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Thomas Kausel,
Chairman SNEE Group ELA

EDITORIAL

An escalator can be a dangerous place

By Thomas Kausel, Chairman SNEE Group ELA

There are much fewer escalators in Europe than lifts. With 5 million lifts for some 80 000 escalators and moving walks, the numbers are simply not comparable. But there is a main difference between the two: the relation of accidents per installed unit is much higher. Why is that?

The explanation is simple. Lifts are enclosed spaces that securely move up and down, with doors closed. Systems can fail. It is rare, since lifts are the most secure transport vehicles on earth, but it is even rarer that a lift fails because of its users. Not so with escalators: escalators and moving walks are open transportation systems in open public places.

So escalator operators, whether shopping malls, airports, rail stations, underground systems and the like must rely on the behaviour of users or on the public at large to apply the simple safety measures that are asked from escalator users. Lack of attention by parents makes it possible for a young child to do something foolish that will threaten his/her life. Mothers with babies in their pram and its jiggeling wheels often do not understand the risks involved in going up or down on an escalator. Legislation in most countries imposes a

lift for people with permanent or temporary disabilities, so they should use the lift. We have all seen travellers with big cases and baggage trying to take an escalator, even despite the barriers trying to dissuade them.

Worse still, escalators and moving walks have to be "foolproof", as much as possible, since young adults have shown how much "crazy" actions can endanger their lives and the lives of





others. New equipment is well covered by the European standard EN 115-1 for new escalators. However, until now there was a gap for existing escalators and moving walks. That is the reason why CEN gave the mission to the European standard committee for escalators to prepare a norm for existing escalators: EN 115-2.

Experts of authorized bodies, public organizations, and all escalator manufacturers have collaborated in an ELA Work Group to create that standard, which is now reality. A clear process to identify and to minimize risks on units in operation was created and is documented in that standard. These risks for users and for mechanics now can be identified in a consistent, standardized way. There is a clear recommendation to escalator owners and operators to improve their equipment to make it safer. It is understandable that shopping mall owners are reluctant to "spoil" the

shopping pleasure of their customers by being too strong on the safety advices they give them. Still, our task – as industry – is to relentlessly make them aware of the existing risks and the need to close the "safety gap" on existing escalators and moving walks.

That is why ELA is producing a brochure, available in several languages, and organizing a Forum in Brussels on November 4th, 2010, to make safety a priority for all companies producing and installing escalators and their components. The ELA website will also contain a special page fully dedicated to escalators and moving walks. So doing, we hope to participate to a safer Europe.

Parents, children, be careful!



The postcard, available in English and soon in other languages.

A postcard with a short advice to parents has also been produced, following an example produced by LEIA in the United Kingdom.

Use it to disseminate safety advice!

Take care on escalators and moving walks!

- Step on and off carefully
- Hold the handrail and always hold children by the hand
- Always stand and face forward
- Never sit down
- Keep hands, feet and clothing clear of moving parts
- Always wear shoes – but be careful with rubber footwear
- Take care with loose clothing and shoe laces
- If you have a push chair, use the lift
- Do not play on or with escalators and moving walks

EUROPE – ASIA

An excellent relationship



Michel Chartron, President of ELA (right of picture) inaugurated the Lang Fang lift exhibition. On the left of the picture, our colleagues Esfandiar Gharibaan and Christian de Mas Latrie

China, and Asia in general, continue to develop very fast. After the recent financial crisis, the persistence of the Asian double digit growth rates was and still is considered essential to the global economic recovery. In the lift & escalator sector, China now installs more lifts and escalators every year than the whole of Europe. Even the modernization market in China is beginning to catch up with the European market. It is good news for European exports to the region, from large, medium-size and small enterprises. Moreover many large manufacturers and components manufacturers are also present in China with manufacturing units. So, the two-yearly Lift Exhibition of Lang



Michel Chartron, with our main contacts with the Chinese Elevator Association : M. REN , Chairman, and Mr ZHANG , General Secretary, in company of Lou Bialy, form the North American association NEIL.

