



ELA NEWS



▼ QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

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A PROGRAMME FOR 2005

Having interviewed all committee chairmen I would like to take advantage of this first issue of our NEWS for 2005 to present you with our vision of what the priorities should be for 2005 and the years to come and how we can improve the way we work

In 2004, we decided to organise a “Chairpersons Committee”, meeting twice a year, to make sure that all cross-functional topics are covered correctly together, that responsibilities are clearly identified and that we are all pulling in the same direction. I have met each committee chairperson and we have come to the conclusion that good and timely information is essential; hence the chairpersons’ meetings and the circulation of all committee meeting minutes to all chairpersons. In addition to our NEWS, which gives information internally and externally about our activities, all member associations will receive a quarterly “Executive Summary”, approved by the Board, which will give a consolidated view of the actions taken and the goals to be attained.

Now let me look briefly at our priorities for 2005 and the years to come. In terms of immediate priorities, the application of SNEL throughout Europe remains number one. It is of course up to the national associations to take up the ELA’s baton in ensuring that SNEL national filtering is applied

to identify the greatest risks in their country and that these risks are covered. We realise, of course that countries need help at European level in moving forward. ELA will continue to push hard for the overall application of SNEL throughout Europe. We are also insisting that the Commission update Recommendation 95/216/EC so that, at least, it includes the correct reference to the new EN 81-80 norm.

A second priority for 2005 is the revival of our Manifesto on “Accessibility for all” - disabled and the able-bodied alike. The European Commission should follow suit on the Report of the Expert Group in which we participated in 2003, the Year of People with Disabilities. A new “Build for All” initiative has been launched by ELA, with the European Disability Forum (EDF), FIEC (the Construction Federation) and ACE, the Architects Council of Europe. The European Commission co-funds this initiative. A first meeting was held in December 2004 and we intend to use that forum to push our Manifesto forward, with a view to modifying and harmonising building construction regulations.

A third issue that is already “rolling” is SNEE, the preparation of a new norm for escalators, on the SNEL model. An ELA working group will take the “window of opportunity” at CEN, to make detailed proposals as to what a



EDIT

by Richard Maiocchi
President of ELA



SNEE should contain, to the working group that CEN TC 10 will establish to tackle this issue as quickly as possible. The working group will obviously be composed of experts from WG 2, escalator experts and participants in WG 10, whose experience in developing SNEL is unique.

We must also solve the issue of the application of the harmonized EN 81-58 norm, on the testing of landing fire doors. The situation created by the hesitation of certain countries to apply the new standard, can not be permitted to last. Several laboratories in

Germany, Great-Britain, Belgium and Finland already apply EN 81-58 in testing doors. There is no reason why all European countries should not apply the same European test. We hope that our colleagues in the national associations

will rapidly solve the matter with the help of all the Ministries concerned.

Fire issues are not limited to EN 81-58. The use of a lift by fire fighters and for evacuation in high rise buildings, as well as in low-rise buildings for the disabled is a priority not only for ELA, but for the representatives of the fire services and other partners. The whole

issue of lifts and their use in case of fire is a priority.

Another topic that we will closely follow is the reduction of energy consumption by elevators and escalators. Architects and town planners are talking today about "positive" buildings, which cover their own energy use and even create more energy than they use. Needless to say, with the application of the Kyoto Protocol, energy issues will receive increased prominence.

I believe that this selected list of priorities can be tackled simultaneously by our committees and staff. Progress on all these fronts will be our goal for 2005 and beyond.

Thank you for your usual strong support.

Richard Maiocchi
President of ELA



interview

PIERRE BIANCHINI, CHAIRMAN CEN TC 10



Pierre Bianchini,
Chairman of CEN TC 10

They are known by initials and numbers and are discreetly produced by groups of experts working in the technical committees and workshops of the European normalization; norms are essential to our life in the world of lifts and escalators. They set the regularly updated standards in terms of technology and safety of our lifts and their components. They represent the benchmark upon which lift manufacturers, certification, accreditation and conformity assessment bodies test the equipment. Norms are essential to industry.

They are produced by CEN, "Comité Européen de Normalisation" (**European Committee for Standardisation**). "Technical Committee 10", which deals with lifts and escalators, is the oldest active technical committee in the organisation. Its Chairman is Pierre Bianchini, a softly-spoken Belgian engineer from Kone and one of the most respected experts in the industry. We asked Pierre Bianchini a few questions about the present state of affairs in the lift and escalator family of norms:

ELA: Has CEN been working for a long time on normalisation in the lifts and escalators sector?

