

## BUILDING AND CONSTRUCTION AUTHORITY (BCA) ANNUAL LIFT AND ESCALATOR SAFETY SEMINAR 2026

16 April 2026

S/N	Question	Response
<p><b>Transforming Singapore's Lift &amp; Escalator Industry: Key Initiatives for Safety, Liveability and a Dynamic Industry</b>  <i>BCA presented the challenges faced by the lift and escalator industry and the opportunities ahead for enhanced safety, livability, and a more dynamic industry.</i></p>		
1	<ul style="list-style-type: none"> <li>• Will Lift and Escalator Certification Firm (“<b>LECF</b>”) be required for fixed installation (“<b>FI</b>”) plan submissions in future?</li> <li>• Can a non-LECF SPE submit FI Design Plans for new lifts complying with SS550:2020 after LECF implementation?</li> <li>• How would LECF impact HDB residents?</li> <li>• How many LECF is BCA targeting?</li> <li>• How does BCA ensure fair and consistent LECF assessment across different firm sizes, including foreign owned/MNC entities versus smaller local firms?</li> </ul>	<p>The <a href="#">2024 public consultation paper</a> highlights the pertinence for shifting from today’s compliant certification by individual SPEs to one supported by firms (“<b>firm-based regime</b>”). Lifts and escalators (“<b>L&amp;E</b>”) are no longer equipment made up of mechanical and electrical systems. Instead, more controls and electronic components, programmable logic controllers (“<b>PLC</b>”) and programmable electronic systems in safety related applications (“<b>PESSRA</b>”) are now being used in the operation of L&amp;E. In short, the equipment has now become more complex.</p> <p>The firm-based regime is intended to apply to L&amp;E which are installed to comply with SS550:2009 (and later) and SS626:2017 (and later) respectively and are in public spaces and common area. The scope will include plan submission, <b>EITC</b> (Examination, Inspection, Testing and Commissioning) for first application for Permit-to-Operate (“<b>PTO</b>”) and <b>EIT</b> (Examination, Inspection and Testing) for PTO renewal.</p> <p>As shared by the Minister for National Development, Mr Chee Hong Tat in September 2025, the licensing of LECFs will be implemented from 2027 and will ensure firms have proper</p>

S/N	Question	Response
		<p>governance, specialised expertise and resources to uphold quality and safety standards for infrastructures in Singapore.</p> <p>L&amp;E which are not affected by the above mentioned may continue to be certified by individual <b>SPEs</b> (Specialist Professional Engineers).</p> <p>To be eligible for licensing, an LECF must obtain the accreditation by the Singapore Accreditation Council (“<b>SAC</b>”). The assessment outcomes are based on applicants meeting the requirements of the applicable standards and the relevant <a href="#">Technical Note</a>, such as competency, governance and processes. The size of the firm is not a criterion under assessment.</p> <p>BCA does not limit the number firms to be licensed as LECF.</p>
2	<ul style="list-style-type: none"> <li>Why do building owners not come in to apply for alternative maintenance regime maintenance even when their lifts are RM&amp;D-ready? <i>[Note: Alternative maintenance regime (“<b>AMR</b>”) refers to one that is applicable to only approved RM&amp;D lifts. Under the regime, approved RM&amp;D lifts are only required to maintained at three-monthly interval, instead of the monthly interval applicable to the other lifts.]</i></li> </ul>	<p>Information relating to the implementation of Remote Monitoring and Diagnostics (“<b>RM&amp;D</b>”) solutions can be found at BCA website (<a href="#">here</a>).</p> <p>The number of approved RM&amp;D lifts has increased by 1,600%, from 100 in 2022 to 1,600 to-date. Although there is still some way to reach an economy-of-scale state, the recent increasing trend has been encouraging. Many more RM&amp;D lifts have applied to BCA in the first four months of 2026.</p> <p>In comparison to other lifts which are only checked and maintained monthly, the state of an approved RM&amp;D lift is</p>

