Activity Report
June 2019 - June 2020

European Federation for Elevator Small and Medium-sized Enterprises
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INTERNAL NEWS

EFESME Board of Directors and General Assemblies

The last two EFESME Boards of Directors and General Meetings took place one on the 19th June 2019, in Rome, Italy, at the Confindustria headquarters, thanks to the kind invitation of President Bruno Venditti, and the other on 17th October 2019, during the prestigious framework of the Interlift fair in Augsburg, Germany.

During the meetings, which were attended by both members and experts of the Federation, there was the opportunity to discuss the activities to be carried out to protect and support lift SMEs, always making sure that these projects and initiatives follow and, sometimes, anticipate the needs of and developments in the elevator sector.

In addition, EFESME experts were able, on both occasions, to give an extremely detailed overview of the dossiers they are carrying out in the working groups in which they participate: among these, to name but a few, it is important like to mention EFESME's commitment to CEN-CENELEC, ETSI, ISO, to the Notified Bodies for Lifts and Lift Working group, also thanks to the support of SBS - Small Business Standards.

New EFESME experts

Of particular importance and reason of satisfaction for the whole Federation is the addition to the EFESME technical experts' team of three new experts involved in the digitization sector, fundamental for the elevator sector - Mr Marco Cogliati, Mr Lars Odlen, and Mr Riccardo Tribaudino were welcomed in the team on the 17th of October, and will be mainly engaged in ETSI Smart M2M, and ISO TC178 AHG focused on digitalisation and cybesecurity, and in the EFESME Digital WG.

Meetings of the EFESME Board of Directors and General Assembly:

- June 19th, 2019 - Rome
- October 17th, 2019 - Augsburg
- June 15th, 2020 - Online meeting
The liaison with CEN has been renewed for 2020

The renewal of the liaison with CEN is a source of great satisfaction for EFESME. It is a testament to the excellent work done by the Federation's experts within the CEN when they participate in various working groups.

Our experts will continue working with and participating into the activities within the European Standardisation Bodies. This will allow them, the Federation, and all the members to cooperate in the writing and revision of the standards influencing and affecting the lift sector.

The Liaison, which began in January 2018, allows EFESME to continuously strengthen its commitment to the interests and needs of micro, small and medium-sized enterprises in the lift sector in the reality of European standardisation.
**EFESME Events**

To highlight the many and successful activities that the Federation has carried out with its members and experts over the last twelve months, EFESME has organised and participated in a series of satisfying events, in Brussels and around Europe. This has allowed the Federation to meet its members and their associates, and the get to know better and better the national realities and needs.

These events were attended by the EFESME staff, by the representatives of its members and by their own associates, as well as by the many experts involved in these activities and by various guests. So far, the participants have had the occasion to create interesting forums of discussions, to study and analyse together several and different topics of interest for the SMEs in the lift sector.

**July 2019**

**1st International Lifts Technical Meeting, Sofia, Bulgaria**

On Monday 8 July 2019, EFESME and BALM, the Bulgarian Association of Lift manufacturers, organised together the 1st International Lifts Technical Meeting event, in Sofia (Bulgaria). The event was a perfect first opportunity for EFESME to get to know the Bulgarian lift industry on the ground, thanks to the efforts and commitment of Mr Damyan Petrov, co-founder of BALM and Vice-President of EFESME.

The day saw speeches by Mr Evgeni Kasabov and by Mr Damyan Petrov, on behalf of BALM, who explained the importance of the day as the creation of a first link between the European and the Bulgarian realities, to allow the creation of a positive collaboration for the benefit of Bulgarian SMEs.

Mr Massimo Bezzi, President of EFESME spoke at length about what EFESME is and what it does thanks to its members, its experts, and its staff. EFESME’s participation to the activities of CEN, ETSI, and ISO were highlighted to illustrate how the activities of the Federation on standardisation are numerous and pervasive, so as to be able to better protect and support the SMEs it represents.
EFESME’s collaboration with SBS – Small Business Standards and with SMEunited was explained by Ms Elettra Bilibio, to show how the Federation is active and present from both a technical and a political point of views. Many of the technical activities followed by EFESME are possible thanks to the support and the resources made available by SBS, which in turn is supported by the European Commission. These activities allow EFESME to support SMEs and to make their voice heard in Europe.

Finally, Mr Luciano Faletto, Secretary General of EFESME, spoke at length on the concept of lift modernisation. Mr Faletto referred to the EN 81-80 standard (Lift upgrades for existing lifts) and gave a detailed background explanation to enable participants to understand what this standard was based on. The modernisation of existing lift systems and their safety are two topics are two topics of the utmost importance for the Bulgarian lift sector, and Mr Faletto’s speech created a lot of interest and curiosity, despite the complexity of the topic.

The public, which included not only many SME owners, but also representatives of the government, the university sector, and the Bulgarian Standardization Institute, was highly interested in what was being said, paying particular attention to the modernisation of lifts. The lively Q&A session allowed the speakers to answer numerous questions from the public, focusing mainly on how to modernise Bulgarian plants and on the differences between the Bulgarian market and other European markets. The quality of the interventions and questions from the public, as well as the liveliness of the dialogue, allowed both realities to understand that, in the near future, they can work together to achieve greater results, both local and European, essential for the protection, support, and promotion of SMEs.

October 2019
EFESME participated to Interlift 2019, Augsburg, Germany

Once again in 2019, EFESME took part in the annual edition of Interlift, the international trade fair for the elevator sector held every two years in Augsburg, Germany.

During the 4 days of the fair, EFESME had the opportunity to meet its members and their associates, as well as to confront itself with other realities of the sector, with other elevator associations (ELA, CEA China, ...), and with many of its contacts.
As part of a series of events that saw the Federation closely involved during the fair, including the SBS Lift Seminar (see pg. 20) and the Board of Directors and General Assembly (see pg. 5), EFESME organised with ELEVATOR WORLD the launch event of their new partnership.

On the 17th of October, Mr Massimo Bezzi, President of EFESME, and Mr T. Bruce MacKinnon, President and CEO of ELEVATOR WORLD, announced this new and ambitious partnership, which saw the European publication ELEVATOR WORLD Europe become the Federation's official gazette.

After illustrating both the realities involved in the event and in the project, both Presidents stressed the importance of having a publication dedicated solely to the European market, and the potential that the same will have in communicating and distributing fundamental details and news in the sector.

The new sectorial publication will be the official EFESME gazette, and will let the Federation speak more specifically about the business reality in which it moves, leading to a completeness of information possible thanks to a prestigious publication such as ELEVATOR WORLD.

EFESME is convinced that this collaboration will lead to great and interesting results for all parties involved.
December 2019
Meeting with POVESA, Athens, Greece

On Tuesday 17th December, **EFESME met with its Greek member, POVESA, to discuss several topics and to keep each other up-to-date with the latest information and news on the respective initiatives and actions undertaken in the Greek market and at European level.** Such a collaborative and constructive meeting was possible thanks to **POVESAv's constant commitment on Greek territory** and to the work that EFESME brings forward thanks to its experts and to its collaboration with important partners such as SBS - Small Business Standards and SMEunited.

POVESAs illustrated the important actions it is taking to **work with the Greek Ministries and support Greek SMEs**, especially in dealing with the consequences of the economic crisis - POVESAs support to Greek SMEs has in fact allowed them to present a common front against the recession. Among the many actions taken at national level, POVESAs has paid particular attention to its participation in different **working groups with several Greek ministries**, and to its participation in various fairs, such as, for example, Ascen.Tec. The association also wrote position papers for various Greek ministries and organised regular meetings with different actors of the Greek economic reality, such as trade unions, other national federations, and several ministries.

