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DECEMBER 2009

ELA NEWS

QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

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EDITORIAL

Safety is NO accident!...

By Peter Günther, VDMA

It is never "by accident" that a perfect safety level will be reached. The lift & escalator industry knows it very well. Safety is hard work and permanent vigilance. We can be proud of the fact that lifts are the safest means of transport on earth. Our accident record is good but still, accidents happen; deadly and severe accidents that could have been avoided. Safety of users and mechanics alike is the top priority of all companies in the lift & escalator sector. That little girl whose hand was caught by a lift door, this young cleaner crushed by a bin against the cabin wall; just two of the terrible accidents that happened last year across Europe. The European lift industry has decided to focus on the subject in the year 2010, and the first step is of course obtaining better figures about the number of accidents and their type. In Germany, as in most European countries, the legislation imposes work accidents to be reported by the employer to the authorities. It means that we get relatively precise figures for the accidents happening to our technicians during installation, modernisation, repair or maintenance. But the accidents to users represent a vast "terra incognita". Why? Simply because these accidents don't get reported anywhere. A person will trip because of a bad levelling accuracy, while getting out of a lift car. That person might need to go to hospital, but the reason for his accident is not reported, even in the hospital. Social security will cover it, without litigation. On national level, there is no coordination or aggregation of the rare data collected about accidents. Austria has a reliable collection system and counts 800 accidents per year! It is somehow contradictory that the better we become at collecting accident statistics, the more we will inflate the figures and give the (false) impression that there are more accidents…

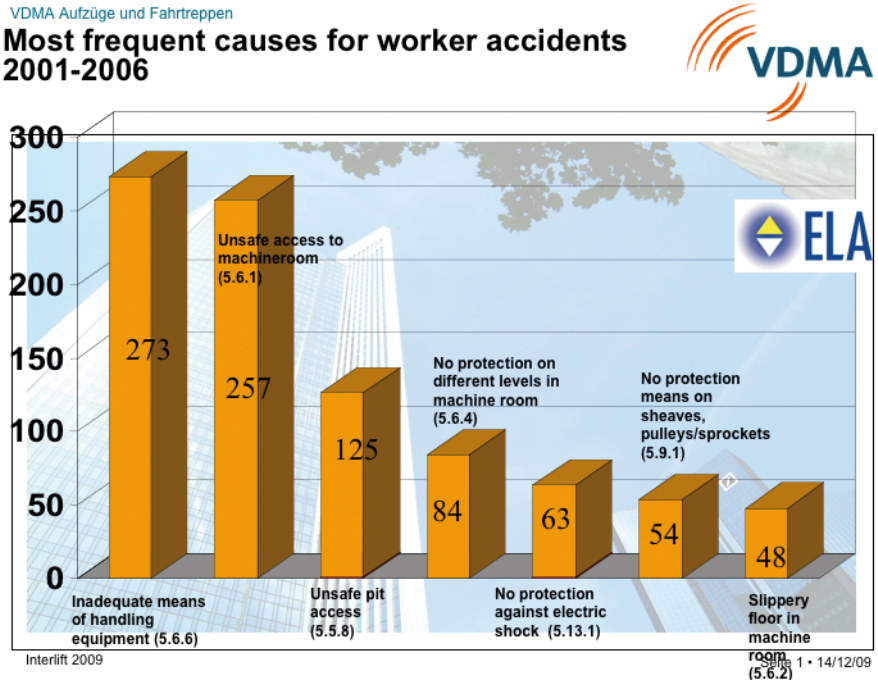
We need more information about the nature of these accidents and the reasons for them to happen. We need to assess risks and develop preventive measures. The application of the Safety Norm for Existing Lifts (EN81-80) across Europe is a good "grid" for reading the accidents causes. Many reported accidents can be attributed to the SNEL well defined risks, but the number of accidents we know of is only the tip of the iceberg. There are more than ten times as many accidents as those we know of. And that does not take into consideration the much more dangerous stairs, into which so many falls and accidents happen! What we can say is that stopping accuracy, the movement of doors, technical and human failures are the main causes for accidents, but we need to refine our statistics. As a conclusion, we can say that the strategy of the lift industry to drastically reduce the number of accidents must be a "zero failure" strategy, regular inspection by third parties, a coordinated & systematic reporting and analysis of accidents and the retrofit of existing lifts according to the SNEL norm will be the main tools for improvement. Let's get to work…

