



ELAN E W S



Q U A R T E R L Y O F T H E E U R O P E A N L I F T A S S O C I A T I O N

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AN IMPORTANT OPINION



By Philippe Lamalle, Chairman,
Codes & Standards Committee ELA

When the European Commission published the Lift Directive in 1995, the whole industry was satisfied that the new regulatory text and its annexes gave a good framework for the development of vertical transport in the context of optimized safety. At the same time, the Commissioner in charge, Martin Bangemann, also published a short, discreet text about existing lifts, which of course, represent the vast majority of the 3.9 million units functioning in the enlarged Europe of 25: this text is known as Recommendation 95/216/EC. It is even more striking when you consider that only some 100,000 new lifts are installed every year in Europe. Safety issues are obviously not a concern with new lifts, but it is an issue with machines that are 20, 30 or even 50 years old!

Recommendation 95/216/EC is no more than two pages long. It lists 10 "recommendations" to lift owners and maintenance companies, mainly

stressing the fact that existing lifts must be regularly maintained and upgraded to conform to safety standards in force at the time: a lift from 1960 is not as safe as a lift installed today: safety techniques have evolved, and such lifts need to be modernized after a thorough risk assessment.

The lift industry could not expect much more from the European Commission since, legally speaking, the national governments in Europe remain responsible for existing equipment, installed prior to a new directive. It is the principle of subsidiarity.

The European Commission expressed the wish to have a more pragmatic and operational document to help national authorities and other stakeholders apply this recommendation which was written in very general terms.

Our experts were required to prepare an EN 81 family of standards, dealing specifically with the safety of existing lifts: EN 81-80. The CEN/TC 10 working group that prepared it, under the chairmanship of Michael Savage, did some remarkable work. The originality of the work lies, among other things, in the fact that the standard proposes using a "national filtering method", which enables each country to identify the weak points of its existing legislation and so where they need to modify it or draft new laws.

The standard – when applied everywhere in Europe – will result in a "de



facto” harmonization of national legislations, along the lines of the 74 SNEL risks as defined in the CEN standard.

It has already been adopted and the legislation has been modified accordingly in France, Belgium, Spain and Germany. The rest of Europe will have to follow soon.

We therefore asked the European Commission to revise its Recommendation 216/95, in order to give the new, correct reference to the EN 81-80 norm, instead of the reference to EN 81-1/2, which are the norms relating to new lifts. For a variety of reasons, the European Commission has abandoned the idea, and has, instead, published a very **“Important LEGAL NOTICE”** on EUROPA - the European official website – (Enterprise & Industry section – 17/03/2005). This legal text clearly states that **“EN 81-80 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 existing passengers and**

goods-passengers lifts progressively towards today’s state-of-the-art for safety.”

We could not have expressed it better! We should all use this text (available also on the ELA website) to stress the

need for the application of EN 81-80 at national level, everywhere in Europe.

Philippe Lamalle
Chairman, Codes & Standards Committee ELA



INTERLIFT 2005: A GOOD VINTAGE



Stella Bedeur on the ELA stand, with visitors interested in the new Signs brochure and CD-Rom

The Augsburg fair halls were busier than ever between October 18 and 21, 2005, since, for the first time, INTERLIFT used all seven halls at its disposal.

Many more companies were represented than in 2003, with a notable presence of component manufacturers from China, Turkey and other fast developing economies. Exhibitors estimate that the number of visitors was about the same as two years ago, but they included more decision-makers. Roberto Zappa, from Sematic, one of the major exhibitors, declared himself to be very satisfied. So did Achim Hütter, from Hütter Aufzüge and the chairman of VFA, traditional organizer of the German fair, which has become the European must for all involved in the world of lifts, in particular component manufacturers, from guiderails to electronics.

ELA was of course present at Interlift and took advantage of it to organize a conference on October 20th, on the progress of SNEL in Central Europe, with 3 speakers from the Czech Republic, Hungary and Poland.



