BREXIT and its impact on the lift industry

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Well it happened on the 1st January 2021.





Was it similar to the Millennium bug!







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What do we know now?





The official view:

- Small increase in documentation for goods crossing border.
- No delay in goods crossing border.
- No import or export tax only VAT.





The view of a European controller company:

- In terms of certification the CE mark will be replaced by the UKCA (UK Conformity Assessment) on the 1st January 2022.
- The amount of bureaucracy involved is an issue.
- Typical 7 to 10 day delay at port of entry.





The view of a European controller company:

- The choice of shipping agent has been critical in easing passage of goods over the border.
- Good communication and planning are key.
- Managing end customers expectations.





The view of a major development company (End user):

- Lack of European labour has affected some lift contractors with projects slowing down.
- Parts delivery was 24 hours now 3 to 4 weeks.
- Potential increase in cost of parts due to increased administration costs.





The view of lift contractors/companies:

- Uncertainty over deliveries from Europe.
- Increased amount of documentation and administration work.
- Replacement parts taking longer to be delivered.





The view of lift contractors/companies:

- Incorrect value of goods can lead to additional work e.g. reclaiming over paid duty (VAT).
- Some European manufacturers not wanting to export to UK.
- Part shipments can be an issue.

Other issue and considerations:



- Chip crisis, shortage affecting availability and costs.
- Covid-19 impact on supply chain and projects.
- Lift and escalator companies are generally very busy presently before projected (hoped for) upturn in economy.

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Thank you – Any questions or comments

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