Interview Ernst-August Siekhans, Verband der TüV, Germany: Lift accidents in Germany

The German Notified Bodies, the TüVs have an excellent reputation of seriousness in their inspections and safety is their main concern. Until recently, all German Notified Bodies collected the accident statistics for Germany, concerning the lift mechanics. The legislation has changed in 2002 and these important statistics are now only collected by the Verband der TÜV (the association of the TÜVs).

Nevertheless, we have asked Ernst A. Siekhans, of the TüV coordination in Germany, and who is considered as the specialist in the field, what could be said about accidents to lift mechanics in Germany over the last few years:

E.A. Siekhans:
In 2008, the association of the TÜVs collected data about 36 accidents on lifts, of which 5 fatal accidents and 21 serious. But of course it is only the tip of the iceberg! There are many more accidents – especially to users – than those reported. As for accidents in stairs, they are very numerous. The most frequent accidents on lifts are due to bad levelling accuracy of the cabin, then come accidents involving doors, the rest is scattered on different causes. Many accidents can be attributed to the SNEL list of risks, but not all. A main issue is that only about 15% of these accidents are documented. It is the case everywhere in Europe.



Ernst-Augustus Siekhans
Verband der Tüv

The statistics for lift mechanics are good compared to other sectors, but accidents still happen; even on new lifts. By studying these accidents, we can make specific instructions to technicians. We will not eradicate accidents, since some misuses are reported. Even experienced technicians want to go too fast, are stressed or improvise because they don't have the right tool with them. The risks to workers and inspection personnel are much higher than for users, but the lift industry must aim at zero accidents, in both categories.

INTERLIFT 2009

Record attendance despite the crisis

The year 2009 will most certainly be remembered as "the year of the crisis". After the financial crisis, the impact on industry, especially construction, has been hard.

There is a delay for lifts & escalators of course, so it is in the second half of 2009 that the slowdown became perceptible.

But with its 480 exhibitors coming from 39 countries and its 18,212 visitors, INTERLIFT managed to reach the record figures of the previous event, in 2007. Following the figures of the organizers, 67 % of the exhibitors assessed their participation as very good.

Clearly, a large majority of visitors (45% come from another country than Germany) consider Interlift as the worldwide leading fair. Exhibitors are – as usual – mostly Components manufacturers (73%) but 25% present full elevator systems.

Most exhibitors insisted on the energy efficiency of the components on display. It is a clear priority for the industry.

The associations are present, and among them ELA and EEA, which shared a stand, close to the stand of VFA, co-organizer of the fair. We had many interesting contacts that could ultimately lead to the recruitment of new members.

The Communication Committee of ELA, chaired by Philippe Casteleyn held a meeting at Interlift, and Michel Chartron, ELA President took advantage of it to participate to the Committee work.

Most components manufacturers insisted on the energy efficiency of their products: a clear trend in the industry

Gunther Horny and Anne Breiding, from VDMA at a «beer and wurst» standing lunch on their stand

Stella Bedeur on the ELA stand, with Philippe Casteleyn, chairman of the Communication Committee

STANDARDIZATION: what's

Machinery Directive 2006/42/EC: application from December 29th, 2009

The new Machinery Directive is especially important for platform lifts that have speeds of less than or equal to 0.15 m/second. Now that there is a clear distinction between platforms (Machinery Directive) and Lifts (Lifts Directive), we still have to solve some minor issues; such as the application of EN81-58 for the testing of lift landing doors. This norm should also be applicable to doors used for these fully enclosed platform lifts. ELA experts are trying to find a way to make it possible and simple.

