



# ELA

# NEWS



QUARTERLY OF THE EUROPEAN LIFT ASSOCIATION

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**Ron Wanless,**  
Convenor SNEE Work Group  
and CEN/TC 10/WG2

## EDITORIAL

# A new set of norms for escalators & moving walks

Escalators & moving walks are sometimes forgotten by the lift industry experts, in view of the much higher number of lifts in operation in Europe (4 million lifts for "only" some 90,000 escalators and moving walks) and the higher complexity of lift technology compared to that of escalators. Still, escalators and moving walks represent very safe mass transport systems that move crowds efficiently and safely in airports, underground stations or malls across the European main centres. Serious accidents on escalators are very rare. Still they sometimes happen, often linked to

misuse or irresponsible behaviour. Still our equipment should be as foolproof as possible and we have set ourselves the task to make them as safe as practical limits allow. The only norm for escalators and moving walks until now was EN115; safety rules for the construction and installation of escalators and moving walks.

The latest published version of EN115 was developed in WG 2 of CEN/TC 10 by the late Herman Ahls and his group. Recently, CEN decided to revise its EN115 norm for new escalators based on EN414 requirements and structure and simultaneously, the lift & escalator industry decided to work on a new norm dedicated to safety on existing improvement of existing escalators. A SNEE (Safety Norm for Existing Escalators) Workgroup was created, with the intention to replicate the success of SNEL, the Safety Norm for Existing Lifts, EN 81-80. CEN Work Groups have rarely worked at such speed. WG 2 revised EN115, which will become EN115-1 for new escalators and moving walks, while a second part, EN115-2, will be the actual SNEE and cover existing escalators and moving walks. Later, a third part EN115-3 could give specific interpretations to these standards. The new EN115-1 is now ratified, and the harmonized norm should be published in the Official Journal of the European Commission before the end of the year. As for SNEE – the future EN115-2, less than 3 years after starting work, the



**Such accidents with kids don't happen on the escalator itself but are linked to its immediate environment**



ELA SNEE Work Group has completed its task and transmitted its draft to Work Group 2 of CEN/TC 10. The plenary meeting of CEN/TC 10 officially opened work on it and it is now practically completed. It will be sent for public enquiry in October/November this year and will hopefully be approved after all comments are integrated.

We come to the end of the process and I thank here my 6 expert colleagues of the world of escalators, as well as Anton Marschall and Alex Carmichael, representing Notified Bodies in our SNEE WG, for the excellent work delivered.

We have identified 41 significant hazards specific to escalators and moving walks. All related risk assessments were reviewed on the basis of a matrix providing 3 cate-



**ELA wishes to thank the members of the SNEE drafting group:**  
**Ron Wanless, Chairman, Alberto Marinoni, Wilfrid Fuchs, Jorg Behrens, Robert Placek, Hans Ott, Alex Carmichael, Anton Marschall and Guenter Horny, secretary**

gories of severity with high, medium and low risk priorities. The new standard will be titled "Rules for the improvement of safety of existing escalators and moving walks".

It will complement EN 115-1, and will hopefully be taken over across the whole world as the "state-of-the-art" for improving the safety of existing escalators and moving walks. European norms are highly respected across the world and 80% of nations actually use the European norms or slightly modified versions thereof. We hope our work will contribute to the improved safety of escalator users and me-

chanics alike, not only in Europe but across the world where European standards are the reference.

**Ron Wanless,  
Convenor SNEE Work Group  
and CEN/TC 10/WG2**



## Snel progresses in Norway



SNEL progresses in Norway Sweden last year and Austria the year before had brought to 9 the number of countries having improved their legislation and official texts for safety of existing lifts, by applying EN 81-80 (Safety Norm for Existing Lifts). This year, it is Norway that applies SNEL under the form of an official recommendation.

The Norwegian government, after consulting the industry, has introduced a Guide for safety precautions to be taken in conjunction with modifications or repairs of older lift and escalator systems.

The document titled "Endring og reparasjon av heis og rulletrapp" (Melding HO-2/2008) is available in Norwegian and English on the ELA website [www.ela-aisbl.org](http://www.ela-aisbl.org). Norway has applied the "filtering method" recommended by EN 81-80, to identify – among the 74 risks of SNEL – the risks which were not yet covered correctly in Norway. The Norwegian authorities have identified 25 risks which need to be tackled. The document published lists the 25 risks, describes the risks or injuries to individuals they can cause and describes the accepted compensatory measures to





be taken, in order to reduce the risks.

