

BUILDING AND CONSTRUCTION AUTHORITY (BCA) ANNUAL LIFT AND ESCALATOR SAFETY WEBINAR 2021

14 January 2021 9:30 AM – 12:30 PM

L&E Webinar Questions and Answers

S/N	Issue raised	BCA's Response
01. Common findings from Lift and Escalator audit inspections and incidents		
1.	A participant asked if there would be a standard checklist to refer to for maintenance requirements under the Regulations.	BCA will be publishing a lift inspection guidebook which will cover the maintenance outcomes and areas to look out for during maintenance. Contractors may refer to the guidebook to develop materials for their own training of technicians and maintenance checklist.
02. Impending regulatory changes 2021/2022		
2.	Participants asked for clarifications on the timeline and implementation of the type-testing and L&E plan submission requirements.	As BCA will be adopting SS550: 2020 with effect from 1 July 2021, all new lifts proposed in projects, with their first structural plans (ST) or building plans (BP) submitted on or after 1 July 2021, will be required to comply with the type-testing requirements for lift safety components specified in the SS. The existing Certificate of Supervision of Lift/Escalator Installation (CSC04) form will be updated to include type-testing declarations. Type-testing certificates will have to be submitted with Temporary Occupation Permit (TOP)/Certificate of Statutory Completion (CSC) application, together with the CSC04 and other documents currently required. Please also refer to "Key Changes in SS550: 2020 and its regulatory compliance" below as well as the circular (Reference No.: APPBCA-2021-01) issued on 11 January 2021. There will be no change to the current BP submissions.

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		As for L&E plan submission and type-testing requirements for lift models, these requirements will be implemented at a later date following the amendments to the BC Regulations. BCA will issue a circular to inform the industry of the final details. Sufficient grace period will be provided to allow for the industry to comply with the new requirements.
3.	A participant would like to know the rationale behind the implementation of mandatory L&E plan submission.	As pointed out at the webinar, the implementation of mandatory L&E plan submission aims to ensure more thorough checks at the design stage. This upstream control helps to ensure upfront compliance which will minimise abortive works and improve downstream operation safety of the lifts.
4.	Participants would like clarification on the person in charge of the following submissions: L&E plans, CSC04, CSC, and Permit-to-Operate (PTO).	When the amendments to the BC Regulations for fixed installations are implemented, an SPE(L&E) will be required to certify and submit the plans via CORENET to BCA for approval. The SPE(L&E) appointed to supervise the testing and commissioning (T&C) of the new lift installation will have to certify compliance on CSC04 and apply for the PTO. The project Qualified Person (QP), normally a Registered Architect, will apply for TOP/CSC for the entire project including the new lifts.
5.	A participant asked whether SPE(L&E) would be required for the installation or modernisation works which did not require BP and type-testing submissions.	BCA clarified that the impending amendments to the BC Regulations will include the submission of L&E plans for major alteration or replacement (A/R) works. If the relevant works fall under the scope of the A/R works, L&E plan submission will be required, regardless whether a BP or ST is required. An SPE(L&E) will also be needed to examine, inspect and test the lift after the installation. The owner will also need to apply for a PTO after the work is complete.

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		Replacement of parts which are of the same design and specifications does not constitute as major A/R.
6.	Participants would like to know at which point in the process of design and construction will the fixed installation plans be needed to be submitted for approval.	As mentioned at the webinar, there is no fixed timeframe for the submission of the fixed installation plans, as long as they are submitted and approved before installation works of the fixed installation commence. BCA also clarified that fixed installation plan approval will not be a pre-requisite for BP approval. However, if the fixed installation plan causes a change to the approved BP, the QP(BP) would need to seek approval for amendments to the approved BP.
7.	Participants would like to know more about the plan submission process, such as submission fees, amendment of plans, and BCA's response time to process the plans.	When the L&E plan submission is implemented, BCA will adopt a consistent standard response time of seven working days as per BP submissions. More details in terms of fees and forms will be released when the details of the regulations are finalised. Training on the submission process will also be provided closer to the implementation of plan submission. BCA also clarified that amendments can still be made to the fixed installation plans after their approvals. BCA will provide details on the scope of major A/R works that will require amendment plans to be submitted and approved.
8.	A participant would like to know where one could find the submission and approval dates of a building plan in the BCA website.	As of today, a list of approved projects can be found on the BCA website: https://www.bca.gov.sg/eservice/integ_search.aspx. However, the enquirer will need to know the month of approval and the project reference number to access