Progress of EN81-1/2 revision

The revision of the main lifts standard EN81-1/2 into EN81-20/50 is progressing well, with its 18 Ad Hoc Groups working at full speed to revise their part of the norm and when completed, sending it to Work Group 1, where the revised sections of the norm are assembled. The new Chairman of that crucial Work Group, for the success of the operation is Ian Jones (BSI). The timing could still be respected or have a relatively short delay, between now and 2012, when a first consolidated draft text for a first public enquiry should be available.

EN 81-1/2, Amendment 3 public on December 23rd, 2009

Many wonder why Amendment 3 appears. It will be published at the end of December 2009. Since the general revision of EN81-1/2 is in full swing, it is true that A3 will have a short life, and will become obsolete as soon as the revision of EN81-1/2 is published. Nevertheless it was important to solve some issues. A3, due to the new Machinery Directive, adds in the assumptions part, the captive fixings for guards that can be removed during regular maintenance. Furthermore, lifts with rated speed up to 0.15 m/sec. are removed for the scope of EN81. More important, the following state of the art changes have been introduced: dimensions for levelling and re-levelling at landing floors, as well as the control of movement with open doors.

Lifts subject to seismic conditions, a new standard in preparation: prEN81-77

ELA is glad to acknowledge that 2 of its most knowledgeable expert will join the Work Group preparing the norm for lifts that may have to withstand earthquakes. They are two members of the Components Committee of ELA: Nickos Spyropoulos from Greece (EEA member) and Sefa Targit (Turkish association AYSAD). No doubt they will contribute greatly to the works of this CEN WG, since both Turkey and Greece are well known for the risk of earthquakes. Paolo Tattoli (UNI) is the Chairman of the group.

EN81-21 progress report: "new lifts in existing buildings"

This new standard will be applied where one or several requirements requested by the main norm EN 81-1/2 and their amendments cannot be fulfilled, due to reasons such as constraints of the structure of the (existing) building and the corresponding requirements.

Furthermore this standard considers as existing building: "a building, which is used or was already used before the order for the lift was placed. A building whose internal structure is completely renewed is considered as a new building". One of the major triggers for CEN to prepare this important standard was Annex I, clause 2.2 of the Lifts Directive 95/16/EC, which is applied differently in different member states. This clause relates to the Essential Safety Requirement (ESR) and is there to avoid the risk of crushing in the extreme positions of the well. The LD clause 2.2, is exceptionally written in a prescriptive language. It specifies that this objective must be achieved by means of free space in the pit and headroom. But it clarifies directly that if the solution of a "permanently available" free space is not possible (in particular for existing buildings) other appropriate means may be provided. EN 81-21 provides solutions for this deviation. CEN took also the opportunity to enlarge the scope of this new standard. Besides alternative means for pit and/or headroom spaces, other building-lift related interfaces that may require alternative technical solutions are included.

In short, EN 81-21 covers, additionally to the pit and headroom, alternative solutions in case of:

- *Reduced height of machine room, machine room doors and trap doors.*
- *Reduced height of pulley rooms.*
- *Reduced height of landing doors.*
- *Perforated wall of the lift well.*

new?

- *Car roof balustrade.*
- *Apron under the car at landing side.*
- *Clearances between car, counterweight or balancing weight.*
- *Counterweight or balancing weight in a separate well.*
- *Pulleys in the well.*

There are also new specifications with regard to: "Tests before putting the lift into service" and the: "Technical dossier" have been specified in this standard.

EN 81-21 will be available as a harmonized standard for the Lifts Directive by the following dates:

DAV (= Date of Availability) was on September 2nd, 2009.

Harmonization under the Lift Directive published in the Official Journal, 2009/C 263/03, on November 5th, 2009.