For its part, **EFESME presented the activities it is pursuing both with SBS - Small Business Standards**, which help is always important for EFESME to keep being the voice of lift SMEs at European and international level regarding standardisation; and independently, thanks to the work of its experts involved in various technical groups, such as CEN TC10 and ISO TC178.

The issue of **digitalisation**, which is increasingly important at every level, was discussed, so as to have **different approaches and inputs from the national realities** on how and what to study in this important issue and on what is needed by SMEs. In addition, particular **emphasis was placed on the events organised by EFESME**, which allowed experts and representatives of SMEs and other actors, such as the European Commission and representatives of CEN-CENELEC and other European associations, to discuss and exchange ideas and opinions.
On Thursday 12th March, in the fascinating setting of Prague, VmA – Vereinigung mittelständischer Aufzugsunternehmen e.V., the German member of EFESME, had its General Assembly and celebrated the 35th anniversary of the German association. VmA first Chairman, Mr Ralph Kanzler, invited to EFESME to participate in the public part of the GA to present its activities at European level and meet the VmA associates.

The first speech saw Ms. Mariana Krasemann and Mr. Felix Hartung introducing Thor Industriemontagen, a personnel service provider that has fully equipped technicians for elevator construction. Afterwards Mr. Kurt Seifert presented the RAL Quality Association for Smoke and Heat Extraction Systems. SHEV systems are often installed in the elevator shaft, and it must comply with DIN EN 16763.

The panel dedicated to EFESME started with a video by the EFESME President, Mr Massimo Bezzi, who explained the work of EFESME and its importance for SMEs in the lift industry. Moreover, the President underlined once again the importance of the participation of the members and their associates to the EFESME activities, so that the Federation can act most effectively to support and protect the SMEs it represents.

Following President Bezzi’s video, Mr. Damyan Petrov, Vice-President of EFESME, first presented his own company Prolift and the association BALM from Bulgaria, and explained why it is important for SMEs in the Bulgarian market to be part of EFESME. Mr. Petrov then went on explaining the EFESME activities more into details, especially its focus on digitalisation, where several technical experts work in various bodies of the European Union as well as in the standardisation organisations.

Another important focus was EFESME membership to SBS, which has given to the Federation and its SMEs a stronger voice when working with the European institution, and the standardisation bodies: thanks to the support and prestige of SBS, EFESME regularly participates in the meetings of CEN-CENELEC, ETSI, and ISO, as well as other expert groups of the European institutions, to present and support the SMEs it represents.
From left to right: Mr P. Georgios Vlasopoulous, President of POVESA, Ms Elettra Bilibio, Advisor for EFESME, Mr Damyan Petrov, Vice-President of EFESME and representative of the Bulgarian member BALM, and Mr Pavlos Mammonas, Secretary General of POVESA.

From left to right: Mr Kurt Seifert from the RAL Quality Association, Mr Wolfgang Adldinger from VfA - Verband für Aufzugstechnik, Mr Felix Hartung and Ms Mariana Krasemann from Thor Industriemontagen, Mr Björn Hauck, and Mr Damyan Petrov, Vice-President of EFESME.
Future Events

Given the global emergency that the planet is experiencing due to the COVID-19 pandemic, many of the events that EFESME and its members had planned have been cancelled or postponed. Nevertheless, the Federation has remained extremely active with its members, and some events are already scheduled for the second half of the year, so as to continue to involve lift SMEs in the various activities and projects that the Federation is developing thanks to its experts and partners at European and national level.

October 2020

FEPYMA proposes to organise the 1st European Congress of Lift SMEs, in Seville, Spain

Next October, FEPYMA, the Spanish member of EFESME and the association for the protection of Spanish lift SMEs, proposes to organise the 1st European Congress of Lift SMEs, an online event to promote good practices among European SMEs, to address together the challenges that the future poses to small and medium-sized enterprises, and to foster collaboration between them across Europe.

The event was supposed to be part of the organizes the 2nd Spanish Congress of Lift SMEs, a three-day congress organised in October in Seville. Due to the uncertainty caused by COVID-19, FEPYMA and its Board of Directors have decided to cancel the national event, but propose to continue with the remote organization of the European project and event.

SBS Lift Forum 2020

In this context, EFESME is considering to organise the annual SBS Lift Forum during the European Congress proposed by FEPYMA. The event, part of the Call SBS won by EFESME for 2020, is organized every year to allow SMEs to meet colleagues and experts in the field, and come to know new topics of potential interest to discuss and study together during the event.

The forum is organized under the auspices of SBS - Small Business Standards, which from 2013 supports SMEs in the field of standardization and represent their interests before various European and international standardization bodies.
December 2020
The National ANACAM EXPO & CONVENTION will take place in Milan, Italy

EFESME will participate in the ANACAM EXPO & CONVENTION, next 2-4 December, in Milan, Italy. The event, originally scheduled for June 2020, has been postponed due to the COVID-19 emergency in Italy and, especially, in Lombardy. ANACAM President, Andrea Codebò, has decided to organise the event again in Milan to give a strong, positive signal of support and encouragement to the city, renewing the confidence of the national association in what is the most important industrial and economic hub of the country.

The Congress will be dedicated to the challenges and opportunities created by digitalisation in the elevator industry. During the three days, ANACAM will organize a series of seminars, meetings and panels aimed at involving all the players in the sector in the cooperation between SMEs to help create, together, an increasingly sustainable, prosperous and smart future.

During the Congress, EFESME and its staff and experts will have the opportunity to speak during a dedicated panel, in order to present to the members of ANACAM and its guests the latest news from Europe, especially in the field of standardization, relations with institutions, and activities in support of SMEs during the COVID-19 emergency.
Institutional Activities

Meeting with the European Commission, DG Grow

On 19 February 2020, Mr Luciano Faletto and Ms Elettra Bilibio met Mr Vesa Katajisto and Mr Bruno Standaert at the offices of DG Grow.

The meeting was used by EFESME to present its arguments and requests on some important topics, such as:

- The lack of harmonisation of six standards (EN81-21, 28, 58, 70, 71, and 77), refused by the Commission in February 2019.
- The development of the ISO 8100-20 and EFESME’s position on it.

These bilateral meetings with the European Commission are of the greatest importance to allow a fruitful exchange of information for both sides, and consequently for the SME and the market in which they work.

Collaboration with ELA

The collaboration with ELA has continued over the last few months thanks firstly to a bilateral meeting that took place on October 16, 2019, at the prestigious Interlift trade fair in Augsburg, Germany. The meeting was attended by both Presidents, Massimo Bezzi (EFESME) and Roberto Zappa (ELA), Vice-President Björn Kollmorgen (ELA), the two General Secretaries, Luciano Faletto (EFESME) and Luca Pezzini (ELA), as well as the EFESME Policy Officer, Luca Incoronato, and the Advisor, Ms Elettra Bilibio.

The main topics discussed concerned digitalisation and interest of both organisations in finding common positions to present to the Commission.

The collaboration between EFESME and ELA found its best expression in the compendium of guidelines to work safely during the COVID-19 crisis, developed by EFESME experts and members, and which saw the final participation of ELA, so as to have clear and shared guidelines throughout the sector.

More information on the guidelines is available at pg. 27
EFESME met the new SBS Director

On 9th January EFESME and its staff met the new Director of SBS, Mrs Maitane Olabarria Uzquiano, in Brussels.

Olabarrio Uzquiano, who has a long experience in the field of standardization thanks to her previous roles in CEN-CENELEC and CECIMO, took the place of Mrs Christel Davidson, who left the association last December after four years of collaboration with SBS.

