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Philippe Casteleyn,
Chairman ELA
Communication Committee

EDITORIAL

The need to communicate

Without communication, any project misses its target. The public to which the information is directed must be carefully selected of course, but communication is vital to make things happen. We have several examples of the utmost importance in the work presently developed by ELA and the lift industry at large: the first one is the on-going **revision of the main norm in the world of lifts: EN 81-1/2 into EN81-20/50**. This work involves some 50 industry experts in Ad hoc groups in CEN and is expected to be finalized in 2011. The new standard will be the main building block for the lift industry in the decades to come, so all of us in manufacturing, modernization or maintenance, as well as in the components sector must understand what is being done with the standards and why.

Since the European lift standards are used by 80% of the world, it is essential that ELA communicates to all its members on it in the coming months and years, and to the world at large. This revision of EN81 is the first step in the development of a global prescriptive lift standard that would be adopted by the whole world. That is why ELA has initiated the **Global Technical Barrier-Free Trade Initiative (GTBFT)**, to prepare for this with our colleagues from Asia-Pacific (PALEA) and North America (NEII). In Europe, we need to relaunch the **Safety Norm for Existing Lifts (SNEL EN81-80)** in the countries where nothing has happened yet. ELA is preparing a video to promote the application of SNEL and links it to the new **Technical Specification CEN TS81-82**, for the safe access of people with disabilities. Actually, full **accessibility of people with disabilities and senior citizens** has been pinpointed as one of our priorities for the years to come by the President of ELA. We have therefore issued a new brochure, jointly published by the European Disability Forum (EDF), AGE (Association of Senior Citizen) and ELA, to present all aspects of standardisation, related to full and safe access for people with disabilities. The originality of the brochure is that it gives a table of reference for making lifts in existing buildings fully accessible. This is of course the most challenging task for a lift



installer: how to make an existing building accessible, which has no lift, or with a very small lift with narrow door? Such difficult questions should be approached with a set of references. That is what ELA expert Gilles Meunier has developed, to make it possible for building owners, lift installers, construction companies, to assess the vertical accessibility of the existing building that they intend to modernize or make accessible to all. This new tool is promising and ELA will disseminate it as widely as possible. A last and important point: our industry occupies

some 150,000 people in Europe and is a medium-size sector, so our economic weight is limited. That is why for our most important communication campaigns, we ought to be able to **join forces with the other European lift industry associations in Europe: ELCA and EFESME**. Speaking with one voice to the European Commission and other stakeholders is essential to reach our common goals. We have started collaborating with a first letter to the European Commission, jointly signed by our three presidents, asking the EC to put ELA's SNEL Status table for Europe on the

official Commission website CIRCA. This is a first action together and we have decided to meet regularly to discuss other issues, such as Energy efficiency, ecological questions and standardization. Again, communication is of the essence for our association, and the Communication Committee intends to put the turbo on it!

**Philippe Casteleyn,
Chairman ELA
Communication Committee**

CE-marking, the one and only safety mark



There are too many marks and labels. Each industry produces its own; from meat producers to paper producers, many manufacturing industries want to convey a message thanks to a label. In the field of accessibility, for example, there are plenty of labels which are only valid in a single country or for tourism facilities. The European Commission has also produced over years a great many number of labels of all kinds.

But what concerns the feasibility of a "consumer safety mark", it was important to think twice! The European Commission decided to make a full survey of the issue: "do we need a safety consumer mark on top of the already existing CE marking?" The survey was very thorough; with online consultation, extensive surveys with all stakeholders, from manufacturers to market surveillance organizations. The result is clear: industry is not too keen on marks and labels anymore. They have their own brand and want to limit marks to a minimum of essential ones.

In the commission survey, all arguments in favour and against a consumer safety mark have been carefully deliberated, and the pertinent questions relating to CE marking have been taken into account. Based on the Commission services' analysis and the stakeholders' feedback, the following conclusions can be drawn:

1. The Commission services consider that the legal and technical analysis shows that introducing a consumer safety mark is not

appropriate as it might create more problems than it could solve.

2. The Commission services deem it essential to rigorously enforce and properly implement the existing mechanisms which support the system of CE marking. Thereby, market surveillance and border controls are the key elements. Those elements have been reinforced by the New Legislative Framework. Once the New Legislative Framework is implemented, it will contribute to significantly improve the safety of the market place.

3. Consumers (and other stakeholders) do not necessarily know CE marking's meaning.

The best way to raise awareness is enhanced communication. A visible Community-wide information campaign could improve the understanding of CE marking. The Commission is therefore launching an information campaign addressed to all stakeholders, in particular business, including SMEs, and consumers.

