



ELA

NEWS



QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

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**Dr. Claudia Schmidt-Milkau,**  
Member of the ELA Statistical Committee,  
Executive Vice-President ThyssenKrupp Elevators

# Safety is no accidents!

by *Dr. Claudia Schmidt-Milkau,*  
*Member of the ELA Statistical Committee, Executive Vice-President ThyssenKrupp Elevators*

## EDITORIAL

Even if Asia is rapidly catching up, Europe remains the first continent for the number of lifts installed. It is a certainty: there are some 5 million lifts installed and under maintenance, but even the European lift industry does not know the exact number. This seems strange in a world where communication is paramount and where sales statistics for cars or portable phones are published quarterly in Europe, with many details on types or market sizes. This difficulty to know precisely the number of existing lifts is the result of the very long life of most lifts. Pre-war units are still frequent throughout Europe. Their identification is not yet optimal.

The lift industry collects relatively simple "industrial statistics" and does it via a "black box" system, wherein companies enter their annual figures, and the computer system consolidates national results for all to see.

This has functioned relatively well over the last few years, but the programme is not perceived as user-friendly enough by the companies participating to the collection, particularly the SME's. It is true that since the collection is only done once a year, the person in charge tends to forget about the way the system needs to be fed. For some countries, the system does not seem to deliver the right tendencies, as perceived on the market.

That is the reason why the European Lift Association Statistical Committee has suggested to the ELA Board to change provider.

The Board of ELA has decided to use a "third party" collection, as a test for the statistics of the year 2012, collected early in 2013. The "third party", that will have signed a confidentiality agreement is ELA's Auditor office in Brussels. This will be a more "human" transition to a future system. The Auditor will make the collection via email and the national association will participate in the same way as it did until now: only being informed of which companies have already sent in their figures and which haven't, so that they can ensure a complete collection for their country. It will also be less expensive than a "black box" electronic collection. We all hope that the statistics delivered will now be unquestioned by all participating national associations.

The system will collect the new lifts installed per year (of which full replacements), in number of units and value, but also the total modernisation figure which is capital to be able to follow the progress of the application of SNEL (Safety Norm for Existing Lifts – EN81-80) for example in the countries where the norm is being introduced or has a multi-year application plan. The total value of maintenance is also an important indicator of the size of our industry. When we talk to the European Commission, to MEPs or to national authorities, it is essential to base our argumentation on reliable statistics. The system will continue to guarantee full confidentiality of figures and the respect of European competition rules.



To complement industrial statistics, ELA has struggled over the years with the collection of accident statistics. It is understandably difficult, since European citizens do not file a complaint if they tripped, exiting a lift because of a bad levelling accuracy and banged their head on the wall. They might go to hospital to get patched up and the lift & escalator industry has no way to know exactly what happened. There are for example a very large number of accidents in the stairs, some fatal, that get totally unreported. Stairs are much more dangerous than lifts, but a passenger blindly trusts the safety of the lift, and he is right! A lift should never fall.

Small accidents or incidents to users can only be calculated on a percentage base, compared to fatal accidents (which are all well-known) or severe accidents that are usually reported in details. We take the generally approved rate of 32 serious for 1 fatal and 164 minor accidents for 1 fatal. We will apply this rule for the minor accidents to the figures reported by the national associations. We trust the national associations to be very much aware of all fatal accidents (even outside their own association) and of most serious accidents.

Accidents to lift mechanics are well reported by companies, but even there, ELA needs to make sure the same data are used to qualify accidents (lost time, visit to hospital and other criteria).

Individual countries such as Italy, France and the United Kingdom have developed collection systems that rely on body parts



(arm, leg, shoulder, eye,...) or on location (shaft, cabin, landing,...) for the classification of accidents. After analyzing the different possibilities, the Statistical Committee, headed by Ebru Gemici-Loukas of VDMA, decided to limit the collection of European statistics to several key indicators and to 3 severity levels: fatal, serious and minor.

For accident statistics, ELA does not rely upon the "black box". There is no reason for confidentiality in the collection of accidents to users or to mechanics. Of course, the name of companies, victims or locations is not collected, but the description of the accident can be detailed.

A specific report sheet has even been prepared for fatal accidents, asking as many known details as possible. Of course it is very possible that the exact cause will be decided later on, but the accident can be recorded in the European statistics.