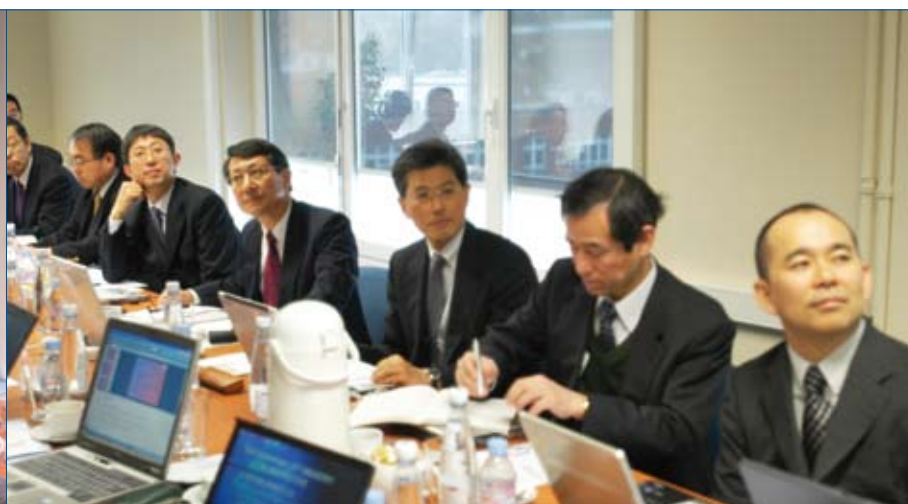
This recommendation will entice owners to do the necessary safety improvements on their installed lifts. With 10 countries having legislated or made official recommendations, it becomes more difficult for the remaining countries within the European Union, not to do anything about the safety of an ageing lift stock, which is globally very safe, but unfortunately still kills and maims lift users every year in Europe.

The Norwegian document is available on the ELA website.

**Svein Harald Kjaernet, Secretary General of the Norwegian Lift Association HLF, is pleased with the Norwegian government recommendation for existing lifts**



## Japanese visit to Brussels



**Members of the Japanese delegation during their presentations**

Earlier this year, ELA hosted a 3-days joint meeting of CEN and their Japanese counterparts of JIA.

The lift experts discussed the present revision of the Japanese building law which covers lifts and the on-going revision of EN81-1/2. The revision of the European standard has a big impact in Asia, since it is being used by many countries as the most common world standard.

The roadmap followed by CEN was presented to the Japanese colleagues and it was agreed that Japan will follow the work carried out in CEN, by sending delegates to regular meetings during the revision process, between now and 2010.

A fruitful meeting.



**Some of the ELA and CEN experts around the table: from left to right: Christian de Mas Latrie from ISO/TC 178, Michel Chartron, President of ELA, Esfandiar Gharibaani and Walter Schmid, from CEN/TC 10**





# WORK IN PROGRESS

## WG on Safety of Work conditions

The Work Group on safety of work conditions, chaired by Arpad Fazekas (Hungarian association), and dependent upon the Quality, Safety, Environment & Education, has mainly to analyze the issue of safety of workers, engineers and inspectors at work, during maintenance, repair and inspection operations. In this respect, single-man work and working at two were analyzed in the light of existing accident statistics for workers, coming mainly from France. These statistics clearly show that in most cases, working alone does not mean that

practice to test various lift functions such as traction, braking efficiency, etc by the use of a physical test load, normally taking the form of iron weights placed within the lift car. The use of such weights provides an effective but crude method to establish the correct operation and setting of safety critical parts. Whilst test weights provide a simple method of applying a load, they are the cause of numerous strain injuries to engineers and each year many days of work are lost due to injuries from such activities. Instruments have existed and been used for many years successfully for periodic testing. These computer programs replicate many of the tests previously conduc-

ted using weights, however questions have been raised as to whether it is possible under the rules of the Lift Directive to test a new lift without the use of a physical test load. The ELA Position Paper sets out our legal position and considers the possible implications of using instruments or other techniques in place of a conventional test load to determine the lift meets the directive 95/16/EC and is thereby safe. The Lift Directive requires testing with loads but in its Annex VI, it also allows "equivalent tests" (meaning without physical loads) to ensure conformity. ELA's position is that mass-produced lifts should be load-tested during the design phase, and then installed without having to do tests with the actual weights. ELA also believes that Quality Assurance Systems, approved by a Notified Body, should enable manufacturers to do the testing. This is only a summary of the Position Paper which will be available on the ELA website.



**The testing of a lift with actual iron loads, to check traction or brake efficiency can effectively be replaced in many instances by computer testing**

the worker is "isolated". If provided with the modern means of self-rescue and with periodical surveillance, the worker is often safer than if there are two persons working in the shaft. Workers who are alone have less accidents and of a lower severity, with less lost days. ELA will soon publish a Position Paper on the issue, with supporting data. It will be made available to all on the ELA website.

## Testing without weights

The Work Group chaired by Derek Smith, and depending upon the Codes & Standards Committee has concluded its task on testing lifts with or without actual weights. The conclusion, once approved, will be published in the format of a Position Paper. It has generally been custom and





# ISO & CEN AT WORK

*From now on, your ELA NEWS will regularly present the work items on the agenda of CEN/TC 10 and its work groups, and on the agenda of ISO/TC 178 and its work groups.*

*We are sure this is of interest for all in the lift & escalator industry who can only follow this important normalization work from a distance.*

*In this issue, we look more in details at the all-important revision of the two main norms for lifts in Europe: EN 81-1 and 2, which are in the process of being revised. A huge task!*

## **CEN/TC 10**

The main task assigned to CEN/TC 10 is the revision of EN 81-1/2; the 2 main standards for new lifts, covering electrical lifts (1) and hydraulic lifts (2). This technical revision will reorganize and reformat the two standards into EN 81-20 and EN 81-50, following a different structure:

- **EN81-20** will cover passenger and goods passenger lifts. It will group all technical requirements for design of traction (presently covered by EN 81-1) and hydraulic (presently covered by EN 81-2) drive systems. It will also include requirements for all other drive systems in the future.
- **EN81-50** will cover examinations, calculations and tests of lift components used in any type of lift, i.e. passenger-, goods passenger- or goods only lifts. EN 81-50 will include all calculations for components from EN 81-1 and EN 81-2.







