



ELA

NEWS

QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

CONTENTS

- Editorial, by Jorge Ligüerre 1
- Interview Ian Jones : full speed for the revision of EN81-1/2; WG1 on time 2
- GTBFT : the long-term vision and roadmap 3
- General Assembly 2010 in Berlin: Focus on energy efficiency 4
- The importance of the (light) LD revision, by P. Casteleyn 7
- In Brief 8
 - ELA meets the European Commission 8
 - Meeting with CEOC 8
 - Escalator forum on November 4th 2010, at Agoria, Brussels 8
 - Gelsomino Volpe retires 8



Jorge Ligüerre, President of EEA

EDITORIAL

The importance of legislation and standards

by Jorge Ligüerre

In this editorial, I will not use the word "Codes" since it might have many different meanings. The word "standards" is much clearer for us all in the lift & escalator industry. Legislation and standards represent a combination of performance and prescriptive-based requirements, made available to all, and whose main purpose is to create an open global market for our products and their components.

Actually, I see the existence of a framework of voluntary applicable standards as one important opportunity to push for innovation among all companies involved.

Standards define technical requirements and globally accepted measures, help designers finalize their engineering and ensure that different systems will fit and work together.

They are essential to international trade and exchanges. And again, they make innovation flourish.

Legislation and standards affect our everyday lives in crucial aspects, like :

- **Health, safety and accessibility for all**
- **Energy and ecology**
- **Quality assurance**
- **Certification**

Standards have an important added value for consumers and end-users. Standards provide them with a reliable, proven and widely accepted platform to ask their product and service providers to deliver their promises in terms of safety, quality and efficiency.

Development of legislation and standards in general, is a process based on consensus. This voluntary consensus involves representatives from various interest groups, whether nationally or internationally organised, such as industry, end-users & consumers, researchers, government bodies, third party inspection bodies,





worker unions, NGOs and others.

We, as an industry, have put the respect of legislation and the promotion of standardization at the centre of the "Code of Conduct" of the European Lift Association. It is essential to the modern day development of industry. Standardisation work leads us automatically to ISO and CEN. CEN for Europe and ISO for the world have developed a large amount of standards, many of which have become widely used all around the world.

Our main set of standards, the EN 81 series, is practically recognized around the world as the best approach, since their use is so common internationally that they are presented as "the" standard with Global Relevance. Conformance to the standards requirements often

serves as means to meet legislation applicable at national level.

Our role as industry, regrouped in the European associations, is to be and remain in close contact with the EU Commission, in charge of the European legislative framework, and to encourage, support and follow-up the work in ISO and CEN.

European legislation, directives and recommendations, are of course closely linked to the set of CEN standards, and the EC regularly ask CEN to prepare new standards or produce clarifications for existing ones. Legislation needs the support of standards, which are to be considered as the "state-of-the-art" in lift technology, thanks to their regular updates.

International Trade is developing fast, with sourcing and selling around the globe. The lift & escalator market is becoming global and we have a responsibility and a general interest as Europeans to keep the world informed about the evolution of the EN set of standards, especially now that CEN is busy modifying the main norm: EN 81-1/2 for new lifts.

The next step is of course for world to unite! ELA took the initiative to bring

together the "sister" associations in North America (NEII) and the Asia-Pacific region (PALEA), in order to promote the global harmonisation of standards under the ISO - CEN umbrella. This is the best way forward to reach a Global Technical Barrier-Free Trade (GTBFT). The main idea behind it, is that it should be possible in the near future, to certify your lift once, and to apply everywhere with this world certification. Another article in this issue of your ELA NEWS, gives you the "roadmap" for the revision of EN 81 and the migration to ISO.

This will be the new horizon for standardisation in our sector. We are not the first sector in CEN, far from it, to develop a world standard. Many other industrial sectors have already gone "global" for their internationally recognized standards. It is a challenging task but very much worth it.

«Global standards used locally, worldwide!»



Interview **Ian Jones:** **Forward full speed**



For the lift industry, the revision of its main standard EN 81-1/2 and its radical transformation into EN 81-20/50 is a huge all-important task, that happens only once in several decades. CEN TC10 is engaged in the revision for some years now, but we have come to the crucial point where all the work done in the 18 AdHoc groups, each tackling a facet of the work, has to be reconciled and consolidated. Choices have to be made to boil it down to THE new standard, all its Annexes and specific requirements. This is the task of CEN TC10 Work Group 1.