The meeting was attended by Mr Massimo Bezzi, President of EFESME, Mr Luciano Faletto, Secretary General, Mr Luca Incoronato Policy Officer, and Mr Ivan Ferrarini, the EFESME expert involved in the work of CEN TC10 WG1 and, until recently, in ETSI, with the support of Miss Elettra Bilibio, the Advisor from the EFESME Brussels office.

This meeting was the perfect opportunity to introduce the Federation and its activities to the new Director, and to illustrate how the collaboration between SBS and EFESME is bringing important results for SMEs in the lift sector.

After a detailed introduction of the Federation by its President and its Advisor, Secretary General Faletto and Mr. Ferrarini detailed the work in progress within ISO, CEN-CENELEC and ETSI, underlining in particular the excellence of the results achieved in standardization and how the next activities will develop. Again, on the subject of technical meetings, Mr. Incoronato explained how EFESME is moving within the Lift Working Group of the European Commission, as well as the activities carried out at national level with the members.

The meeting was extremely interesting and fruitful, and allowed the two associations to reinforce once again the positive relationship existing for years, to continue to work together in support of SMEs.
SBS Expert Meeting: an opportunity for our experts to discuss standardisation together

On 11-12 February 2020, the first SBS Expert Meeting of 2020 was held in Brussels. The meeting allowed representatives of different organisations to have adequate time to meet the experts and discuss with them.

The first day saw a series of introductory sessions, on SBS and its work, and on what is expected from a SBS expert in supporting SMEs in the technical and working groups.

During the second day there were more technical presentations to update the experts on the latest news from CEN-CENELEC, ISO, and ETSI, to get an idea of how the positions of SMEs are being pursued within the various working groups.

The EFESME experts in SBS also had the opportunity to discuss the problems they encounter in their work, among which is the failure to comply with Guide 17 in the work of the CEN-CENELEC working groups. Guide 17 is a set of instructions created specifically to allow the writing of an SME-friendly standard, so as not to create additional burdens for them. The EFESME experts once again encouraged colleagues to use Guide 17, despite the opposition often encountered in working groups from non-SMEs.

According to the experts involved, the SBS Expert Meeting is a very important opportunity for growth. Meetings of this kind, organised by SBS to provide its experts with a forum for discussion, allow them to compare and make available the most diverse experience acquired over years of work, activities and research, to give concrete form to the work done previously, completing current projects and developing new, increasingly ambitious ones.

In the end, SBS itself proves to be an irreplaceable source for a continuous proactive discussion among the various experts and members who collaborate in its activities. As EFESME, the participation of our experts is essential to keep alive and active that network of knowledge in the various, and often interconnected, sectors that allow us to continue our work in support of SMEs that we represent at European level.
Activities within the SBS Call 2020

The activities developed with SBS continued in 2019 and early 2020, thanks to EFESME's success in being awarded the SBS Call for both years. This project allows the Federation to have the right support to develop activities and events to support and protect SMEs, within the objectives of the European Commission and DG Grow to further promote and enhance the Single Market and the fundamental role that SMEs have in it.

In this context, EFESME activities developed around five main topics, which allowed the EFESME team to follow several dossiers with the aim of writing SME-friendly standards.

1. Monitoring activities

Established in 2017, the monitoring activity checks the status at the national level of the relevant standards and Directives affecting the lift sector, in order to keep track of their implementation, translation and transposition into the national legislation. Such an approach has allowed EFESME to make available a comprehensive overview of their status in both the EU and the EFTA countries, and to detect eventual anomalies or particular cases.

The most relevant directives and standards were selected for this exercise, in total two Directives and eight standard:

- **Directives:** Lifts Directive 2014/33/EU and Machinery Directive 2006/42/EC
- **Standards:** EN 81-20, EN 81-21, EN 81-28, EN 81-50, EN 81-70, EN 81-72, EN 81-73, and EN 81-77.

In the framework of monitoring the above-mentioned Directives and standards, EFESME regularly asks the EU member states and the EFTA countries if any development has taken place. These inputs are collected by contacting the EFESME’s members, located in fourteen countries, as well as the National Standardisation Bodies (NSBs) in EU and EFTA countries, the Permanent Representations to the European Union (PermRep) and the national Chambers of Commerce of the Member States of the EU and EFTA. Contacts are made every quarter for the purpose of updating the table.

*The tables and the reports are available* [here](#).
2. SBS Lift Seminar

The 2019 edition of the SBS Lift Seminar took place during the international trade fair Interlift (see pg. 8), on October 17th.

The SBS Lift seminar, introduced by Mr Massimo Beazzi, President of EFESME, and by Ms Gunilla Almgren, President of SBS, who spoke on the importance of digitalisation for SMEs, lasted the whole morning. It was divided in two sessions, the first theoretical and the second more practical and based on case studies. This allowed the speakers to explore the most different aspects of cybersecurity and standardisation in the lift sector.

During the first session, aptly named **Standardisation and monitoring in the digital era**, the speakers were Mr Scarrone, Chairman of ETSI TC SmartM2M, and Mr Lars Odlen, a Swedish entrepreneur with a decades-long experience in the sector.

Mr Scarrone spoke about how the standard can support the integration of the so-called “smart lifts”, while Mr Odlen explained how to monitor a lift from remote, and what are the risks in doing so.

The second session explained **how digitalisation and cybersecurity are affecting the lift market**.

**Mr Riccardo Tribaudino, head of hardware and software development at Elettroquadri**, presented a material example of how digitalisation can provide **real-time information** about an installation, without any risk.

Following the path set by Mr Tribaudino, **Mr José Maria Compagni, Coordinator of FEPYMA, showed how the Spanish market is reacting to the challenges posed by digitalisation**, presenting the conclusions of two events recently organised on Spanish territory (more information here).

At the end of the event, the **Q&A sessions offered to the audience the opportunity to engage in a lively debate** about different aspects of cybersecurity in the lift sector, taking advantage of the various speeches as a starting point to expand the discourse towards more specific aspects.

More information and the speakers’ presentations are available on the [EFESME website](#).
3. Technical Groups

The work of the EFESME experts continued steadily in 2019, thanks to the support and fruitful collaboration with SBS within the Call.

The experts participated in the meetings of several technical groups, ensuring that the development of standards and other documents of fundamental importance for the daily life and work of SMEs were as accessible, simple and understandable as possible:

- **ETSI Smart M2M** - EFESME's participation at ETSI has seen an important change in the figure of the new technician involved, Mr Marco Cogliati, who takes the place of Mr Ivan Ferrarini, currently engaged in CEN TC10 WG1 and CEN TC10 TF HaS. ETSI Smart M2M is of deep interest to the Federation for its digital implications.

- **Notified Bodies - Lifts** - The activity has continued in a constant way, despite the recent difficulties encountered due to COVID-19. Secretary General Faletto is the EFESME expert in this field.

- **EDP** - Given the growing interest of the current European Commission for ecology, the Federation's attention is always focused on "green" issues. The EPD group, developed with ELA, is currently at a standstill, but activities continue in the field of Eco-design.

- **Lift Working Group** - Although the work of the LWG has been interrupted by the Commission for the time being, EFESME's participation has allowed the Federation to support the work of the European Institution in developing guidelines for SMEs. The experts involved are Mr Luca Incoronato and Mr Giuseppe Iotti.

- **Machinery Directive Working Group** - EFESME has participated in the work of the MDWG since last December, thanks to the expert Tiziano Caresani. The works of this WG will serve to provide the Commission with key information to develop policies on machinery.