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		the information. Another option is to ask the developer or architect directly for the information. Nonetheless, going forward, such information will be made available to the project parties in CORENET.
9.	A participant would like to know if there were any opportunities for architects to know more about the BP plan submissions for lifts, so that they are aware and able to better plan for the new requirements.	BCA have earlier shared with architects, developers and main contractors on the layout requirements relating to lift plan submission during previous seminars. BCA will hold more industry sharing sessions nearer to the implementation of the requirements to provide further details and clarifications. BCA also advised that architects, SPE(L&E) and contractors to coordinate with one another to ensure that the requirements for L&E could be met.
10.	A participant asked whether BCA would conduct site audits upon completion of lift installation before the issuance of PTO following the approval of lift plans.	BCA may conduct site inspections before/after a PTO is issued. Where any non-compliance is found, rectifications will be required.
11.	A participant asked whether Building Information Modelling (BIM) would be required for lift plan submission.	BCA clarified that BIM will not be required when the impending plan submission requirement is implemented. However, BCA is currently working towards requiring plan submissions in BIM format in the future.

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03. Key Changes in SS550: 2020 and its regulatory compliance		
12.	Participants would like to understand how the launch of SS550: 2020 and type-testing requirements would apply to new and existing lifts, including whether: (a) A rope gripper installed on an existing HDB lift to function as Ascending Car Overspeed Protection (ACOP) / Unintended Car Movement Protection (UCMP) requires type-testing certification. (b) A replacement of an existing lift requires to meet SS550: 2020. (c) The rated capacity of an existing lift needs to be changed from 68kg/pax to 75kg/pax specified in SS550: 2020.	As detailed in the circular, new lifts in projects whose first plan (whether BP or ST) is submitted to BCA on or after 1 July 2021 will be required to meet the requirements of SS550: 2020. Otherwise, SS550: 2020 will not be applicable. In addition, SS550: 2020 will also not be applicable for existing lifts undergoing any major A/R. Notwithstanding, in the latter cases, BCA strongly encourages the industry to adopt the latest code requirements as far as possible. In cases which SS550: 2020 is applicable, the industry is reminded that the new type-testing requirements therein must also be met. Please refer to the circular for more details.
13.	A participant asked if there were any requirements on the provision of data plates.	The data plate should be permanent, visible and not easily tampered with.
14.	A participant asked if there were any requirements on the display of advertising sticker on lift landing door panel.	BCA clarified that there is no requirement under the SS550: 2020 insofar as lift door panel advertising stickers are concerned, given that the stickers are relatively thin and lightweight. However, BCA advised the participant to consult BCA's Building Plan and Advertisement Licensing Department with his specific

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		advertising proposal and Singapore Civil Defence Force (SCDF) on fire safety requirements if any.
15.	Participants would like clarification on the ventilation requirements in lift shafts under the SS550: 2020.	Under the SS550: 2020, all lift shafts are required to be ventilated. Where machinery is located in the shaft, fans or other forms of mechanical ventilation (MV) will be recommended if temperature inside the lift shaft exceeds 32°C. More details on the ventilation requirement in the lift well, machinery space and machine room can be found under SS550: 2020 Clause 5.2.1.3.
16.	A participant asked whether the type-testing requirements in SS550: 2020 are applicable to Vertical Platform Lifts (VPLs) and escalators.	BCA clarified that the upcoming type-testing requirements specified in SS550: 2020 are only applicable to lifts which are subject to this standard. Thus, the type-testing requirements are not applicable to VPLs and escalators which are subject to EN81-41 and SS626 respectively.
17.	Participants would like to know the rationale behind the following SS550: 2020 requirements: i) Adopting only one type of pit ladder arrangement from the EN81-20. ii) Requiring minimum two refuge spaces.	BCA has sought inputs from the Working Group (WG) for SS550: 2020. i) Since CP 2, the pit ladder arrangement for pit access via the landing door has been the common practice in Singapore. It is good practice to have a standardised ladder type to have consistencies in safe practices. However, the use of other ladder types when the situation warrants can still be assessed on a case-by-case basis with proper risk assessment for safe entry and exit from the car pit. ii) While routine servicing is normally done by one person, there are regular occasions where two or more persons are required on the car top or in the car pit such as during annual inspections, audits, and repairs. It is