The halls at Augsburg were fuller than ever for this year's Interlift



"Very satisfied", says Roberto Zappa, about the contacts made by his firm Sematic, one of the largest exhibitors at the fair



The Greek company Kleemann had a very large stand at Interlift



VFA, the organizer of the fair is satisfied with the 2005 show

ELA CONFERENCE AT INTERLIFT

On Thursday October 20th, at Interlift, ELA organized a conference on the progress of SNEL, with a special focus on Central Europe. The speakers were P. Lamalle, Chairman of the Codes & Standards Committee, who presented SNEL, L. Rivet, Secretary General, who gave the status in the different countries and three speakers from the Czech Republic, Hungary



P. Lamalle during his speech at Interlift



Tadeusz Popielas, Secretary General of the Polish Lift Association presenting Polish accident statistics



Jan Kadlec (ThyssenKrupp), Chairman of the CAVV Czech lift association during his presentation

and Poland, whose presentations showed that Central European countries have very good accident statistics and have clearly identified the most important safety issues in their respective

countries. Although governments in the region are concerned about the cost of safety improvements and modernisation, the number of accidents in Central Europe forces them to make progress in introducing SNEL in their national legislation.

FIRE & EARTHQUAKE ISSUES CONFERENCE

On the same day as the ELA Conference at Interlift, the fair organizers had arranged a double presentation on 2 types of catastrophe that have an impact on lifts: fire and earthquake.

Bob Caporale, the Chief Editor of Elevator World (USA), made a presentation on new ways to deal with fire issues in the USA after 9/11 and Lazaros Asvestopoulos, Research

Manager at Kleemann Lifts (Greece), presented the new types of machine developed by Kleemann to be installed in earthquake-prone regions of the world, such as Greece, Turkey and the Balkans for Europe.

Bob Caporale explained that the main issue is the use of lifts for egress during an evacuation. In the New York twin towers, on 9/11, two lifts that continued to function for 16 minutes in the

lower bank of the second tower (the upper lift bank had been destroyed), managed to save some 3,000 lives. All institutions dealing with safety in the USA now consider that fire-fighters must be able to make extensive use of the lifts in phase 2 of a fire or other disaster; they must be able to initiate traffic with a key. It is rarely the lift which is unsafe at that time, it is its environment! Only fire-fighters can assess the situation.



Bob Caporale



In the USA, an egress task force is preparing a new building standard, taking into consideration issues such as emergency functioning, evacuation elevators, pressurized shafts and lobbies, emergency power, smoke exhausts, hardened concrete walls, dimensions to accommodate a stretcher in horizontal position, etc...

Europe certainly has lessons to learn from the work currently being done in the USA on fire issues. That is why ELA will organize a conference dedicated to fire issues in 2006. The date for this Conference is October 4th, 2006. Be sure to reserve the date in your agenda!

Lazaros Asvestopoulos presented the new "earthquake-resistant" features of Kleemann lifts, specially designed to avoid derailment or the counterweight stalling and hitting the car. Kleemann has based its work on the only existing standard: the American ASME A17.1 for seismic zones 2 or less. A very interesting presentation, especially for several zones in Southern Europe, including Italy, where the danger of earthquake is very real. Of course lifts cannot be made totally safe in an earthquake, but their performance can be significantly improved through some ingenious new developments.



Simply forbidding the use of lifts in case of fire in a building is not the answer. Fire-fighters must be made able to use lifts for evacuation



NEW MEMBER OF THE CODES & STANDARDS COMMITTEE FROM CENTRAL EUROPE

Árpád Fazekas, Managing Director of Wittur in Hungary, will be the first representative of a Central European lift association to sit on one of the ELA Committees, in this case the Codes & Standards Committee. Árpád worked in Switzerland in the early stages of his career. He speaks English and some French. His knowledge of the world of lifts and escalators is an asset for the Hungarian association, as they introduce SNEL to Hungary.