Esfandiar Gharibaani, Chairman of CEN TC10 fixed the "Roadmap" three years ago. The process is on track and basically on time as illustrated further in this interview. It could have a few months delay, which

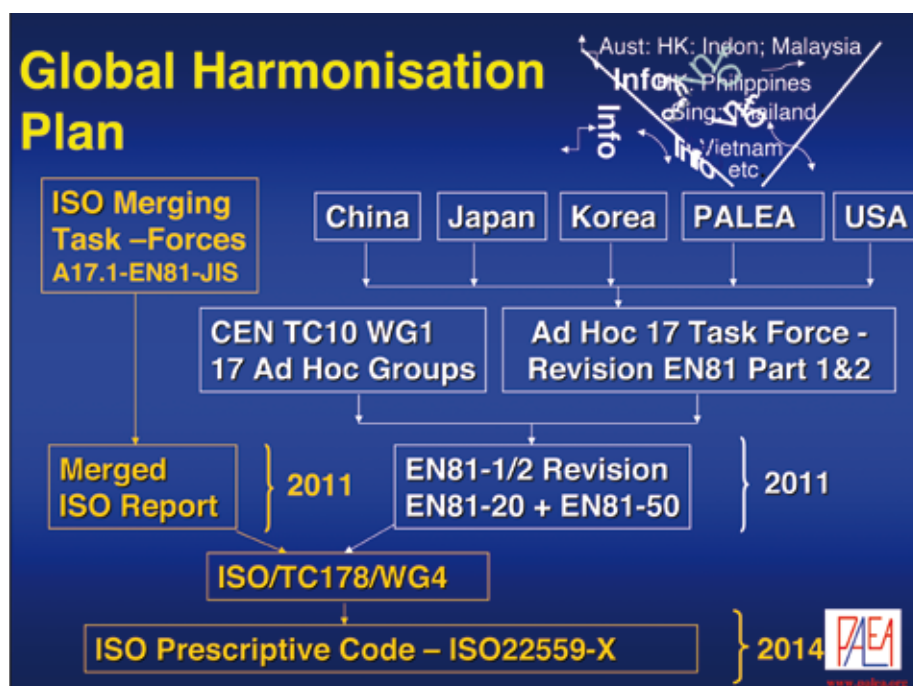
is nothing for such a lengthy and thorough process.

This work will create the new "state-of-the-art" for lifts and is essential for the whole industry in Europe, but it is also followed with great attention for all the standard users outside Europe, on all continents. One of the AdHoc groups, AH 17, has actually the task of informing these "external" users and collecting their remarks, since the next step will be to try and migrate the new European norm to ISO, in order to make it THE world standard.

We have asked Ian Jones, the new Convenor of Work Group 1, which is finalizing the process, how things are progressing.

Ian Jones is active in Great-Britain, in the British lift association LEIA and the standard organisation BSI. He is an Otis engineer.

Global Harmonisation Plan



ELA: The task is huge, to reconcile the work of these 18 AdHoc groups working on the revision. How do you proceed?

I.J.: We are working with items that have been identified at the beginning of the process. Each AH group has a number of items to consider and proposals to make for all these items. We then review them in WG 1 – which is important since many are interrelated to other items in other AH groups – and finalize them. We have a total of items to review and work is progressing well. There were 425 items brought by the AdHoc groups in November 2009, 285 have been completed, 70 are awaiting approval and only around 70 are still open now. AH



**Ian Jones, from BSI,
Chairman of WG 1 in CEN TC10**

groups and WG 1 are meeting more often than in a normal revision process, to make sure that we respect the timetable, at least as much as possible. We have some 75 experts working on this revision. It is a major effort for our industry.

ELA: What does the roadmap actually request?

I.J.: The roadmap says that the norm will be revised and published by the end of 2012. It is a tough challenge, but we think that the public enquiry could start in January 2011, and that the norm could be published around the end of the year 2012. It means we could respect the agenda.

ELA: What are the difficult items, on which you have spent or are expecting to spend more time?

I.J.: The critical areas were dealt with in AH group 2 (door protection), AH group 6 (Electrical questions), AH group 8 (Safety Gear and Buffers) and AH group 13 (safety spaces in headroom and pit). These are the areas that took somewhat longer to revise, but there were many smaller issues to solve, innovations to integrate and questions to solve in all of the 18 Groups at work.

ELA: The structure of the new standard will be completely different from the old one. Do you explain it somewhere?