Fang, close to Beijing, is followed with interest by all. It is a good indicator of the economic activity in our sector for China and the region. This year, it took a special importance, since the plenary session of ISO TC 178 was organized by our Chinese colleagues at the site of the Fair. Michel Chartron, the President of ELA, attended the ISO plenary session and had multiple exchanges with the Chinese counterparts, particularly on the development of global standards for lifts, based on the revised version of EN 81-1/2, the European set of norms. Asian, American, Russian and South African partners are indeed regularly consulted in a CEN AdHoc Group, in the CEN revision process. China has also adopted the Lifts Directive as its main legislation on lifts. Michel Chartron was also asked to inaugurate the Lang Fang fair, a clear indication of the excellent relationship developed between the European and Chinese lift industries.

Energy:

ISO 25745-1 under enquiry and nearly completed



Measuring energy efficiency of a lift will soon be standardized. Finally!

On the front of energy efficiency, the E4 project has come to fruition (see In Brief and ELA website), but what concerns the norm development, we are late.

The norm has the preference of industry, as the main norm for the future in Europe and the world is ISO 25745, parts 1 and 2.

Part 1 deals with "measurement and verification of energy consumption".

Part 2 should deal with further measurements and most importantly, the classification part.

Once reality in ISO, the new norm will automatically be taken over by CEN, in the frame of the well-known "Vienna agreement", which enables the industry to avoid double work in ISO and CEN. The first major step is now done: ISO 25745-1 is under enquiry until November 13th.

If approved, publication of Part 1 is expected in the second part of 2011. ISO TC 178, Work Group 10, which is in charge of developing the norm, is working at full speed now on part 2, under the convenorship of Ian Todkill, our colleague from PALEA (Pacific-Asia lift association).





Use of lifts on building sites



There is a difficult period for any lift installation; it is the period when the lift has been built, but the building is still unfinished, and the builder or the companies finishing the installation of all building services, need to be allowed to use the lift.

The lift installer protects the car and frames of course, to enable the use of the lift during the construction phase.

This may be beneficial for “third parties”: the companies or the builder whose personnel use the lift. To help lift companies during this difficult phase, ELA has made available a document titled “Guidance on the use of lifts during the construction phase of the building”.

It is available on the ELA website www.ela-aisbl.org, in the “Members only” section, under “Lifts on building sites”.

The use of lifts on building sites makes protection of the car an absolute necessity

IN BRIEF

SNEL: Dutch association VLR organizes information day

Contrary to Belgium, Germany or France, the Netherlands has not yet a proper legislation covering the safety of existing lifts.

That is the reason why the Dutch lift association VLR organized on August 30th, a “Safety day” in the capital The Hague.

The conference was original in the sense that, next to the presentation by Wim Koster, Chairman of the association, next to the speeches, presentations and discussion, the VLR has taken its guests to actual sites and actual lifts where issues of safety could be presented in a “lift inspection” and problems identified by all visitors.

The presentations were followed by a frank discussion with all participants, including the civil servants in charge of lift safety.

We are sure that our Dutch colleagues were convincing. Lifts are the safest means of transportation on earth, but problems still clearly exist on lifts that were installed before 2000, before the application of the Lifts Directive 95/16/E.



Let's hope that the Dutch authorities will understand the need to make the existing stock of lifts safer for all users.