- **ISO Cybersecurity and ISO AHG** - EFESME's participation in these new working groups is part of the Federation's continuing interest in digitalisation, a key issue for SMEs. The expert involved is Mr Lars Odlen.

- **CEN TC 10 TF HaS** - The Task Force is working to respond to comments made in February 2019 by the European Commission when it refused the standards proposed by CEN. The particularly tight set of deadlines makes the work of this Task Force particularly dynamic for Secretary General Faletto and Mr Ferrarini.
4. Articles and position papers

As foreseen by the Call SBS, EFESME continues to write sectoral articles to inform SMEs of the latest news, issues and developments in standardisation activity at European and global level.

The most recent articles are:

- June - *Development, regression, and further evolution of lift safety standards*
- September - *The ongoing revision of all CEN Safety Standards for lifts to comply with the EC Mandate M/549*
- November - *Standardisation, IoT, and the potentialities for the lift industry*
- December - *Are “Lifting Platforms” becoming more and more popular, and can they still be safe?*

Numerous other articles on themes of relevant importance are being written by our experts or under review at SBS, to provide important information to SMEs in a more agile way than official communications from standardisation bodies and to be of immediate benefit and interest to our members and their associates.

In parallel with the sectoral articles, EFESME also develops position papers setting out the positions of SMEs on certain topics in order to explain in detail specific topics of common interest. These documents are developed by the EFESME experts with the collaboration and support of a mirror committee within SBS, in order to involve other sectors and receive inputs, opinions, and other points of view.

The most recent position paper is:

- *SBS position on the standard ISO 8100-20, Lifts for the transport of persons and goods – Part 20: Global essential safety requirements (GESRs)*, available here.

These deliverables are also distributed both at European and global level thanks to our partners, primarily ELEVATOR WORLD Europe, and thanks to the contacts that the Federation has created, maintained and developed in its fifteen years of activity.
5. SBS Lift Forum

As part of the SBS Call, EFESME organised the SBS Lift Forum, in Brussels, on the 23rd of May 2019 - A detailed report of the event is available on the EFESME website, and in the previous Activity Report.

The event developed around the concept that digitalisation can have very positive effects in the daily work of SMEs, but can also create risks and threats that may seriously damage them.

As for the SBS Lift Forum part of the SBS Call 2020, the event was supposed to be held in May, but the COVID-19 emergency prevented this important event from taking place.

Nevertheless EFESME, with the valuable collaboration of SBS and the various technicians involved in standardisation activities, has already started discussing with its members and experts how to organize the next edition of the forum, which might very well take place during next autumn. In this regard, future meetings and discussions will serve to identify different possibilities of collaboration at the national level, as proposed by FEPYMA (see pg. 13) and supported by the other members.

The aim of the event organised together will be to put the individual national realities even more in touch with the European context in which EFESME works, to demonstrate how a synergy between the two parties gives the best way to achieve important results for SMEs.
SBS Experts’ Activities

The work of the EFESME experts under the aegis of SBS has continued with constancy and excellent results also within CEN TC 10 WG 1, CEN TC 10 WG13, and ISO TC178.

The efforts of the experts involved, Mr. Ferrarini, Mr. Caresani and Secretary General Faletto, allowed both EFESME and SBS to be extremely proactive and proactive in the work of the various groups, in order to ensure a standardization system as SME-friendly as possible.

The Federation is extremely satisfied with the work carried out so far, and is confident that, with the continuous collaboration of SBS, the support of its members and the tenacity of its experts, it will be able to achieve more and more fundamental and important results for SMEs.

CEN/TC 10 - Lifts, escalators and moving walks

- **CEN/TC 10/WG 1** - Lifts and service lifts
  Mr Ivan Ferrarini

- **CEN/TC 10/WG 13** - Vertical lifting appliance with enclosed carrier
  Mr Tiziano Caresani

ISO TC178 - Lifts, escalators and moving walks

- **WG4** - Safety requirements and risk assessment

- **WG6** - Lift installation

- **WG10** - Energy efficiency
  EFESME Secretary General Mr Luciano Faletto
EFESME Activities

1. EFESME Digital Working Group

As part of the digitalisation activities that EFESME is carrying out with its members, the EFESME Digital Working Group, the WG that allows the Federation, national associations and their guests to discuss and confront the most interesting topics of the digital world, took place on the 20th of May.

The three most important topics in the agenda were:

- **Trakia.Tech introduction on the activities they are developing in the lift sector.** The Bulgarian think-tank, specialized in digitalisation, is working on a system to collect and process different types of data produced by a lift, so that it can work more efficiently, analyse the situation of the plant, and be able to predict more accurately the interventions to be made.

- **The role of digitization during the COVID-19 emergency and in the coming months.** The discussion was mainly about the possibilities and opportunities that the COVID-19 emergency can create for SMEs. Although it is clear that the health emergency has caused immense difficulties for the sector and the economy as a whole, the fact that the virus itself can create opportunities for the sector is evident, and it was also topic of discussion during the EW India Webinar on 12th May (vedere pagina X).

- **The EFESME questionnaire on how COVID-19 has impacted on their activities with regard to remote working, and what are the expectations for the digital future of their businesses.**

The next EFESME Digital WG will take place in a couple of months, following the calendar of working groups at ETSI and ISO with the participation of the Federation's experts.

*Find more information on the [EFESME website](http://www.effesme.org).*
2. First 2020 EFESME Expert Meeting

The first EFESME Expert Meeting of 2020 took place on 20th April. The meeting focused on the activities carried out by the Federation at European and international level, and allowed EFESME to go into detail about the documents they are developing or correcting, especially in the light of the latest decisions taken by the European Commission regarding EN81 standards in the sector.

Particular attention was paid to the activities that EFESME develops year after year with SBS. In this context, the present discussed deliverables in preparation, such as articles and position papers on various topics related to standardisation and SMEs in this area, and events to be organised to involve them more and more.

Finally, the last part of the meeting allowed the members to present the activities carried out at national level: VmA (Germany), ANACAM (Italy) and FEPYMA (Spain) illustrated their past and future activities and events (see pages 11, 13, & 14).

There was also an opportunity to discuss the activities carried out within the individual national standardisation institutes and with other industry partners, with a special attention on COVID-19.

Find more information on the EFESME website.
FOCUS ON COVID-19

1. EFESME developed a compendium of guidelines to work safely

In order to meet the particular needs of the sector during the COVID-19 emergency, and to complete with specific instructions the various national protocols on how to work safely during the pandemic, EFESME developed sector guidelines to give clear and precise indications on how to behave when it is necessary to intervene at an installation for maintenance, repair and rescue of trapped people.

⇒ The Guidelines are available for download here (in English)

The document, based on inputs and comments submitted by the various EFESME members, was developed during several meetings by a group of experts and technicians with different backgrounds. The final result is a compendium of good practices to be shared by the various members, specific enough to provide useful and sectorial insights where the various national protocols could not go into detail.

The elaboration of the final version also saw the participation of ELA - European Lift Association, EFESME's counterpart for large companies and multinationals in the sector, and counts on the support of SBS - Small Business Standards and SMEunited. Both aspects prove how crucial it is for SMEs to be able to rely both on information that is precise, simple and shared from the various players in the lift sector, and on the support of the European organisations created to support their needs and their work.
Among the **topics covered**, one finds:

- The use of the means of transport
- The Intervention at an installation
- The use of PPE
- The rescue of trapped people

Plus, **two Annexes on PPE and on WHO recommendations**.