## What are the main drivers for the Revision of the EN81-1 and EN81-2?

Since the last publication of EN81-1 and EN81-2 in 1998, much experience has been accumulated in applying those standards and many changes were made. It makes a revision necessary to update the standards to the present requirements and needs of users. Here are the main drivers for this revision:

- Several interpretations of the clauses of the standards were published, in response to users' requests by CEN/TC 10
- The Notified Bodies Coordination forum (NBL) has also published several Recommendations for Use (RfU) regarding EN 81-1/2. Those recommendations are commonly accepted and are being applied.
- The Lift Working Group of the European Commission (LWG) has issued several requests for clarifications, to be considered

and included in the standards, such as the inclusion of specifications related to special tools and software

- The introduction of new technologies, such as Programmable Electronic Sys-



tems in Safety Related Applications for Lifts (PESSRAL) and Machine Room Less (MRL) lifts, has resulted in two separate amendments to EN81-1/2.

- The continued evolution of safety requirements and the introduction of additional

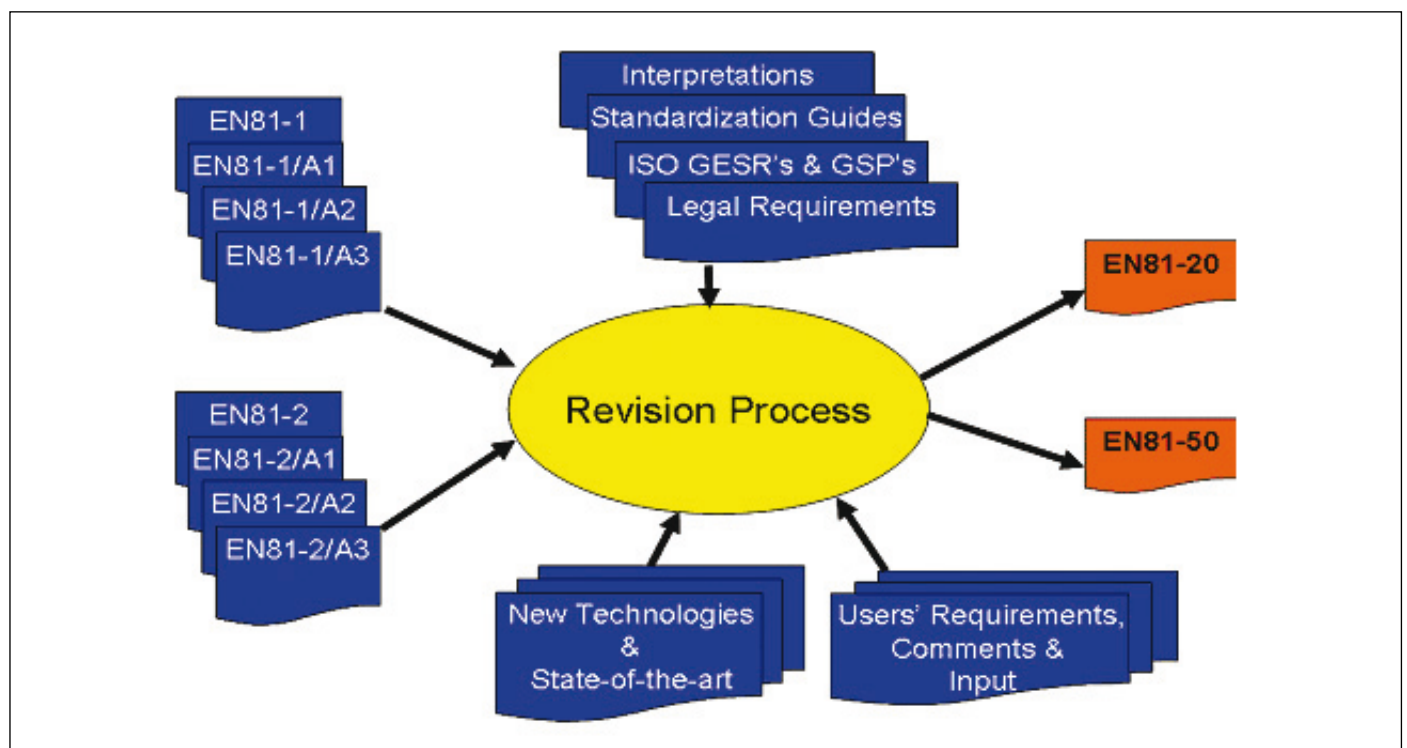
safety features, such as Unintended Car Movement (with open door) Protection (UCMP) and stopping and levelling accuracy, have resulted in the third amendment.

