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UK-BASED MAGAZINE WITH A GLOBAL OUTLOOK FOR THE LIFT AND ESCALATOR INDUSTRY

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Actively supporting the UK lift and escalator industry

Fujitec UK Making Waves!

In the past two years, Fujitec UK has experienced remarkable exponential growth within the UK lift industry, driven by strategic initiatives and a clear vision for success. The company has made significant investments in human capital by hiring key figures with extensive industry expertise, thereby bolstering its engineering team to enhance innovation and service delivery. This expansion has been complemented by a notable growth in the maintenance portfolio, allowing Fujitec UK to better serve its clients and ensure the longevity of their lift systems. By honing in on targeted areas of focus, including sustainability and advanced technology integration, Fujitec UK has successfully positioned itself as a leader in the market. The company's laser-focused approach to selecting projects has enabled it to tackle complex and high-value assignments, further solidifying its reputation for excellence and driving sustained growth in a competitive landscape.

A Major Milestone for Fujitec UK: 60 Gracechurch Street Project

We are thrilled to announce that we have been awarded the prestigious Technical Services Agreement contract for the design, supply, manufacture, and installation of the vertical transportation package for the highly anticipated 60 Gracechurch Street project in London.

This exciting project is not just another addition to our portfolio; it is a testament to our hard work, determination, and the trust that clients place in us. Owned by Obayashi Properties UK Ltd, the project is being developed in collaboration with Sellar Design & Development Ltd and a team of talented professionals who share our vision for cutting-edge design and functionality.

This architectural marvel, a 36-storey building, will feature an impressive 22 Fujitec lifts and 4 escalators, including the groundbreaking introduction of Double-Deck elevator groups in the UK and Europe! This innovative approach to vertical transportation is set to redefine the standards of efficiency and passenger experience within high-rise buildings.

This milestone not only highlights Fujitec UK's innovative capabilities but also reinforces our commitment to providing top-tier solutions in vertical transportation. It reflects our strategic growth and ambition to expand our presence in London and beyond, cementing our status as a leader in the industry.

As we embark on this remarkable journey, the project is on track for completion in early 2029, and we can hardly contain our excitement to see it come to fruition! The 60 Gracechurch Street project represents a significant leap forward for Fujitec UK, as we continue to push boundaries, explore new horizons, and elevate the standards of vertical transportation.

Exciting Highlights from Liftex 2025!

We were thrilled to raise awareness of Fujitec UK, highlighting our brand and showcasing the exciting new directions we are taking in the UK market. Our team were eager to engage with customers and partners, to discuss services we have to offer.
One of the undeniable highlights of the event was the presence of Darts Legend, James Wade, alongside our incredible Life-Sized Tecky! This interactive attraction truly stole the show, drawing crowds and creating a buzz that resonated throughout the two days.
Due to the success of the Liftex 2025 event, we are already keeping a keen eye on exhibiting at Liftex 2028!

Join us as we continue our journey toward a future filled with opportunities and groundbreaking advancements!

For any queries, please contact General@fujitec.co.uk or visit our website www.fujitec.co.uk

PAUL BURCHETT
OVERVIEW

For our July edition we are delighted to welcome Paul Burchett, Sales Director for Major Projects at Fujitec, looking back at LIFTEX and to the future.

What a fantastic couple of days it was at LIFTEX 2025! Fujitec UK had the honour of exhibiting for the first time, and the experience was nothing short of remarkable. From the moment the event kicked off, it was clear that this was going to be a standout occasion for our team and the entire lift industry.

LIFTEX served as the prime networking event in the UK Lift Industry, and we seized the opportunity to reconnect with valued industry colleagues while building new relationships that will undoubtedly contribute to our collective growth. The atmosphere was electric, filled with enthusiasm and energy as industry leaders gathered to share insights, innovations, and ideas. Have a look at the report and pictures from page 22.

One of the undeniable highlights of the event for us was the presence of Darts Legend, James Wade, who made countless new friends, though he didn't let anybody beat him! Getting people to visit your stand is all part of the planning process and what you do and give away is important - some of the psychology behind it is reviewed on page 24.

Industry collaboration is vital for future success for us all. Avire give their view on page 37, and Chaim Grunfeld from SimsinLifts asks if LIFTEX marked the beginning of a connected lift shake up on page 39.

The seminars at LIFTEX are always outstanding and there is a summary of three of them on page 27, while Rachel Smalley expands on her essential session which explored the critical role of evacuation lifts in modern building safety, vital for all lift industry professionals. Head to page 31.

Our industry is always moving forward and it was great to read on page 52 what Vince Arnold, the new President of CIBSE has planned for his time ahead. The establishment of the SoVT is particularly interesting - you can sign up to register interest via the link on page 51.

I am a co author (with Dave Cooper no less!) of the soon to be published CIBSE Guide D (Part 7 Lift Components & installation if you wanted to know) so will be speaking at the launch, just before the 16th Lift & Escalator Symposium. Details of how to sign up are on page 59, followed by the list of speakers and topics at the Symposium.

As we look back on LIFTEX 2025, we carry forward not only the connections made, and the knowledge gained but also the momentum that fuels our growth. The future is bright for the lift industry, and at Fujitec we are more excited than ever to continue our journey!

lift Industry News

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CALENDAR 2025

July 03 - 05

Lift City Expo
July 03-05

CAIRO, EGYPT

July 11 - 13

Elevators & Funiculars of the World
Second International Congress of Industrial Heritage
July 11-13

SANTIAGO, CHILE

September 23

CIBSE Guide D 2025 launch
September 23

KETTERING, UK

September 24 - 25

Lift & Escalator Symposium (LES)
September 24-25

KETTERING, UK

October 14 - 17

Interlift
October 14-17

NUREMBERG, GERMANY

November 19 - 20

elementalLONDON
November 19-20

LONDON, UK

November 19 - 21

GEE Global Elevator
November 19-21

MILAN, ITALY

December 02 - 04

ISE Africa
December 02-04

NAIROBI, KENYA

2026

February 10 - 12

Cairo Lifttech
February 10-12

CAIRO, EGYPT

April 14 - 16

Lift City Expo
April 14-16

RIYADH, SAUDI ARABIA

May 06 - 09

ELEVEX Konya 2026
May 6-9

KONYA, TURKEY

May 20 - 23

World Elevator & Escalator Expo
May 20-23

GUANGDONG, CHINA

September 21 - 23

The Elevator Show Dubai
September 21-23

DUBAI, UAE

October 20 - 22

Lift Expo Poland
October 20-22

WARSAW, POLAND

October 28 - 30

Lift Expo Italia
October 28-30

MILAN, ITALY

December 03 - 05

ISEE India
December 3-5

NEW DELHI, INDIA

POINT OF VIEW

Len Halsey is having an edition off so we invited Graham Barker to give his thoughts on the vital question: Is your Lift Compliant?

by Graham Barker

Those responsible for buildings – whether landlords, councils, facilities management companies or hospital engineers – have a legal duty to ensure the spaces they oversee are safe and compliant. But what does that really mean?

Having dedicated my entire career to the lift and escalator industry, I have complete confidence in my knowledge of the vertical transportation field. Therefore I understand the immense challenge faced by building owners and managers. They have the unenviable challenge of being knowledgeable in the whole range of regulations and requirements concerning a building, not just for lifts, but for every system within a building. From maintenance to inspection and testing, each system comes with its own regulatory requirements that may change as legislation evolves. It is a Herculean task, demanding both breadth and depth of knowledge across multiple disciplines.

This article aims to provide building managers with the essential knowledge to assist in managing their lift and escalator portfolio. Given the complexity and evolving nature of compliance requirements, a lift consultant can bring deep technical expertise and up-to-date regulatory insight, helping to ease the compliance burden and ensure that vertical transportation systems remain safe, efficient, and legally compliant.

Although this article is focused on UK requirements, it is likely to be applicable across the globe. Where formal regulations do not exist, applying this guidance as best practice will help ensure the safety of lift and escalator users.

MAINTENANCE

Lifts and escalators are complex pieces of electro-mechanical equipment with key elements that must be regularly adjusted and lubricated to ensure continued safe operation. The frequency of maintenance is dependent upon the usage load and the environment. Little-used equipment will need less frequent maintenance than that which operates in locations with high footfall or adverse environmental conditions, such as exposed external locations or in areas where vandalism and misuse is common.

It can be attractive for cost reduction reasons to reduce the frequency of maintenance visits. However, if not balanced correctly, this will likely lead to greater frequency of equipment breakdowns, as well as higher cost repairs when components fail, as they will often damage other associated components. There may also be a possible increase in delays to building users as repair times cannot be optimised to take place at a minimally obstructive time.

Your lift maintenance contractor or lift consultant will be able to assess the specific requirements of your lifts or escalators and recommend appropriate maintenance frequency.

MAINTENANCE CONTRACTS

While a maintenance contract for lifts and escalators is not required, it is more practical. Without one, building managers must arrange each visit individually, adding to their workload. A contract streamlines scheduling and ensures a provider is ready to respond quickly in the event of a breakdown.

Maintenance contracts vary from basic agreements that only cover maintenance, to more comprehensive packages that include the cost of parts, consumables, and remote monitoring. Low-cost contracts may seem appealing, but they often shift the risk of extra costs onto the building owner. In some cases, poor maintenance under a basic contract can lead to higher long-term expenses.

STATUTORY INSPECTIONS - LOLER

The Lifting Operations and Lifting Equipment Regulations (LOLER) place a legal requirement for lifting equipment to be inspected by a competent person. Typically, passenger carrying equipment require a LOLER inspection every six months, and non-passenger carry equipment need a LOLER inspection every 12 months.

Note that escalators are not considered lifting equipment and therefore not strictly covered under LOLER. However, six monthly inspections are recommended by the Health and Safety Executive.

This link provides some useful additional information from the HSE Government page. ***https://www.gov.uk/government/publications/fire-safety-england-regulations-2022/fact-sheet-lifts-and-essential-fire-fighting-equipment-regulation-7***

LOLER DEFECTS AND SUPPLEMENTARY TESTS

It's important to understand that a LOLER inspection isn't the end of your legal responsibilities. If any defects or further tests are identified, they must be addressed within a certain time frame.

Typically, the LOLER inspector will require defects to be corrected or supplementary tests to be completed before the next inspection takes place (so 6-12 months' time). However, if more urgent attention is needed then a shorter time frame may be stated. In very serious cases, they will ask for immediate rectification and for the equipment not to be used until the defect has been corrected.

All defect work must be documented, and provided it's completed and recorded appropriately, no additional LOLER inspection is required until the next due date.

The responsibility for arranging LOLER compliant work lies with the equipment owner, so it's important to manage the process and ensure the maintenance contractor undertakes the required work within the identified timescales.

Top tips for building managers about lift LOLER inspections

- LOLER-provided reports must be forwarded to the lift maintenance company by the building manager.
- A common misconception is that the LOLER inspector sends a copy of the LOLER report to the lift maintenance company directly. This is generally incorrect, unless a building owner has specifically arranged this ahead of time.
- Even if a LOLER inspection doesn't identify any defects, the report should be forwarded to the lift maintenance company.
- It's the owner's responsibility to ensure LOLER inspections are completed when due, and that defects and / or tests are completed.
- LOLER defects or supplementary tests should be completed prior to the next inspection, or according to the time period stated by the inspector.
- A lift shouldn't be used if the LOLER inspection, defect, or supplementary test is overdue.

LIFTS USED FOR EVACUATION OR FIRE CIRCUMSTANCES

Lifts used for evacuation or fire service access are critical in emergencies, which is why stricter rules apply to their maintenance and reporting. In high-rise residential buildings (defined as those over 18 metres or seven storeys), if a lift becomes non-operational and cannot be repaired within 24 hours, the responsible person must notify the local fire and rescue service without delay.

Lifts have been provided to assist the fire service in fighting a fire for many years, and the design standards for these pieces of equipment have changed over time. Therefore, when thinking about such lifts, we need to not only consider the current standard for compliant firefighter lifts, but also all the various fire lift designs which have gone before.

Top tip: Engage an independent specialist lift consultant to assess the features of your lifts to ensure they meet the necessary standards. Further information can also be found in BS8899 and in this useful UK Government factsheet. ***https://www.gov.uk/government/publications/fire-safety-england-regulations-2022/fact-sheet-lifts-and-essential-fire-fighting-equipment-regulation-7***

Regular maintenance and inspection of evacuation and firefighter lifts

Evacuation and firefighter lifts should be maintained and undergo periodic testing for correct function:

- Weekly tests of firefighter response protocol and relevant equipment.
- Failure of the primary power supply should be simulated once a month, and where a generator provides the standby power, it must energise the lift for at least 60 minutes.
- Firefighting and evacuation lifts should be inspected and tested every six months by a competent person.
- Annual performance tests should coordinate tests of the interconnected and interrelated systems, ie the lift, the fire alarm, and the secondary power system.

Seven actions for building managers to take for their lifts

- Engage a lift maintenance company to undertake regular maintenance
- Engage a LOLER inspector to undertake statutory LOLER inspections
- Pass LOLER examination certificates to your lift maintenance company after inspection
- Action all LOLER defects and requests for additional tests within the defined timescale
- Arrange the additional inspections for evacuation lifts and lifts for fire service use
- Notify the fire service if an evacuation of fire service lift in a high-risk building is unavailable for more than 24 hours

If you're not sure or need more support, contact an independent professional lift expert.

BIOGRAPHY

Graham is a Partner at Cundall, and the Global Head of their Vertical Transportation specialism. Graham started working in the lift and escalator industry in 1998, after studying Mechanical Engineering at Newcastle University. Over his career, he has worked in the fields of design, project and operational management, maintenance, quality improvement and business management. In 2016, he moved into consultancy with a desire to share his knowledge and experience to benefit new and existing buildings and clients. Graham likes few things more than helping solve problems and regularly produces blogs and articles.

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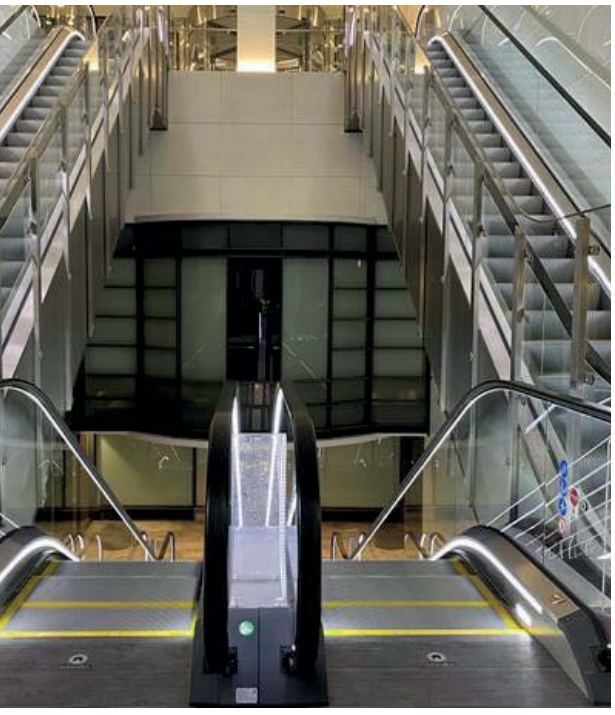

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SAFETY FIRST

Dave Cooper, our Contents Advisor, takes a look at Domestic Lift Power Supplies

You will recall many years ago when I first started giving expert witness evidence that I said my goal was to make myself redundant! This matter is so simple that I think if we, as an industry, could do something about this and I could achieve my aim on this particular matter.