S/N	Question	Response
		<p>constantly monitored and diagnosed by the RM&amp;D solution. The owner would also have better insights into the contractor's performance via the lift performance dashboard which is made possible with the implementation of RM&amp;D solution.</p> <p>Under the AMR, approved RM&amp;D lifts are required to be shut down for check and maintenance fewer times a year than the other lifts.</p> <p>To further reap the benefits of approved RM&amp;D lifts, building owners and maintenance contractors are encouraged to adopt outcome-based contracting.</p>

S/N	Question	Response
<p><b>Tightening Upstream Compliance for Fixed Installations: Clarifications and Reminders relating to Submission of FI Plans</b>  <i>BCA presented the process for FI plans submission and highlighted the common errors that Qualified Persons (“QPs”) made in the past six months since implementation on 1 October 2025.</i></p>		
3	<ul style="list-style-type: none"> <li>• Is Lift Model Type Test Certificate a mandatory requirement for full lift modernisation and upgrading when the first BP plan submission is before 1<sup>st</sup> October 2025?  <i>[Note: Full lift modernisation refers to “full lift replacement” that is generally known to the industry.]</i></li> <li>• For lift/escalator full modernisation works that spans over many years, can only one FI plan be submitted at the start and be valid throughout? The concern is with the cost and time impact to the modernisation project when the code is revised before the project is completed.</li> <li>• For full FI modernisation with no building works using existing lift shaft, can the latest code requirements (e.g. refuge/maintenance space) be automatically waived if the modernised lift and the related spaces are not worse off than the original one?</li> </ul>	<p>As highlighted in BCA’s circulars on 13 December 2024 and 16 June 2025, as well as in our subsequent briefings to the industry, all fixed installation works commence on or after 1 October 2025 will be required to comply with the Building Control (Fixed Installation) Regulations 2025 (“<b>FI Regs</b>”) unless there is a building plan (“<b>BP</b>”) or structural plan (“<b>ST</b>”) for the related works submitted to BCA before 1 October 2025.</p> <p>For full FI modernisation works or FI works involving major alteration or replacement (“<b>A/R</b>”) and will require many years to complete due to the large number of lifts involved, the abovementioned implementation date still applies. Nonetheless, the affected developers may approach BCA to work out a more efficient plan submission approach. BCA has done this with LTA and the Town Councils for their FI works involving modernisation and major A/R of lifts.</p> <p>For FI works involving modernisation and major A/R works, the QP for the FI works must, as much as possible, ensure compliance with the latest applicable standard (in the applicable areas), despite that there is no other building work involved and the related physical spaces are not worse off than the original ones. This is to ensure that safety issues that are addressed in the latest applicable standard are</p>

S/N	Question	Response
		<p>adequately addressed on-site. E.g. the original old lift did not come with any safety barrier on the car top that could prevent technicians from falling from height as the applicable standard/code at the time of installation did not require this. The new lift installed for the full modernisation must come with a complying safety barrier at the car top.</p> <p>Where compliance is impossible, the QP may submit a request to waive or modify the requirements, or an alternative solution to SS550, to BCA for approval before the submission of the FI plan.</p>
4	<ul style="list-style-type: none"> <li>• What is the BCA’s response time for FI plan submissions? Will the replies be sent to all stakeholders when BCA responds?</li> <li>• If we have doubt about the replied written directions (“WDs”) for an FI plan submission, who should we seek clarification from?</li> <li>• For new lifts and lift modernisation works, how does BCA ensure consistent interpretation and approval across different processing officers? Will BCA consider using AI/smart pre-screening tools to improve consistency and processing time?</li> </ul>	<p>BCA seeks to respond to FI plan submissions within seven working days. However, the response time may vary, subject to the completeness and quality of submission. This was why we emphasised at the Seminar the importance of QPs ensuring completeness and accuracies of the submissions. As reminded in this presentation, if a QP repeatedly makes sub-quality submissions, we will have to deprioritise his submissions so that we could respond more promptly to the submissions from responsible QPs. In such a circumstance, the response time to the former might take longer than seven working days.</p> <p>For clarification on the WDs issued, the QPs may reach out to the processing officer for clarifications. Alternatively, they may write in to BCA using the BCA feedback form (<a href="#">here</a>).</p>