*To ensure usability and relevance of the standards, interpretations, recommendations, requests and amendments must be incorporated into the body of the standard.*

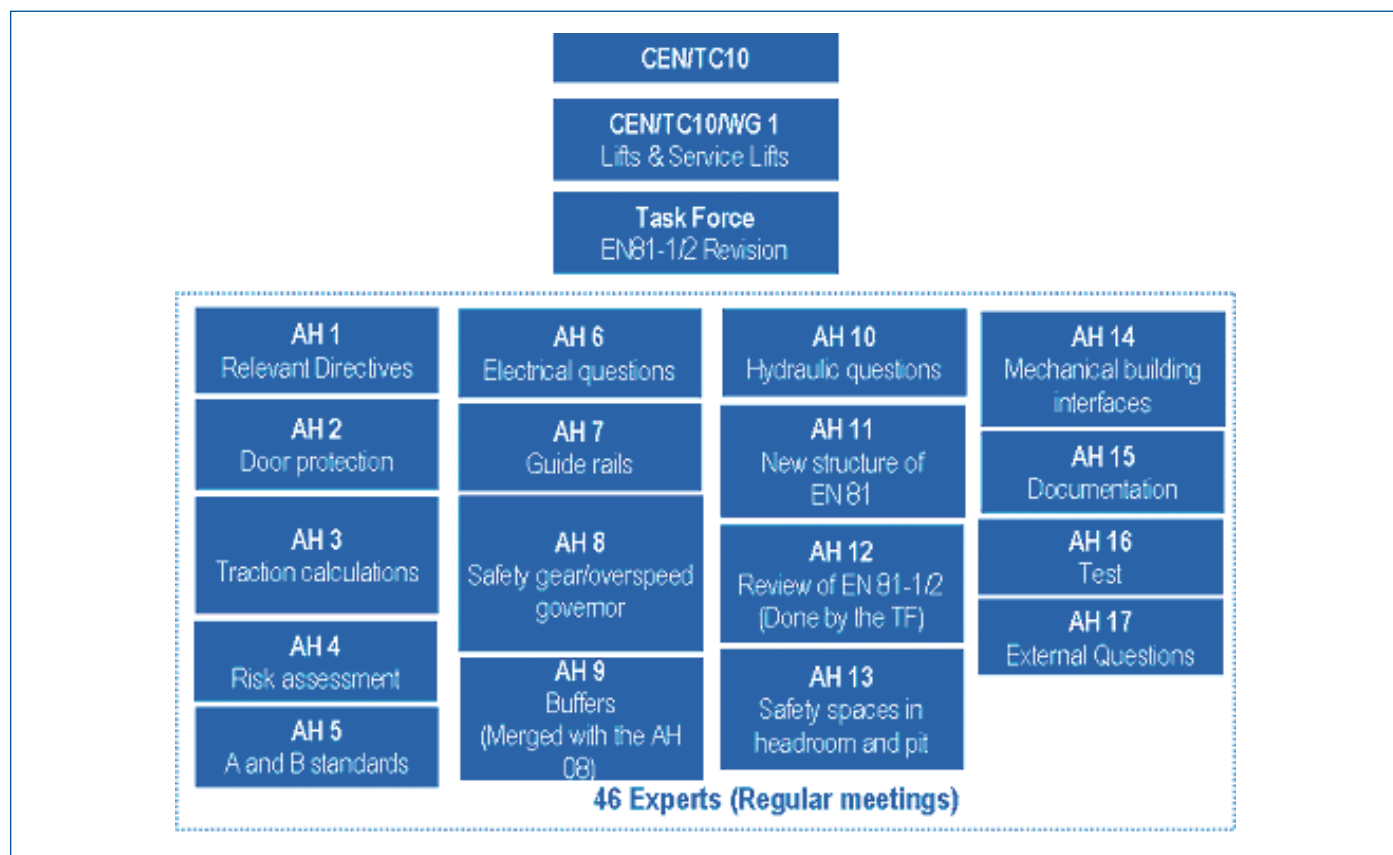
- The New Machinery Directive 2006/42/EC has also amended the Lift Directive 95/16/EC in its scope and definitions. For example, lifting equipment with speed  $\leq 0.15\text{m/s}$  is excluded from the scope of the Lift Directive. This will also be covered in the third amendment.

*Amendments to the relevant directives must be reflected in the harmonised standards supporting those directives.*

- Newly published EN standards must comply with the standardisation requirements established by CEN, most



**Main aspects of the EN81-1/2 Revision**



importantly with CEN Guide 414. The guide defines the format and structure of the EN standards, and above all, it requires that the clauses of any EN safety standard related to Machinery are supported by a risk assessment. The recently published EN81 series of standards fulfil that requirement and basic safety standards EN81-1/2 can not be an exception.