Before I get into that, I have had a few comments from the industry about an article that I contributed to in the Daily Telegraph Magazine on 29th March. The article was about the reliability and safety of escalators. All I can say is thank you for contacting me and that out of all the comments received, there was only one person who disagreed with some of my points.

The scenario is that I was called into a domestic property which had a new through floor lift fitted and the occupant of the house had become entrapped mid travel on three occasions. I attended site and looked over the lift and came to the conclusion that it had been well installed and I couldn't see any obvious reason for the entrapments.

I looked at the log card. On all three occasions the maintenance operative had written "No Fault Found".

I sat back and pondered and remembered another job that I had got involved with a few years ago where the incoming transformer tapping had been set such that it didn't consider volt drop and the lifts kept crash stopping.

I asked the question of the maintenance contractor - had they looked at a potential power supply problem and they advised that they had but not monitored it as such.

I then got into a conversation with the resident's daughter (as she managed the resident's affairs) who announced to me that she had to dash out to reload the key for the prepayment meter for the house as it was about to run out. The epiphany had landed! (dictionary definition coming up) EPIPHANY: an intuitive grasp of reality through something (such as an event) usually simple and striking.

A quick check and it was all over. On all three occasions of entrapment the pre-paid meter had run out and nobody had checked the situation.

I can hear you shouting at me now asking "why didn't the battery back up work?" and the answer to that is because it didn't and nobody checked it. That should have been a fundamental question at the time of the first entrapment, but you know our industry.

I had a quick look in standards EN81-40, EN81-41 and even went back to BS5776 and interestingly they make mention of dedicated power supplies but do not address the issue of metering.

Interestingly EN81-41 does say in B3 "ensure that a suitable electrical supply is available"

My position is that where a piece of mobility equipment is installed in a dwelling be that a lift, stairlift, bathlift, bedlift etc that a pre-paid meter is not a "suitable power supply"

I welcome your thoughts.

Can we help...

Are you employed in the Lift industry?

Have you, or someone you know, had a works related accident?

Did you know there is financial help available?

The UK Lift Industry Charity

Run by Lift People for Lift People

The UK Lift Industry Charity Mission... The relief of financial hardship and provision of appropriate support where required to industry colleagues and their families who have been injured whilst working or employed within the industry.

The Charity has made numerous donations to individuals and the families of individuals who have been injured or sadly killed, whilst working in the Industry. We are continually looking for opportunities where we can assist.

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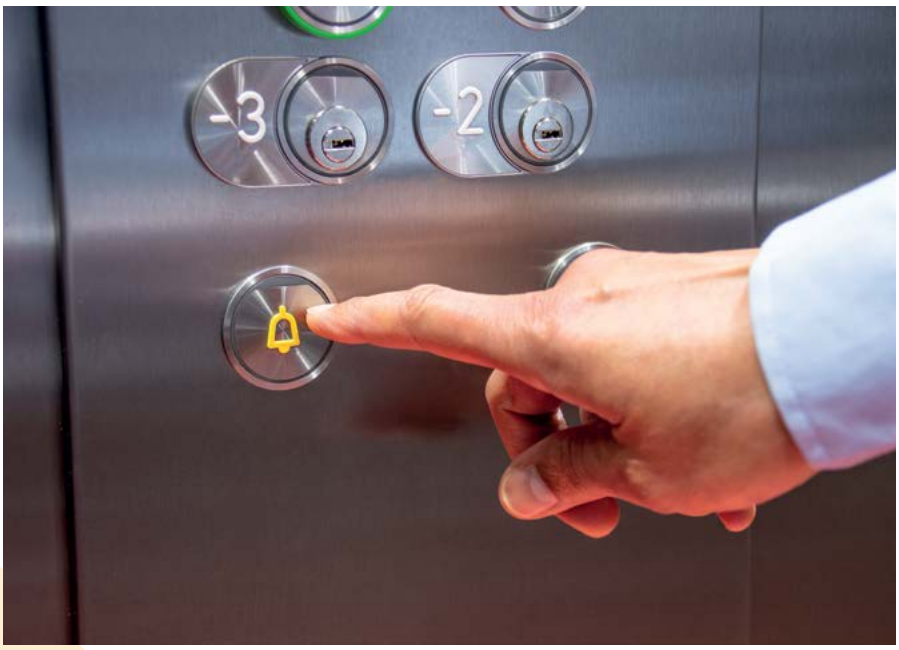
EVER BEEN STUCK IN ONE OF THE UK'S 300,000 LIFTS?

A fifth could be out of service if faults aren't addressed.

- Following an independent safety review carried out by Zurich UK across almost 7,000 lifts, 20% were identified as having 'defects' which could put them out of service[1]
- Two thirds (65%)[2] of those which were found to have 'defects' were due to defective back-up batteries, which automatically activate the communication system if mains power fails
- Over a fifth (21%)[3] of the defects related to emergency communications systems, preventing someone trapped in a lift calling for help
- Zurich Engineering and D2E Lift Consultants are calling for standard industry guidance for the reporting and correction of defects related to back up battery systems on lifts



New research from Zurich Engineering reveals that a fifth of UK lifts inspected in the last year are at risk of being 'out of service' if regular defined maintenance is not upheld.

Data from a sample of 7,000 lift audits carried out by the engineering team revealed that 20% of those inspected had defects. The biggest problem found in two thirds (65%) of the lifts inspected, was defective or uncharged 'back-up batteries'. These batteries provide a backup supply, should the mains power fail, which prevents passengers from being left in darkness with no means of communication. Without them, passengers could be stranded for hours awaiting a lift recovery process.

Zurich Engineering currently inspects around 75,000 of the UK's 300,000[4] lifts (25%) every year. With lifts everywhere from railway stations and hospitals to shopping centres, flats, and airports, the inspection data represents a small snapshot of a potentially much wider problem.

Almost a quarter of the faults (21%) identified centred around defective emergency communication systems, potentially leaving passengers stranded without a way to call for help if a lift breaks down.

In 2023, there were 12,500[5] lift incidents reported where people were stuck and needed to be rescued by fire crews.

An added concern is the UK-wide planned "digital switch" of copper wire phone PSTN and ISDN networks, to a digital internet service by January 31st, 2027[6]. The switch to a copper network, for example fibre or GSM equipment requires further back up batteries to replace the copper network - which was an externally powered system.

Dominic Dawson, Chief Engineer at Zurich Engineering, said: *"We carry out inspections across a wide portfolio of clients. The inspection of back-up batteries stands out as an area that really needs a stronger industry focus. Lift owners and duty holders need to be more aware of the maintenance being carried out and ensure they are maintained. In many cases, these problems are recorded on examination reports so duty holders should be aware.*

"It's a real possibility that someone could find themselves in a lift where the emergency communication system fails if back-up batteries have not been maintained. This risk could be mitigated if regular checks were carried out."

Paul Burns, Design Director at D2E Lifts, said: *"As vertical transportation specialists we are challenging the industry with three recommendations: make back-up battery systems much more accessible; mandate monitoring systems or maintenance checks with the mains power isolated to identify battery failures, and automatically and safely take lifts out of service when a low charge or low battery capacity alarm has been triggered.*

"It is also important to recognise that D2E are fortunate to work for responsible duty holders who have the means to fund independent audits of the maintenance provision of their portfolios. This cannot be said for all operational lifts in the UK and as such it is likely that our data underrepresents the extent of back-up batteries failures across the 300,000 lifts in the UK."

Emma Thompson MSOE, Executive Director at Society of Operation Engineers, said: *"We are proud to support Zurich's initiative to enhance lift safety and ensure that these essential systems remain in service.*

"Our involvement reflects SOE's commitment to operational excellence and proactive safety measures in the industry."

- [1]Based on Zurich Engineering's lift inspection data of 4,746 examination reports for passenger lifts by 15 lift engineer surveyors, 35% reported faulty battery supplies which could put them out of service. Zurich Engineering inspects around 75,000 lifts a year and has over 400 surveyors.
- [2]Based on Zurich Engineering's lift inspection data of 4,746 examination reports for passenger lifts by 15 lift engineer surveyors. Zurich Engineering inspects around 75,000 lifts a year. 28% recorded B defects for inoperative in car communication systems
- [3]Based on Zurich Engineering's lift inspection data of 4,746 examination reports for passenger lifts by 15 lift engineer surveyors. Zurich Engineering inspects around 75,000 lifts a year. Over a fifth (5.7%) were found to be inoperative when put into conditions of power loss, leaving users trapped outside of test conditions.
- [4]***Openreach lift lines advice - Avire | uk***
- [5]***Terrifying data reveals where in England you're most likely to get stuck in a lift | Daily Mail Online***
- [6]***BT landline switchover sparks fears of Britons trapped in lifts***

BEHIND THE SCENES AT LEIA

LIFTEX 2025:

THAT'S A WRAP!

Thank you to everyone who exhibited at or attended LIFTEX last month. We welcomed over 100 exhibitors from over 12 different countries and 4,400 attendees over the two days from 40 different countries. This made it the biggest LIFTEX to date (in its 37 year history). Our highlights included packed seminar sessions, so much activity on stands (from selfies to golf challenges, as well as a host of product demonstrations), and fantastic feedback from visitors and exhibitors.

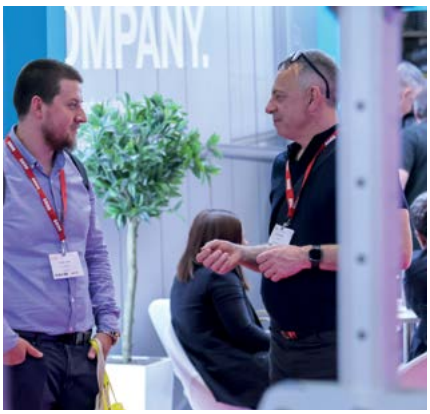
"It was great to put faces to so many familiar names and voices, and to see first hand how the lifting industry continues to 'elevate' their game in safety, efficiency and technology!"

"It was a pleasure to attend such a well-organised and vibrant event; a brilliant opportunity to connect with both new and existing customers, explore potential partnerships with new suppliers, and catch up with familiar faces from across the industry."

"Good to be right in the thick of the industry – speaking to engineers, suppliers and business owners who are all shaping where this sector is heading."

"It's events like these that give us the chance to socialise and learn with like-minded people. Everyone wants to share knowledge and stories and honestly, it's great to hear them as the life of an engineer surveyor can be lonely at times."

We're now working on plans for the next event and will keep you posted with further details. See the full show review on page 22.



LEIA takes council meeting north of the border

LEIA held its first council meeting in Scotland last month, choosing Edinburgh as the venue on 5th June. Representatives from 13 member organisations gathered in Scotland's capital to discuss key industry initiatives.

The meeting focused on the LEIA Competence Plan and Recalibration 2025, two important strategic initiatives for the association. Nick Mellor, LEIA MD, was pleased with how things went: "We had great engagement with members based in Scotland and other members' staff based in Scotland. The feedback was positive on moving location for meetings, and we will look to host more regional meetings in future."

The Edinburgh meeting brought together a good mix of industry participants, including representatives from Caltech Lifts Ltd, Classic Lifts (Scotland) Ltd, DeSeM Ltd, Jackson Lift Group, Hart Lifts Ltd, Lester Control Systems Ltd, Lift Specialists Ltd, Omega Lift Services Ltd, Orona Ltd, Schindler Ltd, Scotec Lifts Ltd, Stannah Lift Services Ltd, and TK Elevator UK Ltd.

With the positive response to this Scottish meeting, LEIA is planning more regional meetings to better connect with members across the UK. It's a practical way for us to engage with members in their local areas and to understand what's happening in different regions.

ELA Annual Conference

LEIA was well represented at the European Lift Association (ELA) General Assembly and Annual Conference on 21-22nd May in Warsaw, Poland. LEIA's Nick Mellor and Oliver Greening joined George Jackson (LEIA's representative on the ELA Board) from Jackson Lift Group for the annual conference, where the theme was 'Modernisation: the journey towards sustainable urban mobility.' Oliver moderated this year's conference, while Nick gave a presentation on 'UK modernisation practices', sharing how the British market approaches lift and escalator upgrades.

Commenting on the event, Oliver remarked: "The conference was a good chance for networking and sharing ideas between European industry professionals. LEIA's involvement in ELA activities helps strengthen connections between UK and European lift professionals, making it easier to work together on technical standards, safety protocols and market developments."

The ELA Annual Report 2025 was published following the General Assembly, offering a good view of the European lift industry. You can find the report at: ***https://www.ela-aisbl.eu/annual-report-2025/.***

LEIA obtains licence to deliver the University of Northampton (UoN) lift engineering course materials

After working with the University of Northampton (and its predecessors) for more than forty years, we were saddened to learn that the University had decided to close its lift and escalator engineering courses to new entrants. These are in a "teach out" phase, so the University will support learners through to the end of their studies.

However, we are delighted to announce that we have agreed a licence with the University to use its Level 4 Certificate, HNC, HND and MSc. lift engineering course materials.

Our immediate focus will be to provide continuity for the content used in the Level 4 Certificate by apprentices (the electrical and mechanical fundamentals units) from autumn next year.

We would like to thank the University for its cooperation and pay tribute to the individuals we have worked with at the University over many years.

LEIA Distance Learning enrolment dates:
September – closes 15th August

January – closes 15th December

LEIA out and about
The LEIA team will be speaking at / attending the following events:

- 23rd September – CIBSE Guide D launch, Hilton Hotel, Northampton. Micky Grover-White has authored one chapter on modernisation and Nick Mellor has authored two chapters – both will be presenting.
- 24-25th September – The Lift and Escalator Symposium, Kettering.

LEIA meetings and seminar dates (LEIA members only)

- 4th September – LEIA Member Forum in Manchester venue.
- 18th September – LEIA Safety Seminar.
- 9th October – LEIA Council and AGM, London.
- 5th November – LEIA Technical Seminar

Both seminars are taking place at the Delta Hotel, Northampton.

A VIEW FROM THE FLOOR AT LIFTEX 2025

Lift Industry News really enjoyed LIFTEX 2025, meeting many old friends and making new contacts. It is so good to actually meet the people we talk to and feature in the magazine in real life!

The show was very busy with a great buzz across the show floor, it attracted a record attendance, bringing together 4,400 industry professionals from more than 40 different countries all soaking up the expert advice, tailored solutions, and premium lift and escalator equipment on show.

Now in its 37th year, LIFTEX is the UK's dedicated exhibition for the lift, escalator and access industry, this year welcoming visitors from as far afield as Hong Kong, the UAE, India, South Korea, Japan, China and the USA. The show also featured exhibitors from 12 different countries. Attendees ranged from lift consultants and specifiers to property owners, facilities managers, and building designers and many from the industry – all with a common goal of making vertical transportation safer, smarter and more efficient.

LIFTEX Show Director Oliver Greening commented: "The atmosphere at this year's show was incredible. We saw engagement across the board from both visitors and exhibitors. What sets LIFTEX apart is its ability to unite the entire industry, not just to conduct business, but to share knowledge and actively shape the sector's future.

This year's record-breaking turnout confirms how vital the show is to the market. While the show's international participation grows, LIFTEX still retains a strong UK focus."

The exhibition floor was alive with activity across both days as over 100 companies showcased cutting-edge innovations in lift engineering, maintenance solutions, digital technology and compliance tools. Many exhibitors reported securing new international distributors and partnership agreements, with several major deals announced on the show floor.

The event's appeal was further demonstrated by the packed seminar theatre, where industry leaders addressed challenges and opportunities. The free-to-attend programme featured expert speakers including Nick Mellor, LEIA MD, Micky Grover-White, Head of Technical at LEIA, Rachel Smalley, Director of Inclusive Design at Jacobs, Dave Searle, Chair of MHE/4 for Lifts and Escalators and Ian McGregor, Co-Chair, LEIA QTC, who discussed critical issues affecting the industry including competency and compliance, the revision of BS 5655-11 – Code of Practice for the undertaking of modifications to existing lifts, and future-proofing buildings with evacuation lifts.

