



The ELA Roadmap

The Case for Global Technical
Barrier-Free Trade (GTBFT)

ELA Study: Status Update on
Accessibility in Europe

Jean-Pierre Jacobs
Secretary General ELA

INTERLIFT – 18th of October 2013



2013 – 2016 ROADMAP

Major focus areas

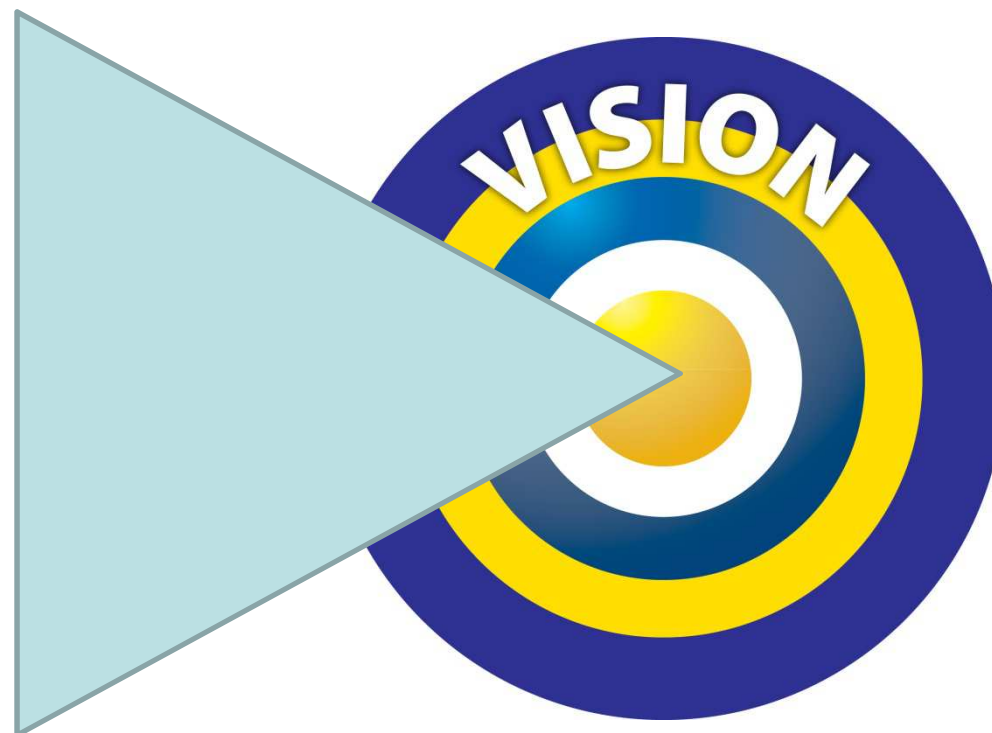
Safety

Accessibility

**Energy Efficiency +
Sustainable
development +
Environmental issues**

Global Harmonization

**Attractiveness of the
industry**



WHAT WE ARE

WHAT WE WANT TO BE

DELIVERABLES

OPERATIONAL PRIORITIES₂





WHAT WE ARE



A European association representing:

- 25 EU member associations
(representing 1 300 companies)
- More than 5 million existing lifts
- 120 000 new lifts every year
- More than 160 000 employees

WHAT WE WANT TO BE



- ELA is recognized by the authorities as the representative association & the voice of the lift & escalator industry in Europe.
- ELA is a major partner for the authorities, the industry & society to improve quality, safety, energy efficiency, accessibility and sustainable development.
- ELA is recognized by its members (multinationals, SMEs & components manufacturers) as a high added value contributor.



The Case for Global Technical Barrier-Free Trade (GTBFT)

FINANCIAL TIMES 20/03/2007 3

WORLD NEWS



Angela Merkel with Robert Kimmitt, US deputy Treasury secretary, at an EU-US conference in Berlin yesterday. The German chancellor said the two regions must join forces AP

EU and US to begin single market push

By Bertrand Benoit in Berlin

The European Union and the US will next month start an ambitious initiative to harmonise regulations, norms and technical standards in up to 40 economic and industrial sectors, laying the cornerstone for a single market between the two regions.

The pledge is the central item in the draft agenda of the April 30 EU-US summit in Washington, a senior German government official told the Financial Times. The summit will mark the official launch of German Chancellor Angela Merkel's initiative for a transatlantic economic partnership which aims to abolish non-tariff barriers to trade and investment between the world's two richest regions.

Although the summit will only mark the start of the initiative, negotiators are hopeful that they can sign a long-delayed "open sky" agreement, which would create a unified civil aviation market between the two regions.