*Risk assessment methodology of ISO 14798 will be applied to the clauses of EN81/2. Those standards will be structured based on CEN Guide 414 requirements.*

- Recent studies and evaluation of refuge and safety spaces have provided valuable information on this very important safety issue. The study of "technical assessment of means of preventing crushing risks on lifts subject to direc-

tive 95/16/EC" is important and requires high attention. The Health and Safety Laboratory (HSL) in the UK, has done a study on the issue, financed by the EC.

*The HSL report compares different methods providing refuge and safety spaces, including the provisions of the standards. It is an important input for the formulation of the requirements of the standards for providing refuge and safety spaces.*

- ISO has published ISO/TS 22559-1: Global Essential Safety Requirements (GESR's) aiming at worldwide harmonisation of the safety requirements for lifts. Due to wide acceptance and use of EN81-1/2 around the world, those standards should be aligned to provide presumption of conformity to the GESR's.
- Since the last publication of EN81-1/2, there have been numerous new technologies and design innovations. Those

technologies and innovations need to be carefully considered and, if appropriate, be included into the standards.

This new approach for division of the content and new numbering (EN81-20 and EN81-50) is in line with the new structure for the EN81 series of standards and will improve their overall user-friendliness. For example:

- It makes it easier for different functions in the profession, such as designers, test laboratories, inspectors, etc. to find the relevant information quickly without looking into several standards.
- Clauses are consolidated, due to the removal of redundancies, the regrouping of solutions common to all drives and by consolidating examinations, calculations and tests for all lift components.
- In these new standards, clauses are supported by "formal" Risk Assessment and their format is harmonised with the cur-





rent CEN and ISO standards.

- The text is clearer, to reduce the need for future interpretations and prevent possible misunderstandings.
- New technologies are carefully evaluated to ensure that there is an adequate use experience for them and that they can be used by all, before their inclusion into the standards.
- The standards' maintenance is simplified and improved, which facilitates faster updates and publications in the future.

### Present Status

CEN/TC 10/WG1 is in charge of the project. The project is managed by the Task Force. The work has been assigned to a number of Ad Hoc (AH) Groups, based on specific topic and required expertise. AH groups are composed of 46 experts from all fields of the lift profession.

- The result of the work of AH groups and the TF will be validated by CEN/TC 10/WG1.
- The Public Inquiry is expected in the middle of 2009.
- The date for CEN Formal Vote is expected to be at the end of 2010 or a bit later.

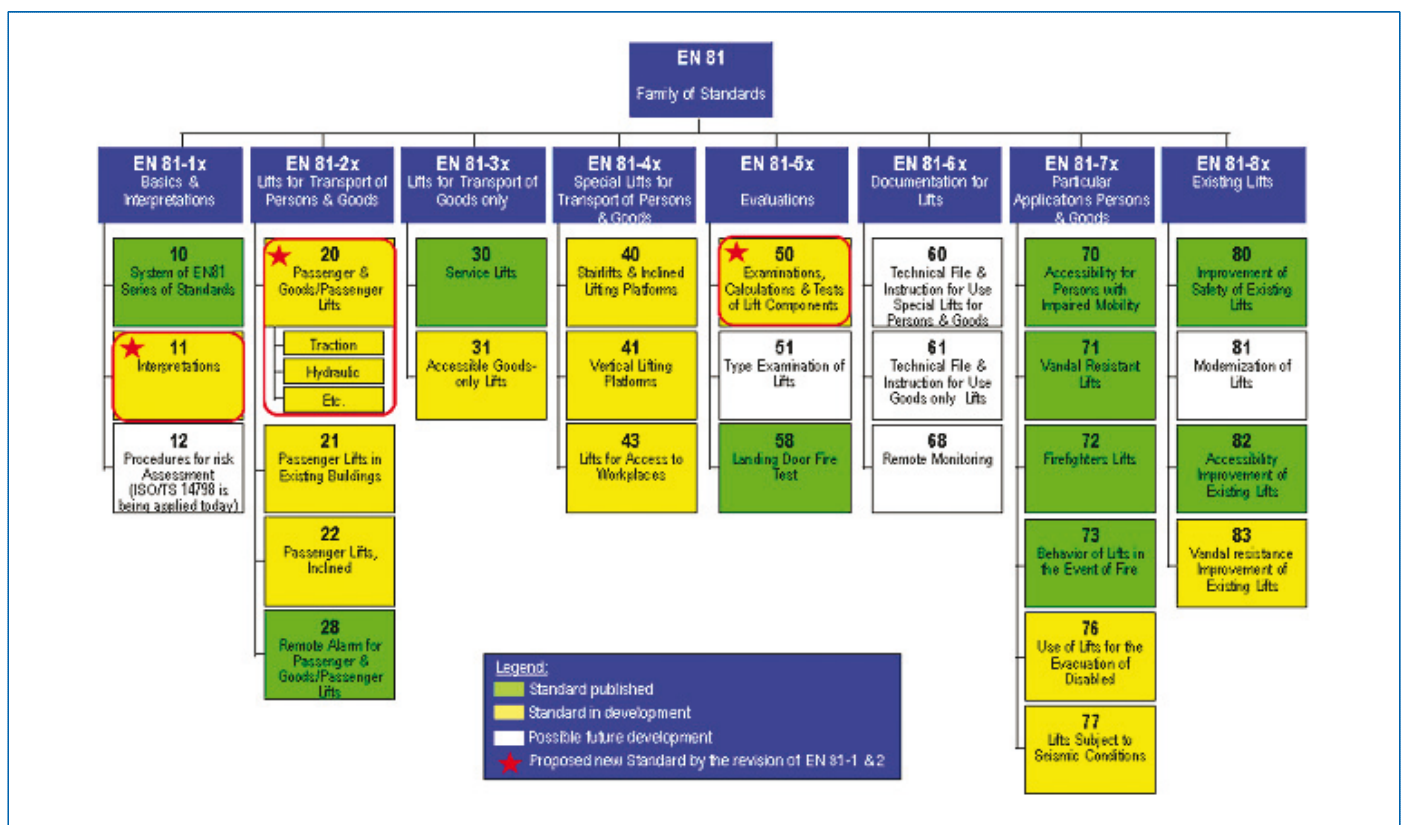
### International Dimension of EN81-1/2 Revision