You can read summaries of four of the seminars on page 27 onwards. We are very grateful to Micky Grover-White and Emma Mackley from LEIA for helping with these.

THE COMMENTS FROM EXHIBITORS CAN BE SUMMED UP IN A LINKEDIN POST FROM SASSI:

We want to thank everyone that took the time out of their day to visit us and catch up with our latest products. Great to see old friends and make new friends along the way.

AND HISSEMANKO:

We had a fantastic time exhibiting at LiftEx this year and want to extend a hearfelt thank you to everyone who stopped by our stand. It was a pleasure connecting with our valued customers, suppliers and industry peers from across the lift sector.

Looking forward to building on the connections made and seeing you all again at the next event!

THIS YEAR'S SHOW WAS THE **BIGGEST EVER.**

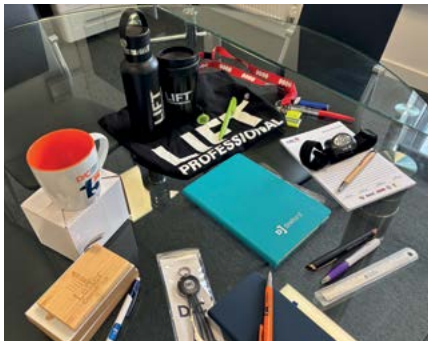
THE IMPACT OF PROMOTIONAL MERCHANDISE

We asked our Editorial Assistant Cordelia to dig a bit into all those fantastic LIFTEX giveaways.

Giveaways, especially if they are appealing or relevant to the target audience, can be a powerful draw, encouraging attendees to visit your stand. It can mean the difference between drawing a crowd and having them pass you by. This was my first time at a big trade show, and therefore very much excited by the novelty of free merch! I was impressed by the quality and variety of products on offer and enjoyed treasure hunting for all the best items.

Specialists in trade show giveaways have provided some data, and as a final year student at Exeter University, I do love some statistics!

- 71.6% of attendees who received a promotional product remembered the name of the company that gave them the product
- 52% of people say they are more likely to visit a stand if there are branded trade show giveaways or other incentives
- 76.3% of attendees had a favourable attitude toward the company that gave them a trade show giveaway



Horsler perhaps led the way with their Grab-A-Duck machine, which certainly attracted a lot of hopeful competitors. Our LIN stall was in a prime position to watch the claw in action all day, and after watching several lucky winners, I became desperate to win my own fluffy duck. After I had several failed attempts, our editor Pat had a go and finally managed to win us a duckling for the office, which sits in pride of place between our desks! Horsler also achieved that desirable word-of-mouth marketing, generating buzz so show attendees were discussing the brand and products with others. The enormous size and bright colour of the ducks also helped to spread the Horsler message as winners walked around the rest of the show.

Keeping your brand in front of attendees long after the event promotes recall and recognition, so mugs, pens and water bottles can leave a long-lasting impression. Practical and useful giveaways can be used long after the event, providing ongoing exposure for your brand. My Kleeman neon keyring tag and mini-torch are a great addition to my house keys, especially when I'm out at night, and RecLifts' trolley coin has been a lifesaver! Having these items as part of everyday items undeniably keeps brands in customers' minds.

I saw this as an opportunity to replenish my pencil case for the new academic year, and there was no shortage of free pens and rulers on offer. Best free pen has to go to Elevator Jobs' pen with a moving lift inside, I must admit I continue to enjoy watching it go up and down whilst working in the office. But an honourable mention also goes to CP Automation's all-in-one pen, tool and ruler and Sassi's satisfying spinning pen.

Our vote at LIN for best mug has to go to Avire, whose clever words will undoubtedly encourage people to use their mug. And NDC's headtorch is bound to come in handy when customers are in their other office – the lift shaft!

Giving away something of value can create a positive perception of your brand, fostering goodwill and making attendees more receptive to your message. Shorts nail this at every level, with an environmentally-friendly Foamo cup joining the range of LIFT professional merchandise. Our editor loves her metal water bottle with a carry handle!

Trade shows are always great for strengthening relationships, and an activity on a stand is a great icebreaker and helps build rapport with potential customers, making them more comfortable engaging with your sales team. Fujitec had James 'the Machine' Wade, currently #8 ranked darts player in the world: what an opportunity to see if your 'down the pub' darts skills could beat a world-class player. Attendees also had lots of fun trying out their skills at KAPOK 88's golf simulator. Amalgamated Lifts' 10-Floor Challenge hosted by a very dapper Keith Vines was also a 'big hit' (!)

Giveaways at trade shows aren't just fun—they're powerful tools for attracting attention, sparking conversations, and leaving a lasting impression.

From practical items like pens and mugs to interactive experiences like Horsler's duck machine or Fujitec's darts challenge, the best stands combine creativity with strategy. As a first-time attendee, I had great fun collecting freebies and learned that giveaways may seem like small tokens, but their impact can be quite the opposite.

SOURCES:

https://enterpriseengagement.org/articles/content/8288892/effectiveness-of-promotional-products-as-giveaways-at-trade-shows-an-attendees-perspective/

https://usatradeshowshipping.com/resources/trade-show-scavenger-hunt/

https://www.socialpoint.io/best-trade-show-giveaways-2018-survey-on-strategies-features-choices-perceptions/

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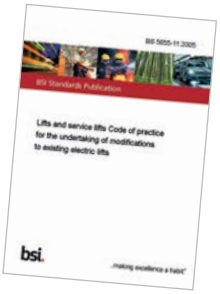
LIFTEX 2025 SEMINAR SPOTLIGHT

The regulatory environment when it comes to managing lifts can seem complicated. The free seminar programme at LIFTEX ran alongside the exhibition and brought together industry experts and influential voices addressing everything from upgrading ageing equipment to implementing effective evacuation strategies.

In this overview we cover:

- Modernisation – Upgrading and future-proofing lift systems.
- Evacuation & Safety – Best practices for emergency preparedness.
- Regulatory Updates – The latest changes in standards and compliance.
- Fire Safety (England) Regulations – Duties of Responsible Persons

The New BS 5655-11: Modernising Lifts for Safety, Compliance and Sustainability - Micky Grover-White



Modernisation is no longer just a means of extending the life of a lift—it's a critical element of safety management, regulatory compliance and environmental responsibility. With the upcoming revision of BS 5655-11, the industry is preparing for a more comprehensive and structured approach to modifying existing lift installations.

This much-anticipated update provides clearer guidance for professionals involved in upgrading older lifts and reflects the changing expectations around risk, performance, and sustainability.

The role of BS 5655-11 in lift modernisation

First published in 2005, BS 5655-11 offers a framework for undertaking modifications to existing electric and hydraulic lifts. The new version, expected to be published in mid-2026, retains this purpose but brings it up to date with current technologies and industry practices.

Unlike standards for new lifts, BS 5655-11 is specifically intended for existing lift systems - whether they're in older buildings or being replaced within existing shafts. It focuses on changes that might involve replacing components, altering performance characteristics such as speed or travel, or introducing modern safety features.

One of the core principles remains unchanged: a lift must never become less safe after modernisation. Even the most minor upgrade must maintain or improve the original safety level, regardless of the lift's age.

Connecting the dots: other relevant standards

BS 5655-11 doesn't stand alone. It's designed to work alongside other standards such as BS EN 81-80, which identifies key safety improvements for existing lifts. While EN 81-80 highlights what needs attention, BS 5655-11 outlines how to address it and what other consequences need to be considered. Other supporting standards include EN 81-82 for accessibility, BS 8899 for fire and evacuation, and TS 81-83, which addresses protection against vandalism and BS 8899 for fire and evacuation.

Together, these documents provide a holistic approach to modernisation, with BS 5655-11 offering the procedural backbone for identifying risks, planning upgrades, and documenting changes.

A documented approach

The revised code of practice places a strong emphasis on risk assessment and competence. Every modification project must begin with a thorough site survey and be supported by a comprehensive method statement. Risk assessments must account for compatibility between old and new components, potential performance changes, and the integration of new technology into legacy systems.

A key consideration is whether a replacement is identical, equivalent, or significantly different. For instance, swapping out a car operator with a direct manufacturer replacement poses fewer risks than fitting a non-identical or third-party part, which may affect things like the controller or even the suspension system or even the car mass. In each case, the potential knock-on effects must be assessed and documented.

Once work is completed, the modernisation process should be transparent. The lift's documentation - including the logbook and Health & Safety file - must be updated and given to the building owner.

A permanent notice should indicate the date of modification and the company responsible. And where CE marking applies, it must be retained in the lift car.

Legal obligations

The updated standard will reinforce the need for thorough testing and verification. New components should be tested to current standards or and according to the manufacturer's instructions. Where consequential changes are involved, the lift must at least meet the safety level it was originally installed to - and ideally, exceed it.

In addition to the guidance in BS 5655-11, legal requirements also come into play. Under the Lifting Operations and Lifting Equipment Regulations (LOLER), a thorough examination is required following exceptional circumstances which are liable to jeopardise the safety of the lift, such as a modernisation, especially when the changes affect the lift's structure or involve critical safety parts.

Looking ahead to 2026

Modernisation isn't just about ticking compliance boxes. It's also an opportunity to reduce a lift's environmental footprint and maximise the value of installed equipment. Energy efficiency, component recycling, and the carbon cost of manufacturing and maintenance are all key factors that should now be considered during planning.

The revised BS 5655-11 is due to be released for public comment in December 2025. This eight-week consultation will give industry stakeholders the chance to review the proposed changes and shape the final version. Following final edits and approval, publication is expected in July 2026.

Between now and then, lift owners, consultants and engineers are encouraged to align their practices with the emerging direction of the standard. Taking the time now to review current procedures, documentation processes and risk assessments will make it easier to adopt the updated guidance when it arrives.

The revised standard invites lift owners to take a longer-term view - assessing not only whether a part needs replacing, but what impact that decision will have over the lift's remaining life.

BS 5655-11 Code of practice for the undertaking of modifications to existing lifts and BS 8899 Checking, inspection, maintenance and improvement of provisions of existing lifts for use by firefighters and for evacuation.

BSI will also focus on testing standards to EN ISO 8100-1 and BS EN 81-76 so they are prepared in good time for the availability of these standards.

BSI is free to produce and maintain standards of UK origin on subjects not covered by European standardization, but must follow rules.

BSI MHE/4, CEN & ISO - Dave Searle, Chair of the BSI MHE/4 committee for Lifts and Escalators talked through the labyrinth of standards applicable to lifts, escalators and hoists.

His session provided critical insights into EN ISO 8100-1 and 8100-2 and how they will impact lift design, installation, and maintenance, and what they mean for compliance, safety, and best practices.

You can view his slides here: ***https://cdn.liftexshow.com/wp-content/uploads/2025/06/LIFTEX-2025-BSI-MHE4-CEN-ISO.pdf***

Dave expressed how important it was that BSI continues to contribute to the development of future industry standards for lifts and escalators within CEN & ISO with the aim of harmonisation of standards across CEN and ISO countries.

The main objective of standardization is for worldwide technical harmonization. EN ISO 8100-1/2 is a good example

- 34 European countries (CEN members) & 33 ISO (non-European) countries
- CEN is taking the lead on the update of this standard
- must meet needs requirements of both CEN and ISO member countries
- The purpose of this standardisation is to
- facilitate trade, reducing technical barriers to European and international trade
- enhance consumer protection, safety and confidence
- support innovation
- continue to support the UK Designated Standards System based on the same set of European and international standards

Commenting phases of these standard are essential to meet the objective of technical harmonization

As well as reviewing designated standards the MHE/4 committee are also working on the development of National British Standards, including

BSI, as the UK National Standards Body, the BSI aids innovation, supports economic growth and improves quality, safety and well-being through standardization.

CEN, the European Committee for Standardization, is an association that brings together the National Standardization Bodies of 34 European countries.

ISO is a global network of the world's leading standardizers. Through ISO members (the national standards bodies in 174 different countries) experts from all over the world are brought together to develop International Standards.

Fire Safety (England) Regulations 2022 Duties of the Responsible Person - Ian McGregor co-chair of LEIAs Quality and Technical Committee presented a session that demystified the Fire Safety (England) Regulations and their implications for responsible persons, connecting directly to the upcoming revision of BS 8899 Checking, inspection, maintenance and improvement of provisions of existing lifts for use by firefighters and for evacuation. providing actionable guidance for operators.

Building owners already have a duty under the Regulatory Reform (Fire Safety) Order 2005 to have suitable maintenance practises but since January 2023, the Fire Safety (England) Regulations 2022 have introduced critical new requirements for those legally responsible for fire safety in high-rise residential buildings.

Ian broke down the Fire Safety (England) Regulations 2022 in straightforward, actionable terms, combining regulatory know-how with practical implementation strategies covering;

- Where the Fire Safety (England) Regulations 2022 apply.
- Who qualifies as a "Responsible Person".
- The lift-related simple checks you need to undertake.
- The frequencies of these simple checks.
- Where you can find checklists and practical advice.

The Fire Safety (England) Regulations (FSER) applies to buildings which contain two or more domestic premises with common evacuation routes and gives additional requirements for high-rise residential buildings (HRRBs). It requires SIMPLE Monthly checks to be carried out on:

- Lifts for use by the Fire & Rescue Service
- Evacuation Lifts

The intent of the regulations is that the checks do not require specialist contractors to be employed.

The GOV.UK guidance points towards the LEIA Lift and Escalator Owner News which links to simple forms that building owners can use to record these checks

https://www.leia.co.uk/technical/leia-newsletter-2/

January 2024 (revising December 2022): LEIA Guidance Note - Operational checks and inspections of lifts used by firefighters, evacuation lifts and lifts with recall

You can view Ian's slides here:

https://cdn.liftexshow.com/wp-content/uploads/2025/06/LIFTEX-2025-Fire-Safety-England-Regulations-2022.pdf

USER FUNCTIONALITY AND EVACUATION LIFTS

In her seminar, Rachel Smalley, Head of Inclusive Design at Jacobs and Chair of the BS8300 committee, explored the critical role of evacuation lifts in modern building safety, providing a comprehensive overview that bridges technical requirements with practical implementation strategies.

Rachel expands on her seminar in this article on user functionality and evacuation lifts.

You can see her seminar slides here: ***https://cdn.liftexshow.com/wp-content/uploads/2025 / 03/LIFTEX-2025-Future-proofing-Buildings-with-Evacuation-Lifts.pdf***

It was great to have the opportunity to present across both days of LiftEx 2025 on the critical role evacuation lifts play in terms of the user functionality of buildings.

Starting with a few definitions (I am a fan of defining scope and providing a glossary at the beginning to assist with context and scene setting), it is worth asking what we mean when we talk about user functionality, or a user functionality approach to built environment engineering?

The concept is very conveniently captured by the one liner we at Jacobs use to describe our approach to inclusive design, in that it is about "making places work for people".

It is very easy, and probably intuitive to many- a concept I will be returning to later in this article, to approach the design of the built environment as an engineering task or equation to which we apply standards, codes and depersonalised assumptions. However in doing so it is easy to forget end users, who ultimately, in the majority of cases are the reason why we are working on a task! The built environment tends to be created and engineered for people to use, it therefore needs to be usable for people- hence why we talk about user functionality. If we do not nail user functionality, creating places which intuitively work for people- what is the point in creating or refurbishing a place or space?