A visible EU-wide information campaign which reaches a large number of consumers across Europe will improve consumers' understanding of the meaning of the CE marking and lead them to have a clearer picture of what CE marking represents and does not represent. (4) Experience shows that CE marking has been frequently abused,

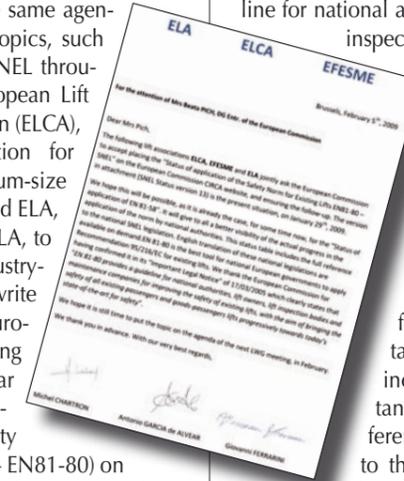
for example with imports from the Far East. However, the New Legislative Framework, aiming at strengthening and enforcing the system, will considerably improve the situation. Furthermore, the Commission has instigated the procedure to protect CE marking as an Intellectual Property Right, which will give authorities an additional means to go against abuse of CE marking and give competitors the means to file suit before the courts which will then be able to impose fines and damages.

The lift & escalator industry has signaled to the European Commission, its full support with their vision. We have one safety mark: the CE marking. That is enough, and we must improve its efficiency and perception among all stakeholders.



A première: a common request to the European Commission by **ELA – EFESME – ELCA**

The three European associations regrouping the lift & escalator industry companies do not always have the same agenda. But for important topics, such as the application of SNEL throughout Europe, the European Lift Components Association (ELCA), the European Federation for Elevator Small & Medium-size Enterprises (EFESME) and ELA, met, at the request of ELA, to discuss a series of industry-wide topics, and to write a joint letter to the European Commission, asking the EC to put the regular update of the application status of SNEL (Safety Norm for Existing Lifts – EN81-80) on the European CIRCA website. This will somehow officially link SNEL even closer to the European Recommendation, following the Official LEGAL NOTICE published by the



European Commission on March 17, 2005, which states: "EN81-80 provides a guideline for national authorities, lift owners, lift inspection bodies and maintenance companies for improving the safety of existing lifts, with the aim of bringing the safety of all lift passengers and goods-passengers lifts progressively towards today's state-of-the-art for safety". It is important that all stakeholders, including owners, understand that the only safety reference and standard linked to the European Recommendation 95/215/EC, is SNEL, EN81-80. By applying SNEL and imposing an upgrade of safety for existing lifts, national governments make the lift stock in their

country safer. SNEL means a de facto harmonization of safety for existing lifts. ELA, ELCA and EFESME have the same opinion on this and say it clearly.



SNEL Video available



How can ELA help relaunch the application of the Safety Norm for Existing Lifts (SNEL EN81-80) in the European countries where nothing has happened since 2004?

How can we accompany the implementation in countries where the process will start soon, such as Belgium or Italy?

The Communication Committee decided to produce a video, presenting some of the accidents that still happen regularly in Europe and which would be eradicated if SNEL was applied everywhere.

ELA asked a professional presenter: Belgian Anne de Baetzelier, ex-Miss Belgium,



Anne de Baetzelier, professional TV-host, presents the video

TV-anchordady and interpreter by training, to present the case for SNEL.

The video also shows animation sequences, done by our "official" artist, Zack, who has been producing ELA illustrations for a decade.

The video is available at ELA in English, French and Dutch to start with.

Other languages will be available soon. ELA will also put the video on its website.



UPDATE ON CEN & ISO WORK



CEN TC10 (Lifts & escalators) is engaged in a huge task; the revision of the main standard for lifts: EN81-1/2, which at the end of the process will regroup all its elements in a different structure under the new numbering EN81-20/50.

Where are they now?

- Most AH groups have completed their task and now are reporting the result of their work to WG1, which is ensuring the coherence of the whole process.
- The amount of work was slightly underestimated and a delay of 6 months has been integrated, bringing the end of the process to July-August 2011 for publication.
- Ad Hoc Group 6, dealing with electrical questions has encountered a slight delay, because of the huge volume of work and the facts that it needs to integrate the many remarks made by the other AH Groups.
- Ad Hoc Group 13 is still working on the issue of safety space in extreme positions.

Other lifts related works:

- Amendment 3 to EN81-1 and EN81-2 in the voting phase and the vote and comments must be given by the National Standardization Bodies before 12th July 2009
- EN81-72 (Fire-fighters lifts) is being revised to include a solution to the need of fire-protected lobbies
- prEN81-21 (New passenger and goods passenger lifts in existing building) is also in the voting phase that must be completed before 15th June 2009.