The “Lift safety day” organized by our Dutch colleagues in The Hague

Revamped ELA website

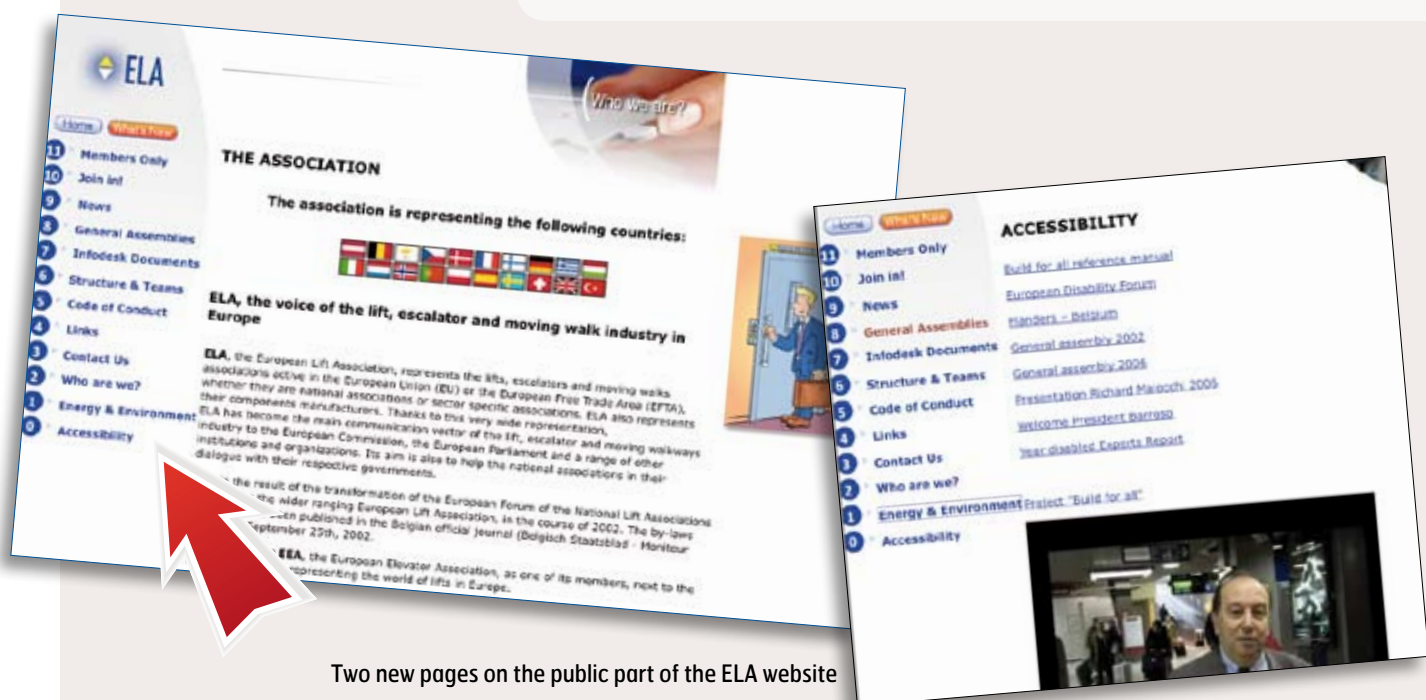
The ELA website has acquired 2 new pages on its public section: one page dedicated to Energy & Ecology issues and another one dedicated to Accessibility of all citizens, able-bodied and people with disabilities alike. These 2 pages present the ELA Position Papers on the issues and the most important documents related to these areas of European policy, which have known acceleration in the last few years. The next innovation on the ELA website will be a page fully dedicated to escalator and moving walk safety.

David Fazakerley retires



After a long career as Secretary General of the British association, LEIA, David retires at the end of 2010. He is well known among his colleagues in Europe and has participated over the years to several EEA and ELA Committees. Lately he was active in the Legal, Communication and Statistical Committees, as well as the Accessibility WG. We will miss his long term vision, his diplomatic skills and thorough knowledge of the lift industry. We wish him the best for his retirement.

David Fazakerley



Two new pages on the public part of the ELA website

Energy Efficiency brochures available

Print versions exist in English, German, French, Italian and Polish of the E4 brochure (Energy Efficient Elevators & Escalators).

They can be ordered from ELA.

This 16-page brochure is an introduction to the impressive energy efficiency improvements that the lift industry can propose for new and existing lifts.

The main E4 report is available in electronic format only on the ELA website, Energy section of the "Members" only part of the website.