Over time, we hope that our figures will improve and that the lift industry will be able to eradicate the causes for fatal accidents both for users and industry mechanics. Safety is no accident! We want to tackle the issue in details.

*Dr. Claudia Schmidt - Milkau*

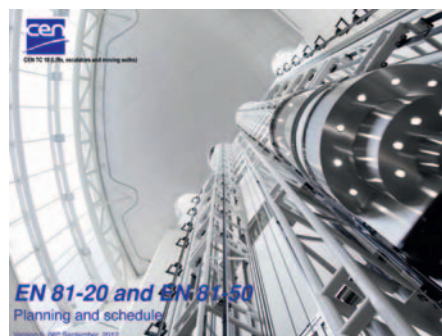
## Progress EN81-20/50: on track!

The main milestones for the introduction of the revised norm EN81-20/50, replacing the main lift norm EN81-1/2 are all challenges for the teams working on this revision. WG 1 of CEN TC10, headed by Ian Jones, has collected some 3,600 comments in the enquiry phase, which was closed last spring! Of course many of these technical and editorial comments are similar or identical. The experts are now working at full speed, taking these comments into consideration. The timetable might be postponed a bit for the next milestones, but we are basically on track. Congratulations to our experts!



### MAIN MILESTONES

- Approved draft by WG1 ..... **June 2011**
- Launch of CEN Enquiry ..... **23<sup>rd</sup> November 2011**
- Closing of CEN Enquiry ..... **24<sup>th</sup> April 2012**
- Launch of Formal Vote ..... **January 2014**
- Closing of Formal Vote ..... **March 2014**
- Publication by CEN (DAV) ..... **June 2014**
- Harmonisation under Lifts Directive ..... **October 2014**
- Withdrawal of EN81-1/2:1998+A3:2009 ..... **June 2017**  
*To be confirmed during the Formal Vote!*





# The Components Committee's role



The Components Committee of ELA, chaired by Wolfgang Adldinger, representing VFA, during one of its meetings

One of the most important activities of the ELA Components Committee is the analyzing of the existing set of norms from a components manufacturer's point of view. Some members of the Components Committee would not hesitate to say that the main challenge for energy efficiency improvements for example, rests with the components manufacturers, not with the main lift installers. This might be a little provocative but is true in many instances. The development of different sleep modes or of energy efficient controllers is a good example of work done at present by components manufacturers.

The Committee has produced several "Information Notes" for the members / associations, analyzing the impact of new norms or revised versions, for the world of components. There is a Note for EN-81-21, for EN 81-77, for prEN 81-82 or the future EN81-20/50. All these documents are available on the "Members only" section of the website, under "Components". All suggestions are welcome.



## In memoriam

**William (Bill) Orchard**, past President of both EEA and ELA has left us.

He died of cancer on June 5<sup>th</sup>, 2012. Born in 1947, Bill was an Engineer (B.Sc.) and started his career at KONE in 1988, for which he headed among other positions, the UK division and the Major Projects Business. He was a member of the Kone Board from 2001 to his retirement in 2008. At the associations' level, Bill was very active from the 1990's on. He chaired the Quality, Safety, Environment & Education Committee for several years and brought the project of Maintenance norm EN 13015 to fruition.

As President of the association, he was well-known and liked by all in the ELA and EEA Boards, Committees and Working Groups. His natural diplomatic skills made marvels in the complex task of driving the industry associations.



Bill Orchard

Our condolences go to his family.



# RoHS: lifts remain outside the scope for the Directive on Hazardous Substances

Like all products, lifts and lift components manufacturers have to apply REACH, the European Regulation on chemicals and their safe use (EC 1907/2006). It deals with the Registration, Evaluation, Authorisation and Restriction of Chemical substances.



The law entered into force on 1 June 2007 and ELA has produced an Information sheet available to all members on its application (see ELA website, Members only section).

When the EC announced that they thought about adding lifts & escalators to the RoHS directive (2002/94/EC) on the restriction of the use of hazardous substances, the QSEE Committee and then the Board of ELA considered that it was not necessary for equipment which fall under the "large scale fixed installations", which are not covered by this directive. Moreover, the very long lifespan of lifts (very often much more than 25 years), makes the issue of recycling barely relevant for lifts & escalators.