Inclusive design also provides a helpful quote which is applicable to the scope of user functionality:

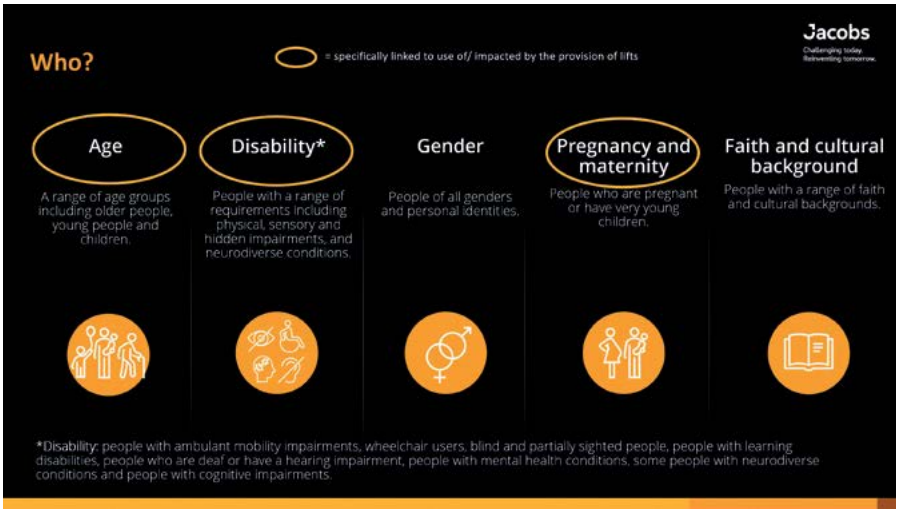
"Our approach to Inclusive Design is people focused. We consider how people will feel in an environment and how we can give them the best possible experience. Inclusive Design should be seamless and invisible, people should not even know the environment has been carefully shaped to be usable, inviting and comfortable- they will simply have a better experience."

USERS

In terms of user functionality we need to define who we mean by 'users'. Again, utilising the approach established by the inclusive design discipline- it is helpful to consider 'users' as being: any personal characteristic group for whom the design [and functionality] of the built environment could potentially impact.

This includes, but is not limited to, the groups captured in the snapshot below:

The end user groups of age, disability, and pregnancy and maternity are highlighted as those with a clear/ more direct link to the use of lifts, and/or being more directly impacted by the provision of lifts- however this should not be taken as an absolute.



People falling into a number of different age groups, including young children and older people, use and experience the built environment in different ways, and because of this may be more likely to use a lift in certain situations.

People who are disabled, depending on the nature of their disability or impairment, may also be more likely to require level access and/or egress and the use of a lift, as could someone who is pregnant or has a young baby with them.

FUNCTIONALITY

So having defined who our users are in the context of user functionality and lifts, we need to define what we are wanting to achieve, to ensure the project or development will be usable for them. User functionality in relation to the use of and provision of lifts is captured under the following 'elements' (developed by Jacobs):

People focused Acknowledging the difference in how people use and experience the built environment.

Welcoming Working seamlessly for users, subtly and invisibly meeting different requirements, avoiding segregation and promoting participation.

Usable Creating quality environments people can enter, use and exit, safely and comfortably.

Future proofed Designing to meet and exceed the expectations and requirements of current and future populations.

To achieve the above elements, it is worth unpicking how users will be likely to use lifts. Users and use of a typical commercial building can be broken down into:

Access into the building

A lift may be required to ensure that someone who requires level access can enter the building. Approved Document M [1].26 d. Ramps states that:

"there is an alternative means of access for wheelchair users, e.g. a lift, when the total rise is greater than 2m"

A level change of 2m between external levels and the internal finished floor level of an 'entrance storey', or a level change which is less than 2m but requires the use of a lift, is only likely to occur to an existing building, and to a relatively small proportion of existing buildings.

However, where it does occur, people coming under the end user groups of disability (most likely), age (possibly less likely) and pregnancy and maternity (less likely but possible) may require the use of a lift to gain access into the building.

Vertical circulation within the building

Lifts are very likely to be provided within multi-storey buildings. Approved Document M1 has stated since 2004: 3.24 "The provision of lifting devices will satisfy Requirement M1 or M2 if: a. new developments have a passenger lift serving all storeys;"

Users expect to see lifts in buildings, especially commercial buildings, because of this people in general are very likely to use lifts. Lifts are often positioned more prominently than stepped alternatives, the use of lifts is very intuitive for most end users, and is not limited to people coming under the characteristic groups of disability, age, pregnancy and maternity. However it is worth remembering that end users who do come under these groups are more likely to rely on lifts as their only option for vertical circulation within the building.

Egress from the building

Lifts suitable for use in an emergency egress situation are less common. Specific evacuation lifts until very recently, were unlikely to be provided.

Policy and legislative advancements have been made in terms of level access into buildings over the last 30 years. However this progress has not been reflected in terms of people being able to escape a building if they require level egress. Yes, stepped egress is suitable for lots of people who use a lift within a building due to convenience, intuition or habit, but it should be remembered that stepped egress is not suitable for many people, many people require level egress- including in an emergency situation. This includes people who come under the end user groups of disability, age and pregnancy and maternity.

If someone either; relied on level access into the building (i.e. they have no option to access the building if level access is not provided), or relied on lifts for vertical circulation within the building, the chances are they may rely on/ require level egress from the building in an emergency situation. Carry down type devices are not suitable for many people due to their condition or impairment, and are often not suitable in modern workplaces due to flexible working practices and their reliance on trained staff being available enable their use.

POLICY AND GUIDANCE

Recently there has been a shift in policy and guidance on the subject of evacuation lifts.

The London Plan[2] policy D5 Inclusive design has contained the following planning policy requirements since 2021:

"B. Development proposal should achieve the highest standards of accessible and inclusive design. They should: …

5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building."

These requirements are limited to London boroughs and only apply to 'development proposals' as defined by Section 55 of the Town and Country Planning Act 1990, however they have resulted in evacuation lifts being installed into developments since published.

More recently British Standard BS9991 states that:

"7.4.1 General

Buildings that are provided with passenger lift access to an upper or lower level should also be provided with a means of using lifts for escape…

At least one evacuation lift should be provided for each escape stairway, or more if required by a capacity assessment."

Approved Document B of the Building Regulations (England) still remains silent on the issue of evacuation lifts. Recent updates relating to second staircases were an opportunity to introduce requirements for evacuation lifts, but that did not happen, and the disparity in terms of options and provision for people who do not require level egress and people who do require level egress has widened.

LOOKING AHEAD

The shift towards the provision of evacuation lifts does raise an additional question in terms of user behavior.

The default has always been 'do not use lift in an emergency'. At what point will people find it intuitive and natural to use a lift in an emergency situation (if they require the use of one), given the years of conditioning to the contrary?

How long will it take for people to be comfortable and confident using a lift for emergency egress purposes, when will human behavior also make the shift?

Finishing on why the provision of evacuation lifts is important. There are many reasons, and going back to the elements mentioned earlier these tend to sit under ensuring places are people focused, welcoming, usable but also futureproofed.

Futureproofing is about designing to meet and exceed the expectations and requirements of current and future populations. It ties into sustainability and ensuring works have longevity in terms of their relevance.

Societal expectations are changing, people who could previously not access buildings are doing so, however to ensure safety, it is essential egress is considered.

Taking the example of a commercial office building and an employee who requires level egress, and for whom carry down devices are not suitable. If that person cannot egress safely- it could be deemed that they cannot work in and use that building. The blame cannot be placed on the user and their specific requirements, as it is the building which has not been designed to respond to or accommodate their requirements. The provision of a lift which can be used in an emergency egress situation would represent a significant uplift in terms of end user functionality and would mean the staff member who is excluded from the building could use it.

The policy and legislative landscape is likely to see further change going forwards. Both the London Plan and BS9991 cite 'capacity assessments', however it could be argued additional guidance is required on capacity assessments taking into account a range of end users and their requirements. However it is clear that to future proof buildings and allow them to respond to a range of end users who require level egress in an emergency, evacuation lifts, or lifts which can be used in an emergency egress situation are an essential provision which has for a long time been overlooked.

[1]Approved Document M. Volume 2: Buildings other than dwellings. Access to and the use of buildings. The Building Regulations 2010. England. 2015 incorporating 2020 and 2024 amendments.

[2]The London Plan. The spatial development strategy for greater London. The Mayor of London. 2021

RACHEL SMALLEY
FCABE MRTPI NRAC

Rachel leads Jacobs Inclusive Design team, managing their world leading team of inclusive design experts, who take a unique, technical, engineering-based approach to deliver built environment solutions which work for the maximum range of people. Rachel is a Chartered Building Engineer (FCABE), a Chartered Town Planner (MRTPI), and a consultant level member of the National Register of Access Consultants, with over 20 years of experience working in the built environment sector. She is an industry leader in the field of inclusive design, working in different countries and cultures on the most complex and largest projects in the world.

Throughout her career Rachel has specialised in both standards and policy development, sitting on British Standards committees for over 15 years, and she currently chairs the committee responsible for standards relating to the creation of an inclusive built environment. She has worked for the current and previous Mayors of London, drafting current London Plan policies relating to inclusive design, housing and fire safety. She has also worked in central government both writing legislation, policy and guidance relating to the built environment and fire safety, and as a Specialist Advisor to the House of Commons women and equalities select committee. She was appointed to the Governments Building Regulations Advisory Committee in 2015 and led the Access Association as their national president for 7 years.

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A big thank you for visiting the Sassi team at Liftex 2025...

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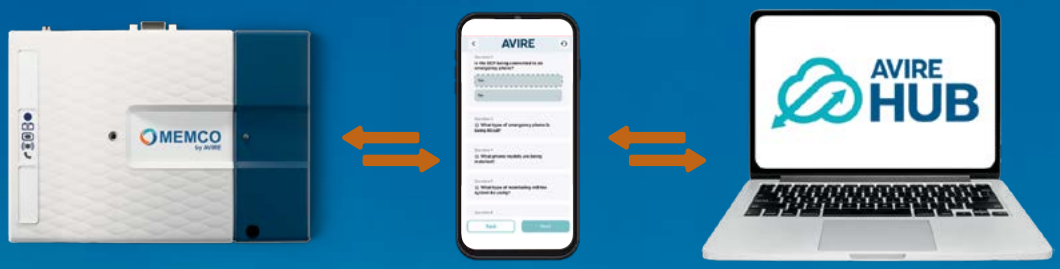

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MEMCO by AVIRE

AVIRE HIGHLIGHTS INDUSTRY COLLABORATION AND INNOVATION AT LIFTEX 2025

LIFTEX 2025 brought together over 4,400 professionals from more than 40 countries. With over 100 exhibitors, the event offered a valuable opportunity to discuss safety, compliance, innovation, and customer needs in a rapidly evolving sector.

MEMCO by AVIRE was among the exhibitors, showcasing a range of safety and communication solutions that address challenges faced by building owners, facilities managers, and lift engineers.

"The incredible energy and engagement across both days brought together the entire vertical transportation ecosystem with one shared mission: making our industry safer, smarter, and more efficient," noted Oliver Greening, Director, LIFTEX.

The AVIRE stand attracted a steady flow of visitors from across the UK and internationally. A key feature was a live programming challenge, where participants were invited to configure both digital and analogue emergency phone systems using the AVIRE app. This hands-on demonstration highlighted the speed and ease of configuration. The fastest digital device setup was completed in just 45 seconds, while the analogue device was programmed in only 16 seconds.

AVIRE's analogue solution (PSTN-based) remains fully compatible when used with a GSM gateway, offering a simple and reliable option for many sites. The digital autodiallers operate on GSM and are designed for full integration with the AVIRE Hub, enabling remote monitoring, configuration, and diagnostics.

"Honestly thank you guys so much, it was a pleasure talking to you and it was lovely to get the full extent of the brand and equipment that you deal with and of course to get interactive with the competition,"

commented James Searle, Repairs/ Installations Manager, United Lift Services, one of the competition winners.

Addressing Industry Needs Through Practical Solutions

Several conversations centred around long-standing issues with infrared door sensors, especially in environments with poor lighting or complex door configurations. AVIRE's radar-based 3D protection systems, integrated with Panachrome+, were presented as a more accurate and durable alternative.

For customers preparing for the UK's digital switch, AVIRE demonstrated the capabilities of its Digital Communication Platforms (DCP) and the AVIRE Hub. Together, these tools offer remote configuration, diagnostics, and monitoring, making them well suited for organisations managing large estates.

"Visitors told us they were looking for reliable, scalable systems that don't require constant site visits," said John Jackson, Country Sales Manager, Northern Europe at AVIRE. "We were able to show them how our connected products directly address those concerns."

The AVIRE team also discussed compliance with EN 81-28 and EN 81-70. Many visitors were interested in how to meet these standards while reducing installation and maintenance overheads.

The ability to configure products quickly using a mobile interface and manage them remotely was seen as a significant advantage.

Outcomes and Insights

Over the course of two days, the AVIRE team recorded several qualified leads and held high-value conversations with consultants, engineers, OEMs, and property managers. The team noted that the opportunity to speak directly with decision-makers led to deeper technical discussions and the initiation of several project-specific follow-ups.

In addition to commercial opportunities, attending the event helped the team gather market intelligence and test messaging on new product features and service models.

"Exhibitions like LIFTEX are an essential part of our industry's rhythm," added John. "They give us a chance to share, listen, and align ourselves with the priorities of our customers."

Discover the ***wide range of solutions*** MEMCO by AVIRE offer and get in touch with their team.

Connected at every level

Key features

- Remote SIM activation
- Real-time status monitoring
- One-click ordering and cancellations
- Automated renewals and full visibility

SIMSINLIFTS

P: 03300433575
E: sims@simsinlifts.co.uk
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A: 220 The Vale | London | NW11 8SR

Chaim Grunfeld of SIMSINLIFTS was a first time exhibitor at LIFTEX, he looks back at a packed 48-hour window and gives his take on connected lift systems

DID LIFTEX 2025 MARK THE BEGINNING OF A CONNECTED LIFT-SECTOR SHAKEUP?

The lift industry has been exploring smarter systems for years. From space-saving designs and remote diagnostics to greener technologies and automation, most ideas have been trialled before – at least in pockets.

Yet LIFTEX 2025 felt different, marking a real turning point in how the industry connects – both technically and commercially. Rather than showcasing isolated product innovation, this year's event saw hardware, software, and connectivity providers coming together in a more decisive push to build secure, scalable infrastructure capable of supporting long-term growth and intelligent service delivery.

The message from both exhibitors and attendees was clear: collaboration is now key. The sector is aligning around more integrated solutions designed to deliver better lift performance, resilience, and safety – and at the centre of it all lies communication.

YOU'RE ONLY AS STRONG AS YOUR WEAKEST LINK

To build the connected lift systems the industry envisions, each and every element of the lift and lift service must work together seamlessly and securely. LIFTEX 2025 reinforced that even the smallest component must fully integrate with internal hardware and external management systems – or risk derailing the entire system. In the past, sim cards have repeatedly demonstrated the impact that weakest links can have across operations.

Historically treated as an afterthought – casually inserted into more carefully selected GSM autodiallers without much consideration – lift sim cards are rarely viewed as part of wider lift strategy. This mindset is no longer sustainable.

With the UK's Public Switched Telephone Network (PSTN) set to turn off by January 2027, sims are fast becoming an industry imperative. A poorly chosen sim provider, a lapsed top-up, or a single-network failure can easily jeopardise compliance, passenger safety, and a lift company's professional reputation.

FROM BASIC UTILITY TO KEY COMPONENT

LIFTEX 2025 exhibitors are changing this narrative by positioning sims as a core part of any lift's digital-first infrastructure.