P.B.: CEN was founded in 1961 by the national standards bodies in the European Community and EFTA countries. The voluntary technical standards (none is compulsory) that CEN produces, promote free trade, the safety of users and workers, as well as the interoperability of networks or environmental protection. Technical Committee 10 (TC 10) was created at the end of the 1960s in order to develop norms for lifts. As the task of producing these standards was growing in importance, we decided to split the work into working groups. In addition to WG1, dealing with the general safety aspects of lifts, the first groups with specific tasks were WG 2, dealing with escalators and WG 3 dealing with the fire resistance of landing doors. Their number then increased to 10. The first publication by TC10 of a norm for lifts dates back to 1975. The working-group created most recently, WG 10, led by Michael Savage, has just produced the Safety Norm for Existing Lifts, EN 81-80, which is the new “state-of-the-art” for the safety of existing lifts in Europe.

ELA: How has your work evolved over the years?

P.B.: A milestone for the lift industry, was the publication of the main norms for existing lifts, EN 81-1 and 2 for electrically-driven and hydraulic lifts. They were the normative backbone for lift directive 95/16/EC and became harmonised norms (with few amendments) when the directive was published in 1995, then they were adopted by national legislation in 1997 and became compulsory legislation in 1999.

Actually, the workload of TC 10 and its working groups has expanded over the last decade to cover all facets of the safety, accessibility and service of lifts and escalators normalization work. Much of the work is aimed at covering

the essential safety requirements (ESR's) defined by the Machinery and Lift Directives and partly justifies the increase in the number of WG's. Most workgroups have now completed their basic tasks and we are coming to the end of the process of writing new norms. Some have already become “dormant”.

With the publication of SNEL (EN 81-80) we can say that CEN has successfully completed much of its normative task concerning lifts.

TC10 is now embarking upon a slightly different, but very important task: the periodical revision of the norms. Not only do the CEN rules suggest a 5-year base for the revision, but safety standards must reflect the state of the art, which is in permanent evolution.

We still have a few basic standards to cover e.g. the elaboration of a safety norm for existing Escalators, that we call SNEE, by analogy with SNEL, covering existing lifts.

ELA: How are you going to proceed for SNEE and in what time frame?

P.B.: The best way will be to put together the know-how of the escalator and moving walk specialists in WG 2 with the experience in producing a safety norm for existing installations gained by WG 10 over the last few years. The work group working on SNEE will therefore be a joint effort of these two groups. As for the elaboration of other standards, the input of industry in the form of working papers, etc. will greatly facilitate the work of the WG. I am convinced that in the course of 2005, ELA will actively help the CEN work group to list the most important risks.. and the best ways to control them. The task should be faster and simpler than

the production of SNEL, but the workload should not be underestimated.

ELA: Why does it take so long to produce norms?

P.B.: It is true that writing a norm takes time. The specialists meet regularly, but they all have other functions in their own companies. This is why a certain amount of time is needed to collect information, discuss solutions and word the drafts of standards. Moreover, the official CEN approval procedures allow some months to the national standardisation organisations to study the drafts and come back with comments which need to be discussed and included before the final vote and ratification. This all takes time. Having said this, CEN is very well aware of the need to shorten the process. Our goal is to be able to produce norms in a period no longer than 4 years. We are doing our best to reduce the time needed, but these are serious matters that demand precision. No slapdash work at CEN!

ELA: You have chaired TC 10 for more than 12 years now. It must be a record!

P.B.: My first mandate of 6 years was renewed for three years... three times! This will make a total of 15 years. My present mandate will most probably be my last one.

I must say that I am pleased with the results obtained. Essential requirements requested by the EU legislation for lifts and escalators are now covered. And the quality of the lift standards established by TC 10 have gained such widespread recognition outside the CEN area that they have been adopted without significant modifications by countries such as China or India, two giants of the economy of the 21st century. Australia, Malaysia and Korea have also adopted the European norms, to the point that we can say that the American and Japanese norms are the exception in the world today. Russia has just become a “CEN





Partner Standardisation body” for 4 Technical Committees, one of which is TC10. This means that, in future, Russia will take the standards established by TC10 as national standards, unmodified

It is therefore a major challenge for CEN to maintain and modernise this set of norms, in order to adapt them to the evolution of technology but also to the evolution of society and cultures as a whole. Globalisation is on our doorstep.

