

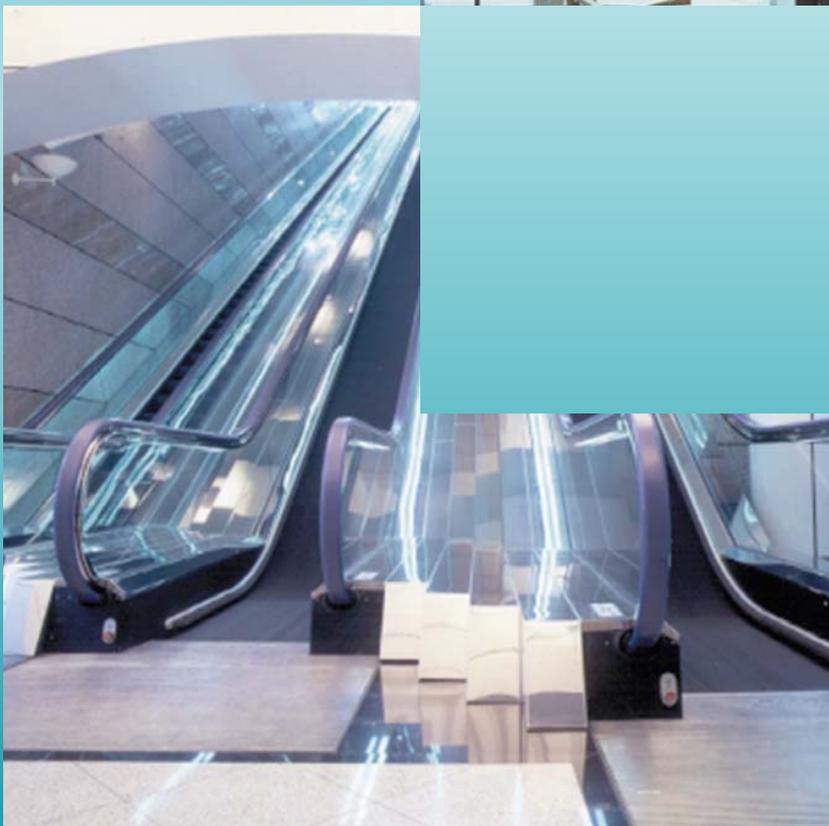
**Lift and Escalator  
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LIFT AND ESCALATOR INDUSTRY ASSOCIATION

# Industry in focus 2009



## → Director's report

- We live in challenging times, but is the future quite as gloomy as the headlines would have us believe? Certainly there are some significant public works going forward, not least the Olympics and Crossrail, and the Shard and the Pinnacle are evidence that there is still a market for charismatic developments.
- Already we have seen the scale and complexity of major structural developments such as those required to deliver London 2012. Site clearance, redirection of rivers and upgrading of transportation systems are just some of the challenges facing the Olympic Delivery Authority and its partners.
- Then we have the question of accessibility, particularly for those rather less athletic than the participants themselves. It is good to see the Olympic Delivery Authority has done its research and is taking this on board. But is this more widely the case?
- The Disability Discrimination Act was introduced with much publicity but our own industry information indicates that practical implementation is slow. This view is also held by the Equality and Human Rights Commission and supported by recent case law.
- Our industry is well placed to meet the need for improved access to private and public premises, having developed new standards to provide passenger lifts accessible to all. In addition two more new standards covering lifting platforms and stairlifts are about to be published to meet the needs of new legislation which will take effect later in 2009.
- Other legislation proposed this year will help support businesses, particularly those operating as sub-contractors. The Bill currently going through Parliament to establish equitable terms of payment is particularly important at a time of economic uncertainty, by helping to maintain vital cash flow and prevent insolvency. In a similar vein, it is hoped that action will be taken to manage the increasing number and cost of pre-qualification schemes.
- LEIA continues to demonstrate its commitment to education and training. A new National Vocational Qualification for lifting platforms will meet the competence level required for construction skills certification, and academic study has been updated to reflect provisions in the new European Standard for Stairlifts.
- LEIA is pleased to report that for the first time, common ground has been established for the collection of statistical data on a pan-European scale, providing useful inter-nation comparisons in coming months. Another project, again in collaboration with the European Lift Association, will gather accident statistics that will allow analysis and comparison of country performance.
- Finally, we are pleased to announce a new LEIA publication, Guidance on the Management of Lifts and Escalators. The Guidance is aimed at providing information on most of the legislative provisions that apply, as well as options for carrying out maintenance. We hope that this practical document will be of value to LEIA members, customers, facilities managers and all those with responsibility for the safe and effective provision of lifts and escalators.