Multi-roam sims are increasingly being used to maintain stable emergency communications in hard-to-reach areas like basements – automatically switching between networks to maintain vital signal.

This ensures companies remain in line with the law and eliminates huge blind spots in what could be life-critical emergency telephone systems.

Of course, the sim's role now extends far beyond safety. Presenters at last week's industry exhibition demonstrated how modern sim management tools also support remote activation, instant sim ordering, and real-time usage data – all accessible through an intuitive online portal. The result is reduced site visits, better cost control, and faster fault response – all of which contribute to smarter, leaner lift servicing,

not to mention the peace of mind that lift operators can gain from automated renewal reminders, capable of ensuring that emergency lift phones are never out of service.

Even features like one-click cancellations and downloadable invoicing are helping providers to scale their operations with confidence, freeing up engineers to focus on uptime and safety rather than admin.

A FUTURE BUILT ON VISIBILITY AND CONTROL

The shift in perception – from sims as a passive utility to an active part of lift resilience – represents a quiet yet meaningful revolution. Today's most effective lift services are those that combine hardware excellence with digital intelligence.

Modern lift sim providers facilitate things like easy remote sim tracking by UK number via dedicated portal – two industry firsts – to help lift companies manage their portfolios better. These services have even been integrated with reliable telephony services by one leading UK-based lift sim provider now expanding into Europe, allowing emergency responders to instantly view a passenger's location when receiving a call, amongst other benefits. Such upgrades are imperative for companies seeking differentiation in today's increasingly competitive, fast-changing market, not only allowing lift companies to organise faster rescue and provide greater passenger protection and reassurance – but also setting a new precedent when it comes to safe, compliant operations.

SECURITY NOW MORE CRITICAL THAN EVER

Digital security is becoming more of an imperative across the lift sector, too. The rise of things like sim-enabled remote monitoring, IoT connectivity, and cloud-based analytics in lifts all heightens the security burden. Whilst IoT platforms demonstrate tangible improvements through sensor-driven condition insights, lift companies have to ensure that any innovations they incorporate are balanced out by sufficient protections like secure, encrypted frameworks. This will protect them from the rising cybersecurity threats that go hand in hand with digital developments.

At LIFTEX, cyberthreats dominated conversation – with providers highlighting features like end-to-end encryption, secure sim provisioning, and strict access controls to guard against risks as varied as sim-swapping, data interception, and unauthorised access.

Much like sims, security can no longer be seen as an add-on feature and must be embraced as a business necessity – vital to the overall connected picture.

WHAT THE FUTURE HOLDS

There's still some way to go before the other developments enthusiastically whispered about at LIFTEX become a reality – though the distance is relatively short. With similar analogue network sunsets on the horizon for Europe, demand for cross-border-ready, roaming-capable sim solutions is rising. Providers offering scalable platforms with international coverage are well positioned to support pan-EU lift portfolios, with some exploring e-sims as a means of remote provisioning without physical swaps, as well.

The key is to maintain the industry's current collaborative momentum and continue to build on this. If LIFTEX 2025 proved anything, it's that elevator connectivity is the future – and it's time to home in on even the tiniest components to ensure the future of lift travel is secure, visible, and easy to control. Do this, and the entire system will become smarter, safer, and more ready for the future.

Chaim Grunfeld, Co-Founder of SIMSINLIFTS
Chaim is Founder and Director of SIMSINLIFTS launched in late 2023 SIMS4Lifts together with his partner Chaim Berkowicz, to ensure all lift operators in the UK have reliable SIM cards when they need them with 24/7 access to your mobile manager portal and a fully roaming connection.
www.simsinlifts.co.uk

CELEBRATING INTERNATIONAL WOMEN IN ENGINEERING DAY (INWED)

INWED was celebrated on June 23rd with the theme of #TogetherWeEngineer. The day aimed to raise the profile of women in engineering and celebrate their achievements, so we are delighted to feature Paula from Zurich Engineering.

When Paula Robinson joined Zurich Engineering as an engineer surveyor in 2022, she was no stranger to challenging environments. After 14 years as a vehicle mechanic in the army, Paula's passion for all things mechanical was well established. But her drive and expertise quickly set her apart.

Paula leads a team of 17 engineer surveyors who spend their time inspecting anything from lifts through to cranes, plant machinery, boilers, coffee machines and LEV systems in and around London.

"Even as a manager, I think it's crucial to get out on the ground and carry out inspections. I still really enjoy this aspect of my job," Paula explains. "A typical day might be examining workshop equipment like overhead cranes and hoists right through to a 20 storey plus lift or 300-tonne mobile crane. It's not for the faint-hearted, but I love nothing more than being up high in a mobile elevated work platform, rain, hail or shine."

Among the many inspections she carries out, Paula recalls one in particular: "One of my favourite lift projects is a prominent 36-storey building in central London. Inspecting four lifts at that height is no small task—but I absolutely love it."

Paula's role offers the variety she craves. She's just as likely to be found inspecting stairlifts in residential homes as she is scaling giant cranes in industrial yards. "Visiting homes occupied by the elderly is something I really enjoy. Often, I'm the only person they've seen in a while, so after my inspection, I always make time for a chat—and there's usually a brew waiting for me. That connection is a rewarding, unexpected part of my job."

While Paula prefers the heights of London's skyline over deep underground lift shafts, she relishes the diversity her work brings. "People may find this hard to believe but lifts really are my favourite things to inspect. I never get tired of seeing the look on people's faces when I jump on top of a lift and shut the door behind me," she says with a smile.

For Paula, inclusion in the workplace is more than just a buzzword—it's a value she lives by. "I have true flexibility in my role. I manage my own diary and rely on myself and my team. That's really empowering." She's especially proud to see Zurich Engineering taking female-specific PPE seriously, championed by leaders across the business. "It's fantastic to finally have coveralls designed for women, not just smaller men's sizes. We're all different shapes and heights, and now I can do my job comfortably. It's great to see genuine progress for women in engineering."

Paula Robinson's journey is a testament to what's possible when talent, determination, and a supportive culture come together. In her own words: "We're making real strides for women in the industry—and I'm proud to be part of it."

CP Automation
Keeping industry
in motion

EFFICIENT POWER DELIVERY

We recently launched three new lift-specific regen devices to help reduce energy consumption, lower running costs and improve reliability.

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- Captures and recycles energy usually lost as heat to braking resistors
- Compact size and metal housing, ideal for MRL installations
- Less than 11 W standby consumption
- Fit and forget

CPFA

- Includes voltage boost feature for high-voltage motors such as Otis Gen2
- Easy installation — no external components required
- Compact size and metal housing
- Less than 13W standby consumption

CPFE

- Easy installation — ideal for new applications or as a retrofit to an existing installation
- Compact size and metal housing
- Less than 13W standby consumption

Our lift division offers a range of products and services, from AC drives, ARD and regeneration solutions through to on-site assistance in diagnosing a power quality problem or installing a drive upgrade.

Visit our website to find out more:
www.cpaltd.net

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CASE STUDY: MITIGATING SPURIOUS INPUT SWITCHING IN LIFTS

In issue 11 in January this year Brian Preston from CPA looked at the importance of surge protection device (SPD) in lifts. CPA have recently worked with Schneider Lift Controls on a project and have shared this case study

Like any electrical equipment, lifts rely on uptime — especially when carrying hundreds or thousands of passengers per day. However, when issues occur, it isn't always clear where the problem lies. When spurious switching started to occur in a lift system in a London building, detailed investigations and surveys followed. Having established the lift system wasn't at fault, the lift's manufacturer, Schneider Lift Controls, turned to power quality expert CP Automation.

Eight weeks after installation, residents at the apartment complex were experiencing issues with the lifts. There were reports of the fire control input becoming active when the lift was in travel, despite the contact driving the input remaining open.

The fire mode is designed to allow firefighters exclusive access and full control of the lift, allowing them to navigate swiftly and efficiently through the building. The lift descends to the ground floor and is put out of service, but firefighters can reactivate it using a dedicated switch. Because the lift doors close and the system is inactive, passengers couldn't call the lift from their level and would need to take the stairs.

Schneider's initial observation was that the fire mode was being triggered by the input into the control system, but subsequent testing showed this wasn't the case. The team changed all the processing boards, relay boards and LV power supply units. Furthermore, they changed the EMC filter on the HPV1000 AC elevator drive, supplied by CP Automation. Schneider also worked with the building's lift servicing company, as well as its German team and research and development department to try to find a solution.

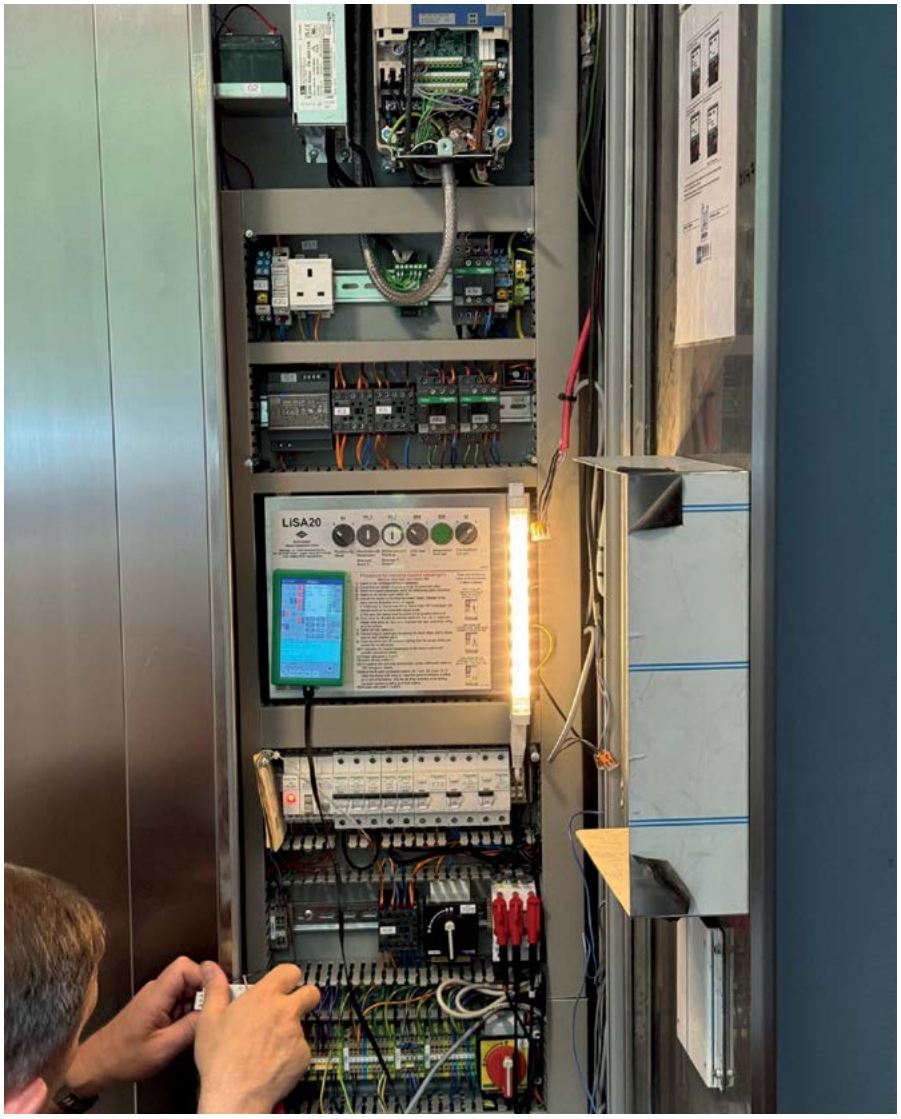
"After extensive investigations, we established that the issue was external and unrelated to the control system," explained John Merrill, managing director at Schneider Lift Controls. "As a temporary solution, we installed a galvanically-isolated contact that interfaced into the controller as a countermeasure to break the connection to the fire control input.

"While this was effective, we still needed a way of verifying the source of the problem and a more permanent solution. At this point, we brought in CP Automation."

The root of the problem

CP Automation's experts attended the site and performed a power quality survey. Without the relay in circuit, the team could replicate the issue and observe the input switching on as the lift accelerates to full speed. Then, by monitoring the voltage on the signal wires — which should be volt-free — they could identify the cause with the relay removed from the circuit.

Initial frequency measurements showed a cycle time of 125µs, corresponding to 8kHz — a clear match for the carrier frequency of the variable speed drive (VSD) installed. This confirmed that the drive was the source of the electrical noise, which is unsurprising, as VSDs are typically the largest contributors to electrical noise in a control system. However, with proper earthing and screening, this noise should not usually affect other parts of the system.



"We conducted further measurements across a range of frequencies, detecting values up to 104kHz," explained Nick Price, team leader — elevator at CP Automation. "The data revealed a range of harmonic disturbances, with poor-quality earthing standing out as a key issue."

"Supraharmonic levels exceeded acceptable limits, and during our visit the site's total harmonic distortion voltage (THDv) was close to the acceptable limit," added Price. "The THDv will vary according to the local loads on the supply outside of the control of the site, so there's a risk this limit could be exceeded at other times of the day."

After establishing the background distortion level, which showed significant worsening, Nick and his team inspected the panel wiring and earthing. It became evident that there were no issues with the lift's internal wiring, earthing or screening — all had been correctly handled by the lift installer. This confirmed that the cause of the problem lay in external power quality issues rather than the installation itself.

Mitigation and protection

Having concluded that the cause was external, CP Automation looked at options to mitigate the distortion at the connections it had access to. The best option was installing a SineTamer sine filter and surge protection device (SPD) at the three-phase input terminals inside the control panel.

A SineTamer is a transient voltage surge suppression designed to protect variable frequency drives and other sensitive electronic equipment. Unlike traditional SPDs, SineTamer uses special frequency attenuation circuitry rather than voltage actuation. This means the device can actively track and follow the sinewave form — protecting all 360 degrees of it.

"After installing the SineTamer, we immediately saw a reduction in the peak voltage distortion," added Price. "It dropped from 11V at 40kHz, 56kHz and 73kHz to 2.5V at 88kHz — a reduction of around 80%."

"Together, we proved that the issue wasn't the lift controller — it was external," added Merrill. "It's easy to just accept poor power quality as unavoidable, but there are solutions out there. It's time we start addressing the issue head-on.

HMS PRINCE OF WALES AND SOME VERY LARGE LIFTS!

Our content editor, Dave Cooper, was invited to the families and associates open day aboard HMS Prince of Wales in Portsmouth on 26th March 2025. This was due to his role within The Worshipful Company of Engineers who are affiliated with the ship. We are grateful to have the permission from the MOD to use the photographs within the article.

The visit was in advance of the ship being deployed on service and saw the families aboard. Dave was particularly struck by the speech given by Captain Will Blackett who had his young children and wife with him. He was completely mindful of the fact that the crew's families would have no contact with their loved ones during the deployment and inspirational in his delivery of assurance that he would be issuing bulletins without releasing sensitive information so they could be assured.

HMS Prince of Wales is a Queen Elizabeth-class aircraft carrier and the flagship of the Royal Navy. It is one of the largest and most powerful warships ever constructed in the UK. The carrier is capable of carrying up to 40 aircraft, including F-35B fighter jets and Merlin helicopters. It's designed for a wide range of tasks, from humanitarian relief to high-intensity warfare.

The Lifts

The ship has two large aircraft lifts capable of lifting 70 tons, or 220 tons total, including the platform weight. These lifts are crucial for moving aircraft, including F-35B fighter jets and Chinook helicopters, between the hangar and the flight deck. The lifts are designed with independent hydraulic power units and must stop level with both the flight deck and the hangar deck.

