



# ELANews



QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

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by Richard Maiocchi  
President of ELA

## LET'S KEEP THE MOMENTUM!

As new President of the association, I will surprise nobody in writing that the most important issue facing our industry is without doubt the ageing stock of lifts in many European countries. First equipped for vertical accessibility, first to suffer from an ageing stock! This fact and the growing number of accidents, can be seen in countries such as France and Germany. This is why our association has made a major effort in supporting the work of CEN and creating the new European standard EN 81-80, which should dramatically improve the safety of existing lifts. SNEL - as it is commonly known - can become reality only if each EU member state adopts it in its own national legislation. European directives only harmonize rules for new equipment, whether that includes machines (escalators and moving walkways fall into this category) or lifts themselves. Anything involving existing lifts is left to national governments. This is the rule of subsidiarity.

All this means that our main task is to convince national governments and administrations to modify national legislation in order to tackle the issues listed in SNEL (EN 81-80). It does not mean that all 74 hazardous situations described in the European norm must be introduced in a new national law. In most countries, legislation is already in place. That is why the

experts have given guidelines on the way to work. The best way is to apply the so-called "national filtering method". It has had differing results in different countries. Legislation in France, for example, imposed double car doors at the end of the eighties. No need to go into that issue again. Belgium, to the contrary, still has a very large number of lifts without car doors. It is one of their priorities. The national filtering method will give different results in each country but with the same goal: the coverage of all 74 risks identified and covered by SNEL.

Safety is our primary concern. Not that lifts are dangerous in essence: they are by far the safest means of transportation in the world. But accidents happen and are prone to happen more often over time, since old lifts only have to meet the safety regulations in force at their installation date. That is what SNEL corrects. It is vital for all our lift associations to understand that now is the time to push forward, to obtain the SNEL implementation and their translation into law at national level. We have a momentum, thanks to the "early movers" (Belgium, France, Spain, Germany), whatever route they choose to obtain the application of SNEL, and the countries that follow suit (Austria, Italy and others). The key to "kick start" the discussions with the



governments and other stakeholders (notified bodies, owners and disabled and consumers' associations) is the national filtering method. The ELA staff can provide you with the results obtained in the different countries where the process is completed or has started already. It is and must remain our priority. As president of the European Lift Association, I intend to put the maximum of pressure on reaching this first basic goal.

Other topics and issues will need a clear follow-up in the coming months. Priority themes are:

- the reinforcement of our representation, by enlarging the association to the industry federations from the new European members as well as other actors of our industry;

- the suppression of architectural barriers which hamper free access to people such as senior citizens and those with disabilities to public buildings;
- the impact of our industry on the environment and energy consumption.

I will come back in more detail to these issues in future editorials. I take advantage of this first editorial in the ELA magazine to thank my colleagues for their support, as well as all members of our committees and working groups, for their tireless efforts in the pursuit of our goals.

Richard Maiocchi



## EUROPEAN LIFT ASSOCIATIONS CLEARED BY THE EC ANTITRUST AUTHORITIES

CLEARED

You remember that ELA and EEA were "raided" in January by the antitrust services of European Commissioner Mario Monti, to check if the associations had been involved in unlawful practices in the frame of our activities. Bad publicity from this sort of enquiry can be very damaging to international associations. That is why we are very pleased to have been cleared of any wrongdoing by the Commission and have immediately published the following release:

"The Brussels offices of the European Lift Association (ELA), that regroups most European national associations

as well as sector specific associations of the lift, escalator and moving walk industry had been investigated on January 28th, 2004 by the services of the Directorate General Competition of the European Commission. Today, July 14th, 2004, the association has been cleared of any wrongdoing by the European Commission in a letter that states that, on the basis of the information obtained during the January verifications, the antitrust services have decided not to pursue their investigation and that "the file is thus closed".

The European Lift Association reaffirms that the association has always complied with all competition rules under European and national laws. ELA is glad that its good reputation is kept intact.

