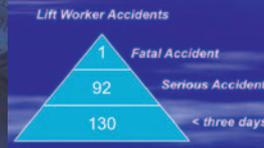




# ELA

# NEWS



QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

## CONTENTS

- Editorial: Ian Jones, ..... 1  
Progress of EN 81-20/50
- A Roadmap ..... 2  
for the years to come
- SNEL: the new Belgian Decree, .... 3  
revised for the last time
- The Lifts Directive Recast ..... 4
- Renovate Europe!..... 5
- New statistics collection, both  
industrial and accident data ..... 6
- EPBD transposition in Portugal .... 7
- Eurolift 2012 at Heilbronn: ..... 7  
a very interesting lift symposium
- IN BRIEF:..... 8
  - Kielce – Poland; second edition
  - General Assembly 2013  
in Istanbul

# On track for the revision...

By Ian Jones,

CEN TC10, Chairman of WG1, the work group overseeing the revision of EN 81-1/2

EDITORIAL

Everybody in the lift industry knows that an imposing task is on-going: the revision of the main set of norms for the lift industry, EN 81-1/2, which will become EN 81-20/50. It is not only a numbering change: the standard shall be completely re-organized. It is not electrical lifts for part 1 and hydraulic lifts for part 2, but part 20 (*Lift design and installation requirements*) & 50 (*Description of testing on lift completion, examinations, calculations and type testing of lift components*). It is the most important change of the lift design in the last 20 years.

The new standard was prepared by some 400 experts, mainly in Europe, and the CEN enquiry was launched in September 2011. It lasted 6 months and the result was a record number of comments, 4 200 of them, both technical and editorial. Working Group 1 is now in charge of analyzing each of these public comments, giving an answer to its author and adapting the standard accordingly or not, as they see fit. The first task was to regroup comments which were identical. That brought the total number down to 3 500. Most of them on part 20, and only some 650 regarding part 50, since the second part only affects some of the stakeholders involved in the testing and inspection of lifts.

Comments were sent by 15 European countries and what surprised me - as convenor of Working Group 1 - was the high interest of international experts, particularly from North America and Asia, some of

which already use adapted versions of EN81-1 and EN81-2. The ultimate goal is to migrate the European standard EN 81-20/50 to ISO and make it the global lift standard for the world, so CEN had been wise to create a special AdHoc group (AH 17), composed of international experts, in order to prepare this globalisation effort and already take comments from outside Europe into consideration. There were some interesting questions and comments from China for example. They read the text word by word and showed us that some of the explanations were poorly written, and had been unclear for 30 years.

It is of course a daunting task: we work in 3 steps: a limited task force of 10 experts lists and numbers the comments, and then dispatches them to the 18 AdHoc groups, that send their work back to the task force, which then transmits to the 35 experts active in WG1 for final approval.

One of the difficulties we have had up to now is that people in industry would have liked CEN to incorporate the alternate means of suspension (not steel cables, but belts or fibre ropes for example) used a lot already. We could not incorporate them, it would have demanded a consequential delay, but promise that work will start on an Amendment as soon as the final vote on EN 81-20/50 is obtained. It will become Amendment 1 and will hopefully be ready some 9 months after.



**Ian Jones,**  
CEN TC10, Chairman of WG1, the work group  
overseeing the revision of EN 81-1/2



**Ilan Jones,**  
CEN TC10, Chairman of WG1, the work group  
overseeing the revision of EN 81-1/2

Another difficult issue is the question of the reduced pit & head room solutions, similar to EN81-21. There are different legal structures covering spaces in extreme positions in the different European countries, and it would be difficult to come to a satisfactory solution without changes in the Lifts Directive. The headroom has been increased; 2 refuge spaces are needed when 2 people can work on the car roof, so we might need alternative routes to come to a satisfactory solution.

For our Asian colleagues, we have accepted to write a Technical Report: TR 81-12, for "use of EN 81-20/50 outside Europe without altering it". This document will deal with all the other parts of the EN 81 family of standards, and give solutions for them to use, for example EN 81-28 (remote alarm), which is not published in China.

We should complete our task by April this year. In this case the formal vote will follow immediately and the publication of the standard can be expected in June 2014.

In the lift industry, we will all need time to adapt to the new numbering and the new format, especially since the Lifts Directive recast also changes the numbering of the Annexes in the Directive, but we are confident that the modifications to be made to documentation and certificates can be done once, taking both documents into account.