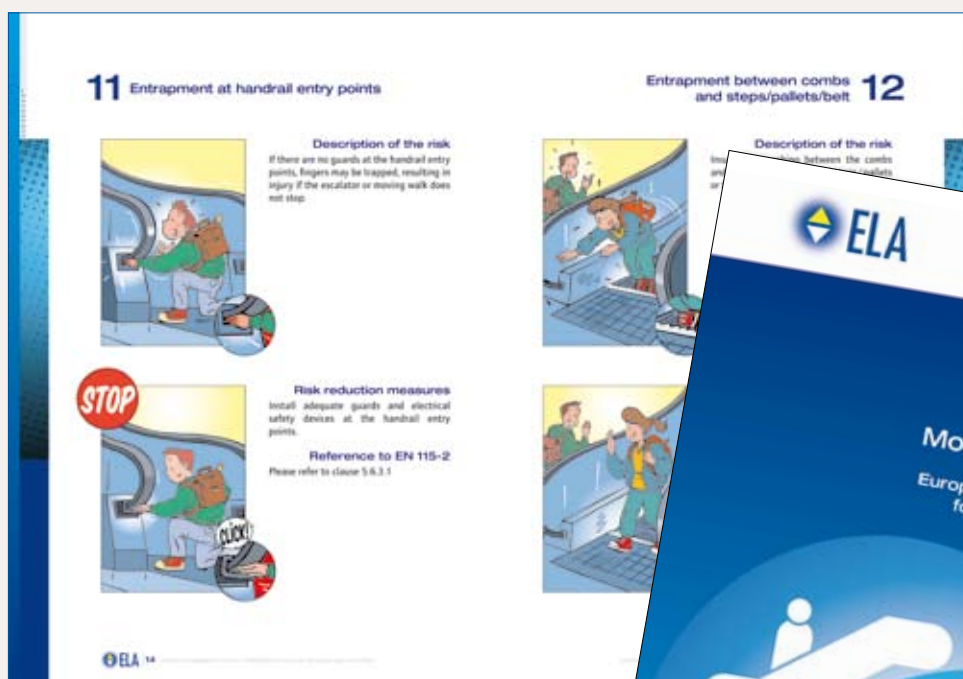
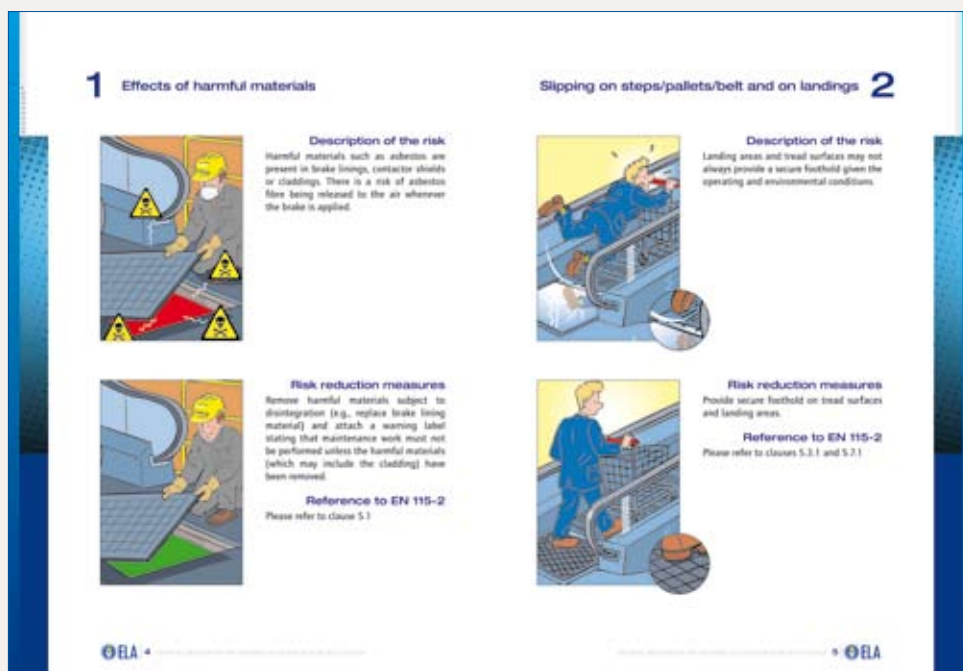
The Energy efficiency brochure exists in different language versions

A new Escalator brochure!