MacTaggart Scott was contracted to design and supply the aircraft lifts. At 70 ton Safe Working Load, these are the largest lifts that the company has supplied. Each lift can carry two F-35 fighter jets or a Chinook helicopter. The lifting platform itself weighs 150 tons, so the total load is some 220 tons. Each lift has its own independent hydraulic power unit and are situated on the port and starboard sides of the ship, facilitating efficient movement of aircraft.

For an aircraft carrier, the aircraft lifts are mission critical. They need to be reliable, safe and available. Operation must be smooth and the platform must stop level with the flight deck and hangar deck for ease of handling the aircraft. The lifts can transfer aircraft from the hangar to the flight deck in a short amount of time, with the capability to move four F-35s in 60 seconds.

The Statistics:

- Size and Capacity: 280 meters long, 70 meters wide flight deck, 65,000 tonnes displacement.
- Crew: Typically 700, increasing to 1,600 with aircraft and personnel on board.
- Speed: Over 25 knots.
- Global Deployment: Capable of deploying worldwide for extended periods, as demonstrated by recent missions in the Mediterranean, Middle East, and Indo-Pacific.

Recent Activity:

- HMS Prince of Wales recently departed on a major deployment as part of the UK Carrier Strike Group, marking the largest UK naval deployment in years.
- The deployment, named Operation Highmast, will involve exercises with allies in the Mediterranean, Middle East, and Indo-Pacific regions.
- The carrier is equipped with the latest technology and weaponry and will be accompanied by other warships and support vessels.
- The ship recently visited Liverpool, allowing the public to tour the vessel and learn about its capabilities.

The **Worshipful Company of Engineers** is one of the livery companies of the City of London. The company was founded and became a livery company in 1983 and was incorporated by royal charter in 2004. The company is for chartered engineers of EC (UK) professional institutions or fellows of the Royal Academy of Engineering. It works to promote and develop all aspects of the science, art, and practice of engineering.

It's motto is Certare Ingenio, Latin for Use Skills to the Best of One's Abilities

PEW & SICOR EVENT

On Thursday 15th May PEW and Sicor hosted an event in the wonderful surroundings of Fishmongers' Hall in London.

The Hall is one of the finest venues amongst the historic livery halls of London and was a magnificent choice for introducing over eighty senior lift industry consultants and contractors.

Fishmongers' Hall was chosen for the event, to not only showcase PEW and Sicor's partnership, but to show the City of London's ancient Livery trade associations at their finest. Jason Clark, the Chairman of PEW is a Liveryman of the Worshipful Company of Plumbers and a Freeman of the City of London. He is also currently the Vice President of the Chartered Institute of Plumbing and Heating Engineering.

The event was organised by PEW to celebrate their recent partnership agreement with Sicor Italy. Jason Clark opened the evening by welcoming the assembled guests and introduced the guests from Sicor and Giovanni Sacchi, Director of The Italian Trade Commission and his wife Mrs Miriam Cherubini. He also welcomed Dave Cooper as President Elect of CIBSE who is a Liveryman himself and Junior Warden in the Worshipful Company of Engineers.

Andrew Dennehy, CEO of PEW, thanked the assembled audience for their support over many years and informed us of the history of PEW and how it has got to where it is today.

Enrico Giroldini (Commercial Director Sicor Italy) then gave a presentation on Sicor and its new initiative to help its customers with a holistic approach to the industry. Enrico was followed by Massimo Santambrogio (CEO Sicor Italy) who made mention of the woeful situation that our industry finds itself in with a shortage of competent trained engineers.

After dinner the evening closed with a traditional Livery stirrup cup. All in all a wonderful evening with a common theme of quality throughout.

THE CIBSE LIFTS GROUP

CIBSE Lifts Group

The CIBSE LIFTS GROUP is converting to a SOCIETY to bring more benefits and recognition to our members

Follow us to be part of this journey

EXPERTISE >
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NEWS FROM THE CIBSE LIFTS GROUP

CIBSE Lifts Group Events

The next six months are shaping up to be packed with opportunities to connect, learn, and lead in vertical transportation. Whether you're an engineer, consultant, or designer, here's what's coming up:

- Guide D 2025 Launch – 23 September 2025 – read more on page 59
- 16th Lift & Escalator Symposium – 24–25 September 2025 - read more on page 58
- Annual Seminar – November 2025

We're proud to bring together industry leaders to explore critical topics like safety, maintenance quality, modernisation, and the latest codes and standards.

We encourage lift professionals across the industry to participate in these and help shape the future of vertical transport. We look forward to seeing many of you there!

Follow the CIBSE Lifts Group Events Page for updates and registrations.
https://lnkd.in/ebiMBJx4

The Society of Vertical Transportation is launching soon

The CIBSE Lifts Group is evolving. Launching on **23 September 2025**, the Society of Vertical Transportation (SoVT) will become the new professional home for those working across lifts, escalators, and vertical mobility.

SoVT offers recognition, CPD, global connection, and a platform to shape the future of our sector.

Register your interest to stay informed and be part of the launch:
https://bit.ly/4kP1wBj

FOLLOW us on

Keep up to date on our web site

CIBSE Mentoring Platform

The CIBSE Mentoring Platform has been updated to include Vertical Transport Engineers. This will help link VT Engineers with mentors that have similar and suitable experiences for a more tailored approach to mentoring.

Signup now by following the below link.
https://cibse.org/mentoring

THE INTERVIEW

The new President of CIBSE (the Chartered Institution of Building Services Engineers) took up his role in June. We caught up with Vince Arnold to hear about his plans for the year, and what excites him about his new role.

Before we dive in to talking about the role of President, let's rewind to the beginning of your career. What did that look like?

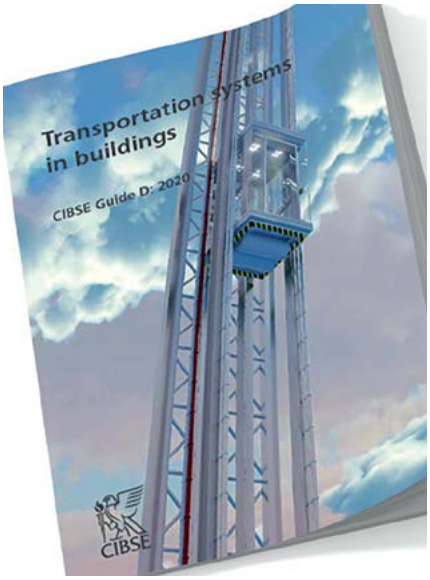
I started as an electrical apprentice in the mid-70s for the Post Office. During this time, I worked on the building site for the Milton Keynes city centre Post Office branch, and was involved in site meetings with consultants which was incredibly inspiring. I thought, "I don't want to be an electrician out on a building site, I want to be a consultant!". A senior consultant advised me that I'd need a degree, so I took up a part time degree, whilst continuing to work for the Post Office in various roles. These included a maintenance engineer, a lecturer for their internal college courses and a national policy and standards manager, gaining the experience I'd need to become chartered. I then ran a small building services consultancy before leading a London practice. I've spent most of my career in consultancy, but building that ground work as an apprentice – you can't beat it.

Let's look a bit into your history with CIBSE – what made you interested in volunteering for them?

I first got involved over 25 years ago as a volunteer interviewer, interviewing people for membership, which I still do today. Then my volunteer career really took off, becoming vice chair of the membership panel before chairing it for 12 years. I've served on other panels and committees, and joined the board five years ago. After spending this last year as President Elect, I'm now really excited to be President for the next year. I enjoy the volunteer experience so much, working on the board has put me in a great position to use my passion for the industry to help CIBSE develop.

Can you explain a bit about the role of President?

CIBSE has over 24,000 members, a third of which are located outside of the UK, so I'll be spending a fair amount of time attending events in the UK and around the world, presenting to various audiences, conferences, lunches and dinners as well as chairing panel sessions and raising relevant issues. Of course, a part of that includes the promotion of the vertical transportation industry, which is a key area.



What is your vision for your year as President of CIBSE?

My theme for the year is 'paying it forward', to promote this idea throughout the industry. We have so much experience, knowledge and talent, and sharing that will not only benefit the industry, but wider society as well.

We need to be better at sharing our successes, as well as our failures. If something has gone wrong, we want to analyse what's occurred and what we should do to rectify it – and then share our findings so that people can avoid making the same errors. Engineering is identical, worldwide, we use the same elements – water, electricity, gas – the language of engineering is universal, so we need to learn from each other.

I'll also be working to promote CIBSE, supporting developing careers and inspiring young people, growing membership and increasing the opportunities for lift engineers to be recognised for their valuable contribution – we can't get enough recognition for them – let's have a bit more!

Inspiring the next generation of talent within the lift industry is a hot topic. Why do you think that's so important now?

Inspiring young people, in whatever walk of life they want to pursue, is essential. I have enjoyed my career – it's been hard work, but I want to inspire the next generation so that they can have a similarly rewarding career. I've spoken to apprentices around the world and they are so passionate and have so much energy – they inspire people like me at my stage of career; they are so enthusiastic! For the last four years I've been one of the judges for the Apprentice of the Year competition, and have been so impressed by some of the apprentices from the vertical transportation world. I'm really pleased we get so many lift apprentices; I never cease to be amazed by their enthusiasm.

The updated CIBSE Guide D is soon to be launched. Can you explain why it's been updated and the impact that it will have?

CIBSE Guide D has been the 'go-to' for all things lifts and escalators since the mid-90s. Over the years, with the increasing pace in technology development, lift design has advanced in line with this, and some new lifts are so impressive now. We've got a wonderful opportunity to make sure we provide updated guidance and knowledge to our members and wider community around the world. A lot of the guidance has been modified for different countries, to make it specifically applicable to them.

The CIBSE Special Interest Lifts Group is evolving into the Society of Vertical Transportation. Why is this change happening and what will the benefits be?

This is a wonderful opportunity, acknowledging the value of the vertical transport industry - we're making the change as we recognise the great level of interest here, and it should be complete by the end of this year. This change will raise the profile of vertical transportation and broaden its focus to a global view, increasing the discussions around hot topics, which, at the moment, centre on fire service and evacuation lifts and the 'stay put' policy.

Members of this society will be able to attend meetings with peers, get involved in special interest groups and have more opportunities for volunteering and professional registration to enhance and augment their careers, as well as benefiting from enhanced resources.

What do you see as the rising trends in the lift industry over the next 12 months?

The EN81-76 fire safety standard for evacuation lifts is going to be a focus this year, as well as changing our special interest group to a society – I'm so pleased that it's going to happen on my watch! Increasing apprenticeships and inspiring the next generation of lift engineers will hopefully continue at pace over the next year, and we've got our sights set on raising the profile of the industry as a whole and the professionals that work within it.

All here at Lift Industry News wish Vince the best for his year as President and look forward to seeing all the great progress made over the next 12 months at CIBSE. If you're interested in finding out more about the new Society of Vertical Transportation, or CIBSE as a whole, visit *cibse.org*.

READ MORE ABOUT CIBSE

https://www.cibse.org/

READ VINCES' PRESIDENTIAL ADDRESS

http://bit.ly/44OysUQ

A LIFE IN THE DAY

When Robin Gardiner joined TVC as Sales Manager in June, he brought with him more than 12 years of lift industry experience.

We caught up with him to talk about his background, what drew him to TVC and his vision for the future.

Having started his career with platform lifts, Robin worked his way through passenger lift and high-rise projects, sales leadership and roles with blue-chip names like TK Elevator and Schindler, as well as smaller independent companies. Throughout, his focus on understanding customers has remained constant.

"At TVC, our sole importance is our customers," he says. "Having been in their shoes, I know the frustrations they face, and my goal is to make sure they never feel that way when working with us."

Robin leads TVC's growing Sales team, a role that keeps him on his toes. "There are no typical days," he reports. "It's about reacting to customer enquiries, making sure everything flows, keeping the team motivated and staying ahead of the competition with better service and pricing."

One of the areas Robin is keen to highlight is TVC's monitoring service, an element that often surprises customers.

"We don't just make controllers! We have a new development around sensor monitoring, CMS Anywhere Lift Monitoring, which is an exciting move forward that will really help our customers."

SO, WHAT DREW HIM TO TVC?

"For me, it was the quality of the product. It's an easier sell when you believe in what you're offering, and I see huge potential in bringing that high quality to a wider, mid-range market. Being part of the Vantage group also opens up exciting opportunities to grow and cross-sell."

LOOKING AHEAD, ROBIN'S GOAL IS TO HELP TVC MOVE FORWARD WITH CONFIDENCE.

"I want to make the business more visible, more modern and more engaged, shaking things up so we can keep growing and meeting the needs of today's – and tomorrow's – market."

Outside of work, Robin stays grounded with CrossFit, time at the gym, and looking after his two young children. "That's what keeps me level-headed," he smiles.

With his customer-first mindset and clear drive to evolve the business, Robin is ready to take TVC, and its customers, to the next level.

The Lift and Escalator Library

»www.liftescalatorlibrary.org«

Is an online library for the lift (elevator) and escalator industry.

It provides free access to an extensive collection of papers made available to support education and research.

LIFT & ESCALATOR SYMPOSIUM

An Initiative Of The Lift
& Escalator Symposium
Educational Trust
Registered Charity No: 1170947

CIBSE Lifts Group

University of Northampton

Lift and Escalator Industry Association LEIA

LIFT & ESCALATOR SYMPOSIUM

16TH SYMPOSIUM ON LIFT & ESCALATOR TECHNOLOGIES

24 - 25 September 2025

Kettering Park Hotel

www.liftsymposium.org

University of Northampton

Lift and Escalator Industry Association LEIA

CIBSE Lifts Group

16TH LIFT & ESCALATOR SYMPOSIUM

The 16th Lift & Escalator Symposium (LES) returns to the Kettering Hotel and Spa from 24th to 25th September.

LES brings together experts across the world from the field of vertical transportation. Speakers include industry experts, academics and post graduate students. All the abstracts for this year are listed on the next pages.

The two-day event offers a unique opportunity for delegates to meet with and learn from leading experts from around the world.

A keynote presentation on the Future Office will be given by Mike Burton CEng FCIBSE HonFRIBA, Director, Building Engineering, Office Sector Lead, AECOM, UK

The modern workplace is undergoing a dramatic transformation, driven by technological advancements, shifting employee expectations, and evolving business strategies. This presentation explores the key trends shaping the future of work and considers what lies ahead.

With over 30 years' experience in sustainable building design, Mike has helped to deliver some of UK's most important new and refurbished offices, along with offices in Europe and the Middle East.

These include the BBC's iconic Broadcasting House; the White Collar Factory, refurbishing the United Nations Geneva, and Schroders elegant Global HQ, as well as speculative high-quality offices for developers including Derwent, Landsec & Brookfield.

Day Two sees a panel discussion on Intelligent Building & Maintenance with industry experts from CEDES, Henning, Kone, Otis, Safeline, Jardine Schindler, TK Elevator and WeMaintain

REGISTER TODAY

Date: 24-25th September 2025

Where: Kettering Park Hotel & Spa

www.liftsymposium.org

Alongside the conference programme, you can meet a host of exhibitors demonstrating the latest products and solutions.

The 2025 Exhibitors are:
CP Automation, Digital Advanced Control, CE Electronics, Lester Controls, Global1Partners Ltd, SLS Sassi, Thames Valley Controls & Schaefer GmbH.

CIBSE GUIDE D

CIBSE Guide D Transportation systems in buildings is an internationally recognised and respected reference on vertical transportation. The guide is an invaluable source of information for those involved in the design, installation, commissioning, operation, and maintenance of transportation systems in buildings.

The CIBSE Guide D: 2025 seminar and official launch of the seventh edition will be held on 23 September 2025 from 9.00am to 4.00pm. at Kettering Park Hotel, Kettering, UK. The £85.00 + VAT seminar fee covers a full day of expert-led technical content.