S/N	Question	Response
		<p>To ensure consistency in processing the FI plans, BCA implements internal SOP and checklist to guide our processing officers. If there is any concern with consistency in the processing of the FI plans, we welcome feedback from industry stakeholders. The feedback may address directly to Er. Chee Yao Hui, who is the Deputy Director in charge of FI plan submission, via the BCA feedback form (<a href="#">here</a>).</p> <p>Separately, we constantly seek improvements to the way we work, including the use of AI.</p>
<p><b>Industry sharing by CAG – Managing Travelator and Escalator Safety in Changi Airport</b>  <i>CAG presented on the overview of travellator and escalator incidents in Changi Airport and the initiatives implemented by CAG to reduce these incidents.</i></p>		
5	<p>What is the scope of the community engagement efforts for promoting safe escalator use?</p>	<p>For Changi Airport, the community engagement is more centred towards educating CAG staff on safe usage, and locations/use of the E-stop button in the event of an emergency.</p> <p>This also helps CAG staff to become ‘extra pairs of eyes’ on the ground to advise tourists on using the lifts, escalators and travelators safely, and to correctly respond in the event of incidents and emergencies.</p>

S/N	Question	Response
<p><b>Industry sharing by KONE – AI-Driven Maintenance for Tomorrow's Workforce</b>  <i>KONE presented on the use of AI and IoT technologies to transform lift maintenance from reactive to proactive, and how this supports its technicians in the field.</i></p>		
6	<p>Is KONE’s remote rescue function for lifts currently being implemented in Singapore? Would it increase the risk to passengers trapped in the lift if the system experience glitches?</p>	<p>KONE has successfully conducted pilot trials at several sites and are currently in the final stages of discussions with selected clients for full implementation.</p> <p>Remote services do not increase the risk to passengers trapped in lifts, as they do not override or interfere with established mechanical safety systems. These solutions do not bypass any physical safeguards and are fully compliant with PESSRAL requirements, relevant codes of practice, and all applicable regulatory controls.</p>
7	<p>For escalator video monitoring, are there any PDPA laws to overcome for implementation in Singapore?</p>	<p>As privacy and data protection requirements vary by country, KONE will conduct the necessary local legal due diligence prior to any solution launch. That said, we do not anticipate material concerns, as the solution is designed to comply with the EU General Data Protection Regulation (“<b>GDPR</b>”), which is widely regarded as one of the most comprehensive data protection frameworks globally, and aligns with latest cybersecurity standards.</p>

S/N	Question	Response
8	Can escalator video monitoring be configured to e-stop the escalator? How do we balance between safety of passengers already on the escalator and dangerous behaviour of incoming passenger?	<p>Yes, it can, when the controller is supplied by KONE. With third party controllers, checks are to be performed to ensure interfacing is possible.</p> <p>The balance is always a discussion between the customer and KONE. As the solution is very flexible, there are three different ways to mitigate the possible stopping sequence issues:</p> <ol style="list-style-type: none"> <li>1. <b>Control the slow down speed:</b> in case the escalator is equipped with an inverter, a more controlled stopping sequence can be made if the unit needs to be stopped. By this, we refer to a slowing down ramp that is not as abrupt as a full emergency stop, but faster than normal slow down.</li> <li>2. <b>Stop only when needed:</b> alternatively, the customer can choose which detections actually stop the escalator. This way you can define the balance directly.</li> <li>3. <b>Preventive detections:</b> the best way to avoid any accidents is to detect the behaviour leading to it. Please note that this cannot be done in all cases and does require further work, but we have clear evidence that certain accidents have a precursor behaviour that can be identified. This allows us to push on-demand messaging in audio and video to the passengers in attempt to correct the problem and possibly give an early warning to others in case the unit needs to be stopped.</li> </ol> <p>The three items above can also be mixed.</p>