**These guidelines are in no way intended to replace what are the European, national, regional and/or local laws and decisions developed by the relevant authorities.** What they aim to achieve is to provide a compendium of good practices specific to the lift sector, that might be adapted at national and/or even regional level where authorities have thought of stricter rules.

In this regard, two EFESME members, [ANACAM](#) for Italy and [ANPA](#) for France, are working on the **translation of the guidelines at national level**, so that, once again, the work done at European level can find its fulfilment and material usefulness at national level, in order to effectively support the daily work of SMEs that the Federation represents.
2. EFESME activities with its members and experts

2.1 EFESME meetings on COVID-19

In order to fight together the COVID-19 emergency and to give the greatest possible support to the SMEs of the lift sector it represents and to its members, \textbf{EFESME organised a series of videocalls with the various national lift SMEs associations} to know the situation of the sector country by country and the needs of SMEs in individual national markets, and to coordinate a common response on how to face and overcome the crisis.

Some of the \textbf{topics discussed so far are}:

- What the European Institution, especially the European Commission, and the other European agencies have already done and are doing to support SMEs across all sectors;

- What the single national governments are doing internally, comparing several economic decisions and supporting policies to find a coordinated approach among members.

- The importance of telework and remote training, but also the need to keep the economy as lively and active as possible, thinking about the future with cautious optimism.

- The importance of following hygiene rules imposed by governments, both on a personal level and in the workplace, to limit contagion and protect oneself and others.

- The need to know how to protect workers and which measures are to be implemented, especially given the shortage of PPE throughout the continent.

- The need for greater clarity about the obligations of SMEs with regard to maintenance and periodic inspections of installations; attitudes in this regard change from state to state, and it is difficult at present to obtain firm answers from the authorities.

- The need for greater clarity on the part of the authorities as to what is considered an “essential activity”, and how to protect production chains to ensure the availability of the necessary spare parts (see pg. 30).
The outcome of these meetings and the input exchanged between members and experts led, on the initiative of the EFESME President, Mr Massimo Bezzi, to the creation of sectoral guidelines to show how to work safely during the pandemic (see pg. 27).

Find more information on the EFESME website.

2.2 New internal communication channels

As a result of these meetings with members, and given the need to have a fast and dedicated means of communication dedicated to the crisis, the EFESME team decided to create new internal communication channels, one through the use of WhatsApp, the other through a specific mailing list to share information, requests and proposals.

These new communication channels have proved to be very effective, especially with regard to the WhatsApp channel dedicated to components availability, and have allowed members and the Secretariat to exchange information, ask questions and get immediate feedback.

The use of these new channels, in parallel with the regular use of the existing website, social networks and mailing lists, has given the Federation a new flexibility to use in the future, beyond the crisis, to be closer and closer to members, their associates and national realities.

2.3 Members’ initiatives

At national level, EFESME can be particularly satisfied with the great work carried out by its members to help SMEs navigate the turbulent waters of the COVID-19 emergency.

Some members, such as ANACAM, ANPA, FEPYMA, and VmA, developed national guidelines and infographics, which converged in the European guidelines developed by the Federation (see pg. 27) and were subsequently inspired by them for new updates.

Moreover, many meetings were organised by the members at national, regional and local level, to coordinate and inform SMEs on COVID-19. EFESME had the opportunity to participate in some of them to learn about the difficulties of SMEs.
**ANACAM and COVID-19**

On April 29th, ANACAM organised a National Conference to discuss with its members and several guests the important issue of the so-called Phase 2 of the COVID-19 containment on the Italian territory as well as the changes it entailed for SMEs, specifically the gradual reopening of activities, as well as the measures to be implemented to combat the virus in the workplace.

In this regard, ANACAM and its experts presented to the members a set of simple and clear guidelines on how to behave when going to work on a plant to do maintenance and/or repair, and to rescue people trapped in the cabin. This specific document is the translation and implementation at national level of the European document developed by EFESME (see pg. 27), which was used as a starting point for the development of a new document more in line with the Italian reality and its needs.

The meeting was also an important opportunity for ANACAM President, Mr. Andrea Codebò, to underline the positive and encouraging sense of solidarity that has arisen among the ANACAM members, a virtuous circle of mutual help and support that must continue in the post-crisis future.

This is a vision that EFESME can only share, with the hope that it can be one of the inputs to enable the sector to restart based on what has been learned so far.

*More information will be made available soon on the ANACAM website.*

**FEPYMA and COVID-19**

Since the beginning of the crisis, when it was clear that lockdown measures were indispensable, but there was still no particular clarity from the competent authorities, FEPYMA has organized a series of videocalls with its associates, to discuss together the emergency and who to deal with it and with its consequences.

During these meetings, FEPYMA questioned its associates about the difficulties encountered, their needs and the most effective type of help and support. There was also a lot of discussion on how to approach the competent national authorities, and FEPYMA was keen to explain to those present the different regional policies put in place, so that all associates were as well informed as possible.

*The result of this fact-finding survey on SMEs and COVID-19 are available on the FEPYMA website.*
EFESME participated in some of these meetings, thus having the opportunity to gather important information on the evolution of the crisis in Spain and on the needs of Spanish SMEs during the lockdown situation. This information, as well as the infographics made available by FEPYMA, was an important component during the development of the sectoral guidelines (see pg. 27).

Find more information on the EFESME website.

2.4 EFESME participated in the ELEVATOR WORLD India Webinar

On May 12 EFESME participated in the global webinar organized by ELEVATOR WORLD India to discuss the impact of COVID-19 on the elevator industry. The Federation, represented by its President, Mr Massimo Bezzi, discussed with other important players in the sector to analyse together the current situation, and exchange ideas and opinions on how to face, overcome and, why not, learn from the crisis generated by COVID-19.

It was quickly made clear that the sector, like the whole economy, is living a unique historical moment in its drama, but also in its opportunities. Faced with these changes, which one should not be afraid to define as epochal, the webinar is a first step towards sharing ideas, opinions and practices on how to react to this global crisis in order to find, together, ways to come out stronger.

The success of the webinar has also shown that remote training and education activities can be a very viable alternative to continue with the planned activities and events until the situation returns to relative normality. By working and collaborating together, the lift industry can emerge stronger, more resilient, and more modern than before from this global crisis.

The video of the Webinar is available on EW India FaceBook page.

Find more information on the EFESME website.
COMMUNICATION AND MEDIA

In an increasingly dynamic and changing environment, an agile, fast, and always up-to-date communication strategy is essential in order to increase the visibility of our activities within the sectorial press, the stakeholders, and the organizations we work with.

Over the past two years, EFESME has worked to strengthen its visibility and external communication strategy to bring us closer to our readers and our audience, and to make the documents we produce and the news directly relevant to our sector more easily accessible.

In addition to constantly updating our website, EFESME regularly uses social media, in particular Facebook, LinkedIn and Twitter, to distribute and obtain news, updates, and information that are useful for our work and for our members.

In addition, the bimonthly newsletter includes EFESME activities, legislative updates, various updates on the material produced and published, the agenda of meetings attended by our experts and of the upcoming events, and any other information useful to us.

You can receive the newsletter, which is also available on our website and on social media, by contacting the EFESME Secretariat and registering to the service.

To register for the EFESME newsletter, write to: secretariat@efesme.org
Supporting documentation
Development, regression, and further evolution of lift safety standards

June 2019

Background

Immediately after the Lift Directive 95/16/CE came into force, at the end of June 1999, the President, Secretariat, and technical advisor of the first European association of the SMEs’ in the lift sector, ELCA, had the opportunity to meet with the EC desk officer in charge of the Lift Directive implementation. ELCA had been founded just one year before, in 1998, on the acknowledgement that all the important matters and discussions concerning lifts would be dealt with in Brussels. In most cases, the European Commission would be directly involved. Moreover, the new European standards EN 81 – 1 and EN 81 – 2 had just been published and harmonised: they were expected to provide a possible means of compliance with the Essential Health and Safety Requirements (EHSR) of the Directive.

