

MY NAME IS GREGG ROGERS I 'M A NATIONAL COORDINATOR FOR THE ELEVATOR INDUSTRY WORK PRESERVATION FUND.

I AM A LICENSED ELEVATOR MECHANIC AND HAVE BEEN INVOLVED IN THE ELEVATOR BUSINESS SINCE 1974.

I AM CERTIFIED AS A QUALIFIED ELEVATOR INSPECTOR AND SERVE ON THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS A-18.1 STANDARDS COMMITTEE FOR PLATFORM LIFTS AND STAIRWAY CHAIRLIFTS.

I COME BEFORE YOU TODAY TO SPEAK ABOUT THE NEED TO ESTABLISH MINIMUM QUALIFICATION OR LICENSING REQUIREMENTS FOR THOSE WHO INTEND TO WORK ON THE DIFFERENT TYPES OF CONVEYANCES IN YOUR STATE.

ELEVATORS ARE POWERFUL BY NATURE AND UNFORGIVING WHEN THEY MALFUNCTION

CURRENTLY THERE ARE NO REQUIREMENTS FOR ANY EDUCATION OR TRAINING ESTABLISHED BY THE STATE OF PENNSYLVANIA, FOR THOSE WHO INTEND TO CONSTRUCT, MAINTAIN AND REPAIR CONVEYANCE EQUIPMENT.

MOST PEOPLE ASSUME THOSE WHO WORK ON ELEVATORS AND ESCALATORS ARE LICENSED.

THIS IS AN INDUSTRY THAT HAS BEEN AROUND FOR WELL OVER 100 YEARS AND HAS MAINTAINED THAT WE OFFER THE SAFEST FORM OF TRANSPORTATION AVAILABLE.

THIS MAY BE TRUE WHEN YOU CONSIDER HOW MANY PEOPLE WE MOVE AROUND THE WORLD DAILY.

HOWEVER, ACCORDING TO A REPORT BY THE CENTER TO PROTECT WORKERS RIGHTS, AS PART OF A RESEARCH AGREEMENT WITH THE NATIONAL INSTITUTE FOR OCCUPATIONAL SAFETY AND HEALTH. INCIDENTS INVOLVING ELEVATORS AND ESCALATORS KILL ABOUT 30 AND SERIOUSLY INJURE OVER 17,000 PEOPLE EACH YEAR IN THE UNITED STATES, ACCORDING TO DATA PROVIDED BY THE U.S. BUREAU OF LABOR STATISTICS AND THE CONSUMER PRODUCT SAFETY COMMISSION.

WHAT IS SUPRISING ABOUT THESE FIGURES IS THEY ARE OF PEOPLE WHO WERE INJURED OR KILLED WHILE AT WORK ON OR AROUND CONVEYANCE EQUIPMENT. THERE ARE NO RECORDS ON THE GENERAL PUBLIC

NOT ALL OF THOSE INJURED OR KILLED ARE ELEVATOR PERSONS. IT COULD BE A JANITOR IN A BUILDING WHO WAS RETREIVING A SET OF KEYS SOMEONE DROPPED DOWN AN ELEVATOR SHAFT WHO WAS STRUCK BY A COUNTER WEIGHT ON AN ADJACENT CAR.

YOU MIGHT HAVE HEARD ABOUT A DOCTOR IN HOUSTON TEXAS WHO WAS BEHEADED WHEN THE ELEVATOR TOOK OFF WITH THE DOORS OPEN WHEN HE WAS STEPING ONTO THE CAR.

THE MOBILITY IMPAIRED ARE THE MOST VULNERABLE IN OUR SOCIETY TO THOSE WHO WOULD PUT PROFIT AHEAD OF SAFETY.

THE STORIES NEVER SEEM TO STOP BUT THE FACT OF THE MATTER IS, IF MINIMUM STANDARDS WERE ESTABLISHED THROUGH A LICENING PROGRAM LIVES CAN BE SAVED.

IT FALLS ON THE STATE TO PROTECT THEM. RECOMMENDATIONS TO PREVENT ELEVATOR- AND ESCALATOR-RELATED DEATHS AND INJURIES INCLUDE ENSURING THAT;

- WORKPLACE PROTECTIVE PRACTICES AND TRAINING ARE ADEQUATE
- EMPLOYERS HAVE AN ADEQUATE INSPECTION AND MAINTENANCE PROGRAM. And most importantly,
- EMPLOYERS USE ONLY QUALIFIED WORKERS FOR ESCALATOR AND ELEVATOR REPAIR AND MAINTENANCE.

WE ARE CURRENTLY WORKING TO INTRODUCE A LICENSE PROGRAM HERE IN PENNSYLVANIA THROUGH HB-990 AND HOPE TO PASS IT IN THE NEXT LEGISLATIVE SESSION.

OUR BILL WOULD REQUIRE LICENSING OF CONTRACTORS, INSPECTORS AND MECHANICS.

IN THE EVENT OF AN EMERGENCY OR WORK STOPPAGE IT ALLOWS THE COMPANIES TO CERTIFY PERSONS WHO ARE QUALIFIED TO WORK AT THE MECHANIC LEVEL TO MEET THE NEEDS OF THE CUSTOMER.

IN THE EVENT OF A SHORTAGE OF MECHANICS WHEN BUSINESS IS BOOMING, IT ALLOWS THE COMPANIES TO ELEVATE QUALIFIED INDIVIDUALS WHO MEET CERTAIN EDUCATION AND TRAINING REQUIREMENTS TO THE MECHANIC LEVEL ON A TEMPORARY BASIS.

ONLY THROUGH PROPER EDUCATION, TRAINING AND CONTINUING EDUCATION REQUIREMENTS CAN THE CITIZENS BE ASSURED THE EQUIPMENT THEY RIDE ON IS SAFE.

WHEN A PERSON STEPS INTO AN ELEVATOR THE LAST THING ON THEIR MIND IS WHAT TYPE OF PERSON HAS WORKED ON IT. MOST PEOPLE JUST ASSUME IT WILL TAKE THEM TO THE FLOOR THEY WANT AND THE DOORS WILL OPEN.

UNLESS THE STATE MANDATES THROUGH LICENSING THERE ARE NO ASSURANCES.

I WOULD URGE YOUR SUPPORT FOR LICENSING SO THE CITIZENS OF PENNSYLVANIA ARE ASSURED THE EQUIPMENT THEY TAKE FOR GRANTED IS SAFE AND MAINTAINED TO THE BEST STANDARDS AVAILABLE. I WIL BE GLAD TO ANSWER ANY QUESTION YOU MIGHT HAVE.

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