Attendees will hear directly from the guide's authors as they walk through each chapter, spotlighting major updates and new content.

CPD Certificate to be provided.

This launch has been scheduled to align with the Lift and Escalator Symposium. If you're attending both, it's an ideal opportunity to extend your stay **and engage with what's next in the vertical transportation community from CIBSE – including emerging developments on the horizon**.

Places are limited, so we recommend booking early. The deadline for registration is 6th September 2025.

http://bit.ly/4n6Sn9F

1.Using machine learning in order to estimate the traffic mix in a building from the stops data.

Professor Lutfi Al-Sharif[1] [2], Dr Richard Peters[2], Matthew Appleby[2].

[1]Al Hussein Technical University, Jordan, [2]Peters Research Ltd, UK.

Previous work has established that the average number of up stops and down stops in a building during a round trip, as well as the ratio between them, could be used to estimate the mix of traffic prevailing in the building and its intensity.

Further work has used basic correlation methods to derive the mix of traffic in the building, finding the ratios of incoming traffic, outgoing traffic, interfloor traffic. These studies have assumed that inter-entrance traffic is zero.

This paper builds on the methodologies developed in the earlier work by introducing machine learning techniques to model the relationship between stop types and their locations within a building. The methodology requires knowledge of the types of floors in the building (occupant floors or entrance/ exit floors).

The data required for machine learning will be generated in larger amounts in a reasonable time and with modest processing power, whereby the data is representative of a specific building.

2. Why escalators require safety gear similar to lifts.

Anthony Andon.

Anthony Andon, Iran.

As outlined in European standards, safety gear (commonly referred to as "parachutes") is mandatory for lift cabins and required for escalators under three specific conditions, particularly when the escalator height exceeds 6 meters.

This study begins by examining the historical development of parachutes, lift safety regulations, and the requirements established by European standards. It then analyzes escalator incidents where the primary braking system failed to stop the escalator, highlighting the necessity of auxiliary brakes even for escalators under 6 meters in height.

Finally, the research advocates for making auxiliary brakes mandatory across all escalators. By equipping escalators with safety mechanisms similar to those in passenger lifts, a secondary system can effectively prevent accidents, significantly enhancing passenger safety.

3. AI in lift systems.

Matthew Appleby.

Peters Research Ltd, UK.

Artificial Intelligence (AI) is playing an increasingly significant role in the lift industry, offering the potential to enhance efficiency, reliability, and passenger experience. This paper examines the application of AI across five core areas: dispatching, preventive maintenance, traffic pattern recognition, expert design, and system modelling.

In addition to reviewing existing research and practical implementations, it explores potential future developments, considering how AI could reshape the operational landscape of vertical transportation.

The ethical implications of AI adoption are also discussed, with particular attention to privacy concerns, workforce impacts, and the challenge of balancing parameter optimisation. This paper highlights the transformative potential of AI within the lift industry while emphasising the importance of ethical and sustainable implementation.

4. The potential of digital out-of-home advertising in the lift industry.

Begum Avdagic, Peters Dewhurst, Gemma Moore.

Dewhurst Ltd, UK.

Digital Out-of-Home (DOOH) advertising has changed the face of traditional advertising by turning public places into digital media displays. A vivid application of this is in the lift industry, where confined spaces are perfect for targeted marketing. The paper is devoted to the examination of DOOH advertising in lifts, namely its adoption, benefits and challenges by making use of the results of market research and a targeted survey of industry stakeholders.

The survey asked questions related to various topics such as the digital screen adoption in the present, the willingness to include external advertising, the perceived benefits, and the main concerns. The research showed an increased interest in employing digital screens instead of the traditional pinboard system to encourage internal communication by delivering dynamic content and enhancing the looks of the spaces. However, the survey also pinpointed some problems like installation issues, privacy concerns, and the negative perception of particular user groups to external ads.

The paper also uncovers the lift advertising advantages such as high dwell times, captive audience engagement, and the targeting of demographics through empirical data. With further expansion of the digital age, other trends will follow, such as programmatic advertising, interactive content and integration with mobile device to boost user engagement.

The survey also demonstrated that buildings, in many cases, would consider a polite but open-minded approach to using external advertising in order to cover costs as long as the building managers are in control of the ad content. The study underlines the need for the suitable combination of the technological tools and the privacy and relevance concerns to maintain balance in the process. The paper ends with the presentation of actionable recommendations for advertisers and lift operators stressing the versatility of lifts as dynamic media for brand communication in the changing DOOH field.

5. Statistical investigation of elevator damages after large earthquakes in Turkey.

C. Oktay Azeloglu, C. Erdem İmrak, Ahmet Sagirli, Ayşe Edincliler, Hamit Kenan, Yakup Artun, Caner Yüksel.

Doğuş University, Turkey.

Elevators have expected to continue their services after earthquakes, especially in critical and strategic public buildings such as hospitals.

However, from investigations carried out in the field after earthquakes, it is known that elevators are out of service due to damage to critical components. In this study, after large earthquakes in Turkey field investigations carried out on elevator installations are discussed and the structural elements of the elevators are classified and statistically expressed.

The results obtained are shown graphically and the distribution of the damages in critical components is given. It is aimed to reveal which components should be focused on in elevator design for earthquakes and the points to be taken into account in elevator design for seismic test suit.

6. Advances in technical E-Learning training in the lift industry.

José María Compagni Morales, Jose Compagni Aycart.

DOCENSAS SLU, Spain.

The need to update knowledge, skills, and competencies is becoming increasingly essential to meet the demands of a rapidly evolving labour market. The COVID-19 pandemic, as well as digital and ecological transitions, pose new challenges and a shift in the way we learn and work. Traditional formal education and training are not sufficient to address these challenges, leading to the emergence of new learning methods that are impacting company-funded training.

As these new methods are implemented in businesses and their practical results are assessed, considering the physical, mental, and emotional well-being of employees, we are likely to witness a significant transformation in continuous training within the next decade. This transformation is already underway but requires changes in how companies manage training.

This paper will discuss e-learning training applied to the construction sector, with a specific focus on the lift industry. While some of the conclusions are applicable to any country, the data presented primarily focuses on Spain, where related statistics are available.

7. A chronology of the life of Howard Marryat.

David Cooper.

LECS UK Ltd, UK.

This paper presents the life of Howard Marryat (1871-1944) who founded Marryat & Place at the age of 20 and Marryat & Scott in 1919 which went on to become one of the most successful lift companies in the world and now owned by KONE.

He was also involved with Marryat & Place and a founding partner with Dewhursts.

His work rate and charitable giving was phenomenal and this paper will demonstrate how his surname became synonymous with the lift industry.

8. Mass lift alarm connection migration a case study.

Matthew Davies

Memco, UK.

The paper will take the form of a case study detailing the migration of 1100 lift alarms, owned by a major hotel chain, from obsolete PSTN telephone lines to a managed service. The case study will cover four key areas:

- The scale of the problem faced by the lift owner
- The selection criteria for alternative connectivity solutions
- Challenges with migrating a diverse lift portfolio covering the UK, Republic of Ireland, Isle of Mann and the Channel Islands
- Additional insight gained into the lift alarm estate during and after the migration

The authors were closely involved with the migration from start to finish so their records will form the basis for the material. In additional direct testimony from the end client will be sought in order to present the perspective of the lift owner.

9. Identifying and addressing the causes of excessive wear in lift suspension means through rope load analysis.

Tim Ebeling.

Henning GmbH & Co. KG, Germany.

Excessive wear on suspension means in lifts, particularly in machine-room-less (MRL) systems, has become a growing concern in recent years. A key factor influencing wear is the load distribution within the rope set. According to Prof. Feyrer's well-known studies at the University of Stuttgart, the lifespan of the entire rope set can be reduced by up to 40% if a single rope deviates by just 15% from the average load within the set.

While standards such as the North American A17.1/B44 impose limits on static rope tension differences, the dynamic load behaviour during lift operation is often even more critical. Factors such as worn traction sheaves, misaligned deflections, or twisted ropes can lead to significant variations in rope tension. However, a detailed analysis of the load progression during the travel allows for a precise identification of such irregularities, enabling the implementation of targeted corrective measures to optimize system performance and extend the lifespan of the suspension means.

This paper presents real-world measurements of rope tensions and demonstrates how simple calculations and considerations can help derive effective measures to improve the performance and longevity of lift systems.

10. Lift evacuation communications.

Jason Godwin

2N TELEKOMUNIKACE a.s., Czech Republic.

The (imminent) arrival of EN81:76 as a published and applicable new lift standard and the need for implementation of evacuation communications to new and/or modernised lifts is a new challenge for lift companies and extends their responsibilities beyond lift operation.

In this paper and symposium presentation the topic of evacuation communications will be explored in terms of available communication technology, options and considerations with the goal of providing some foundation for the selection and application of effective solutions.

11. Dynamic rope loads and traction ratios under adverse lift operating conditions.

Stefan Kaczmarczyk,

University of Northampton, UK.

The lift safety codes demand that the dynamic traction conditions must be investigated in addition to the static conditions. This includes evaluation of the traction ratios under emergency braking conditions. For safety reasons, the systems calculations involve the evaluation of dynamic suspension rope tensions on the car and counterweight sides of the traction sheave and seek to guarantee that during normal operation/ car loading and emergency braking conditions slippage between ropes and traction sheave does not occur.

In this paper rope the determination of tensions under dynamic loads arising due to sway of tall buildings caused by diverse environmental issues such as strong wind and earthquake conditions is discussed. The tensions during the lift travel are computed and the corresponding dynamic traction ratios for the worst cases depending on the position of the car in the well are assessed.

The additional dynamic effects are analysed, and it is demonstrated that to make an accurate estimate of the applied traction conditions these effects should be assessed.

12. Improving maintenance with technology.

John Koshak.

eMCP, USA.

The paper will discuss the tremendous equipment improvements electronic maintenance control programs and IOT can provide, tailoring maintenance to legitimate demand for performance of maintenance tasks. The program provides for contractual reimbursement when maintenance is not performed, the financial benefits finally are in favour of the building.

Examples of documented 70% reduction of callbacks, reduction of unexpected equipment failure, elimination of incidents, preservation of capital equipment, and lift personnel morale improvement will be provided. The current trends will be looked at and how they impact on end users.

13. 80%: Lift traffic design's most misunderstood number.

Richard Peters

Peters Research Ltd, UK.

An 80% capacity factor (car loading) is widely used in lift traffic design; however, it is applied differently in calculations and simulations. In round-trip time calculations, an 80% car factor is typically assumed to determine handling capacity. For consistency, in simulations, cars may be allowed to fill to 100%, with average capacity factor assessed across the peak period to confirm it does not exceed 80%.

This paper examines the origin and purpose of the 80% capacity factor, demonstrates its implementation in both calculation and simulation, and explains the importance of using area, not mass, as the basis for these assessments. The paper addresses common misconceptions that incorrectly conflate allowances for passengers occupying more space (e.g. as they are carrying baggage) with the 80% capacity factor. Instead of adjusting the 80% capacity factor, a better approach is to vary the area per person in the analysis to reflect different passenger types.

By consistently applying the 80% capacity factor, designers can better communicate their work and ensure realistic and robust lift system designs.

14. Enabling innovation through an Internet of Things (IoT) platform that operates alongside the lift controller without modifying the certified safety chain.

Daan Smans.

CEDES AG, Switzerland.

The vertical transportation industry is dominated by a small number of global players who have introduced many significant innovations. However, these have typically been deployed as proprietary systems, limiting wider adoption and preventing others in the industry from building upon them.

Various efforts have been made to increase accessibility and interoperability across manufacturers, particularly for self-contained subsystems where innovation is permitted within the bounds of applicable codes. More intelligent applications, however, often require interaction with the lift controller, which is typically considered part of the safety chain.

To improve interoperability, multiple initiatives have sought to standardise communication protocols between lift controllers and subsystem devices. Despite some of these efforts dating back decades, widespread adoption remains limited. In the absence of regulatory requirements, uptake depends on individual manufacturer strategy—many of whom favour fully integrated platforms for reasons including product standardisation, subsystem coordination, and legacy compatibility.

This paper explores an alternative approach: enabling innovation through an Internet of Things (IoT) platform that operates alongside the lift controller without modifying the certified safety chain. The system architecture uses retrofittable, hardware-agnostic edge devices to monitor door activity and passenger movement, communicating via standard interfaces such as Ethernet or LTE.

Designed for compatibility across manufacturers, models, and equipment generations, this approach creates new opportunities for integrating functions such as intelligent dispatching and people-flow analytics without relying on proprietary system access. By decoupling innovation from the core controller, it offers a scalable path towards greater openness and faster adoption of new technologies across the industry.

15. Electromagnetic compatibility (EMC) and why it is often ineffective.

Dr Rory Smith.

University of Northampton, USA.

In theory, meeting the global standards for Emissions and Immunity protects a lift or escalator from electromagnetic interference (EMI) caused by outside sources and protects other equipment in a building by limiting the emissions generated by the vertical transportation equipment.

Installation methods and aging often render EMC measures ineffective.

EMI and its sources are identified, both proper and improper installation methods are detailed, and the degradation of EMC equipment over time are explained.

16. Lift buffer forces under unfavourable collision conditions.

Professor Stefan Vöth.

Technische Hochschule Georg Agricola, Germany.

Industrial hydraulic buffers are standard equipment for lift installations especially at lifting speeds greater than or equal to v=1m/s. They are used for the limitation of car accelerations and the reduction of impact loads on structures during processes of kinetic energy reduction. This is realized by a certain buffer force acting along the stroke of the buffer. The product of buffer force and stroke results in the energy dissipated during a buffering process.

The intentionally restricted buffer force is a result of the load mass, the load speed and the buffer stroke chosen. The buffer stroke is subject to the requirements of the standard. In order to gain a suitable buffer capacity values of mass and speed rated to applicable standards are considered during design. Nevertheless more unfavourable conditions may occur. This all results out oft he standard applied, EN 81-20 e.g.

The contribution discusses the relevant definitions of EN 81-20 and the resulting unfavourable operating conditions. For certain applications suitable buffer designs are evaluated. For these designs the buffer force outcomes are revealed for unfavourable operational conditions. The resulting jerks are evaluated with regard to the jerk requirements of EN 81-20.

TED BARKS

WITH THE LIFT INDUSTRY MENTAL HEALTH CHARTER

The Mental Health Benefits of ~~Dogs~~ Cats

Allegedly C.A.T.S have long been cherished as beloved companions. Although I have difficulty understanding this- surely everyone wants a lovely dog like me - my human and his friends assure me that a cat's role in enhancing mental health is increasingly backed by both anecdotal evidence and scientific research. And the Editor for the magazine says we have to have a balanced view on pet choices so this edition is all about cats - and I have gone to lie down and consider the world order...

With their unique blend of independence, affection, and gentle demeanor, cats provide comfort and joy to their owners in countless ways. Here, we delve deeper into how these furry friends can significantly impact our mental well-being.

1. Stress and Anxiety Reduction

One of the most immediate and profound benefits of having a cat is the reduction in stress and anxiety. Cats possess a natural ability to create a tranquil environment, and interacting with them can be incredibly therapeutic.

Lowering Stress Hormones: Simply petting a cat can lower cortisol levels, the hormone associated with stress. At the same time, it can boost the production of mood-enhancing hormones like serotonin, dopamine, and oxytocin, which are linked to happiness and emotional bonding.

The Healing Power of a Cat's Purr: A cat's purr is not only comforting but is also known to have therapeutic effects. Studies suggest that the frequency of a cat's purring (between 25 and 150 Hz) can promote healing by reducing stress, lowering blood pressure, and even aiding in the recovery of injuries for humans.