The environment for the European lift SMEs was quickly changing and, they had to make the appropriate move to cope with such big change. Since then, many things have happened, very often in relation to the need to ensure that the development of the lift safety standards are in line with the indications given in the Lift Directive. Most of the players involved in such exercises had a lot to learn, because of the new approach introduced by the EHSRs of the Directive. These EHSR were indicating performance requirements and no longer prescriptive ones, as it had been done by lift safety standards. This opened a fairly long period of rather harsh debates on the most appropriate interpretation of some EHSRs, especially of those that seemed to be limited only to a few, quite short, items in Annex 1 of the Lift Directive. There was a special focus on the consequent apparent lack of appropriate instructions and of the availability and information on the use of special tools. SMEs thought they should have been more clearly specified in the relevant safety standards EN 81 – 1 and EN 81 – 2.

The discussion in ISO

While these discussions were going on in Europe, at ISO TC 178 there were several activities to identify the main differences among the major worldwide safety standards for lifts. The target was to find convergence on commonly agreed procedures for the verification of conformance of newly installed lifts, worldwide. This work took quite a long time as the experts highlighted for each specific national standard all the specific items, they did not consider sufficiently equivalent to similar items provided by the other standards. At the end of the convergence process, it was agreed that the latest versions of the European standards EN 81-1 and EN 81-2 were the most comprehensive and acceptable compendium of all the necessary safety requirements for lifts. Therefore, they were taken as the basis for the commonly agreed ones, acknowledging they could be slightly modified to the satisfaction of the other national teams.

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Only recently, further to the debates concerning the standard ISO 8100-20 on the Global Essential Safety Requirements for lifts, it was evident that, in this standard, several important requirements were missing. We strive to have all the specific requirements supplied with all lifts containing the documentation for instructions, maintenance, repair and use of special tools, i.e. those tools that need to be supplied by the manufacturer when the lift is handed over to its owner.

European standards EN 81-20 and EN 81-50

A lack of proper documentation can also be found in European standards EN 81-20 and EN 81-50. This is because, in the latest published version, there are only limited indications that mainly refer to the standard EN 13015 - Maintenance for lifts and escalators - Rules for maintenance instructions. In our opinion, in EN 13015 there are only vague and generic indications on how to write such instructions, not really about the specific content of each specific instruction to be provided for a specific lift.

The recent refusal by the European Commission, to harmonize the text of a set of standards for lifts, including EN 13015 and the new revision of standards EN 81-20 and EN 81-50, highlighted that they do not fully comply with the recent Mandate M/549. This is the Mandate given by the European Commission to CEN for the revision of all the lifts’ safety standards to make them comply with the requirements of the recently updated Lift Directive 2014/33/EC. This Mandate highlights, among other important issues, the need to specify, in the safety standards for lifts, which are the instructions that must be provided, as required by the Directive, by the installer with every lift being placed on the market.

The North-American market

In the Working Groups developing the standards, there are very knowledgeable experts from companies operating also in the North American market. We assume that, for that market, they are bound to implement the mandatory prescriptions of the local safety standards for lifts. These are the A 17 family in USA and CSA B44 in Canada, for instructions and special tools. It might appear very strange that they never highlighted the need to comply with similar prescriptive requirements. In fact, in those standards there are whole sections dedicated to such requirements that are mandatory and are clearly identified and explained with all the necessary details. For instance, ever since the early versions of the North American standards, there is a specific section, section 8.6, that provides almost seven pages of specific instructions on how the lift manufacturer has to detail the instructions for “maintenance, repairs, and replacements” of each lift. These instructions include also the details on how to prepare a specific manual for the planned maintenance operations. These operations are to be carried out for any specific lift, according to the instructions of the lift manufacturer, for the whole operational lifetime of the lift.

More specifically, item 8.6.1.2 General Maintenance Requirements, in clause 8.6.1.2.1. requires that a Maintenance Control Program shall be provided, giving precise indications to keep the equipment in line with the requirements of section 8.6.

It is indicated that the Maintenance Control Program, which shall be made accessible to the lift personnel, shall specify at least:

- the scheduled intervals at which the examinations, maintenance, and tests of equipment shall take place, considering the need that such procedures and intervals shall be consistent with:
  - the ageing and wearing out of the equipment, its design and original quality,
  - its average usage, in addition to the environmental conditions,
  - any possible improvement of technology

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The need to regularly lubricate, clean and adjust the relevant components, in addition to maintaining the installation in compliance with the specifications of section 8.6 by repairing or replacing any defective or worn components, when necessary.

At the lift controller, Instructions shall also be provided concerning how to find the location where the Maintenance Control Program can be retrieved, how to fill in the reports on corrective actions and, also, any other information that shall be made available to the responsible party.

Practically, in item 8.6.1.4 Maintenance Records, clause 8.6.1.4.1, it is specified that there shall also be, at the lift site, a logbook in which the description and dates of all the maintenance and testing operations shall be recorded. This, in addition to all the relevant information concerning, for example, dates of call-backs or other reports given to the lift personnel, including also the relevant corrective actions taken, if any.

**Section 8.7 - Alterations**, also includes more than ten pages with the description on how to modify existing lifts according to a new version of the standard. A quick investigation in which we involved some companies based in Canada confirmed that the lift inspectors, who have to check the compliance of the lifts with the applicable standards, would never allow any units to be placed on the market, if the whole set of instructions had not been properly provided to the lift owner. It is then quite surprising that most of such experts insist to keep to the minimum the number of instructions to be mentioned in the new European standards. It seems that they even try to oppose the legitimate requests by the European Commission responsible to verify the compliance of such standards with the EHSRs of the Lift Directive. The fact that in the North American markets the inspectors verify all the documentation of the lifts, is certainly based on the assumption that the presence of such documentation is fulfilling an Essential Health and Safety Requirement that is intended to allow the owner of the unit to freely select the organisation servicing his lift.

This is indeed a legitimate expectation of the lift owners. **Thanks to the detailed instructions provided by the manufacturer before starting the operation of the lift, the owner is assured about the safe and efficient operation of his/her lifts for their whole operational lifetime**, independently of whether the lifts are maintained by their manufacturer. The requirements necessary for the instructions as listed above, are indeed a set of Essential Safety Requirements and the inspectors in the North-American market duly refuse to let the lift operate in their absence, as they would do if any of the other, more explicit, safety requirements were not properly implemented. Indeed, such instructions, when properly implemented, provide the necessary level of safety of each lift also for the years to come.

The Chinese market

In China, the lift safety standards were fully based on the EN 81-1 and EN 81-2. With the tremendous growth of the Chinese market of new lifts, from 120k lifts/year in 2009 to 650k lifts/year in 2018, the limited number of knowledgeable maintenance and repair personnel could hardly cope with the number of new units. On the other hand, the lack of appropriate instructions, typically the operating and life-saving ones that should be provided with each lift according to the requirements of the appropriate standards, did not help the service newcomers, and led to an increasing number of major accidents and a proportionally high number of fatalities (an average of 40 per year). As a consequence, the authorities and the lift associations decided to develop their own safety standards for installation and maintenance of lifts. If the revised European standards duly include, as required by the Lift Directive, the need to provide the necessary operating and life-saving instructions for each lift, this decision might be reverted. Nevertheless, we understand the need for the Chinese authorities and operators to eliminate the risky situation of having lifts placed on their market without the appropriate amount of life-saving instructions, in line with the ones originally assumed as necessary by the other major standards and also by the European Lift Directive.