The European Commission has also informed EEA (the European Elevator

Association), an ELA member association, composed of individual companies that they did not pursue their investigation either and that the EEA file was closed as well."

Please circulate this release as widely as possible, to ensure nobody has the wrong impression of the work carried out at European level in the lift & escalator sector.



# SNEL FORUM IN BRUSSELS

## MOTIVATING EVERY EUROPEAN COUNTRY

If SNEL is important, then how do you motivate and help our member associations push forward in a decisive thrust to have the new norm transposed in national laws right across Europe?

It takes time, if only because the democratic political process demands a lot of consultations and committee work. On June 4th, many of you were in Brussels for our SNEL Forum. What was particularly remarkable, was the number of guests, belonging to ministerial departments and national administrations. It was important for the national civil servants to understand the process and to hear from their colleagues in countries where the

process is on the verge of being completed.

Some top civil servants participated in an enlightening debate: Patrick Levasseur, Head of European Businesses and Normalization Office at the French Ministry for Infrastructure, Transport and Housing, Hans-Joachim Stoof, from the Regional Government of Brandenburg (Berlin - Germany), Timoteo De la Fuente from the Permanent Spanish Representation to the EU and Renaud Collette from the Belgian Ministry of Economy. They were very impressive and won commitments from their colleagues, notably from the Italian delegation, announc-

ing that Italy would soon be ready.

Another important element of the Forum, was the fact that Ian Fraser, from the European Commission, announced that the European Recommendation 95/216/EC was going to be re-published with the correct reference to the new norm EN 81-80, thus making it "official" for the European Commission.

Anton Marschall, for TÜV Austria gave a fascinating lecture presenting safety from the point of view of the Notified Bodies - Lifts ( see interview).

A very intensive forum, leading to more encouraging results in the application of SNEL throughout Europe.



Philippe Lamalle, Chairman of the Codes & Standards Committee, during his presentation of the industry position



The civil servants' debate: (from left to right) Patrick Levasseur (France), Hans Joachim Stoof (Germany), Timoteo De la Fuente (Spain) and Renaud Collette (Belgium)



An impressive assembly of more than 150 people



**Anton Marschall** is the Austrian representative at CEOC\*, the European association representing all European “Notified Bodies”. He is an engineer and the lift specialist at TÜV Austria. Anton is also involved in the activities of CEN/TC 10/WG 10 and was a speaker at the ELA forum dedicated to SNEL in June. We asked him a few questions on the relations between the lift industry and the notified bodies lifts (NBL). Both understand the need for a common approach to the issue of improving safety for existing lifts:

# INTERVIEW

## ANTON MARSCHALL:

### NBLs ARE ESSENTIAL TO MAKE SNEL A REALITY

**ELA:** Anton Marschall, do you believe the industry and notified bodies should work together in promoting SNEL. Why?

**A.M.:** Absolutely. Lifts are much more widely used in Europe than for instance the United States, where historically lifts were rarely installed - apart from in some very large cities. Lifts are probably the safest means of transportation; but still accidents happen. The lift stock is getting older and needs special attention, to make sure every lift is brought to today’s safety level. In fact, the number of accidents could very well increase rapidly in some countries where the lift stock is older if nothing is done to upgrade safety. The new norm EN 81-80 comes at the right time. Notified Bodies are in the business of safety and the lift industry can not afford to maintain older generation lifts which would be unsafe.

**ELA:** Should safety levels be harmonized all over Europe?  
How can it be achieved?

**A.M.:** There is no secret to it. It needs a lot of persuasive work for national

governments and administrations to launch an evaluation of the safety of the existing lift stock. The SNEL Forum, organized by ELA was a good effort in the right direction, to make sure that the early starters are followed by all other European and EEA (European Economic Area) countries. The CEN working group has made strides in preparing the work for the national decision makers. Not only are

the 74 risks well defined, their risk level assessed and the possible solutions explained, but the beauty of SNEL is in the filtering method, which is the ideal tool to analyse the situation at national level. Every country needs to put its present legislation to the test and adapt the legislation where needed, for the number of risks (among the exhaustive list of 74 described) still existing in their country. Then we will



ultimately have a harmonization of existing legislation, brought about by a European norm. We have to push in the same direction and make sure governments understand the message.