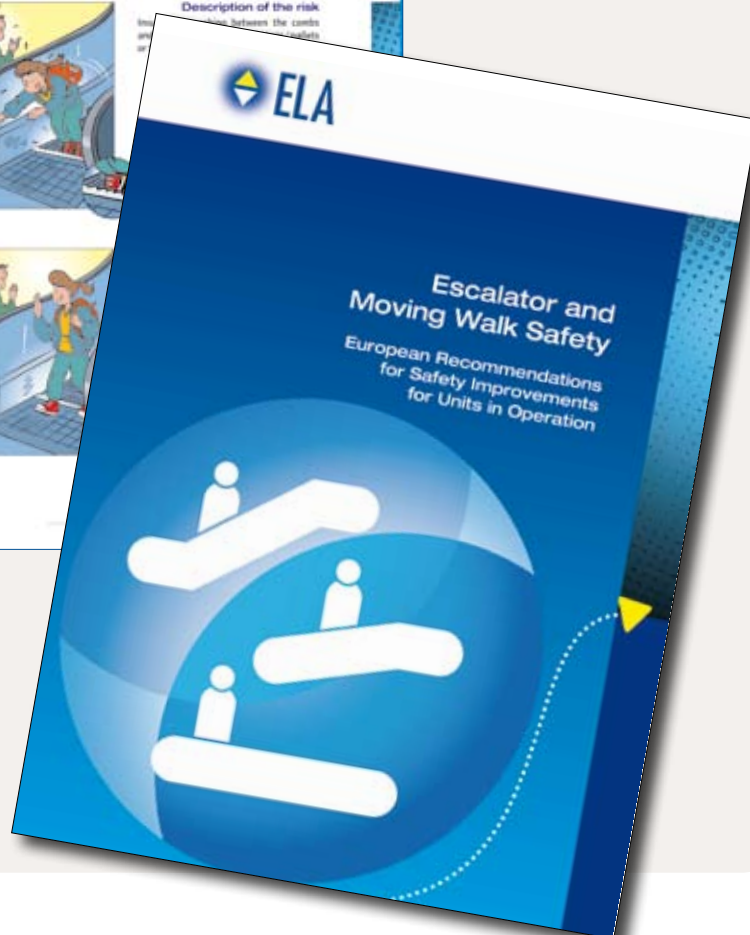
The new brochure, distributed for the first time at the Escalator event on November 4th in Brussels, describes each risk encountered on existing escalators, by users on the one hand and mechanics on the other.

The 28 pages brochure clearly shows each of the 20 risks identified by the SNEE Work Group of escalator specialists and the solution proposed to solve the issues presented each time with 2 clear images: the risk and the solution.

All drawings by the ELA artist, Zack, are available on the "Members only" section of the ELA website, and can be downloaded for communication purposes by all members and members' members, in a high quality format as well as in a "light" version (for a pptw presentation for example).



The brochure exists in English (print & electronic), and in German, French, Italian, Spanish (electronic version only).



What has changed in the Machinery Directive?

By Philippe Casteleyn, Chairman Communication Committee



Philippe Casteleyn

Since 29th of December 2009 the new Machinery Directive 2006/42/EC is applicable.

The modifications are mainly situated in the domain of the conformity assessment modules.

The scope of application is rewritten, but the so-called Essential Safety Requirements or EHSRs, have not been subject to major changes, although several of them have been redrafted. Among the significant changes:

- The requirement relating to risk assessment has been made more explicit.
- A much clearer borderline distinction with regard to the Low Voltage Directive (2006/95/EC) and the Lifts Directive (95/16/EC).
- There are new requirements for risks associated with machinery serving fixed landings to take account of the extension of the scope of the Machine Directive to construction site hoists and slow-moving lifts. Indeed lifts with a travel speed no greater than 0.15 m/s are excluded from the Lifts Directive and will thus be subject to the Machinery Directive.
- Certain requirements currently applicable to mobile machinery or machinery for lifting are made applicable to all ma-

chinery presenting the risk concerned.

- Requirements concerning noise and vibration emissions are made more precise.
- The new directive includes a new procedure and a renewed 2B declaration for partially completed machinery.
- A number of reworked and/or completed EHSRs related to lifting and hoisting apparatus and related appliances.
- The range of safety components subject to the Machinery Directive has been clarified. An indicative list of safety components is given in a new Annex. This list can be updated by the Machinery Committee to cover new products.
- The conformity assessment modules for dangerous machines (Annex IV) is modified.

Annex IV, dangerous machinery:

As under the current Machinery Directive, the conformity of most machinery will continue to be certified by the manufacturer himself, the list of categories of machinery subject to particular conformity assessment procedures is set out in Annex IV, however, manufacturers of Annex IV machinery will have a wider choice of procedure:

- For Annex IV, machinery designed according to harmonised standards covering all the relevant essential requirements, the manufacturer will be able to certify the conformity of the machinery himself.
- For other Annex IV machinery, the manufacturer will be able to choose between EC type-examination by a Notified Body or approval by a Notified Body of his full quality assurance system.