After several discussions with the consultants in charge of the follow-up and the floating of the idea that all equipment that fit into a standard container at the dismantling stage should fall under RoHS, the Commission accepted to consider that "all passenger lifts and conveyor transport systems will be excluded from the scope of RoHS II under the 'large-scale fixed installation' exclusion in Art 2(4)(e)". The EC consultant in charge, Bio-Intelligence service, has therefore discontinued its assessment of lifts & escalators as a product group under RoHS.



## INTERLIFT 2013



After the record Interlift 2011, the preparations for Interlift 2013 have started. With its jubilee record of 499 exhibitors and more than 18,000 visitors last year, Interlift remains the most important event of its kind in the world. 91 % of the visitors gave the overall assessment "very good" and "good", but what is striking is the high proportion of decision-makers which rose again: 62 % of the visitors (2009: 52%) are sole decision-makers or are involved in management decisions! The Augsburg fair is actually developing a network of major events across the planet, with the exhibitions in Mumbai (India), Langfang (China), Sao-Paulo (Brazil) and others. For the

October 2013 edition, the first enquiries are already recorded by the

fair management. Now is the time to start thinking about your stand...

Another important reason to visit Interlift is the VFA-Interlift Forum. Well-known speakers from all over the world will be presenting the latest information about the world of elevators in the VFA-Forum Interlift 2013 in Hall 2 next to the VFA stand. The lectures will be interpreted simultaneously in German/English. VFA has launched its call for Papers 2013. You are cordially invited to hold a lecture of approximately 20 minutes plus a 10-minutes discussion period. Now is the time to get in touch with them. For further information, please contact: Ms Anja Gietz, VFA-Interlift e.V., Rahlau 62, D-22045 Hamburg, Germany, phone +49 (0)40 727301-50, fax -60, e-mail [anja.gietz@vfa-interlift.de](mailto:anja.gietz@vfa-interlift.de), internet [www.vfa-interlift.de](http://www.vfa-interlift.de). Note it down in your agenda: Interlift 2013 is week 42, from October 15 to 18...





# LIFTEX 2013 in London

The UK's Lift & Escalator Industry Association (LEIA) is proud to announce Liftex 2013, the UK trade show, on 22-23 May 2013 at London's Excel. Excel is situated to the East of central London and has excellent road, rail and air connections. A wide range of leading UK and international suppliers of equipment

and services will be exhibiting to visitors from all the key groups of customers. Seminar topics will be on important themes for the lift industry. Sales of exhibition space have already exceeded the size of the last exhibition. So to secure a space or for more information on visiting please see <http://www.liftex2013.com>



## IN BRIEF

### Leonardo: second refusal

The ELA Board wants to put the focus on Training & Education for the years to come. Therefore an Ad Hoc working group had been created in 2011, to prepare a project that would fit into the annual list of "Leonardo da Vinci projects" supported by the European Commission. The project prepared by the ELA Work Group stresses the necessity to collect data on existing education systems and training programmes in the 27 EU members, and assessing their level in a second step, before making a recommendation to harmonize these programs at European level. The fact that the work force is increasingly mobile across national borders in the EU is a strong driver for such a programme. Unfortunately our project has failed twice to gain the support of the Commission, despite its relatively good marks. ELA will therefore create a WG on its own that will start the work and report to the Quality, Safety, Environment & Education Committee.



**Polish students during their 25 hours specific training on lifts & escalators at Warsaw Technical College of Higher Education; a good example for all in Europe**



**Peter Günther during his farewell speech at ELA**

### Peter Günther retires

Peter has represented the large German association VDMA, the "heaviest" engineering association in Europe, at ELA for some 14 years, in different positions. Over the last few years, he represented VDMA at the ELA Board, and was also active in the Legal Committee of the European association. Peter was very active in the deployment of the "Betriebssicherheitsverordnung" in Germany, which enabled to apply SNEL to most lifts installed in Germany. His excellent connections

with the construction sector in Germany have made marvels for the positioning of lifts & escalators as key elements of buildings, for the on-going efforts at improving the energy efficiency of the built environment, for example. He will be replaced by Sascha Schmel in his VDMA position, and by Björn Kollmorgen at the ELA Board. ELA loses one of its most experienced managers. We wish him well in his new life!