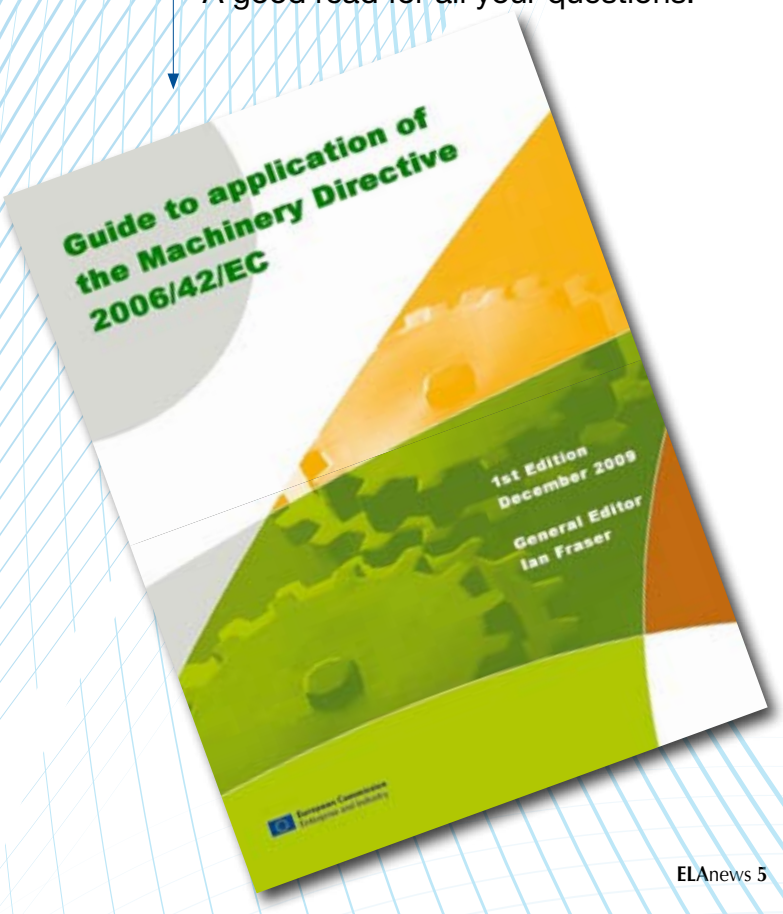
Transitional implementation date DOW 3 (= Date of Withdrawal) is March 31st, 2011.
(3) Latest date by which national standards conflicting with an EN have to be withdrawn.

The GUIDE TO THE MACHINERY DIRECTIVE is available on the Europa website

The Guide to the new Machinery Directive (of application from December 29th, 2009) is downloadable from the Europa website, at

http://ec.europa.eu/enterprise/sectors/mechanical/machinery/

A good read for all your questions!



Single man work or working at two

In most European countries, the legislation makes it possible for lift mechanics to work alone for many maintenance, repair or even in some cases of installation tasks. It is indeed safer in many instances, for the worker to be alone on site, to avoid accidents due to miscommunication between the members of the crew. Statistics prove it. In other instances, it is necessary to work at two or even more. In Central European member states though, legislation still imposed work at two in all instances.

In Poland, after three years of efforts to correctly inform the authorities, our colleagues of the Polish lift association managed to obtain that the legislation be

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changed. The authorities responsible for the safety and health at work of workers changed the legislation: the ordinance of the Polish Ministry of Labour and Social Policy from May 25th, 1996 which fixed minimum two persons for maintenance of the lifts - was changed into a new regulation which states that the employer is responsible for the description of the list of tasks and operations and the related number of employees needed for each. After additional risk analysis and consulting the employees' representatives, the change was included in Art. 225 § 2 of the Labour Code, published on November 28th, 2008 and became obligatory from Jan. 18th, 2009. A decision going in the right direction.

IN BRIEF

The next General Assembly will be in Berlin!