I hope we can respect this timetable despite the tremendous workload. We are all working hard to reach that goal and I thank here all the people who provided comments. It is an acknowledgment of the importance of the work we are doing. We are proud of our responsibility, all 400 European and international experts who are contributing to EN 81-20/50.

Let's keep focused.



## A Roadmap for the years to come

After consultation and discussion in the ELA Board of Directors, a **ROADMAP for the years to come** has been prepared by the President of ELA, **Philippe Lamalle**, to put things straight and list the priorities that the industry agrees upon for its European association's activities in the short, medium and long terms.

Safety, accessibility, energy efficiency, global harmonization and attractiveness of the industry are the focus sectors for the 3 years to come (2013-2015) and further. Among the deliverables, the President insists on the need to collect reliable aggregated statistics, both industrial and for accidents. Information on accidents, both for users and workers, is essential to identify the worst risks and help the industry improve.

As a general goal, ELA wants to be recognized by the authorities as the representative association and the voice of the lift and escalator industry in Europe. It wants to be recognized by its members as a high added value contributor.

The Roadmap is available in its electronic version, but also in a pocket format, as a useful reminder for all.





# The new Belgian Royal Decree, revised for the last time

The Belgian Royal Decree imposing the safety upgrading of lifts was originally published in 2003, for implementation in 2008. It was then postponed twice under pressure of the owners' lobby, with a predominant concern for the old lifts with a patrimonial and architectural value. The last revision seems to be the right one and all stakeholders – owners included – have accepted the new plan. The new Royal Decree imposes a timetable for safety upgrading of all lifts in Belgium, for private residential or professional use.

Lifts put into service after April 1, 1984 must be upgraded before the end of **2014**. Lifts installed between 1958 and 1984 must be upgraded at the latest by the end of **2016**. The oldest lifts (installed before 1958) which have a patrimonial value will have to be modernized by the end of **2022**. They get more time as acceptable alternative solutions need to be developed and the opposition from this very small group of owners will not hinder anymore the safety of users and technicians on the majority of the lifts.

Our colleagues from Agoria, the Belgian association, assess the number of existing lifts in Belgium at about 85,000 units. Our colleagues in Belgium are satisfied that all stakeholders agreed on the scheme and that it is a firm decision, clarifying the rules for maintenance and safety upgrading. The first approach had been a three-phase plan, fractioning the costs in 3 steps, which could have increased the total cost of the upgrading. Above, it rapidly showed up that the 3 phases were not independent. Solutions of a later phase were required to satisfy the needs of a former phase. In order to avoid temporary solutions for one period, all agreed that it was better to realise all works at once. The new Royal Decree imposes the full modernization of lifts depending on their age, once and for all.

Our colleagues from Agoria insist on the fact that France has seen the number of

DATE OF PUTTING IN SERVICE	UPGRADING
After April 1, 1984	At the latest by December 31, 2014
After January 1, 1958	At the latest by December 31, 2016
All lifts older than 1958	At the latest by December 31, 2022

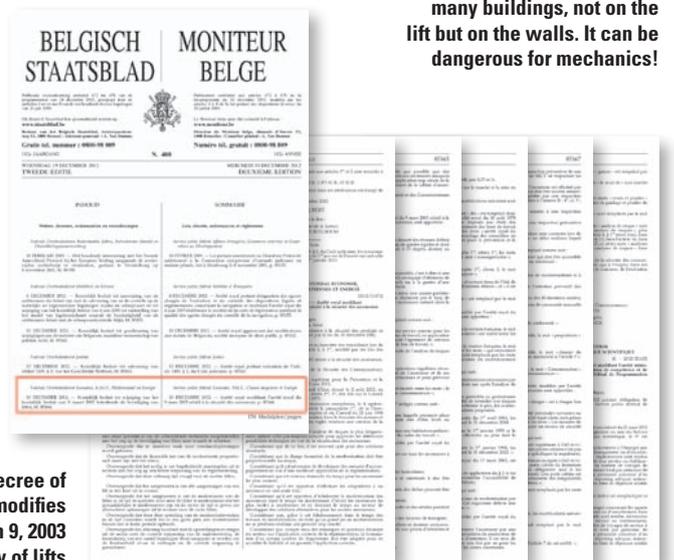
its serious accidents divided by 3 since the application of the French SNEL legislation (SAE law). In Belgium there were 2 fatal accidents on lifts in 2012. The safety upgrading will also improve the ride comfort and levelling accuracy and it is the right time to review the energy consumption of the lift, starting with the most obvious sources of energy saving: lighting. No more permanent lighting of the car, even when it sits idle during the night, LED and economical bulbs, etc...