**Peter Günther (centre) during the drink for his retirement at the ELA Board (also on the picture: Philippe Lamalle - President ELA, Philippe Casteleyn - Chairman Communication Committee and Joop Thissen - Member of the Board)**





# UP! Videoclip

## « A career in the lift industry » available

ELA has produced a videoclip showing that a career in the lift industry is open to all, and that the job is exciting: it is highly skilled, technically advanced and means teamwork.

The idea is to make it available with the baseline *“UP! Start your career in the lift industry”* translated into the language of each country. There is no voice over on the video, only the closing baseline, written full screen.

The purpose is for the national associations or their member companies to use it in presentations to young school-leavers, in their national language, to entice them to choose a career in the lift industry. Corrections were brought to the video after remarks made about safety at work by several safety experts in the association.



The director of the videoclip, Eric Pereman, during the preparation of the filming, at a new hospital being built in Belgium.



## New pictograms proposed

ELA enlarges its library of pictograms related to lifts & escalator safety, with 3 pictograms, reminding mechanics of the position they have to take on each lift, when they work on the car roof, in case of unintended car movement in upward direction.

To avoid being crushed on the ceiling of the shaft, lifts under the LD 95/16/EC provide a volume in extreme positions, where the technician is safe if the car shoots upwards.

The safe position can be standing (2 m; and more), crouching on some other equipments (1 m) and lying flat on the car roof, on other types of lifts (0.5 m).

It is important for the mechanic who starts maintenance or repair work on a lift car, to know where he should stand and what position he should adopt in case of unintended car movement in the upward direction.



The 3 new pictograms, indicating the position to take in case of UCM in upward direction

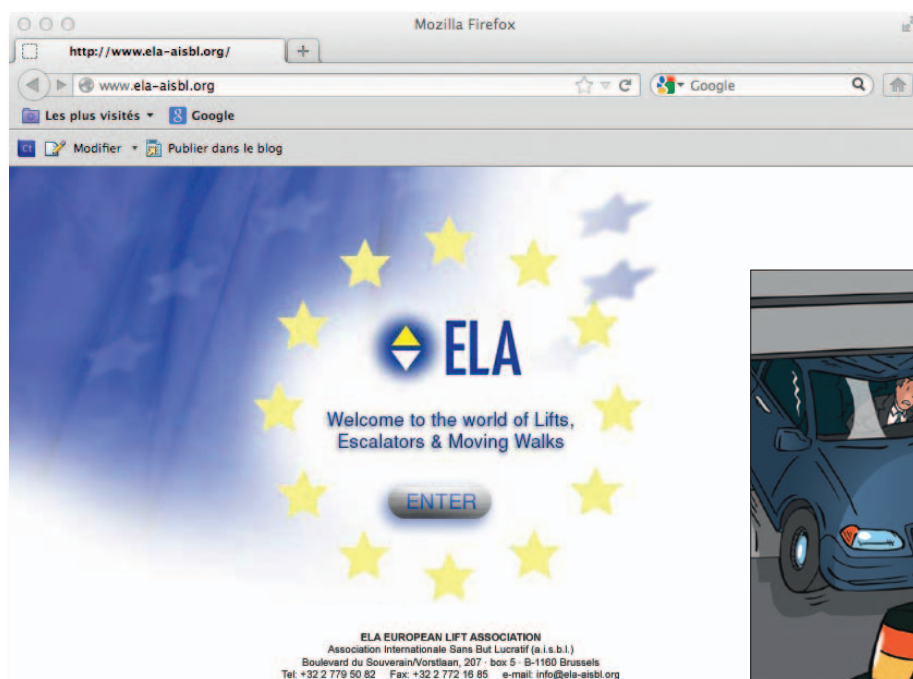


# VDI 4707-2 draft

The VDI 4707-1 recommendation of the German engineers' association is not a norm. It is only a guideline giving indications about the energy efficiency of lifts and a way to classify them. The guideline proposes a lift classification, has already been published and has a certain success, since the ISO norm, fully

supported by ELA, prEN-ISO 25745-1, 2 and 3, are still in development. VDI carried on with a part 2 to their guideline, which gives a way to calculate the energy performance of components families. Work is still on-going. The guideline is at the stadium of the enquiry. The enquiry ends at the end of November 2012.

## Visit the ELA website !



With their access code (3 letters and 3 figures) the ELA members and the members' members can get into the "Members only" section, where they can find plenty of information on lifts & escalators. Next to that "mine" full of data, the experts, active in the different committees find all the documents and data linked to the work of their Committee, by date and meeting. They reach these data with a secondary code (again 3 letters, 3 figures) that they have received.