The next General Assembly of EEA and ELA will take place in Berlin on March 24th (EEA) and 25th (ELA), 2010. ELA organizes a conference that morning, at the Hotel Palace, on the important question of "How to improve the energy efficiency of lifts & escalators". An essential topic nowadays! Put the date down in your agendas…

Belgian AGORIA organizes "Round table" on SNEL application

The application of the SNEL legislation is getting closer in Belgium. The Royal Decree, describing the route towards a safety upgrading of all lifts installed before 1 July 1999, was published in 2003.

The most urgent safety improvements need to be done by December 2012 and therefore AGORIA decided to organize a "round table" with all actors involved in the coming application of the SNEL legislation: the lift industry of course, but also the civil servants in charge of the Royal Decree and the Notified Bodies. Our AGORIA colleagues had also invited specialist organisations promoting Accessibility and Design for All, that also advise the regional authorities on the topic. It is indeed interesting to link Safety (SNEL EN81-80) and Accessibility (CENTS81-82) in the promotion of SNEL legislation across Europe.

The conclusion of the round table, held on 19th November 2009, is that everything is on track; the largest Belgian Notified Body communicated its figures of the level of compliance with the Decree; it is starting and is already at a good level, with many professional building owners having started the process. The representative of the authorities announced a slight modification of the decree, but this modification will not touch the core of its content, nor its implementation dates. Agoria will continue monitoring the implementation of the decree.

ELA registered in the official listing of lobby groups by the European Commission

To increase the transparency of its functioning, the European Commission has decided to create a listing of all organizations, professional associations, NGOs and lobby groups present in Brussels and elsewhere in Europe to promote the interests of specific groups to the Commission and the European lawmakers. You will be glad to read that ELA - and EEA by the way - are registered in this databank accessible to the public, at https://webgate.ec.europa.eu/transparency/regrin/infos/contact.do.

ELA is registered under Europ774418195, EEA under Europ504418317.

EPBD revised:

The Energy Performance of Buildings Directive 2002/91/EC is under revision

The EU's goal of 20% in energy efficiency by 2020 can only be achieved by implementing energy saving measures in existing buildings. Homes & buildings owners should be empowered to consume less and save money! That is why ELA is particularly interested in the revision of the EPB directive. Architects want to be able to measure the energy consumption of each service in the building, so they need to know how much lifts & escalators consume, even if it is very little (less than 8%) compared to other services. The European Commission is revising this directive which is in second reading at the European Parliament.

The European Lift Association is of the opinion that we must be included and must work in close cooperation with the European Construction Federation, FIEC.

Ron Wanless retires

The Chairman of the SNEE Work Group (Safety Norm for Existing Escalators) retires, after a full career at Kone UK, in the lift & escalator business. Our thanks for a task well done at ELA and CEN; the new norm EN 115-2 becoming reality at the beginning of 2010. We know that Ron will now concentrate on improving his golf handicap and enjoy the sun! We wish him well. Ron will be replaced at the head of the SNEE work group by Thomas Kausel.

Ron Wanless

SNEL on the starting blocks in Italy

With the new Italian "Decreto", the existing Italian lifts of all types will see their safety drastically improved over the coming years. The programme is comparable to the French, Belgian or Austrian legislations, with a timetable for application, starting with the highest risks to users and mechanics. The Decreto Ministeriale dates from 23/07/09 and was published in the Official Italian Journal on 17/8/09. It is available on the "Members only" section of the ELA website, with an English translation. Here are the dates before which the risk assessment must be performed. The execution of the safety improvements must be done within 5 years for the high risks, within 10 years for the medium risks and at the earliest subsequent modernization for the remaining risks.

Construction year	Risk Analysis (RA) latest before
- till 1964	August 2011
-1964 -1979	August 2012
-1979 -1991	August 2013
-1991- 1999	August 2014

SNEL application in Europe
Green = SNEL legislation in place.
Yellow = in preparation
Red = nothing yet

ELA

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