Last point that our Belgian colleagues stress to the public: the cost of the SNEL upgrading is not as high as many owners fear. Only in the case of very old residential lifts, of architectural value, is a modernization costlier. More than half the Belgian lift owners have already upgraded the safety of their lift in the last few years, anticipating the legislation.

A modernized lift increases the value of the building and decreases the future maintenance costs. The Belgian SNEL saga ends with a good decision and a clear Royal Decree.



**Asbestos is still present in many buildings, not on the lift but on the walls. It can be dangerous for mechanics!**



**The Royal Decree of December 10, 2012 modifies Royal Decree from March 9, 2003 relating to the safety of lifts**



## HIGHLIGHTS of the Lifts Directive recast

Here are the highlights of the Lifts Directive recast, which has completed its cycle and will be published soon. The changes are relatively limited and relate mainly to market surveillance. The numbering of the Annexes changes, but an important point is that there is no need to update the certificates due to the Lifts Directive recast.

- New definitions such as “recall” and “withdrawal”.
- New requirements on obligation for the installer and manufacturer to take corrective actions in case of non-conformity and inform the national authority on the details of the non-conformity and the corrective actions taken.
- New requirements on the obligation for the installer and manufacturer to withdraw a lift or recall a safety component if they present a risk and cannot be corrected.
- Clarification of current and introduction of new rules for notifying conformity assessment bodies.
- Clarification of rules for operation of notified bodies, including obligation to share information on certificates issued or withdrawn with other notified bodies and their related notification body.
- More stringent requirements for Market Surveillance and obligation of the Member States.
- Market Surveillance also includes conformity of the paper work, e.g. Declaration of Conformity, to the requirements of the Directive.
- The Commission is empowered to amend the list of the safety components through the work group of experts.
- Current Lift Working Group will be reorganized.
- **There is no need to update the certificates due to the Lifts Directive recast.**
- Member States must transpose the Directive within two years and apply the national laws immediately.
- Every 5 years, the Member States must report on application of the Directive.
- Annexes are renumbered, as Annex III and Annex VII are removed.
- Annex I: It now covers uncontrolled movements in up and down directions.
- Annex II: Declaration of Conformity should have the date and place of the signature.
- Annex III (was IV previously).
- List of safety components includes uncontrolled movement in up and down directions.
- “Shock absorber” is changed to “buffers”.
- “Safety switches” is changed to “safety circuits”.





# RENOVATE Europe!

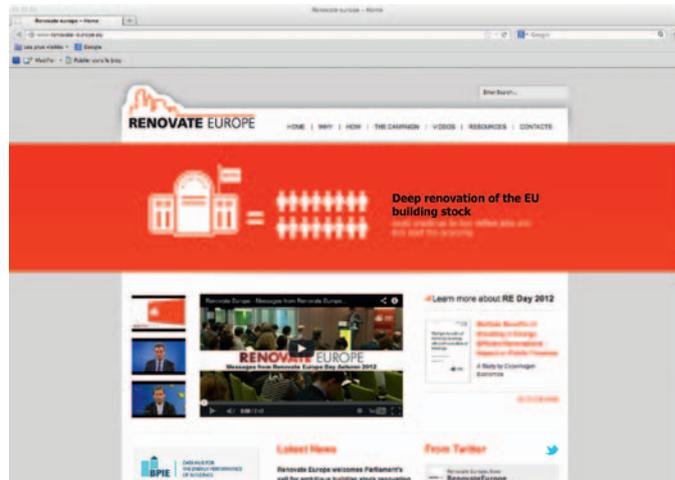
Europe has ambitious goals in terms of reduction of CO<sub>2</sub> emissions, in terms of energy efficiency improvement and in terms of independence for its energy supply. At the same time, the green lobby is demanding the closure of the nuclear energy power plants, which produce a large proportion of our electricity without emitting any CO<sub>2</sub>.

Therefore, the European Union has poured huge amounts of money into the "Renewable energies" sector. The work of the green lobbies is intense... and efficient.

Wind and solar energy have seen huge sums thrown at them. Now comes the turn of the "intelligent energy infrastructure" that these new intermittent sources of production are demanding.