EN81-1 and EN81-2 are widely adopted as national standards by many countries outside Europe, specifically in the Asia Pacific region. In order to ensure that the standardisation bodies in those countries are fully informed about the revision of those standards and the expected outcome, CEN/TC 10 has organised technical exchange meetings with China, Japan and Korea. Russia or Ukraine already have a cooperation agreement with CEN and participate to the work.

In addition and within the cooperation framework agreement between CEN and ISO, four experts from ISO/TC 178 will be participating to the CEN/TC 10 revision work as observers. This will be an opportunity to share the experiences of these two committees.

### Updated Structure of EN81 Series of Standard

After the completion of EN81-20 and EN81-50, the structure of EN81 series of standards will be updated as:





## European presence at the PALEA Singapore seminar

PALEA, the sister association of ELA for Asia and the Pacific basin held its General Assembly in Singapore on September 3 and 4, and for the 10th anniversary of the Asian lift & escalator association, a seminar was organized where several topics were discussed: sustainable development, lifts used for evacuation, and safety for existing lifts.

A large delegation from the European Lift Association was present, led by ELA President Michel Chartron, with Philippe Casteleyn, Esfandiar Gharibaani and Pierre Bianchini.

The Chairman of ISO/TC 178, Christian de Mas Latrie could not attend for health reasons. The 4th and main topic of the conference was the projected Global Technical Barrier-Free Trade (GTBFT), in the wake of the Commitment of the 3 main associations; NEIL (North America), PALEA (Asia Pacific) and ELA (Europe) to harmonize all lift standards to reach a global harmonized norm that would be applicable everywhere. Certify once and install everywhere, perfectly summarizes the goal in question. The Chinese, Japanese, Vietnamese, Korean or Indian delegations, to name but a few were better informed on the scope and timing of the project by several of the European and American experts. An on-going long-term project.

### Michel Chartron during his speech



The speakers in Singapore. Among them, Michel Chartron, Philippe Casteleyn, Pierre Bianchini, Esfandiar Gharibaani, as well as the PALEA hosts, Ian Todkill and Glenn Barnes and Lou Bialy for NEIL

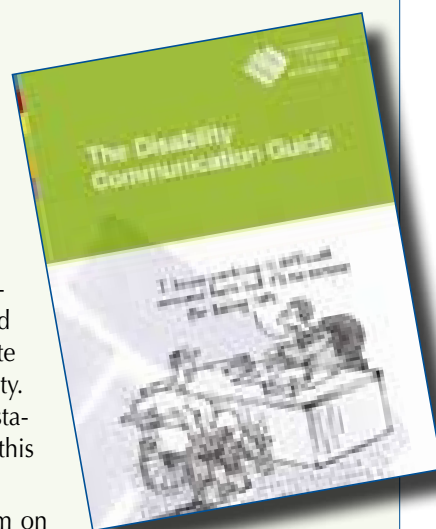


An audience, listening intently

## A new Disability communication guide available

This newly revised «Disability communication guide» is a best practice and provides advice on disability etiquette for businesses that want to get it right on disability. The guidance is easy to read and illustrated with cartoons. It will enable you to: Recognize and avoid the attitudes and behaviors that create barriers and misunderstandings, Be more comfortable working with disabled colleagues, Develop a greater understanding of the views and preferences of disabled people, Communicate your commitment to getting it right on disability. Co-brand guides with your disability equality statement to communicate your commitment to this issue.