The three dozen other sectors to be given priority range from the automotive industry, where regulatory incompatibilities are responsible for a 10 per cent of the cost of developing and producing new cars, to biofuels and renewable energies.

"India, China and others are setting us a new competitive challenge. They will continue to do so and develop their own know-how," Ms Merkel told an EU-US conference in Berlin yesterday.

"This is why we must join forces... Whoever sets the norms today will secure the markets of tomorrow."

Ms Merkel, who has sought to mend Germany's frayed relationship with Washington since entering office 18 months ago, has put the transatlantic economic partnership high on the list of priorities for Berlin's presidency of the EU, which ends in June.

The April summit will also identify "lighthouse" projects where negotiators think harmonisation can be achieved over the next 12 months, or which would bring fast and tangible benefits to consumers.

The summit would create discrete "sectoral dialogues" under the oversight of "four to six eminent persons", who would maintain political

pressure on national regulators and business representatives to deliver and report on the progress at next year's summit.

These "ambassadors", or "chaperones", could be cabinet ministers, former government officials or parliamentarians with political authority and privileged access to the groups and institutions involved.

One name being floated on the EU side, although he has not yet been approached, is Mario Monti, the former EU commissioner and current president of Milan's Bocconi University.

Analysis

FINANCIAL TIMES TUESDAY JULY 10 2007

Standard bearer How the European Union exports its laws

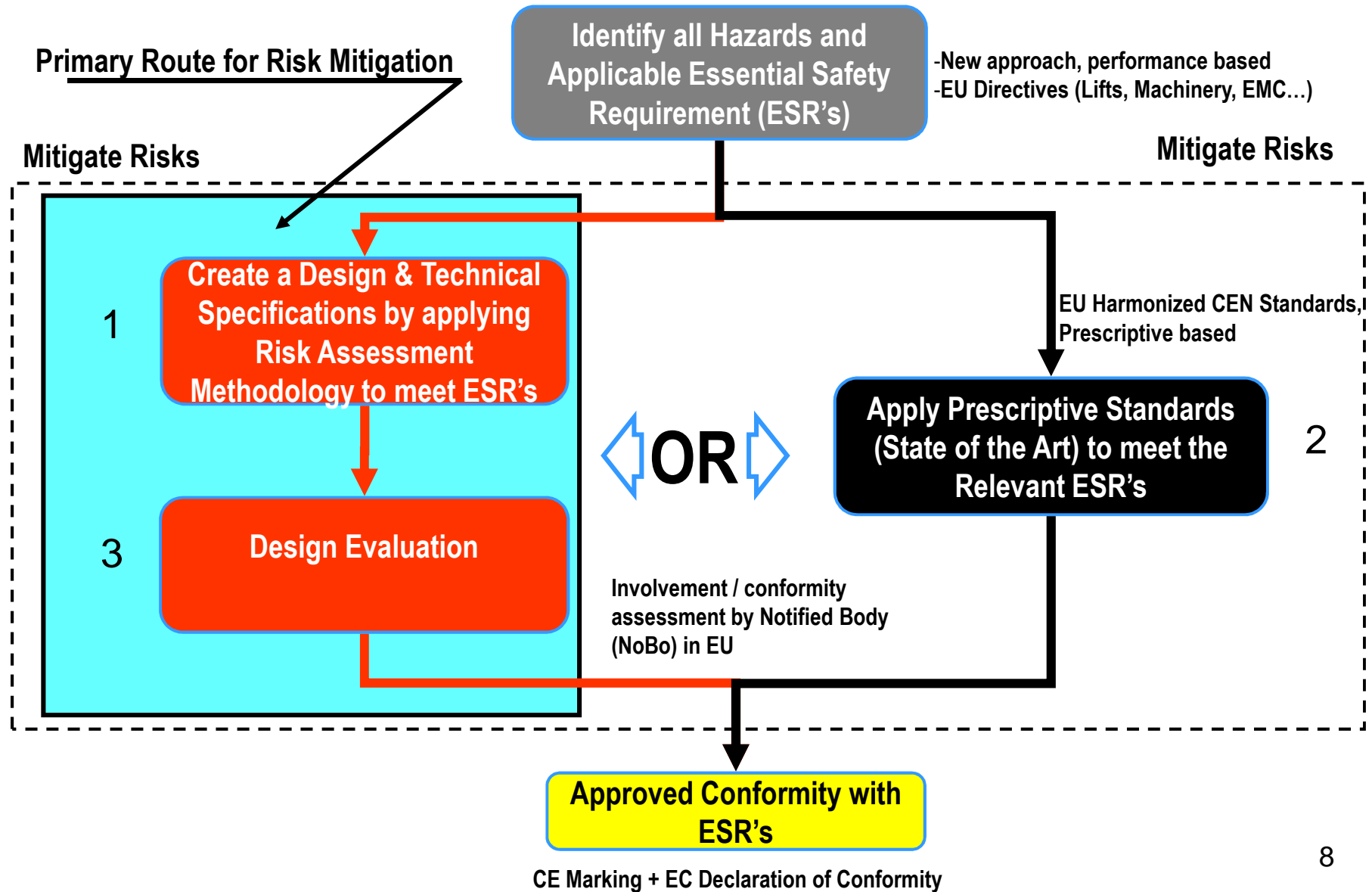


In the EU we have:

- The New Approach, **performance**-based.
- CEN Standards, **prescriptive**-based and harmonized towards EU New Approach Directives.
- **Conformity Assessment**, with Third Party involvement.

= the: “EU 3 Part Model”!

Basic Model





ELA New Approach (1):

- Is applicable in all EU Member States.
- Is translated through the EU directives (e.g.: Lifts Directive, Machinery Directive,...), including performance-based ESR's(*), combined with:
 - conformity assessment modules.
 - the involvement of Third Party Notified Bodies.
 - (EU) market-surveillance.
- Is fully legislative-based:
 - EU directives transposed through National law in each Member State.

* ESR's = Essential Safety Requirements



New Approach (2)

- Promotes Technical Barrier-(free)Trade (TBT) of (new) goods in the EU market.
- Is transparent and also easy to apply by non EU-manufacturers, resulting in increased interest for an “open regulated” EU-market.
- Promotes a common minimal safety level.
- Removes obstacles for innovation.
- Speeds up the introduction of new technologies.
- Is in the interest of the consumers and the industry.

→ Negative: has an EU limited work-field only

→ Positive: it works!



Harmonized CEN standards:

- Alternative and easy way to fulfil EU New Approach ESR's.
- Not legislative-based.
- Gives presumption of conformity with EU ESR's. (e.g.: LD, MD,...).
- Indicates: « the state of the art for safety ».
- Allows easy deviation (= innovation), using a Third Party.

→Negative: CEN is mainly Euro-centric oriented/designed, but ...

→Positive : The EN 81 series are today global relevant
as prescriptive code.



Conformity assessment:

- Is the way to prove conformity with the EU New Approach ESR's by:
 - Self-certification → Notified Body is indirectly involved through system certification (ISO 9000 + LD module).
 - Product certification, when deviating from the harmonized standards → NB directly involved.
- Certify once, install everywhere in the EU.
This works !



Promoting **Global** Technical Barrier- Free Trade (**GTBFT**):

- Would be nice to find an EU look-alike “**3 Part Model**” all over the world.
- Mutual recognition of tests and certification (Mutual Recognition Agreements/Multilateral Recognition Agreements) at global level are missing.
- MRA's/MLA's can only work if similar/aligned processes, common ESR's and technical prescriptions are existing/implemented at global level...



Success Story:

The European Standard
EN 81 has become:

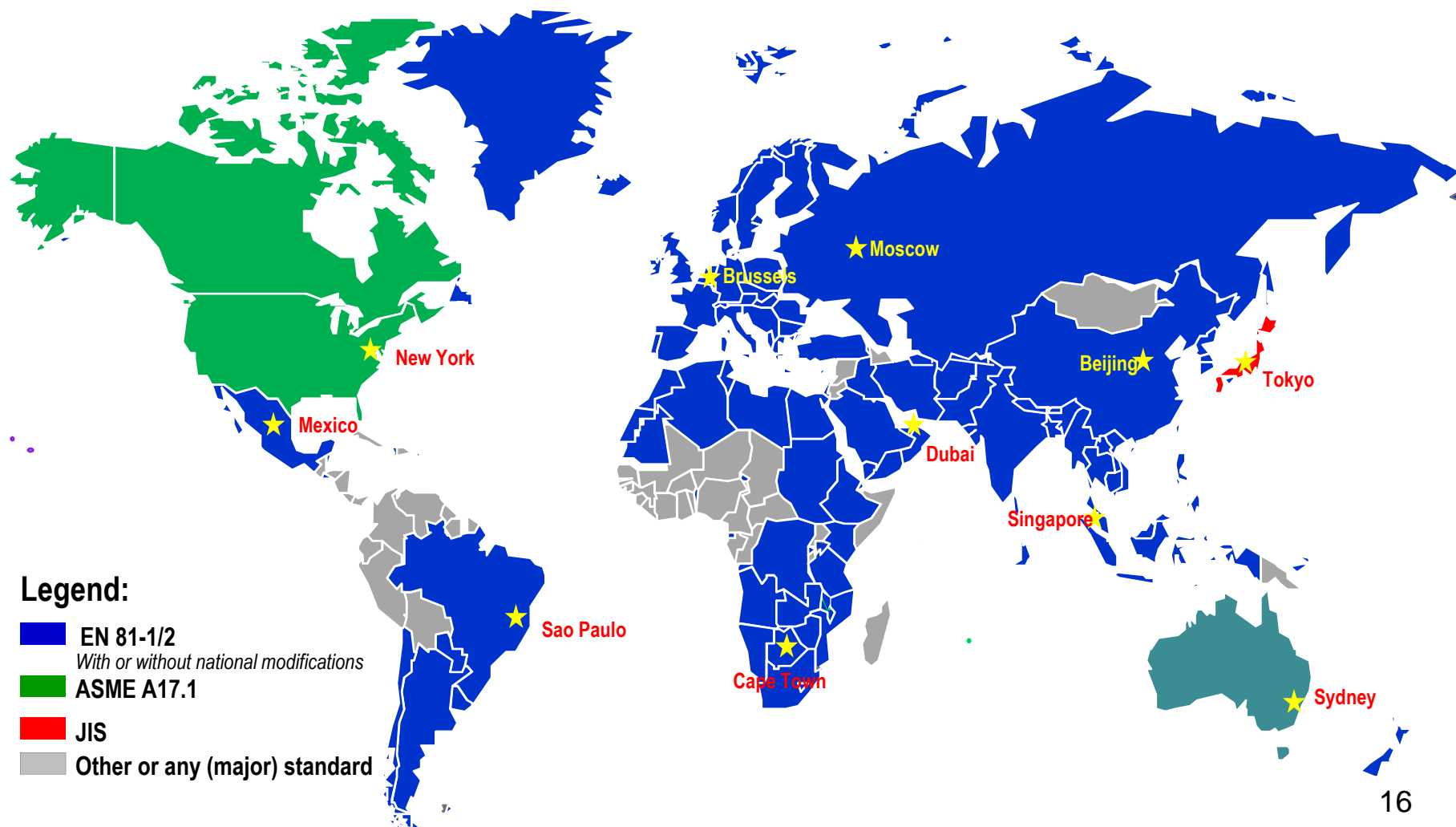
The “Global Relevant Prescriptive”
lift standard!

ELA Historically generated drawbacks:

- Countries outside Europe cannot formally address their demand by participating, commenting and voting.
 - Positive footnote: CEN TC 10 established contacts with China, Russia, Korea, Pacific Asia Lift and Escalator Association,...North America.
- Standard development work is prioritized based on the European requests.
 - Positive footnote: actual EN 81-1/2 revision is strongly influenced by Non-European inputs!
- Many countries take EN 81 and make national modifications. Those changes create obstacles for Global Technical Barrier-Free Trade (GTBFT).
 - Positive footnote: revised EN 81-1/2 (=new 20/50) is more global relevant = less need for local deviations⁵



Elevator & Escalator Today Code status





On a longer timescale, global relevant standards have to be ISO/IEC standards.

+

Successful, historically grown and maintained EN standards can remain as the future basis, supporting an ISO (-EN) solution!



The ISO 22559 series:

“Safety requirements for lifts”:

- Part 1: Global Ess. Safety Requirements
(GESR's)
- Part 2: Global Safety Parameters **(GSP's)**
- Part 3 & 4: Global Conformity Assessment
Procedure **(GCAP)**

= the “ISO Global 3 Part Model”



Link to ISO 22559 series (part 1,2,3&4)

- The performance-based ISO 22559 series needs a prescriptive lift standard to set the safety level of a “state of the art design”.
- A prescriptive ISO(-EN) standard fits better for this purpose than different national standards.
- ISO 22559 series allows “New Approach” on a global scale, a prescriptive ISO standard is not mandatory but preferred...



Europe welcomed the world to participate in the revision of EN 81, which may, under the Vienna Agreement, end up with a Global ISO (-EN 81) prescriptive standard.

An ISO (-EN) Global Prescriptive standard, is completing the “ISO Global 3 Part Model” !



Certify once, and install everywhere ...that's the common Lift - Industry GTBFT target !

In other words:

The 1-1-1 dream: "One standard – One test – One certification."

Quote by former ISO President Mr. Cortopassi

Mr. Cortopassi's dream today replaced by the motto:

"Global standards used locally, worldwide"



Status of accessibility in the European built environment

ELA study:

“ACCESSIBILITY OF THE BUILT ENVIRONMENT LEGISLATION
IN EUROPE”

***More information on the ELA website:
www:ela-aisbl.org / Accessibility (floor 0)***