**ELA: Is market surveillance important?**

**A.M.:** Owners of buildings have to be told of the possible risks for the lift installation they own. The lift company carrying out maintenance ought to tell them, but the message is of course much stronger if it's a third party, i.e. the inspection body, which points out the necessary adaptations needed to reach the desired level of safety.

One good example is that over the next three years the German TÜVs are inspecting all lifts installed in

Germany. NBLs have a major role to play in making SNEL a reality.

**ELA: The European Commission is evaluating the application of the Lift directive and makes suggestions to improve market surveillance and coordination. Do you agree with the report conclusions?**

**A.M.:** In the report requested by the European Commission to evaluate the application of the Lift directive (95/216/EC), there is an important chapter about market surveillance. The Commission would like NBLs to improve their coordination and cooperation at European level. They recommend transparent and more stringent accreditation processes in some countries. Market surveillance is indeed probably still too reactive and

should be made more proactive. The Commission also raises concerns about the thoroughness of some final inspections made by NBLs as well as tests conducted by lift installers under approved quality assurance systems. It is true that we also need to develop competences in certifying quality assurance systems. Market surveillance can be improved. It's something we will address together with the lift industry.

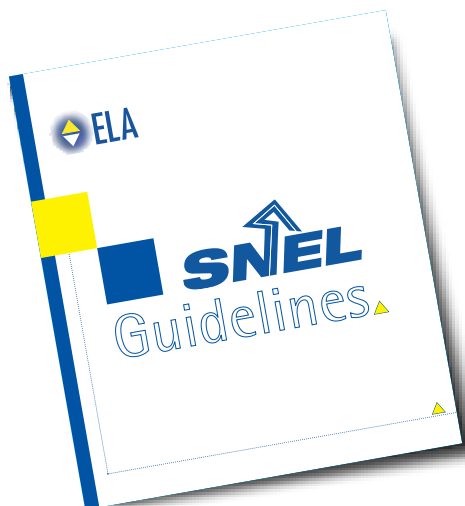
*\* CEOC: European Confederation of Organisations for Testing, Inspection, Certification and Prevention - Brussels (www.ceoc.com)*



## IN BRIEF

### SNEL Guide available

The heavy and exhaustive file presenting EN 81-80 (Safety Norm for Existing Lifts), produced for our SNEL forum in June, is available at ELA for the cost price of € 50. If you need more copies for your member companies or your staff, don't hesitate to call or email ELA and send in your order. You can also order via the website [www.ela-aisbl.org](http://www.ela-aisbl.org)



### New EEA website

One of our active members, the European Elevator Association, has revised its website, to better reflect its mission statement and offer specific services to its members. The "VIP" section of the site gives more information on the main issues facing our industry and aggregated European statistics. The intention is to gradually improve this "members only" VIP section and give more in-depth information on accidents and other issues facing our industry in a regularly updated "Short news". [www.eea-eeig.org](http://www.eea-eeig.org)

### Sorry! No text of norms on the ELA website

ELA had asked CEN for authorization to put the norms related to lifts, escalators and moving walks on the "Members Only" section of the website. We specifically referred to the EN 81-80 family. ELA was ready to pay for offering the service to its members. Unfortunately, CEN decided not to discuss the issue for the time being. You can only obtain the CEN norms from your national Normalization Institute(s), in your language, at a small cost. Sorry to disappoint you!





## New President and Board Members

A reshuffle at the head of the European Lift Association brings Richard Maiocchi to the helm, as President of our association. Iñaki Aranburu, who had taken the role of ad interim President, remains Vice-President. The Spanish FEEDA federation has designated Miguel Baena as its delegate to the Board of ELA, in replacement of Antonio Espinosa. EEA has completed its delegation, by designating Alfonso Garrido and William Orchard to the Board, in replacement respectively of Jürgen Reuning and Jean-Pierre Chauvarie, who are both retiring. Welcome to the new Board members! A replacement for the Dutch VLR needs to be nominated.