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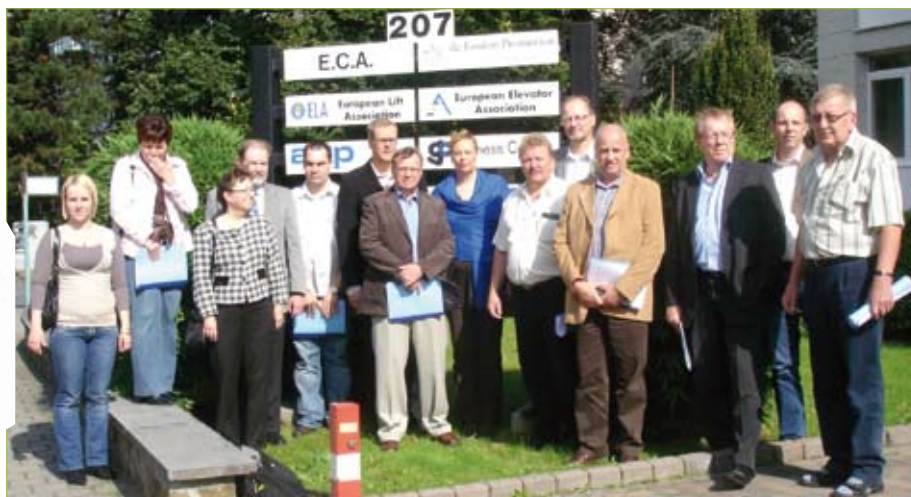
## The Finnish association visits ELA

A delegation of the Finnish lift association, SHUY, led by its General Secretary Veli-Pekka Vitikka, visited ELA in Brussels in September, to be briefed on the actions carried out by the European association. The delegation took advantage of its visit to Brussels to hold a board meeting on ELA premises and to visit the European Parliament.

The President of ELA, Michel Chartron, present in Brussels on that day, took part in the discussions. It is certainly an excellent way to be kept aware of the evolution of European legislation and European normalization work.



The Finnish delegation led by Veli-Pekka Vitikka was briefed by ELA's President, Michel Chartron (centre) and the Secretary General, Luc Rivet (standing)



## Statistics for 2007 and 2006 available before the end of the year

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Table: A2007 Company: MC Lift 1 Country: AUSTRIA

ELECTRICAL LIFTS					
Load	Speed	Number of units	Total value € 1000		
≤ 400 kg	≤ 0.5 m/s	1	1		
400 kg < 630 kg	≤ 0.5 m/s	1	1		
630 kg < 1000 kg	≤ 0.5 m/s	1	1		
1000 kg < 1250 kg	≤ 0.5 m/s	1	1		
1250 kg < 1600 kg	≤ 0.5 m/s	1	1		
1600 kg < 2000 kg	≤ 0.5 m/s	1	1		
2000 kg < 2500 kg	≤ 0.5 m/s	1	1		
2500 kg < 3150 kg	≤ 0.5 m/s	1	1		
3150 kg < 4000 kg	≤ 0.5 m/s	1	1		
4000 kg < 5000 kg	≤ 0.5 m/s	1	1		
5000 kg < 6300 kg	≤ 0.5 m/s	1	1		
6300 kg < 8000 kg	≤ 0.5 m/s	1	1		
8000 kg < 10000 kg	≤ 0.5 m/s	1	1		
10000 kg < 12500 kg	≤ 0.5 m/s	1	1		
12500 kg < 16000 kg	≤ 0.5 m/s	1	1		
16000 kg < 20000 kg	≤ 0.5 m/s	1	1		
20000 kg < 25000 kg	≤ 0.5 m/s	1	1		
25000 kg < 31500 kg	≤ 0.5 m/s	1	1		
31500 kg < 40000 kg	≤ 0.5 m/s	1	1		
40000 kg < 50000 kg	≤ 0.5 m/s	1	1		
50000 kg < 63000 kg	≤ 0.5 m/s	1	1		
63000 kg < 80000 kg	≤ 0.5 m/s	1	1		
80000 kg < 100000 kg	≤ 0.5 m/s	1	1		
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315000 kg < 400000 kg	≤ 0.5 m/s	1	1		
400000 kg < 500000 kg	≤ 0.5 m/s	1	1		
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630000 kg < 800000 kg	≤ 0.5 m/s	1	1		
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1600000 kg < 2000000 kg	≤ 0.5 m/s	1	1		
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2500000 kg < 3150000 kg	≤ 0.5 m/s	1	1		
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800000000000000 kg < 1000000000000000 kg	≤ 0.5 m/s	1	1		
1000000000000000 kg < 1250000000000000 kg	≤ 0.5 m/s	1	1		
1250000000000000 kg < 1600000000000000 kg	≤ 0.5 m/s	1	1		
1600000000000000 kg < 2000000000000000 kg	≤ 0.5 m/s	1	1		
2000000000000000 kg < 2500000000000000 kg	≤ 0.5 m/s	1	1		
2500000000000000 kg < 3150000000000000 kg	≤ 0.5 m/s	1	1		
3150000000000000 kg < 4000000000000000 kg	≤ 0.5 m/s	1	1		
4000000000000000 kg < 5000000000000000 kg	≤ 0.5 m/s	1	1		
5000000000000000 kg < 6300000000000000 kg	≤ 0.5 m/s	1	1		
6300000000000000 kg < 8000000000000000 kg	≤ 0.5 m/s	1	1		
8000000000000000 kg < 10000000000000000 kg	≤ 0.5 m/s	1	1		
10000000000000000 kg < 12500000000000000 kg	≤ 0.5 m/s	1	1		
12500000000000000 kg < 16000000000000000 kg	≤ 0.5 m/s	1	1		
16000000000000000 kg < 20000000000000000 kg	≤ 0.5 m/s	1	1		
20000000000000000 kg < 25000000000000000 kg	≤ 0.5 m/s	1	1		
25000000000000000 kg < 31500000000000000 kg	≤ 0.5 m/s	1	1		
31500000000000000 kg < 40000000000000000 kg	≤ 0.5 m/s	1	1		
40000000000000000 kg < 50000000000000000 kg	≤ 0.5 m/s	1	1		
50000000000000000 kg < 63000000000000000 kg	≤ 0.5 m/s	1	1		
63000000000000000 kg < 80000000000000000 kg	≤ 0.5 m/s	1	1		
80000000000000000 kg < 100000000000000000 kg	≤ 0.5 m/s	1	1		
100000000000000000 kg < 125000000000000000 kg	≤ 0.5 m/s	1	1		
125000000000000000 kg < 160000000000000000 kg	≤ 0.5 m/s	1	1		
160000000000000000 kg < 200000000000000000 kg	≤ 0.5 m/s	1	1		
200000000000000000 kg < 250000000000000000 kg	≤ 0.5 m/s	1	1		
250000000000000000 kg < 315000000000000000 kg	≤ 0.5 m/s	1	1		
315000000000000000 kg < 400000000000000000 kg	≤ 0.5 m/s	1	1		
400000000000000000 kg < 500000000000000000 kg	≤ 0.5 m/s	1	1		
500000000000000000 kg < 630000000000000000 kg	≤ 0.5 m/s	1	1		
630000000000000000 kg < 800000000000000000 kg	≤ 0.5 m/s	1	1		
800000000000000000 kg < 1000000000000000000 kg	≤ 0.5 m/s	1	1		
1000000000000000000 kg < 1250000000000000000 kg	≤ 0.5 m/s	1	1		