I.J.: The structure of the new set of norms is completely different from the old one. The aim of the revision is to avoid redundancy and simplify the structure of the EN 81 set of

standards. Part 20 and Part 50 address this. Part 20 groups all technical requirements for designing electric (EN 81-1) and hydraulic (EN 81-2) lifts, and in the future, other types of drives. Part 50 groups all examinations, calculations and tests, because many lift components are commonly used on passenger or goods passenger lifts as well as on goods only lifts. The old EN 81-1 and 2 respectively covered electrical and hydraulic lifts. Many of the chapters were identical in both EN 81-1 and 2. The new structure will be much clearer. There is a rationale behind all items of the process, or else the reasons are described as “historical”. An Editorial will explain the main differences between the old and the new standards. It will help both European users and international partners who will also migrate to the new set of norms.

ELA: The final step is the transfer of the new CEN norm to ISO, that will “take over” for the world?

I.J.: Yes. At the beginning of 2011 or somewhat later, CEN will transfer the revised norm EN 81-20 and 50 to ISO, in order to start to create a worldwide performance-based code system, on the European model, including a prescriptive standard ISO-22550-x. The work on this standard will have been nearly completely done in CEN during the revision, but no doubt there will be many long discussions on the adoption of each item. Don't forget that we have welcomed experts from North America, China, Japan and Korea during our revision work. They could already make suggestions, in the light of what is coming. Where possible we have taken these suggestions into account already. In the timetable, ISO aims for the end of 2014 for the publication of the work. This transfer is the Global Technical Barrier-Free Trade process (GTBFT).

General Assembly 2010 Berlin

energy

The General Assembly 2010 was taking place at the Palace Hotel on March 25th, in the heart of Berlin. The day was put under the sign of Energy performance of lifts & escalators.

There was a very good reason for it; not only is energy efficiency at the top of the priorities for the construction sector and all the services involved, vertical and horizontal transportation included. But what's more: the E4 consortium (Energy-Efficient Elevators & Escalators), sponsored and supported by the European Commission, has completed its task and published its report. The ELA audience at the conference organised in Berlin was the first to hear its results, presented by Prof. Anibal de Almeida, of the University of Coïmbra, who was leading the E4 project and Urs Lindegger, from the Swiss VSA who is the Chairman of ELA Energy & Ecology Work Group and was our leading expert in the E4 project.

Michel Chartron, President of ELA, set the scene to begin with, stressing that lifts & escalators were certainly not the largest energy consumers in buildings. Our products represent between 3 and 8% of the energy consumed by building services. But buildings represent some 40% of the CO₂ production in the EU. The results of the E4 measurements of lifts across Europe and the Survey made with the collaboration of the national associations, comes to the conclusion, that if all possible measures of energy efficiency improvements were done, especially to reduce standby consumption, the energy saving could be the equivalent of the yearly production of one nuclear or a large coal power plant; some 8 TeraWatt.

Impressive!

Urs Lindegger detailed the families of components and the possible actions that can be taken and modifications that can be



done to new and existing lifts, in order to significantly reduce the energy consumption of lifts & escalators. These documents are available on the ELA website, www.ela-aisbl.org, in the section General Assembly 2010, Energy documents.

Two guest speakers were also invited: well-known architects who focus on energy efficiency of buildings, and enlightened the audience on their priorities and what the "green" buildings of the future could be. Professor Hagge, from Deutsche Bank presented the complete "green" renovation of the Frankfurt twin towers, which are the Head Office of the powerful German bank. Architect Steven Beckers, from Art&Build in Brussels presented several projects and among them the complete refurbishment of the Berlaymont building in Brussels, where the European Commission is located.

At the General Assembly itself, the Chairpersons of the ELA committees presented the work of their committee and work groups. 2009 was clearly a decisive year for the lift & escalator industry, with a lot of work done!

On the evening of March 24th, The German association VDMA has offered a gala-dinner to the delegates.

Thanks and congratulations to all!

Alexandra Jour-S...
European Commiss...
during the question...



performance in focus



Urs Lindegger, Head of Unit DG Entr of the Commission and Beata Pich (EC DG Entr.) during the discussion



During the discussion with the panel (Urs Lindegger, Prof. De Almeida, Steven Beckers and Prof. Hagge, Peter Günther (VDMA) and Thomas Reynaerts (UTC) are asking questions



Christophe Coudun, Policy Officer at DG Energy (EC) explains the scope of the E4 project



An attentive audience listens to a video interview of Mrs Koskimaki, Head of Unit DG Energy, European Commission



Professor Anibal de Almeida, University of Coïmbra led the E4 partnership to a good end



Urs Lindegger, Convenor of the Energy & Ecology WG of ELA, explains the implications of E4 for the lift & escalator industry