Árpád Fazekas, during his speech on SNEL at the ELA Conference during Interlift

NEW ELA PRESENTATION BROCHURE AND UPDATED SIGNS BROCHURE & CD-ROM



ELA has published two new documents: a general leaflet, which was badly needed to present the association, and an update of the signs brochure which was out of stock. The signs brochure features all signs and pictograms used in the lift & escalator industry. ELA has also taken the initiative to produce a CD-Rom with all the signs shown in two different formats: one is reserved for graphic designers and enables them to print perfect quality in large size; the other is useful to everyone, downloadable on any PC for PowerPoint presentations or low resolution applications. The price of the brochure is € 20 (€ 15 for members). The CD-Rom costs € 45 (€ 40 for members). The package (brochure + CD-Rom) is sold at the special price of € 60 (€ 50 for members) + shipping costs.

The new ELA brochure and CD-Rom



FOCUS ON

THE **SNEE** WORK GROUP

Chairman:
Ron Wanless, LEIA – United Kingdom

Members:
Hans Rudolf Ott, VSA – Switzerland
Kay-Uwe Wiechmann, VDMA – Germany
Robert Placek, FMS – Austria
Hartmuth Willnauer, VDMA – Germany
Alberto Marinoni, AssoAscensori – Italy
Alex Carmichael, Bureau Veritas – United Kingdom
Anton Marschall, TÜV – Austria

Secretary:
Günter Horny, VDMA – Germany



Ron Wanless, Chairman of the SNEE Work Group (Codes & Standards Committee)

In every issue, we focus on one of the ELA Committees or Work Groups, showing its importance for the lift industry in Europe

SNEE is an acronym and stands for Safety Norm for Existing Escalators.

It is immediately clear that the initials derive from SNEL, the Safety Norm for Existing Lifts and that the idea of the ELA experts is to produce the same type of standard; but this time for existing escalators. The safety of existing escalators is also an important

concern for the industry. The Chairman of CEN/TC 10, Pierre Bianchini, who is also a member of the ELA Codes & Standards Committee proposed to take advantage of the fact that the standard for new escalators, prEN 115, is currently at the public enquiry stage in European countries, to prepare a draft SNEE standard, and analyse it in the CEN workgroup

(WG 2) before comments come back from all over Europe and WG 2 is again fully occupied.

In other words, there is a “window of opportunity” of several months during which the ELA SNEE Work Group should make progress on its draft standard. The Work Group was created last year within the Codes &



Impressive banks of escalators can be found in public places such as underground stations or airports: Europe on the move



A cheerful committee during one of its working sessions in the ELA offices, Brussels.
From left to right: Robert Placek, Hans Rudolf Ott, Alberto Marinoni, Ron Wanless, Hartmuth Willnauer and Günter Horny

Standards Committee to which it reports and started work immediately.

The SNEE Work Group was put under the chairmanship of the most seasoned of escalator expert, Ron Wanless, the former head of Kone escalators for the United Kingdom. He was seconded for the first few meetings by Michael Savage, the "father" of SNEL and chairman of CENWG 10, to make sure the project was on track in the same way as the Safety Norm for Existing Lifts. The group is composed of the most respected experts in the world of escalators in Europe, with wide-ranging experience throughout Europe and even across the Atlantic, in America as well as in Asia.

There are some 75,000 escalators in Europe and 50% of these are 20 years and older. The SNEE Work Group decided to look at all escalators, but

especially those installed after 1970, since there was no standard structure for escalators before that year. A safety code was initiated in Germany in 1968 and many countries immediately adopted it. The intention of the SNEE Work Group is to make a list of recommended improvements that will improve safety in some escalator areas. The presence of some experts from outside the lift industry in the ELA WG will make work much easier when the

draft document reaches CEN/WG 2, of which these experts are also members.

Says the Chairman, Ron Wanless: "Work is progressing fast. We have collected as much information as possible on accidents that occurred during the past 10 years in Europe, and identified the causes. The task should be easier than for lifts: the risk assessment we are carrying out, identifies fewer risks than for lifts. We

don't think, for example, that we should suggest a national filter for escalators, since issues are pretty much the same all over Europe. We feel confident that the group will have its draft ready next spring so that the CEN Work Group will be able to assess our work and prepare a draft standard for existing escalators. If all goes well, we might be able to produce a standard for escalators in a record time for CEN!"



For more information

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