Richard Maiocchi (left), the new President of ELA and Jean-Pierre Chauvarie (right), who retires after 12 years of service with the lift associations



Alfonso Garrido



Miguel Baena



Iñaki Aranburu

## "New Europe" associations apply

Fresh blood for ELA: associations representing some of the 10 new member countries of the European Union, have decided to join the association. At the time of printing, we were in contact and/or finalizing the process for Poland, Hungary, the Czech Republic, Lithuania and Malta. Some of these associations were already Observers at ELA. With the Greek association PETAK, which joined a few months ago, we're making progress in the coverage of the 25 EU member countries. Let's fly the flags!



Czech Republic



Malta



Lithuania

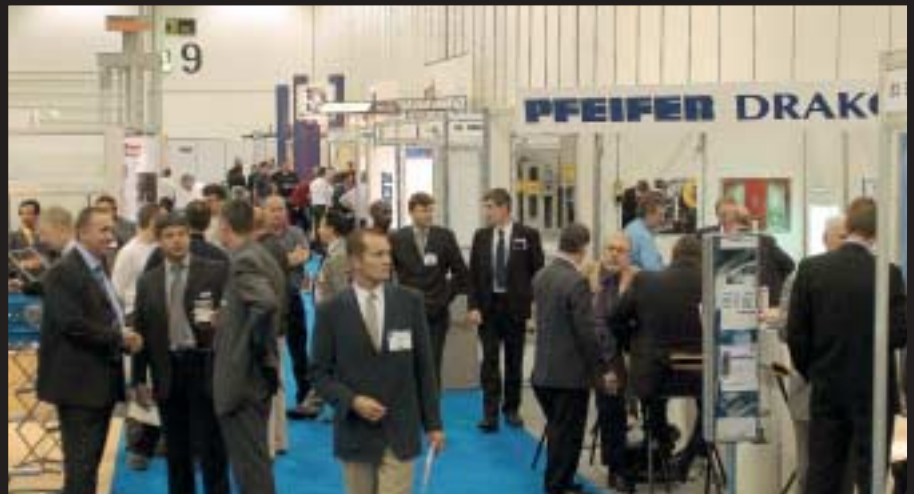


Hungary



Poland

## LIFTEX WAS A SUCCESS



Our British member association LEIA organized its exhibition at the London Docklands EXCEL Exhibition Centre on September 8 and 9. The thriving British lift industry was present with many stands, as was LEIA itself, with a focus on accessibility of buildings for the disabled. It gave ELA the opportunity to present

once more the new SNEL norm EN 81-80, which already became a British Standard (BSI EN 81-80) in December 2003.

Congratulations to our British colleagues for their successful exhibition!

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



William Orchard,  
Chairman of the QS&E Committee

## THE QUALITY, SAFETY & ENVIRONMENT COMMITTEE

The very words Safety and Quality could be written in gold letters on the wall of our European association. So essential are they to the work carried out at the European Lift Association. The Committee is one of the main policy vectors of the association, with the Codes & Standards Committee and the Communication Committee. Indeed, the work carried out and the publication of the brochure on the Maintenance norm EN 13015 is a good example of the importance of the Committee.

Says William Orchard, its Chairman: "We have recently redefined our task and produced an ELA QS&E charter, approved by the Board. We have also been working on ELA SNEL guidelines of application, in collaboration

with the Communication Committee and the Codes & Standards Committee. There is obviously plenty to be done and we are starting work on the preparation of a new safety norm for existing elevators."

Environmental issues are not yet prominent questions for the lift industry. Asbestos was used in brakes, but its eradication has been going on for some time now and is nearly completed. Hydraulic lifts contain a quantity of oil which should not be allowed to pollute underground water. Legislation on chemicals is expected from the European Commission (the REACH project), which could have a minor impact on our industry. So could recycling directives, for packaging as well as for end-of-life scrap. Finally, energy consumption promises to

become a pressing issue for the world due to global warming.