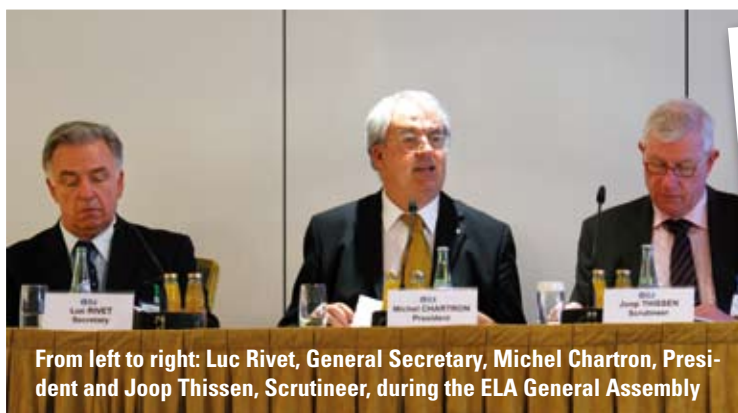
Prof Hagge, from Deutsche Bank presents the full renewal of the dual towers of the Deutsche Bank headquarters in Frankfurt, a very "green" refurbishment



Architect Steven Beckers, from Art&Build (Brussels) explains the energy implications of the Berlaymont building of the European Commission



The General Assembly



From left to right: Luc Rivet, General Secretary, Michel Chartron, President and Joop Thissen, Scrutineer, during the ELA General Assembly



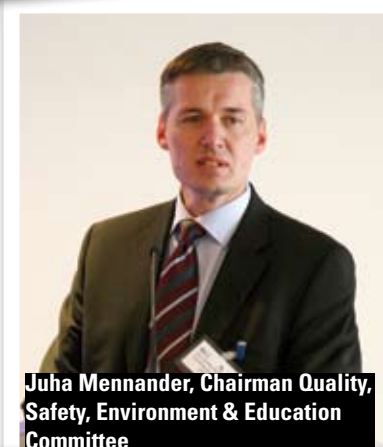
Ebru Gemici,
Chairwoman Statistical Committee



Philippe Casteleyn,
Chairman Communication
Committee



Christian de Mas Latrie,
Chairman Codes & Standards Committee



Juha Mennander, Chairman Quality,
Safety, Environment & Education
Committee



Wolfgang Adldinger,
Chairman Components
Committee



2009 ELA Award

Tadeusz Popielas for the Polish lift association (PALM) receives the ELA award for 2009 from the hands of Michel Chartron, ELA President, in presence of Marek Opieln-Bronikowski (PALM)



The importance of the (light ?) Lifts Directive revision

By Philippe Casteleyn , Chairman Communication Committee



Speaking about the ongoing recast of the Lift directive, 95/16/EC, is not possible without first a word of explanation about the New Legal Framework (NLF), in other words the review of the former New Approach (NA) philosophy.

The NLF is about the modernisation of the NA for the marketing of products on the European market. The objectives are to consolidate the existing key concepts of the NA policy, to improve the evaluation and monitoring of conformity assessment bodies (e.g. Notified Bodies), to strengthen the market surveillance and to increase the credibility of the CE marking.

Having these objectives in mind, two new EU Regulations and 1 EU Decision have been published in 2008: N° 764/2008, 765/2008 and 768/2008:

Regulation 764 is applicable since the 13th of May 2009 and is setting out procedures relating to the application of certain national technical rules, in particular in the absence of EU harmonised rules such as the Machinery Directive, Lift Directive, ...

This regulation is also requiring that member states are setting up Product Contact Points that shall provide information about the technical rules applicable to a specific type of product in the territory in which those Product Contact Points are established.

Regulation 765 is applicable since the 1st of January 2010 and is setting the requirements for accreditation and market surveillance.

Decision 768 was applicable immediately. It gives a common framework for further and improved barrier-free marketing of safe products in the EU.

This Decision lays down common principles and reference provisions intended to apply across sector-specific legislation (e.g. directives) in order to provide a coherent basis **for revision or recasts of that legislation.**

It quotes:

"The essential requirements (ESR's) should be worded precisely enough to create legally binding obligations. They should be formulated so as to make it possible to assess conformity with them even in the absence of harmonised standards or where the manufacturer chooses not to apply a harmonised standard. The degree of detail of the wording will depend on the characteristics of each sector. Specific product legislation should, wherever possible, avoid going into technical detail but should limit itself to the expression of essential requirements."