CEN TC 10 ITS WORKING GROUPS, AND SOME OF THE OUTPUT STANDARDS

TC 10	<i>Chairman: Pierre Bianchini - Secretariat: N. Michelet</i>	AFNOR
WG 1	Lifts and service lifts <i>Convenor: Walter Schmid - Secretariat: N. Michelet</i>	EN 81-1/2, 3, 71, prEN 81-21, prEN81-31, etc. AFNOR
WG 2	Escalators & moving walks <i>Convenor: Ron Wanless - Secretary: G. Horny</i>	EN 115 VDMA
WG 3	Methodology for fire testing of landing doors <i>Group not active - task completed</i>	EN 81-58
WG 4	Electromagnetic compatibility, data logging and remote control, two-way communication <i>Convenor: R. Ehrat - Secretary:</i>	EN 12015, 12016, 627 & 81-28
WG 5	Maintenance <i>Group not active - task completed</i>	EN 13015
WG 6	Fire issues: fire-fighting lifts, evacuation lifts, anti-vandal installations <i>Convenor: M. Savage - Secretary: B. Lee</i>	EN 81-72 & 73 BSI/LEIA
WG 7	Accessibility of the disabled <i>Group not active - task completed</i>	EN 81-70
WG 8	Platforms and stairlifts <i>Convenor: P. Clifton - Secretary: B. Lee</i>	prEN81-40 & 41 BSI/LEIA
WG 9	Inclined lift applications <i>Convenor: A. Cote - Secretary: W. Koehl</i>	prEN81-22 AFNOR
WG 10	Safety rules for progressive improvement if safety of existing lifts <i>Convenor: M. Savage - Secretary: G. Horny</i>	EN 81-80 DIN/VDMA

ONE SUB-COMMITTEE (SC1), INCLUDING 3 WORKING GROUPS, DEAL WITH TEMPORARY INSTALLED BUILDING HOISTS:

SC1/WG1	Building hoists for persons and/or goods	EN 12159
SC1/WG2	Building hoists for goods only	EN 12158
SC1/WG3	Special purpose lifts for cranes	

NEW EEA PRESIDENT

The European Elevator Association, EEA, has elected a new President, by unanimous vote, to replace Richard Maiocchi, who has become the President of ELA. William Orchard is Executive Vice-President Existing installations at Kone and has been active for a long time in the European associations. He is currently the Chairman of ELA's Quality, Safety & Environment Committee . He will also be one of the four EEA representatives on the Board of ELA.



William Orchard

NEXT GENERAL ASSEMBLY

Our next General Assembly will take place on March 17th, 2005 in Brussels, at the Radisson hotel, in the rue Fossé aux Loups, close to the Grand-Place. The hotel is an excellent venue for our General Assembly and for the conference that will be held in the morning entitled "Integration of Central Europe, one year after the bang".

The vast hotel lobby contains a piece of Brussels' medieval city wall and some fine examples of the most modern panoramic lifts. We hope you will attend this annual event.

To register, please contact ELA at y.quintin@ela-aisbl.org

INTERLIFT

TO STRESS SNEL FOR CENTRAL & EASTERN EUROPEAN COUNTRIES

Interlift will take place this year from October 17th to October 21st. The decision has been taken by the organiser VFA and by ELA, to place particular emphasis on the interest of the new Safety Norm for Existing Lifts (SNEL) for the new European member states in Central Europe. Countries such as Hungary, the Czech Republic, Slovakia, Poland and the Baltic states all have a substantial installed lift stock, which needs to be upgraded in terms of safety. Interlift will be the right place to stress the use of SNEL in tackling the issue of modernisation.





Fire issues have taken prominence in the work of CEN and ELA. An interesting article by consultant Jake Pauls in "Elevator World" (January 2005) presents a comparison between evacu-

typical calculation indicates that with an average width of evacuation stairs in a 36-story building, the minimum egress time for 3,030 occupants would be 26 minutes by stairs alone, 17 minutes for elevators alone, and 13 minutes for combined usage (including up to 65% usage of mid-rise and high-rise lifts by evacuees). In any instance, the need to evacuate the disabled makes the use of lifts in case of fire an important issue to work on for the coming months.

Elevators & Stairs for evacuation: comparisons and combinations

ation by stairs, evacuation by lifts (after approval by firemen at an early stage of the evacuation) and all combinations thereof, in high-rise buildings. A

BUILD-FOR-ALL: a joint initiative

In 2004, the European Disability Forum, ELA and other partners, such as the Construction Federation FIEC, CEN and other partners, lobbied the European Commission to obtain some form of continuation of the work done by the Expert Group on Full Accessibility, which delivered its conclusions at the end of 2003, the Year of the People with Disabilities. The result is "Build for All", a "Pilot Project to mainstream disability policies", supported by DG Employment and Social Affairs. Our joint priority area of activity - in line with the definition of the project by the European Commission - is the "promotion of Accessibility for All with regard to the built environment and public infrastructures."