The costs for adapting the energy infrastructure are huge. The EU Budget for 2014-2020 has put 9.1 billion € on the slate for "connecting Europe".

But it seems that the European Commission has nearly forgotten that there is much more to gain from aiming at the "low hanging fruit" first. Where are they to be found? In the building sector, which



**RENOVATE Europe is an initiative by the European Alliance of Companies for energy efficiency in Buildings (EuroACE) in 2011 ([www.renovate-europe.eu](http://www.renovate-europe.eu))**

represents half of our energy consumption! Insulating, improving energy efficiency of lighting, heating, air-conditioning and all the services to the building, including lifts & escalators, can provide huge benefits, in the reduction of energy consumption, and ultimately of CO<sub>2</sub> emissions. This should actually be the FIRST effort to be carried out and the PRIORITY supported by public funds.

That is why a group of building sector industrialists, architects and builders have founded a new association: the European Alliance of Companies for energy efficiency in Buildings (EuroACE), which in turn has launched the campaign Renovate Europe! Its aim is to make our deciders at European level aware of the benefits that a policy centered on the European construction sector could have.

ELA has decided to join the platform and will actively contribute to this initiative.



**Ms Raimonda Sneigienė**

## Beata PICH replaced by Raimonda SNEIGIENE

The person in charge of the Lifts Directive and all issues related to lifts at the European Commission DG ENTR, is in Brussels since the fall.

Ms Raimonda Sneigienė is from Lithuania. She was Chief Labour inspector at the State Labour Inspectorate of the Ministry of Social Security and Labour of the Republic of Lithuania in Vilnius.

Ms Sneigienė is responsible for the guidance on the Lifts Directive, the guide to the application of the Directive, the CE marking and other issues related to lifts. She is a Civil Engineer and also has a Master in Public Administration.

**Energy Efficient Renovations Boost Public Finances**  
€1 invested by government in renovations can return up to €3 for public finances.

**Improving efficiency through deep renovation**  
has the potential to save the equivalent of 4 billion barrels of foreign oil per year.

**Deep renovation of the EU building stock**  
could create up to two million jobs and kick start the economy.

**Deep renovation of homes and businesses**  
reduces energy bills whilst reducing Europe's CO<sub>2</sub> footprint.

[www.renovate-europe.eu](http://www.renovate-europe.eu)



# NEW STATISTICS Collection

The new Statistics system for Europe is in place. We have abandoned the electronic collection via Progetti. It is the Auditor office of ELA in Brussels which will confidentially collect the statistics for each participating company or association and consolidate the figures for the industrial statistics that we present each year at the time of the General Assembly, this year in Istanbul on April 3<sup>rd</sup>, 2013.

For the accident statistics, it is another matter. In this pure SAFETY matter, there is no need for a confidential collection, so ELA does it "in the clear". We need to improve on accident statistics, since too few countries have participated in the past and there are discrepancies in the figures collected in relation to the number of existing lifts. Of course, no company or accident victim's name is ever mentioned.

The table collects 3 categories of accidents (fatal, serious and minor) with a focus on fatal and serious. For fatal accidents, a description of where the accident has taken place is requested (in the shaft, in the car, on landing, in the pit, on the car roof,...). Even if the real causes of the accident can only be determined much later, it is important to collect data on every fatal accident in each country, even if they have happened on a lift which was not installed by a member of the association.

We also need as much information as possible on serious accidents to users and workers alike. For minor accidents, any information is welcome, but ELA understands that it is very difficult to know how many took place during the year. We will therefore estimate the number of minor accidents, based on the number of fatal and serious accidents that we know of. The pyramid we use is the result of statistics collected in prior years and of information available at the ILO (International Labor Organisation – UN). We absolutely need to efficiently collect reliable accident statistic, in order to refine our analysis of accidents and identify the worst case scenarios and the dangerous situations, in order to improve and remain at the forefront of industrial safety.

The goal is zero accident!



The pyramid used for assessing the number of minor accidents, based on the number of fatal and serious accidents.



Accident to workers are better known to the industry than user accidents, since they need by law to be reported in details for personnel.





## EPBD transposition in Portugal

ELA had recommended to its members to take advantage of the transposition of the Energy Performance of Buildings Directive, abbreviated as EPBD (Directive 2010/31/EU), to get lifts & escalators mentioned in the transposed national legislation and to obtain, at the same time, that the national



law imposes an improvement of the energy efficiency of new and existing lifts. Several countries tried to take advantage of the transposition of the European Directive into their national legislation, and Portugal is the best example for the results obtained.