Above principle serves as the tool for an EU Commission's better regulation policy and reflects even more the need for a performance-based regulation rather than a prescriptive-based one or one that even still includes needs for case by case prior approval of a member state. Some (bad) examples traced in today's Lift Directive:

- **Need for min. 2 suspension ropes included in clause 1.3.**
- **Need for an over-speed governor included in clause 1.4.2.**
- **Need of a (permanent) free pit & headroom space and/or prior member-state approval included in clause 2.2**
- **Lifts with a speed less or equal to 0.15m/s are excluded from the Lift Directive and are included in the Machinery Directive benefiting this way from a more performance-based formulation of ESRs... (e.g. crushing danger), etc ...**

The lift industry sees the existence of the New Approach legal framework, for us translated in the Lift and Machinery directives, as highly important, when combined with the voluntary application of Harmonised Standards.

The combination of (1) an EU community harmonised legislative framework (e.g.: through directives), with (2) Harmonised Standards (e.g.: through CEN-CENELEC or ISO/CEN standards) and the (3) involvement (e.g. conformity assessment) of competent third parties is the trigger for innovation.

This working combination is also better known as the European 3 Part Model.

ELA, while monitoring the recast of the lift directive and keeping close contacts with the EU Commission, hopes this ends up with a revised Lift Directive satisfying all European and even NON-European stakeholders. It allows a further improved Barrier-Free Trade of safe and innovative products in the EU, **having in mind that the more legislative wording is performance-based, the more it opens doors for innovation.** This EU NLF serves meanwhile also as an "example Model" for a future "Global Technical Barrier-Free Trade framework (GTBFT)":

"One product, One certificate, used safely worldwide"

GTBFT inspired, the family of ISO documents 22599-1,2,3,4 and in particular the recently drafted part 5, is identifying the few remaining divergences between the fully performance based ISO GESRs and the present LD ESRs. Unfortunately, those LD ESRs are often still being today a mixture of prescriptive and performance based requirements. Hopefully, improvements will come soon.



IN BRIEF

Meeting at CEOC



Marc Van Overmeire,
Chairman,
Communication Ex-
perts Commission.



Drewin Nieuwenhuis,
Secretary General

Certification organizations, inspection and notified bodies have the same interest as the ELA members in the improvement of safety, quality and sustainability of lifts & escalators. These independent inspection & certification organisations from some 20 countries are regrouped at European level within CEOC.

They are, like us, strong contributors to the standardization process, and are active in the removal of barriers to trade. A meeting was organized in early March to identify the areas where joint action could be pursued at European level. CEOC is one of our main allies in the promotion of the Safety Norm for Existing Lifts in Europe.

At the CEOC meeting, ELA was represented by Philippe Casteleyn, Chairman Communication Committee and Luc Rivet, General Secretary. On the CEOC side, Drewin Nieuwenhuis, Secretary General and Marc Van Overmeire, Chairman, Communication Experts Commission.

The European Commission at ELA

ELA holds regular meetings with the "closest" civil servants, following the lift & escalator industry at the European Commission, at DG Enterprise (DG ENTR), whose Commissioner has changed. Mr. Günther Verheugen (D) has been replaced by Antonio Tajani (I). It is the opportunity to cover the common agenda; including the revision of the Lift Directive, the implementation of the revised Machinery Directive, Global Technical Barrier Free Trade (GTBFT) and other topics. The ELA delegation was headed by Michel Chartron, President of ELA, and by Mrs Alexandra Jour, on the side of the European Commission



The European Commission was represented by Mrs Alexandra Jour, Joaquin Calvo-Basaran and Beata Pich. On the side of ELA, were present Michel Chartron, Jorge Ligüerre, Philippe Casteleyn, Esfandiar Gharibaan,...



Gelsomino Volpe retires

After more than 50 years in the lift industry in Italy, (in the same company) one of our main experts retires. Unfortunately for ELA, G. Volpe takes a well deserved retirement at 72. G.

Volpe managed to federate the efforts of all in the Italian lift industry to obtain legislation from the Rome government, to improve the safety of the existing stock of lifts, the largest national stock of lifts in Europe. He was until now a member of the Communication Committee where his advice was always listened to with great interest.

All in ELA wish him a peaceful and happy retirement.

ESCALATOR FORUM

On November 4th, ELA organizes an important forum on escalator safety, to accompany the launch of the new safety norm for existing escalators (SNEE EN115-2). The forum will take place at AGORIA, the Belgian association's building, close to ELA and the airport. This meeting is certainly a MUST for all of you involved in escalator manufacturing, installation, modernization and maintenance. More on it soon!



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