The "2010, a Europe Accessible to All" report identified a lack of awareness in the professional sector, as one of the most important obstacles to achieving accessibility in the built environment. The report also identified the key role that public authorities have to play in changing attitudes and practices on accessibility and the leverage they have when tendering for public works and services.

The European Commission asks the Pilot Project to give guidance in three main areas:

- 1) The need to provide public authorities with guidance in the establishment of essential accessibility criteria, and a methodology for step-by-step implementation of the accessi-

bility as provided for by the EU public procurement Directives.

- 2) The need to inform private sector and professional stakeholders about how to meet the demands of the accessibility criteria.
- 3) The need to bring together the representatives of disability organisations and older people's organisations at European, national and local level together with their counterparts from the other professional and stakeholder groups - the local and regional authorities, the construction industry, the lift manufacturers and architects - in order to promote and create lasting and ongoing constructive dialogue.

The participants in the Pilot Project held a first meeting on December 16th, 2004. We will start by preparing a toolkit to accompany the new Public Procurement directives. Spirits are high!



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



Ebru Gemici,
Chairwoman of the Statistics Committee

THE STATISTICS COMMITTEE

Correct statistics are essential to the work of any association. When the French Minister of Equipment decided in 2002, to propose new legislation on the safety of existing lifts, he turned to the French Federation des ascenseurs, for reliable statistics on the number and type of lifts installed, on their average age and on the serious and fatal accidents that happen every year in the country. It is on the basis of these statistics that the Minister decided to legislate. It was a condensed version of these statistics that he presented to Parliament and to the media. The law and its application are now a reality in France... and correct statistics have played their part in the decision process.

At European level, ELA has collected statistics for a number of years, slowly improving them every time. Of course, by collecting information, the Association complies with European antitrust rules and makes sure that only consolidated figures are collected and presented for each country. In economic terms, ELA collects and presents the number of new lifts, escalators and moving walks installed and breaks these figures down by electrical-

ly-driven lifts, hydraulic lifts, MRLs (Machine Room-Less) or with Machine Room, goods only or persons and goods. It gives the number of new units and the corresponding turnover.

“These are the basic statistics that we collect”, says Ebru Gemici, chairwoman of the committee, “but over the last 3 years, we have started collecting accident statistics, to be able to assess the influence of the ageing lift stock in Europe and identify the main risks that need to be tackled first, to improve the safety of users and workers alike. If you tackle only the three main causes of accidents, you address more than 50 % of the total number of serious accidents”

The difficulty is, of course, to obtain reliable statistics in due time, from 15 countries and to have the new members report for the first time. Statistics have to be collected in exactly the same way, if apples are to be compared with apples. Another hurdle! Adds Ebru Gemici: “after 3 years, our accident statistics are starting to become reliable and most countries now report along the same lines. However it will be some years yet before we shall be

The Statistics Committee

Chairwoman:

Ebru Gemici
VDMA (Germany)

Members:

David Fazakerley
LEIA (United Kingdom)

Gérard Chambard
Fédération des Ascenseurs (France)

Thomas Haidinger
FMS (Austria)

Frank Serneels
Agoria (Belgium)

Jesus Ladero
FEEDA (Spain)

Alberto Poli
AssoAscensori (Italy)

Reino Hyvärinen
TIF (Finland)



THE STATISTIC COMMITTEE



The Committee at work at a recent session: from left to right: The chairwoman, Ebru Gemici (VDMA), David Fazakerley (LEIA), Gérard Chambard (Fédération française)



Frank Serneels (Agoria), Thomas Haidinger (FMS), Alberto Poli (AssoAscensori)

able to show trends and make comparisons. There is still much room for improvement. In Europe (unlike the USA) users do not tend to sue building owners or lift installers if they have had an accident, due, for example, to the car being badly levelled. This means that they receive treatment in hospital, but the national lift association never gets to know of the accident. They are not included in the statistics! We need to find ways to evaluate the number of domestic accidents due to a malfunctioning of lifts and the reasons for them. It's a very big task but we are progressing."

"The link between improved and more refined statistics and safety of users and workers is obvious"

When you realise that most domestic accidents take place on staircases, you realise how important it is to refine our figures on accessibility difficulties and malfunctioning of lifts & escalators. The rapidly ageing population and the improvement of accessibility for the disabled will render the need for correct statistics even more acute. The Statistics Committee is envisaging ways to find correct figures. It involves working with the European Commission to find good urban examples that can be extrapolated on a country-wide or even continent-wide scale.

Concludes Ebru Gemici: "the link between improved and more refined statistics and the safety of users and workers is obvious. I am sure all national lift associations are now on board. I thank them in advance for the precise answers they will send us in good time, so that we will be able to give the best support to the association's policies.. Let's walk the talk!"



For more information

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