The Portuguese association ANIEER could take advantage of the high international reputation of the team of Professor de Almeida, of the University of Coimbra, who was heading the E4 project with ELA and other partners (Energy Efficient Elevators & Escalators – E4). In the context of the EPBD transposition, the Portuguese authorities accepted to integrate lifts & escalators in the national law covering the energy performance of buildings and made specific



demands which are welcome, imposing an energy efficiency improvement to all public buildings lifts in Portugal. The German guideline VDI 4707 was used as a basis.

The process is on track and it is expected that the Decree will be published during the first quarter of 2013.

We will return to this topic to analyze the requirements of this advanced legislation.

## EUROLIFT Heilbronn: an interesting symposium

Every two years, the Heilbronn Technical Academy in Germany organizes an international Lift Congress. In October 2012, the 5th edition took place in the Baden-Württemberg city. Over the years, the Heilbronn event has imposed itself as one of the leading sources of information on the latest developments – technical but also legal and sociological – for the whole of the lift and escalator industry in Europe. All presentations are in German and English

and the attendance very international, especially for this two-day's edition that took place this year in the "Kubus" Experimenta centre. All aspects of Safety, Sustainability and Technical innovations were covered with the latest developments in all areas. Many thanks to Dr. Gerhard Schiffner, from ThyssenKrupp, who once again prepared the concept for this Congress. Standardization, the application of SNEL in Turkey and France, the IDEO Orona



innovation city in Spain, the Twin 2 cars lift solution, new door concepts, training & education in Poland or a new approach to lift braking were some of the topics covered at the conference, supported by ELA.

From left to right: **Anselme Cote**, Convenor CEN TC10 WG 89 prepares to make his presentation on inclined lifts, with **Achim Hütter**, Hütter Aufzüge and VFA, **Dr. Gerhard Schiffner** and **Gerhard Thumm**, from ThyssenKrupp, who spoke about the TWIN lifts experience and new features.



At the Heilbronn conference, **Dr Gerhard Schiffner**, from ThyssenKrupp and Chairman of the conference, introduces speaker **Kerem Kuleli**, from Wittur Turkey, who speaks about new modular door systems.





## IN BRIEF

### General Assembly 2013 in Istanbul

The next General Assembly will take place at the Grand Hyatt hotel in Istanbul on **April 2<sup>nd</sup> and 3<sup>rd</sup>, 2013**.

The annual conference will take place on Wednesday April 3<sup>rd</sup> in the morning on the theme: *“Smooth & safe lifts rides for all!”*.



We will reflect on different facets of safety for lifts and escalators in different conditions and revisit SNEL.

The Grand Hyatt is an ideal location, at the heart of the city, dominating the Bosphorus.



The keynote speaker at the Conference is **Minister Gilles de Robien**, from France, who is the father of the SNEL legislation in France

### EURO-LIFT 2012: a success

#### Kielce: second edition of the Polish lift & escalator exhibition

One might have wondered two years ago, if the Polish lift exhibition, organized in Kielce, some 100 kms South of Warsaw would be a successful event, because of the distance and the fact that the motorway Warsaw – Krakow is not completed yet.

The organizers, among them our colleagues from PALM, can be pleased with the attendance, both in the number and quality of the exhibitors and of the number of visitors, from

Poland and from neighbouring countries.

Last October, EURO-LIFT 2012 welcomed 130 exhibitors from 17 countries and welcomed more than 2,000 visitors.

Among them, lifts and components manufacturers, maintenance companies, inspection and notified bodies, but also lift owners, property managers, persons in charge of housing associations.



Safety improvement and energy efficiency were at the forefront of the symposium organized on the premises of Kielce Eurolift – 2012.

Let's hope that this event will give an impetus to the well-needed modernization of the stock of old lifts in Central Europe.



For more information please contact ELA at following address  
E-mail : [luc.rivet@ela-aisbl.org](mailto:luc.rivet@ela-aisbl.org)  
Web : [www.ela-aisbl.org](http://www.ela-aisbl.org)

Boulevard du Souverain/Vorstlaan, 207/5  
B-1160 Brussels  
Tel: +32 2 779 50 82 Fax: + 32 2 772 16 85