Quick Stress Relief: Research shows that spending just 10 minutes engaging with a cat—whether through petting, playing, or simply sitting near them—can lead to a measurable decrease in stress levels. This makes cats an ideal companion for those with hectic schedules or high-pressure lifestyles.

2. Companionship and Reduced Loneliness

Cats excel at offering companionship, making them a source of comfort for individuals who feel isolated or lonely. Their presence provides a sense of connection and emotional support that is vital for mental health.

Unconditional Love: Cats give affection without judgement, creating a safe emotional space for their owners. This can be particularly beneficial for people who live alone or are going through challenging times.

A Sense of Routine: Caring for a cat introduces a sense of structure and purpose into daily life. Feeding, grooming, and playing with a cat can give individuals a reason to get out of bed and stay active, fostering a sense of responsibility that translates into better mental well-being.

Reducing Feelings of Isolation: Cats can make an empty house feel like a warm home, providing a constant and comforting presence.

They offer silent companionship that can make people feel less alone.

3. Emotional Regulation

Cats have an uncanny ability to help their owners manage emotions effectively. Their calm demeanor and playful antics can lift spirits and offer relief from negative thoughts or overwhelming emotions.

A Calming Presence: Cats can act as an emotional anchor, helping to ground their owners during moments of distress. Their quiet, soothing behavior often promotes a sense of peace and stability.

Sources of Joy: A cat's playful activities, such as chasing a toy or pouncing on a shadow, can be a delightful distraction from stress and sadness. These moments of lightheartedness can significantly alter one's mood.

Empathy and Comfort: Some studies suggest that cats can sense human emotions. They may approach and offer comfort during times of sadness, anxiety, or frustration, creating a bond that provides irreplaceable emotional support.

4. Encouraging Self-Care

Owning a cat can inspire self-care habits, especially for individuals struggling with depression or low motivation. The responsibility of caring for a living creature often leads to improved self-discipline and better personal care.

Daily Responsibilities: Feeding, grooming, and playing with a cat require a commitment to daily routines. These activities encourage owners to stay engaged and active, even during challenging times.

Boosting Motivation: Knowing that a cat relies on them for care can give individuals a reason to keep moving forward. For those battling depression, this sense of purpose can be a lifeline.

Promoting Healthy Practices: The presence of a cat can encourage owners to create a cleaner, more organized living environment, which is known to positively impact mental health.

5. Social Interaction

While cats are often seen as independent creatures, they can also facilitate social connections. Whether through shared interests or chance encounters in public, cats have a way of bringing people together.

Conversation Starters: Cat owners often share stories about their pets, leading to discussions with friends, family, or even strangers. These interactions can strengthen social bonds and create new connections.

Shared Communities: Cat enthusiasts often form communities, both online and offline, where they can share advice, experiences, and mutual appreciation for their feline companions. These groups foster a sense of belonging.

Breaking the Ice: For individuals who feel socially awkward, cats can serve as a bridge to easier conversations. Sharing photos or anecdotes about a cat can make interactions more natural and enjoyable.

Conclusion

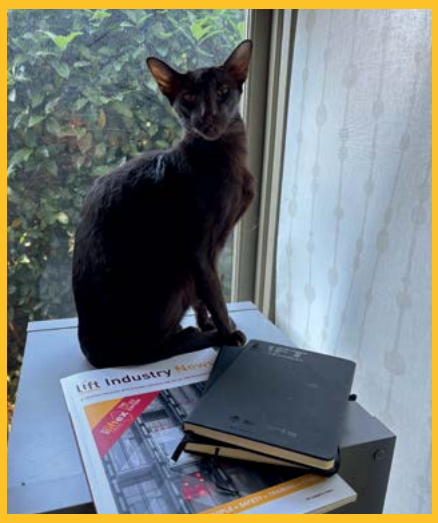
Cats are more than just pets—they are companions that contribute to a happier and healthier life. Their ability to reduce stress, provide emotional support, and encourage self-care makes them an invaluable addition to any household. Whether offering a calming purr, a playful distraction, or a source of companionship, cats have a profound and positive impact on mental health.

For anyone looking to enhance their well-being, a cat may just be the perfect partner on the journey to emotional balance and fulfillment.

Ted's Thoughts:

"The greatness of a nation and its moral progress can be judged by the way its animals are treated." – Mahatma Gandhi

I have to accept that cats have a place in helping you humans but my last two words: litter tray.

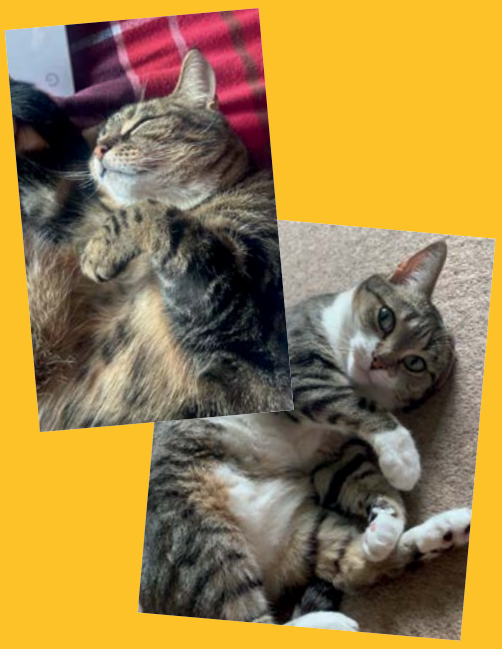


Fidel Catstro: an Havana so half Siamese = has a lot to say! Suitable for our Editor, Pat!

Otto and Bear: Emma Mackley, our Social Media expert says they don't love selfies

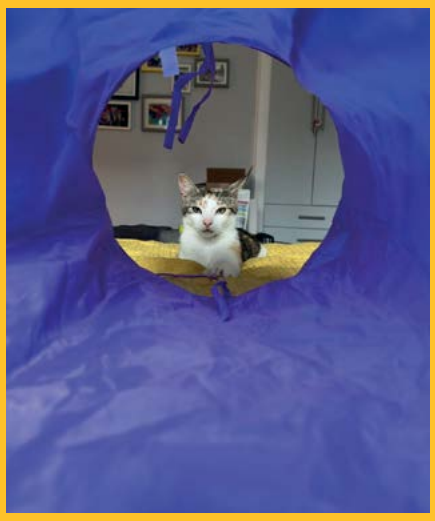
Ambrosius Meowsimus is owned by Rachel Smalley, very beautiful but prone to falling off window sills… (the cat to be clear!)

Peanut was adopted by Jools Black and likes photo bombing her in the garden



Tiptoes and Tiggy: love sleeping but not each other… our Editorial assistant Cordelia could not get a picture of them together

Alice Black of Stuck in a Lift fame has a menagerie: Benji flying the flag for Pride, Snarfi, Wily Kit and little lion Nala



And Karen Slade from LEIA has Juniper who sleeps in the oddest places, her sister Flo who wakes Karen up by biting her face. The chunky one (Karen's words!) is TinkerBelle -Rose, he (yes he) was named by her daughter when she was 3

The Lift Industry Mental Health Charter

The Lift Industry Mental Health Charter is an initiative which is focused on bringing together the lift industry to support mental health. This includes all lift companies, lift consultants and lift suppliers across the lift industry and their employees. Working together to support the people within the industry with their mental health will make the industry a safer and more supportive place to work.

Clear your mind,
You're not alone
Find help here!

www.liftmentalhealthcharter.com

ELEVATOR PITCH

We're off to The Solent today, for a little jaunt up the Spinnaker Tower in Portsmouth. I'm meeting LIFTEX Marketing Manager Charlotte Aldiss, fresh from another successful show, to take in some breathtaking views across the water. I've heard there's also a champagne afternoon tea to be enjoyed at the top, so...

DOORS CLOSING, GOING UP...

TELL ME ABOUT YOUR ROLE – WHAT'S YOUR MAIN FOCUS?

It's simply to get the right people to LIFTEX! Whether that's from the lift industry or building owners, facilities managers – anyone who is responsible for a lift. I manage a mix of advertising across digital and print, run email campaigns and paid social, and work closely with our exhibitors so they can promote their presence to potential customers.

LET'S REWIND IN TIME A LITTLE – WHAT LED YOU TO THE LIFT INDUSTRY?

I kind of fell into it! I was approached by LEIA in 2015 and it's grown from there. LIFTEX is such a unique show, it's my favourite event to work on.

WHAT DO YOU LOVE MOST ABOUT YOUR JOB?

The team. Not only are they amazingly professional, but they're a great bunch of people to work with. They're so good at what they do, they're passionate about delivering LIFTEX and we all work to a common goal. The industry cares about it too – it's such a rewarding event.

WHAT'S ON YOUR DESK RIGHT NOW?

It's a desk of two halves – 80% is beautifully organised – a decluttering guru would be very proud of me. Then there's the other 20% which I call my creative side – one or two coffee mugs, a random cable which I don't know where it came from, and a fluffy penguin my nephew gave me which has a kind of evil eye, but because he gave him to me, I love it, it sits here and reminds me to work! I think my desk is a balance of professional order and creative chaos!

WHAT WAS YOUR LIFTEX HIGHLIGHT?

Record numbers and hearing some lovely anecdotes of great business being done.

WHAT'S YOUR FAVOURITE THING TO DO, OUTSIDE OF WORK?
I sail and I row. Sailing yachts because I hate getting wet – no dinghies for me! And I row in fixed-seat rowing boats. One of the most amazing things is being able to row on the Thames, it's such a privilege. We do the Great River Race each year – 21.6 miles from Millwall to Richmond and we row past Tower Bridge and the Houses of Parliament, it's the most amazing experience, it never gets old.

WHERE'S THE BEST PLACE YOU'VE EVER BEEN TO AND WHY IS IT SO AMAZING?
The most amazing experience was racing across the Atlantic in a 48 foot yacht. Miles away from land, no light pollution, just ocean and sky. At night the stars were unbelievably bright, shooting stars like diamonds in the sky. The most incredible thing I saw was a moonbow – a rainbow created by the light of the moon – and with no screens or internet, there was a huge sense of peace. You feel very small, it was one of the most magical and humbling experiences I've had.

WHICH FICTIONAL CHARACTER DO YOU MOST IDENTIFY WITH, AND WHY?
Scarlett O'Hara. She is bold, determined and resilient; no matter how many times she was knocked back, she always got up again, she never gave up her fight. She's definitely flawed, but that makes her human! There's a favourite phrase I use, "After all, tomorrow's another day". It's a great reminder to keep going. No matter how hard things get, there's always another day and another chance to try again.

WHAT ADVICE WOULD YOU GIVE YOUR 18 YEAR OLD SELF, IF YOU COULD GO BACK IN TIME?
Speak up, even if you're nervous – staying silent never changed anything. Trust your gut. Ask questions and don't let anybody limit you. Buy Apple stock! Oh, and skip a few of those boyfriends…

AND FINALLY, IF YOU HAD TO CHOOSE YOUR FAVOURITE LIFT, ANYWHERE IN THE WORLD, WHICH ONE WOULD IT BE?
It has to be the Spinnaker Tower, you can see for 23 miles around, it's just such an iconic part of the landscape, it stands out so beautifully. It's a landmark when I sail, you can use it as a visual reference point. And the champagne at the top is always a welcome treat!

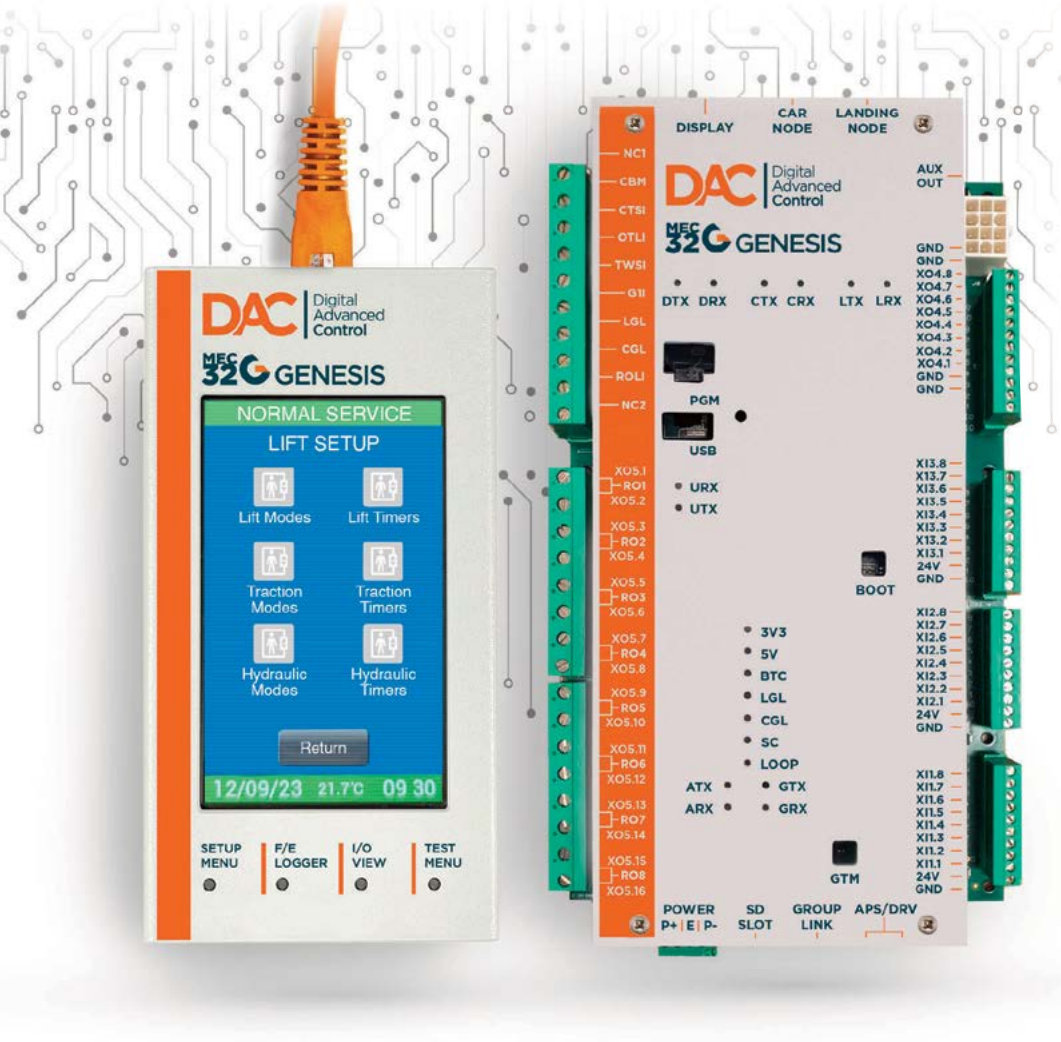
Well, we definitely must enjoy that treat, along with a delicious afternoon tea, taking in those stunning views over to the Isle of Wight. Thank you to Charlotte for giving us a little insight to the LIFTEX planning process – she definitely deserves a break now, but planning will soon start for 2028!

UK's leading manufacturer of lift control systems

DAC Digital Advanced Control

MEC 32 GENESIS

Split-MRL Control System solutions



Designed, developed and delivered by DAC

- Control of existing machines or the supply of new retrofit machine types
- The Replacement of ageing Control Systems with an Open Protocol design
- Slack / Broken belt detection systems available
- Full Serial Connectivity assured
- Industry-leading user front interface
- Bespoke cabinet dimensions are available
- CANopen control interface from processor to drive

TRAINING
HANDS ON TRAINING
Unlock the full potential of Genesis

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