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We still trust the ability of CEN to quickly adapt to this urgent need and to improve the existing lift safety standards according to the EC Mandate M/549 and, more broadly, to market needs.

**Latest ongoing developments**

The more recent evolution on the exchange of data between lifts and their service centres, either directly or via internet-based means, is further sparking new ways to carry out lift monitoring, maintenance operations and their planning. These means, at present, tend to be a sort of proprietary tools that are considered by the lift manufacturers as belonging only to them. If the data produced by the lifts during their operation, independently of who is servicing it, would be made available only to their manufacturer, they may not be easily retrievable or understandable by any third parties selected by the lift owners.

This might indeed cause great detriment to the lift owners, because they may not be able to have the same maintenance operating procedures and actions, by any third-party service providers, as those planned by the original manufacturers. This although the third parties might be usefully updated by the use of those data produced and made available by the lifts. If this is this case, the need for the lift installers to provide complete instructions to the lift owners, shall include also appropriate means of accessing the data produced by the lifts during the whole of their life. In addition, the availability of a common, or easily interpretable, “language” to be used for the exchange of information between lifts and service centres shall be included in the set of instructions. This seems to be the only way to guarantee the lift owners that, in the whole life of the lift, the level of safety or efficiency of their operating units will not be endangered by a lack of or an insufficient initial set of mandatory instructions.

A further question comes to mind: would the North-American lift safety standards be further updated to cope with these newly developing situations?
As explained in the article published by SBS in February 2019, “Harmonisation of European lifts standards: a rough process”, the European Commission refused to harmonise six EN 81 series standards approved by CEN. This is an unprecedented situation, as, since the entry into force of the first Lifts Directive (95/16/EC), the Commission had never refused to harmonise standards adopted by CEN for what concerns the lift sector. As a consequence, several meetings took place between the Commission services and the CEN-CENELEC Management Centre (CCMC) to find an appropriate solution, and to agree on a timetable for the revision and subsequent harmonisation of the new versions of the EN 81 series standards.

At the end of this series of meetings, the Commission asked the CCMC for the CEN/TC10 to continue its work by organising it in three steps.

As a first step, the Commission asked CEN to approve a revised version of EN 81-20/50:2019 by September 2019. This new, revised version now includes an accurate Annex ZA, only dated normative references, and an amended foreword. Subject to a positive assessment by the Commission, the standard could be cited in the Official Journal of the European Union in the first quarter of 2020.

The second part of the work concerns the immediate revision of the versions of the six standards that were rejected by the Commission in February 2019. This phase serves to include all references to EN 81-20/50:2019, and to implement as many Commission comments as possible on the specific parts of the standards. The Commission provided these comments in a letter on 12 February 2019. This partial revision of the standards should be finished by the third quarter of 2020 with their possible citation in the Official Journal of the European Union in the second quarter of 2021.

The final part of the review work will cover the whole family of lift standards, both EN 81-20 and the other complementary standards, to bring them fully into line with the Commission’s comments by September 2022.

At the end of this long process, the publication of the references of the standards in the Official Journal of the EU would take place by June 2023.

The representatives of both SBS and EFESME in CEN/TC 10 are contributing to the work of the Committee to meet the challenging timetable proposed by the Commission. They are active members in the task force that will carry out the technical review of the main standard, EN 81-20, and will ensure that it will fully comply with all the requirements set out in Mandate M/549, including those dealing with fair competition in the internal market.
Standardisation, IoT, and the potentialities for the lift industry

November 2019

One of the exciting and inspiring elements of digital transformation is what is called IoT (Internet of Things), which is the system that involves physical objects that can be connected to the Internet and collect their data on the network. When we talk about “things” connected to the Internet, we are no longer referring only to computers and telephones; today, a vast variety of objects can be connected, including “things” such as tennis rackets, clothing, vehicles, and practically all kinds of appliances within the household.

Even biological elements, such as pets, crops, livestock, are starting to be involved in this network. “If you think that the Internet has changed your life, think again. The IoT is about to change it all over again,” said Brendan O’Brien, co-founder of Aria Systems. Estimates speak of between 10 and 15 billion connected devices, with an expected double-digit growth trend in the coming years. The most interesting element of this evolution is the amount of data collected, which largely exceeds the number of connected devices. This technological revolution offers SMEs great opportunities for growth and development in a relatively new and constantly evolving market.

The IoT is influencing entire sectors, challenging companies to reshape their technology and business development plans. The lift industry, accepting this challenge, is integrating more and more intelligence and connectivity into a rather simple machine, allowing the industry to evolve towards the exploitation of the potential of the digital world. The data acquired in digital lifts include both the dynamics of the operation of the components of the lift itself (such as doors, contactors, dark contacts, etc.), and the behavioural dynamics in the lift use by the consumers (times of greatest use, modalities of use, etc.).

The real time availability of the data, related to the operation of the lift components, offers the possibility to detect anomalies, and send this information to the technical staff in order to obtain a resolution of the problem in a much shorter time than in the past. For example, the wear and tear of a landing door contact has symptoms that initially do not affect the correct operation of the lift, and yet, not being promptly detected, they worsen. As an initial consequence, there are only temporary malfunctions whose natural consequence is system downtime. Troubleshooting can take a lot of time, and once the cause has been identified, the spare part must be procured. As a result, downtime increases, and this has a negative impact on the end customer satisfaction level. On the other hand, thanks to the use of IoT technology, when the first symptoms appear, the data transmitted allow the technical department of the maintenance company to analyse the symptom, find the cause, procure the necessary spare part, and finally send the technical staff to solve the problem. This ecosystem thus connected, reduces downtime, increases the quality of service, and gives a sense of security to the end customer, who becomes increasingly aware of the benefits of the services offered by a company that uses IoT technology.

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Some of the data collected by the IoT lift relates to the dynamics of use of the lift itself. For example, in public places with a high frequency of visitors, it is possible to collect data concerning the traffic flow, such as the hours of most use, or the most served floors. All these data are analysed and processed, so one can respond in real time to the dynamics of user flow, remotely changing service priorities. Another example that concerns the dynamics of use in places of high traffic, is the need, before a major event (such as those happening in a stadium, in an exhibition centre, in a sports hall), to test the full functionality of the elevators in the structure. Thanks to the use of an intelligent lift system, an operation test is launched, at the end of which reports are generated with the test results. This integration allows the maintenance company to offer a quality service based on the quality of the lift performance, and to ensure the full functionality of the lifts at the time of greatest influx to the customer.

In addition to the benefits that IoT brings directly to the lift sector specifically, by improving the quality and by increasing the number of services available, the use of IoT made it possible to enter an ever-evolving ecosystem. To fully exploit the potential of these innovative technologies, several aspects of this growth need to be addressed, including interoperability between systems and cybersecurity of data collected and stored on the network. The use and constant reference to standards allows facing and exploiting effectively and efficiently the challenges and opportunities of this digital transformation.

Speaking of interoperability between systems, we can take a modern building as an example, where several IoT systems manage heating, alarm systems, lighting, access control, elevators, and much more. Standardisation allows to identify the connected IoT devices, and to know specifically their data management elements, making the most of their potential. Therefore, for example, the lift provides some standard data such as car filling, car temperature, direction of travel, most served floors, and times of use. The collection and sharing through the network of these standardised data allows making them available to other systems in the building, in turn, capable of receiving and processing them according to those same standards. This does not exclude the possibility for the “thing” (lift type) to also manage proprietary, non-standardised data to provide the end-user with further tools for customising the service.