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		prudent to provide the minimum two refuge spaces for such works which may have risks of the car over-running the extreme ends of travel.
04. Professional Conversion Programme (by Workforce Singapore (WSG))		
18.	A participant opined that although the PCP was a viable scheme for locals to enter the L&E industry, the process was hindered by the lack of runs for basic upskilling courses conducted by the Institute of Technical Education (ITE) for locals to participate.	ITE clarified that it was unable to run the courses without meeting the minimum participation number, and urges firms to enroll their technicians for the courses quickly if they saw the need to do so. BCA will work with ITE to study other alternatives for locals to upskill.
05. Launch of Senior Specialist Certificate of Competency (by ITE)		
19.	A participant asked if there were plans to provide subsidies for the foreign workforce for the Lift Specialist and Lift Senior Specialist CoC.	WSG clarified that the subsidies are only for SC/PR, and there are currently no subsidies for foreign workforce.
20.	A participant opined that the current participation rates for CoC courses are rather low, and asked if ITE would consider conducting online CoC courses via two modules (one for theory and one for practical)	ITE stated that since the launch of the CoC courses, ITE has increased the number of runs but had to lower the number of intakes due to the COVID-19 pandemic. ITE will continue to observe the CoC courses demands closely. ITE also added that they have launched a Chinese version of the CoC that was due for its first run at the end of January 2021. BCA advised firms to register their technicians for the CoC courses early. This is to avoid an over-registration of the courses when the regulations are amended.

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21.	A participant would like to know if the CoC would be considered as a Skills Evaluation Certificate (Knowledge) (SEC(K)) certification, and if migrant workers who attended the CoC would be considered as a Higher-Skilled (R1) worker.	BCA clarified that the CoC for Lift Specialist is for lift maintenance technicians, which should be from the service sector. R1 workers are from the construction sector, and workers will need to fulfil the criteria under Ministry of Manpower (MOM) to qualify as R1 workers.
06. Updates and Upcoming initiatives		
22.	A participant asked if BCA would provide a maintenance guide for VPL.	BCA is currently working on the maintenance outcomes for VPLs and will provide more information in the future.
07. Questions regarding Fire Safety Requirements		
23.	A participant asked if the requirement on alternate lift homing under the SS550: 2020 was applicable to the replacement of old passenger/cargo lifts.	If there is any plan submission to SCDF for the lift on or after 1 July 2021, alternate homing will be required. A QP would be required to endorse the lift to SS550:2020 and Fire Code 2018.
24.	Participants would like to know about the material compliance of advertising stickers to the Fire Code, and the impact of stickers on the fire certification of the doors.	The selection of fire-rated lift landing doors for testing by the certification body is done at the manufacturing batch level. Hence, advertising stickers will have no impact on fire certification as the landing doors would not have the stickers on them during testing. The usage of stickers on lift landing doors will need to meet the requirements of the Fire Code Clauses 3.13 or 3.15.19. The material compliance of the advertising stickers shall be in accordance with the SS550: 2020 Clause 5.4.4.

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08. Other Questions		
25.	A participant asked for BCA's recommendations on assessing the lifespan of hoisting ropes, and whether the maintenance company had obligations to inform the SPE(L&E) on how long the ropes had been in use.	Please refer to the First Schedule of the Building Maintenance and Strata Management (Lift, Escalator and Building Maintenance) Regulations on main rope and compensation rope. For the annual inspection of lifts, the SPE(L&E) should know the maintenance history of the lift. Without such information, the SPE(L&E) would not be able to conduct a proper inspection.
26.	A participant would like to know if it was necessary to get an SPE(L&E) for the endorsement of lift shop drawings, as some clients would specify such requirements.	Insofar as BCA is concerned, drawings that are required to be submitted to BCA for approval must be endorsed by an SPE(L&E). If the drawing is not intended for BCA's approval, the requirement to have an SPE's endorsement is purely contractual between the contractor and its client. If the contractor disagrees with such a requirement, it should discuss with its client.
27.	A participant asked for updates on the LEI scheme and where to find the list of LEIs.	The LEI scheme has garnered positive responses and participation rates. There are currently two course providers, which are the Institution of Engineers Singapore (IES) Academy and BCA Academy. BCA encourages eligible participants to sign up for the course to be registered as LEIs. The list of LEIs will be made available on the IES website tentatively by March 2021.

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28.	Participants would like a copy of the Good Practices Guide for Lift Owners that was announced at the start of the webinar.	A softcopy of the Good Practices Guide for Lift Owners can be downloaded from the BCA website: https://www1.bca.gov.sg/regulatory-info/lifts-escalators/e-guides .