity in their career progression and boost confidence about their prospects in the industry. BCA will also work with the relevant agencies and the industry to build up manpower capabilities to support the sector given the enhanced regulatory regime on maintenance of lifts and escalators. Currently, the BCA-Industry Joint Scholarship/Sponsorship provides funding support to students who are

looking to join the lift/escalator industry, as well as a competitive and progressive salary upon graduation.

**b. Benchmarking regulatory framework**

BCA will continue to benchmark local standards against the regulatory framework in overseas jurisdictions governing the design, installation, maintenance and periodic inspections of lifts and escalators.

**c. Preventive Maintenance and Remote Monitoring**

BCA is reviewing the possibility of implementing a structured methodology for preventive maintenance, and is also exploring remote monitoring and diagnostics, which can increase the productivity of maintenance works.

9. These plans will be further studied in consultation with the industry. Details will be provided when the plans are finalised.

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## Annex – List of proposed items for modernisation of existing lifts

S/N	Modernisation Items	Description	Remarks
1	Ascending car over speed protection (ACOP)	A traction drive lift shall be provided with ascending car overspeed protection, which includes speed monitoring and speed reducing elements to detect uncontrolled movement of the ascending lift car, and shall cause the lift car to stop or at least reduce its speed to that for which the counterweight buffer is designed.	Lifts certified to CP2:2000 and earlier versions
2	Unintended car movement protection (UCMP)	A traction drive lift shall be provided with a means to detect and stop unintended lift car movement away from the landing with the landing door not in the locked position and the lift car door not in the closed position, as a result of failure in any single component of the lift machine or drive system upon which the safe movement of the car depends, except failure of the suspension ropes and the traction sheave of the machine.	Lifts certified to SS550:2009 (before adoption of first amendment in 2014) and earlier versions
3	Slacken governor rope electrical safety device	Electrical safety device to detect the slackening of the governor rope, and which will initiate a stop of the lift car movement.	Lifts certified to CP2:1979 and earlier versions
4	Car apron	A smooth vertical part extending downwards from the sill lift car entrance. It is meant to avoid the risk of people at the lift landing falling into the lift shaft if the lift landing doors are opened when the lift car is stopped above the levelling position.	Lifts certified to CP2:2000 and earlier versions

S/N	Modernisation Items	Description	Remarks
5	Light curtains as a door protective device	Light curtains as a door protective device	For existing lifts which do not have these features
6	Electrical safety interlocking for multi-panel door	An interlocking switch for every lift door panel that ensures that where the lift door panel is open, the lift will stop moving immediately and remain in position.	For existing lifts which do not have these features
7	The telephone, intercom system or other communication device installed in the lift shall enable notification or direct communication with personnel who can activate emergency response	The telephone, intercom system or other communication device installed in the lift shall enable notification or direct communication with personnel who can activate emergency response	For existing lifts which do not have these features
8	Automatic rescue device (ARD) if there is no provision for standby generating power system	A battery-operated device which will bring the lift to the nearest landing and open both the lift landing and car doors in the event of power failure.	For existing lifts which do not have these features