# EUROPE ADOPTS THE “NEW APPROACH”

## The New Legal Framework for marketing of products adopted

The modernisation of the **New Approach for marketing of products** was adopted finally in the European Council on 23rd June 2008. This broad package of measures which has the objective of removing the remaining obstacles to free circulation of products represents a major boost for trade in goods between EU Member States. ELA fully supports the approach, particularly on the CE marking aspects and the need to professionalize market surveillance.

It will bring particular benefits for small and medium sized enterprises (SMEs), for example lift components manufacturers, who will no longer be discouraged from doing business outside their domestic markets. Existing market surveillance systems for industrial products will be strengthened and aligned with import controls. These measures will reinforce the role and credibility of CE marking.

In addition, trade in goods which do not fall under EU-legislation will be improved. From now on a Member States that intends to refuse market access will have the duty to talk to the enterprise and to give detailed objective reasons for any possible refusal, making life for companies easier.

The package of measures will have an impact on a large number of industrial sectors, representing a market volume of around \_ 1500 billion a year. Among them: lifts and escalators. The legal texts adopted on June 23rd are available to ELA members on the ELA website (Members only section: [www.ela-aisbl.org](http://www.ela-aisbl.org))

The objective of the package is to facilitate the functioning of the internal market for goods and to strengthen and modernise the conditions for placing a wide range of industrial products on the EU market. The



package builds upon existing systems to introduce clear Community policies which will strengthen the application and enforcement of internal market legislation.

- It introduces better rules on market surveillance to protect both consumers and professionals from unsafe products, including imports from third countries. This particularly applies to procedures for products which can be a hazard for health or the environment for instance, which in such a case will be withdrawn from the market;

- It enhances the confidence in and quality of conformity assessments of products through reinforced and clearer rules on the requirements for notification of conformity assessment bodies (testing, certification and inspection laboratories) including the increased use of accreditation; a reinforced system to ensure that these bodies provide the high quality services that manufacturers, consumers and public authorities need;

- It enhances the credibility and clarifies the meaning of CE marking. In addition, the CE marking will be protected as a community collective trade mark, which will give authorities and competitors additional means to take legal action against manufacturers who abuse it;

- It establishes a common legal framework for industrial products in the form of a toolbox of measures for use in future legislation. This includes provisions to support

market surveillance and application of CE marking, amongst other things and it sets out simple common definitions (of terms which are sometimes used differently) and procedures which will allow future sectoral legislation to become more consistent and easier to implement. The provisions are split for legal reasons, but must be considered in parallel, as they are fully complementary and together form the basis of consistent legal framework for the marketing of products. The provisions of the Decision will be fed into existing Directives as and when they are revised – in effect, it is a basis for future regulation.

What next?

The Regulation on marketing of products will be applicable as from 1 January 2010.

Implementing actions for accreditation policy and market surveillance will be prepared so as to be ready for the 1 January 2010 date.

The provisions of the Decision can be used immediately but to be operational they need to be fed into existing Directives when they are revised.



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