The Committee has tried to identify all directives and European texts which could have an impact on our industry, in order to prepare the members for potential new legislation at European or national level.

As author of the Environmental Report of the largest European paper, packaging and hygiene company, Luc Rivet, Secretary General of ELA, follows these issues for the Committee as a full member.

Concludes William Orchard: "The question is not what to do, but what priorities to select for a number of meetings per year, which are barely enough to cover all topics in a reasonable time."

### THE QUALITY, SAFETY & ENVIRONMENT COMMITTEE

**CHAIRMAN:**

*William Orchard (UK)*

**MEMBERS:**

*Jan Van Straaten (NL)*

*Iñaki Aranburu (SP)*

*Günter Horny (D)*

*Sergio Rossini (I)*

*Peter De Neef (NL)*

*Laurent de Decker (F)*

*Luc Rivet (B)*



The Committee at work at a recent session: from left to right: Peter De Neef (the Netherlands), Ebru Gemici (Chairwoman of the Statistics Committee), Jan Van Straaten (the Netherlands), Laurent De Decker (France), Iñaki Aranburu (Spain), Sergio Rossini (Italy), Stella Bedeur (ELA staff), William Orchard (United Kingdom), Chairman of the Committee (standing)

## MRLs AN EVIDENCE: MACHINE-ROOM LESS LIFTS (MRLs) ARE SAFE!

In the last issue of the magazine "Elevator World", an interesting article reproduces among other positions, the speech of a Boston fire brigade officer, describing qualifying machine-room less lifts as unsafe to the point of causing deaths. This reflects unfounded rumours claims about MRLs, which should be vigorously countered. MRLs represent a large majority of the lifts installed in the main European countries. They are produced by large and small companies and there are no indications whatsoever in the accidents statistics, that this type of lift is more dangerous than any other type. Absurdly refusing technological innovation is unfortunately very human. It also reveals the fact that some firemen are probably ill at ease with new unfamiliar equipment. The phenomenon is not new. In 2002, the CEN specialists of Working Group 1 in TC 10, meeting under the chairmanship of Michael Savage, looked into the question and produced a clear statement on July 4th, 2002.

We reproduce it hereunder for your information. We will come back to the issue in the coming ELA NEWS.

### STATEMENT ON MACHINE-ROOM-LESS LIFTS BY CEN/TC10/WG1/WT4

*"Concerns have been expressed related to additional fire risks of machine-room-less lifts (MRLs). The above Working Team having considered the potential fire risks concerning electric traction and hydraulic machine-room-less lifts based on EN 81-1: prA2, and EN81-2: prA2 respectively, make the following statements:*

*There are no additional significant fire risks with machine-room-less lifts. They are therefore as safe as electric traction and hydraulic lifts with separate machine rooms provided that the equipment is located within a lift well according to existing building fire regulations.*

*Where machinery, as defined in prA2, is outside of the lift well it shall be protected to the same level of fire protection as is required by building regulations for that location.*

*Equipment installed within a landing door assembly shall not reduce the fire integrity of the assembly.*

*Equipment that penetrates the structure of the well enclosure shall not reduce the fire integrity of the well as stated in clause 6.4.7.2 of prA2.*

*In considering the implications of machine-room-less hydraulic lifts, WT4, after detailed discussions with lift, fire and fluid experts and after conducting some simple fire tests using HLP mineral oil, came to the following conclusions: "while the oil is contained within the system, the oil could not of its own be the cause of fire or contribute to the spread of fire. WT4 therefore concludes that the use of such oil does not create a fire risk provided the tank and pipe-work retain the oil. For this reason the tank should be made from steel or a material providing equivalent fire resistance.*

*Any hydraulic pipe-work outside of the lift well should be made of steel or material with equivalent fire-resisting properties or protected within a fire protected enclosure capable of retaining the oil."*



For more information

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