Standardisation also has an effect in solving problems related to the security of the data itself, as well as its management. Data acquired by IoT devices are transported, stored, processed, and finally shared with other systems. Along this supply chain, the risk of security risks can be high; standardisation of security levels can increase reliability and protection. So, back to the elevator “thing”, data transmission can be routed through protected channels (VPN-HTTPS, etc..), stored in encrypted databases, processed, and finally shared in protected servers. Concerning data security, standardisation provides reference points so that the supply chain is protected from possible risks.

In conclusion, while the term Internet of Things focuses on the interconnectivity of machines, equipment, and other "objects", we run the risk of forgetting that the centre and purpose of the IoT world is people, i.e. to meet the needs and requirements of the customer. People require more attention, and are more sensitive to the quality of the services they are offered. SMEs have a great opportunity to respond effectively to this demand through an innovative tool such as IoT, taking full advantage of its technological and economic potential.
Are “Lifting Platforms” becoming more and more popular, and can they still be safe?

December 2019

What is a lifting platform?
Often, to explain what a platform is, one starts by saying what it is not: a lifting platform is not a lift, although this is a relatively common mistake. Platforms are machines used to transport people, often with impaired mobility, and/or things on a vertical path, which move with a maximum speed of 0.15m/s.

Contrary to the lift market, the platform market is largely in the hands of SMEs. This is because a platform is a very flexible product, in terms of both size and solutions, where customisation is often the central point. In many cases, this product becomes the only solution to overcome architectural barriers.

Over time, a legislative and normative framework has been defined, first at the national and then at the European level. This laid the foundations for the evolution of this product, both in technical and safety terms, not only for users but also for those involved in their maintenance.

Lifting platforms and the Machinery Directive

This type of product entered the market in a very meaningful way, thanks to the publication of the Machinery Directive in 1998 (98/37/EC). Initially, platforms were generally an open load carrier that moved along a closed travel compartment in which the user, in order to move, had to keep his finger pressed on the button (action-held actuation/hold-to-run).

The old directive in point 6.2 of ANNEX I said:

Machinery Directive 98/37/EC - ANNEX I
ESSENTIAL HEALTH AND SAFETY REQUIREMENTS applicable for design and manufacturing of machines – general principles
6. ESSENTIAL HEALTH AND SAFETY REQUIREMENTS TO OFFSET THE PARTICULAR HAZARDS DUE TO THE LIFTING OR MOVING OF PERSONS
6.2. Controls

6.2.1. Where safety requirements do not impose other solutions:
The carrier must, as a general rule, be designed and constructed so that persons inside have means of controlling movements upwards and downwards and, if appropriate, of moving the carrier horizontally in relation to the machinery.
In operation, those controls must override the other devices controlling the same movement, with the exception of the emergency stop devices.
The controls for these movements must be of the maintained command type, except in the case of machinery serving specific levels.

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With the publication of the new **Machinery Directive 2006/42/EC**, the possibility of having lifting platforms with automatic operation in the presence of a completely closed load support was explicitly introduced.

The text says:

**Machinery directive 2006/42/CE - ANNEX I**

**ESSENTIAL HEALTH AND SAFETY REQUIREMENTS relating to the design and construction of machinery**

**6. SUPPLEMENTARY ESSENTIAL HEALTH AND SAFETY REQUIREMENTS FOR MACHINERY PRESENTING PARTICULAR HAZARDS DUE TO THE LIFTING OF PERSONS**

Machinery presenting hazards due to the lifting of persons must meet all the relevant essential health and safety requirements described in this chapter (see General Principles, point 4).

6.2. CONTROL DEVICES

Where safety requirements do not impose other solutions, the carrier must, as a general rule, be designed and constructed in such a way that persons in the carrier have means of controlling upward and downward movements and, if appropriate, other movements of the carrier.

In operation, those control devices must override any other devices controlling the same movement with the exception of emergency stop devices.

The control devices for these movements must be of the hold-to-run type except where the carrier itself is completely enclosed.

In 2010, the first standard for lifting platforms EN81-41 was published with the title “Safety rules for the construction and installation of lifts - Special lifts for the transport of persons and goods - Part 41: Vertical lifting platforms intended for use by persons with impaired mobility”.

This standard, currently under revision by the CEN TC10 WG8, deals with platforms where the carrier is not completely enclosed. It is a very comprehensive document, which has supported manufacturers to increase the safety of these machines. It must be reminded here that the application of the standards is voluntary and that they give the presumption of conformity to the Directive.

The introduction of the possibility of having automatic operation on this type of system has allowed an exponential growth of the market for this product, which has gone from being a very simple product, where its importance was given solely by the functionality, to a more complex design product to be inserted in houses generally of two or three floors.

The growth of the market, and its subsequent distortion

Although this Directive has allowed for growth, it has also allowed for some distortion in the market. The very definition of "completely enclosed" might have been misunderstood over time, in the sense that some manufacturers and notified bodies seem to understand it not to require a physical closure, but only a "protected area". Based on this interpretation, the automatic operation of the system is being allowed for platforms where the "protected area" has been created with photocell barriers, which, in the event of signal interruption, block the operation of the platform itself and thus protect the user.

But is this protection of the users really “at least equivalent” to that provided by an imperforated physical enclosure?

The guide to the application of the Machinery Directive in point 371 states that, "**hold-to-run control devices are required for all movements of the carrier, whether or not the control devices are in the carrier, unless the carrier is completely enclosed. Completely enclosed carriers are carriers with full-length walls, fitted floors and ceilings included (with the exception of ventilation apertures) and full-length doors.**"

(continues)
Despite this clarification, surprisingly, the two interpretations continue to coexist, and, with them, the two lines of products. Clearly, products certified according to these two different approaches have important differences in their cost and also in the level of safety provided to the users. This creates a situation of unfair competition among producers since the rules do not seem to be the same for all.

To try to put an end to this disparity in interpretation, in February 2014 EPSA (European Platform and Stairlift Association) wrote to the European Commission via the Machinery Directive Working Group to understand what the correct interpretation was. This was not to push for and support one interpretation over the other, but to ensure equal product safety levels and allow manufacturers and the market to have a uniform interpretation of what is required by the Directive.

During the meeting, the Commission pointed out that “The use of light barrier curtains instead of physical barriers (walls and doors) for a carrier does not fulfil the definition of "completely enclosed carrier".

The Machinery Directive WG also agreed to invite

the European Coordination of Machinery Notified Bodies to run a risk assessment and to issue a Recommendation for Use (RfU) in order to enlist which are the criteria for:

a) applying a completely enclosed carrier and
b) for using other technical protective measures instead of hold-to-run to lifts having a speed not greater than 0,15 m/s.

Based on such data, to update The Guide to application of the Machinery Directive 2006/42/EC will be updated following this investigation by adding comments on the conditions to use light barrier curtains.

This raises some relevant questions about the platforms currently installed in Europe. Do these machines, used with an automatic operation, even though they do not have a closed load carrier, at least meet the requirements of the RfU? Are the Essential Health and Safety Requirement (EHSRs) of the Directive respected?

And, once this question has been definitively solved, how should the legislator deal with these machines? Will they remain in operation without any modification? Will they be converted to the hold-to-run operation?

On this point there is a major problem of market surveillance. The responsible bodies will have to deal with it directly and clearly.

Pending a follow-up to the Commission’s proposal to close this long-standing problem, these two types of machines are now sharing the market. This is the question to ask: is the safety level of these comparable machines the same or not?