All drawings by our artist Zack are available on the website, free for the use of all our members, in high and low definition. There is also a general image bank for the use of the members, all pictures free of rights.

But the main pages of the website, open to the public, also contain a lot of useful information. As an example, we recommend the presentations given by Inaki Aranburu at the March Conference in Warsaw, on the application of SNEL (EN81-80) in Spain, and the presentation by Jean-Luc Detavernier at the same conference on the safety improvement of French lifts, due to the application of SNEL. Very interesting information, that can come in handy to promote safety in your own country!



**Visit the ELA website: drawings by Zack, free, to be used by all members. The presentation by Inaki Aranburu on the application of SNEL in Spain is of great interest for all (see the section "General Assemblies").**



## INTERVIEW: Jean-Luc Detavernier, General Delegate - Fédération des Ascenseurs



Jean-Luc Detavernier is General Delegate of the French lift association since 2009, after having chaired the Communication committee of the Federation for 2 years. He is a communication specialist.

No wonder therefore that the federation managed to launch a communication campaign on the theme of togetherness, thanks to the lift; "the lift brings us together". The effort is aimed at enhancing the lift image among users and re-focusing the caring of the lift industry for the comfort and safety of its users.

"The campaign was launched as a "soft" approach of the issue of service optimization. The lift brings us together but passengers tend to forget it, so high is the quality of the ride, with smooth and perfect levelling accuracy, bright surfaces and silent general comfort of use. People tend to forget that they take the lift, pursuing their conversations without even realizing that they are in and out again.

The campaign is the result of an enquiry about the image of our industry in France, led by the CSA agency. One must realize that the image of the lift industry in France had been damaged by a series of fatal accidents that triggered the new 2003-2004 legislation on the safety upgrading of existing lifts, the famous SAE (sécurité des ascenseurs existants) legislation, which is the French application of the SNEL norm EN81-80. The application of this legislation managed to "clean" the existing stock of lifts of its most dangerous features, still to be found on old lifts, from before the application of the Lifts directive. The number of fatal accidents has been drastically reduced, especially for users, but also for mechanics, bringing the number of accidents nearly to zero; the few fatal accidents these last few years having taken place on lifts which had not been upgraded yet. The second phase is now coming

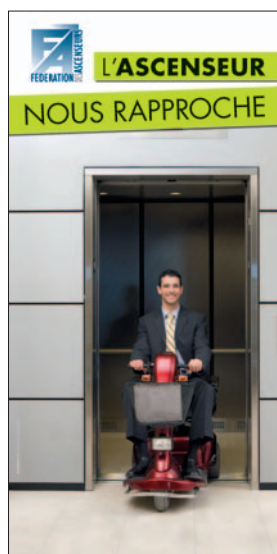
to an end and all agree it is a success. But of course many owners of lifts, especially in the private residential sector reacted negatively and balked at the cost of the necessary modernisation, claiming it was a rip-off and that the lift industry was making undue profits. This is not true but it contributed over the last 6 years, to create a negative "buzz" around the lift industry.

It is time to regain our image of excellence in service, and the campaign "L'ascenseur nous rapproche" is a first step of a multi-year campaign, intended at just that. The French federation organized its "lift day" in Paris La Défense, around that theme and gave the word to lift owners and sociologists, such as Julie Rieg, who was also a guest of ELA's conference in Warsaw. She analyzes the perception of the lift in the urban population and the ways it could be viewed differently, with "lateral" creativity, for other uses than pure vertical transport.

It is a long-term effort. The image of the lift industry is not going to be improved in a fortnight, but the general improvement of safety in the existing French stock of lifts is essential. The total turnover of the sector in 2011 was € 2.7 billion and is stable compared to 2010. The safety upgrading works are slowly decreasing in number, but not yet in turnover, many lift installers having done work in advance of the official planning of legislation. Some 12,000 new lifts were installed in France during the year.

It is significant to register the huge effort done in France in terms of modernisation: maintenance and modernisation represent 70% of the global turnover, for 20% only in new installations, the rest being exports to Europe mainly.

We can be proud to have deeply modernized the building environment of France. Now is the time to improve our image among our tens of millions of daily users!"



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