The European New Legal Framework:

and last but not least the provisions of the new Machinery Directive already include the main elements of the New Legislative Framework (NLF). With other words: the review of the former New Approach (NA) philosophy. Indeed 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. While having in mind that the more legislative wording is performance-based, the more it opens doors for innovation.

Above NLF is important to know about and to understand, while at this same moment the Commission and Council have launched also the recast of the Lift Directive (95/16/EC), calling it "a rather light revision, including full NLF alignment!"

Due to NLF, the new Machinery Directive includes an obligation for the Member States to monitor the performance of Notified Bodies and to withdraw or suspend the notification if a Notified Body fails to carry out its duties properly.

The new Machinery Directive sets out more explicitly the duties of the Member States to organise market surveillance. These obligations include cooperation between the market surveillance authorities and respect for confidentiality and transparency.

What's next? The new Machinery Directive was published after having affected or even having infected the good old Lifts Directive. This Lifts Directive being currently in review, under the motto: "a light revision with full NLF alignment!"

Is the EU Commission preparing smoothly the path, so that at a next big review of the European Legislative Framework, the Lifts Directive is ready to be absorbed into an always further growing Machine Directive...?

Such important, but maybe "foreseeable" change is certainly not for tomorrow, but certainly worth to consider once in a long away future of more legal simplicity



IN BRIEF

VFA Interlift Forum 2011: Call for Papers



From Tuesday October 18th, to Friday October 21th, 2011, VFA-Interlift - Association for Lift Technology - will again be promoting its speakers' forum for exhibitors and visitors at the Interlift tradeshow.

You are cordially invited to hold a lecture of approximately 20 minutes plus a 10-minutes discussion period.

Key issues for 2011 are:

- *New Products and Services*
- *Drafting and Realisation of National, European, and International Technical Rules and Regulations*
- *International Markets: New EU Members, South America, Pacific Region, and African Countries*
- *Going green: Environmental Protection, Energy Efficiency, Life Cycle of Products*
- *Refurbishing of Lifts.*

Offers for speeches are to be submitted by April 11th, 2011, comprising speaker's name, company/institution, contact information and an abstract of the contents in German or English for internal selection and for publication, e. g. on the VFA homepage.

You will be informed regarding acceptance of your paper by mid-June 2011.

You will then be asked for a detailed text version of your speech in German or English, also to be published.

For further information, please contact:

Ms Anja Gietz, VFA-Interlift;
email: info@vfa-interlift.de
internet: www.vfa-interlift.de

LAST MINUTE: Escalator Safety Forum Brussels, November 4



The speakers during question time: from left to right: Dave Cooper, Gero Gschwendtner, Philippe Casteleyn, Thomas Kausel and Juhani Ristaniemi

For the first time, ELA organized an event specifically dedicated to escalators and moving walks. The reason is the launch of the new norm EN 115-2 for the safety of existing escalators (see also pages 1 and 2 of your ELA NEWS). The meeting was a success, with some 100 experts of the world of escalators and moving walks in attendance, at the Belgian association building, Agoria.

The main speakers were Thomas Kausel, Chairman of the so-called SNEE work group of ELA, which prepared the new norm to facilitate the work in CEN, Gero Gschwendtner, who is chairing WG 2 of CEN, working on the norms for escalators, Juhani Ristaniemi, member of the ELA Legal Committee who spoke about responsibility in case of accidents, and the well-known British consultant, Dave Cooper, an expert on safety issues related to escalators and moving walks, and finally Philippe Casteleyn, Chairman of the Communication Committee of ELA.

The speakers covered real experience, with videos of accidents (Dave Cooper), the norm EN 115-1 for new escalators (Gero Gschwendtner), the new norm EN 115-2 for existing escalators (Thomas Kausel), responsibility in case of accidents (Juhani Ristaniemi) and the communication tools made available to industry (Philippe Casteleyn).

The new ELA brochure presenting the 20 highest risks on escalators was presented on this occasion and the forum enabled all to frankly discuss safety issues and solutions, for new escalators as well as the existing stock.

As the ELA President, Michel Chartron, concluded: escalators and moving walks are systems enabling mass transit of people. Our focus is not technical issues but the safety of the users, of the tens of millions of people transported each year across Europe on escalators and moving walks.



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