Concerning escalators and moving walks, WG 2 has finished its task on the revision of EN115-1 (new escalators): the standard has been published and is harmonized. WG2 is also preparing a Technical Report (prCEN/TR 115-3) as comparison of EN115:1995 (+A1:1998 + A2:2004) and EN115-1:2008. This will be a very useful document to facilitate the implementation of EN115-1:2008.

WG 2 is now working on EN115-2, the Safety Norm for Existing Escalators & moving walks. The standard is under public enquiry and publication is expected after integration of all comments made, in the beginning of 2010.



Esfandiar Ghariban

ISO TC 178 (Lifts & escalators) After the designation of Christian de Mas Latrie as Chairman, in replacement of Philippe Lamalle at the last plenary session in Paris in October 2008, TC 178 has been active in the following fields:

- Call for a convenor for WG2 (guide rails lifts), after departure of J.N. Cloux.
- Merger of WG 6 and 7 with Derek Smith as convenor. The group deals with accessibility of lifts, dimensions of installations, fire risks, seismic risks and evacuation
- Approval of the ISO Report DTR 25742, relative to fire testing of lift landing doors. The report will be the basis for a new joint norm with ISO TC92/SC2. A joint WG has been created to that effect.
- Norm ISO 2220 (PESSRAL) has been published, founded on corresponding work done in Europe
- Norm project ISOCD 25745-1 concerning energy measurement has been submitted to the DIS enquiry under the Vienna Agreement. WG 10 experts will answer the numerous comments by the ISO and CEN member countries. A new enquiry will be launched around the end of the year. In parallel, WG10 starts to prepare part 2 of the standard, dealing with the classification of equipment following their energy consumption.
- On-going revision of ISO TS 22559-1 on GSP's to integrate a section taking into account the ESR's of the Lift Directive, in order to obtain the widest possible document. This integration could be part 5 of the ISO 22559 series of texts. ISO TS 22559-1 will later be transformed in a norm.
- On-going publication of ISO TS 22559-2 on GESR's.
- By resolution of ISO TC 178, 4 experts (China, Japan, Korea and the USA) were mandated to participate to the revision of European norms 81-1/2 :1998. The revised European norms could later serve as a basis for the creation of an international prescriptive norm, related to lifts that would be a support to the documents of the ISO 22559 family.
- ISO 22559-3 & ISO 22559-4, technical specifications for the evaluation process of the lift conformity to GESR's and GSP's, should be available in the course of 2009, giving a clear vision of the 22559 family.
- Similar works to the 22559 family of norms should be available for escalators and moving walks (25740 family) in the two coming years.



Christian de Mas Latrie



A new brochure, promoting full accessibility



The new brochure published by ELA is meant to be a useful tool for building owners, lift installers, architects, and all stakeholders in the transformation or improvement of existing buildings.

The standards that give indications on how to tackle the issue are well-known: EN81-70 (lift accessibility of people with disabilities) and the very recent Technical specification CEN TS81-82, linking safety and accessibility of the disabled with SNEL, which tackles the safety aspects.

There is also the ISO norm ISO 24091-5, which is taken into consideration. But what is more important is that the document contains a tool that makes it possible to categorize the existing building and its lift, and gives ways to measure its degree of accessibility.

The table, prepared by specialist Gilles Meunier for the French lift federation and AFNOR, answers a main request from owners, architects, the lift industry and other stakeholders: "how can we make an accessibility diagnostic for an existing building? We have no references!" How



should we characterize the accessibility of a lift? How do you evaluate accessibility on the spot? The table, giving results with A,B,C,D levels of accessibility through a colour code, is a general tool, easy to apply.

One concentrates on the handicap, which is the most concerned, and gets priority for the demand. Dimensions of doors can be only 800 mm, it is a pity, 900 mm would be better. Still, the lift is accessible to wheelchairs. The brochure also contains the checklist of CENTS 81-82, as a way to verify which improvements can be implemented and if the safety of the disabled is guaranteed by the improvements brought to the lift. It must be stressed that many of these improvements also lead to a general improvement of safety for all users, able-bodied and disabled. Making an existing building fully accessible is not an easy task.

Sometimes the shaft of the existing small lifts does not make it possible to install a wider car. Sometimes, there is a lack of space to install a lift. At least this document will make it possible to correctly assess the situation.

Jointly produced by EDF, AGE and ELA



EN81-58 finally applied as it should?