S/N	Question	Response
<p><b>Elevating Safety Standards: Inspection, Innovation &amp; Compliance</b>  <i>BCA presented on common findings observed during maintenance audit inspections conducted by BCA in 2025. Case studies of L&amp;E incident cases, findings, and key learning points were also shared with participants.</i></p>		
9	<p>Regarding geotagging, what should SPE/LEI do if they are unable to scan or take photo of the PTO at sites that do not allow handphones due to security issues?</p>	<p>Geotagging will be implemented to ensure that SPEs/LEIs are physically present for EITs which is a requirement in the FI Regs.</p> <p>For high security areas where the usage of mobile phones may not be allowed, the owner can provide a copy of the PTO to the testing contractor and the SPE/LEI prior to the inspection should there be security restrictions on site. There will be flexibility within the LEAP system to allow for a radius where the PTO can be scanned from the location. Owners and QPs who are in such situations and are unable to resolve the problem on-site may let BCA know to help resolve the issues. BCA will separately explore more permanent solutions for such situations.</p>
10	<p>How should cases be handled in which owners delay in initiating the PTO renewal application process or the assignment of SPE is done wrongly? Does this mean that SPE/LEI cannot be pre-engaged to conduct EIT for PTO renewal unless initiated by the owner?</p>	<p>Under reg 30(3) of the FI Regs, the application for PTO (in this case the renewal process) must be made by the owner. In the process, the owner will need to assign the SPE for the EIT of the equipment in LEAP. To avoid any unnecessary misunderstanding/dispute, SPEs/LEIs are advised to only conduct EIT after the owner has initiated the renewal process including the assignment of SPE.</p> <p>BCA notes that there may be some rigidity in the current process. We will review and update it if it is really necessary.</p>

S/N	Question	Response
11	Is escalator full load test required after brake pad/lining replacement?	It is recommended to conduct this test following any brake replacement, modification, or adjustment. This is to confirm the new braking system can effectively stop and hold the escalator under full load conditions, providing confidence in the safety and proper functioning of the brake components.
<b>General Questions</b>		
12	Can vertical platform lift (VPL) be used as service lift?	No. VPLs are primarily designed for the purpose of transporting of persons with disability.
13	With the increasing population of lifts and escalators in Singapore, will BCA implement a limit on the number of units that a technician can service to ensure that servicing is adequately carried out?	<p>BCA does not impose a limit on the number of units that a technician can service. The FI service contractors should ensure sufficient resource to enable the carrying out of periodic maintenance to meet the maintenance outcomes in the FI Regs until the next periodic maintenance.</p> <p>FI service contractors should explore the use of technology such as RM&amp;D solutions to help their lift technicians become more productive in their lift maintenance works.</p>
14	Upon implementation of the LECF, could you please advise whether the inspection regime requires photos of each lift including key items to be taken and uploaded to the LEAP by the SPE/LEI?	While there is currently no plan for photographic evidence to be uploaded to LEAP, the LECF is required to have an internal documentation management system, including keeping photographs (and videos) as part of their EIT/EITC records.

S/N	Question	Response
15	<p>Given the number of incidents with escalators, is BCA even considering doing RM&amp;D for escalators to stretch maintenance to 3 monthly instead of monthly? What's the plan in the pipeline?</p>	<p>In 2024, 97% of the incidents involving escalators are due to users' behaviour.</p> <p>BCA has no immediate plan to roll out any standard for RM&amp;D solutions for escalators. We understand that some service contractors are developing their own RM&amp;D solutions for escalators. We welcome collaborations with these contractors.</p>
16	<ul style="list-style-type: none"> <li>• Is EITC required for reactivation of PTO without major A/R works for the following: <ul style="list-style-type: none"> <li>○ expired PTO due to late renewal by the owner (within 2–3 weeks)</li> <li>○ suspended PTO due to non-usage?</li> </ul> </li> <li>• Can we do away with the EITC form and replace with H1/H2 form?</li> </ul>	<p>Regardless of whether major A/R works are involved, EITC is required for all recommissioning applications. A recommissioning application is necessary whenever a lift is suspended on LEAP — this applies to both cases: expired PTO due to late renewal by the owner (even within 2–3 weeks), and suspended PTO due to non-usage.</p> <p>H1 and H2 forms (retrieved from link <a href="#">here</a>) are used for full load/no load tests and should not be used for EITC. The H1/H2 forms have also been built into the LEAP system.</p>