The EN81-58 standard for the fire-testing of lift landing doors has been developed by a task group of EU professionals (WG3), meeting under the specific CEN Committee (TC10), with high competence both in the fire and lift fields, therefore representing the

best compromise between fire protection and mechanical operational requirements of the lift. The CEN TC 10 WG3 committee was led by fire expert, Prof. dr. ir. Paul Vandeveldde of the University of Ghent (Belgium). Experts members of CEN TC10 WG3 were from AFNOR, IBN, BSI, SFS, DIN and UNI. This test standard was ready long before CEN TC 127 produced its first draft on testing fire doors. The publication of the lift door test was postponed in order to allow as much coordination as possible between the two approaches. The test method was accepted in the WG and later in CEN TC 10. As can be read in the harmonized norm, EN 81-58 follows the general principle of EN 1363-1 (fire resistance tests – Part 1: general requirements) and refers to EN 1634-1 (fire resistance tests for building doors and shutter assemblies). So there should not have been any problem, but the application of EN81-58 was very poor from the beginning. In several countries, civil servants and firemen did not trust the new norm.

So ELA created a Work Group in 2005, to push for its application. The WG was successful in obtaining very high level of acceptance throughout Europe. The Status table is available on the European CIRCA website, as well as on the ELA website. Only the United Kingdom and Denmark still

pose problems; but the UK authorities have tested EN81-58 and the old BSI standards on doors and their conclusion will be known shortly. ELA hopes of course that their final acceptance, will close this chapter and make sure all doors are tested according to EN81-58 everywhere in Europe.



Fire-testing of lift landing doors is only done by applying EN81-58

IN BRIEF

Pierre Bianchini, the wise man of standardisation, retires



After 15 years at the helm of CEN TC10, our most experienced expert is retiring. Pierre Bianchini is well-known in the lift & escalator industry for having practically fathered the set of EN 81 norms that now govern the world of lifts and escalators. European norms are so-well structured that they have been adopted by most of the world, from Asia-Pacific to South America. Pierre can be proud of his achievements in the world of standardisation. He still participates from the outside to the

Pierre Bianchini during his farewell speech

revision of the whole set of EN81 norms, but will cease his other activities.

Pierre was also involved from very early on in all the actions of the European associations. ELA thanks him for everything and wishes him a very good retirement.



ELA Board says goodbye to two of its heavyweights



Bill Orchard and Alfonso Garrido are being thanked on their departure date.

At the end of January, the ELA Board of Directors lost two of its most experienced members. Alfonso Garrido and Bill Orchard, both designated by EEA, have retired after a long career, at Otis for Alfonso Garrido and at Kone for Bill Orchard. Bill Orchard had been successively President of EEA and President of ELA, until recently, when he ceded his position to Michel Chartron, because of his global responsibilities in Asia. Bill was active in the European associations since the very beginning in the early nineties. ELA regrets to lose two of its most experienced top managers and wishes them well in a cloudless retirement.



Alfonso Garrido



Bill Orchard

Anton Marschall host to the Communication Committee



Anton Marschall, President of CEOC



The Communication Committee, under chairmanship of Philippe Casteleyn, had decided to invite Anton Marschall, the driving force of TÜV Austria in its lift and escalator section. Anton Marschall is also very active at CEOC, the International Confederation of Inspection and Certification Organizations. The purpose was to see together how the Global Barrier-Free Trade initiative could be promoted by all stakeholders in the world of lifts and escalators. The first association to support the project is CEOC, as confirmed by Anton Marschall, a good sign that the global initiative, regrouping the lift associations from Asia-Pacific (PALEA), from North America (NEII) and from Europe (ELA) at the initiative of ELA, is bearing fruit. The revision of the main industry standard, EN81-1/2, into EN81-20/50 is the first and most important step in the process. Knowing that CEOC is on the same wavelength is good news. The world of European Notified Bodies is also very interested in extending its knowledge built on

the application of the Lift Directive, in terms of CE-type examination and certifying specific designs, as well as final inspection. Notified Bodies are particularly interested by the end target

of the GTBFT: the Mutual recognition (MLA's and MRA's) at world level (certification of products). It is actually the end goal of the whole lift & escalator industry in the world: Certify once and apply everywhere!



ELA present at the Fiera in Milan



Michel Chartron, ELA President, on a quick visit to the stands of ELA and the Italian association, here with Silvia Migliavacca, General Secretary of AssoAscensori

ELA was present in 2008 at the Fiera, in Milan, Italy, with a stand, next to the Italian member association, AssoAscensori. The President of ELA, Michel Chartron was also present and gave a speech during the Fair. It was also the occasion for Michel Chartron, the President of ELA and Philippe Casteleyn, Head of the Communication Committee, to have a kick-off meeting with ELCA and EFESME, the other associations in the field of lifts and to see what common actions could be taken.



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