## → Onwards and upwards!

- Encouraged by the unprecedented expansion of its international exhibition in 2007, LEIA and its exhibition organisers are aiming to run an equally successful event in 2010. The success of Liftex 07, which almost doubled its exhibitor numbers from the previous show, was in no small part due to the opening of the exhibition to the whole of the industry including overseas companies, creating a lively and all-inclusive event.
- However, LEIA recognises that although the lift and escalator market in the UK has remained buoyant, growing steadily to well over £1bn total yearly sales, the current economic climate is a challenging one. So the Association and its exhibition organisers are putting together packages and programmes designed to give visitors and exhibitors alike a particularly effective and worthwhile experience.
- Once again Liftex will take place at ExCeL, the state of the art exhibition venue in the heart of London Docklands. The popular

### Liftex works!

Feedback from the Liftex 07 exhibitor and visitor questionnaire reflects the event's success.

- 78% rated visitor quality at 6/10 or higher
- 76% of the exhibitors rated their success at 7/8 out of 10
- 89% rated the show organisation between 7 and 10/10
- 96% of visitors intend to visit again
- 64% of visitors stated that they will be making a purchase of £10,000 or more as a result of their visit, 26% of these spending over £50,000.

## → Testing standards

→ For the first time, a nationally recognised qualification is available for individuals carrying out testing of lifts and escalators, enabling them to prove their competence and giving employers and customers an assured mark of quality.

→ Working with EAL, the awarding organisation for engineering, technology and related sectors, LEIA is consolidating the four individual qualification units currently offered into a single Level 4 Certificate in performing Testing Operations in the Lift and Escalator Industry. This bespoke qualification will be included on the Qualification and Credit Framework,



Heathrow Terminal 5

which standardises vocational qualifications and provides clear national recognition.

→ The current standards of competence offered by LEIA and EAL are all necessary for a lift tester and the units and credits gained are stated as the minimum standard required in order to operate by the industry's British Standard Code of Practice for Safe Working on Lifts. However the level of skill achieved is not always easily recognised, which can be problematic for a tester wishing to demonstrate competency to a new employer, an employer recruiting new staff and for a customer wanting assurance when purchasing lift services.

→ Offering the new consolidated qualification not only clarifies the level of competency, it also raises the status of the qualification. Terry Potter of LEIA says, "Thanks to this new qualification, highly skilled lift testers will not only gain full recognition for the important work, new standards will also be set."

### Stairlift standards

The first European standard for stairlifts was introduced in 2008, to align with the new Machinery Directive, the provisions of which are covered in the UK by The Machinery (Safety) Regulations 2008. This new Harmonised Standard required amendment of the current course for academic study managed on behalf of LEIA by the University of Northampton. The course amendments were completed by the end of 2008 and now reflect not only the provisions within the new Standard but also current technology.



giant plasma screen presentations in the Liftex Pavilion will be repeated in 2010. Exhibitors will be able to have advertisements and short presentations on these screens included in the cost of exhibiting. Experts will be on hand from LEIA, HSE, BSI and SAFED, offering free advice on the latest issues affecting the lift and escalator industry. The Liftex café will be expanded to create an even better networking area for buyers.

→ Comprehensive information and news will be available on the web, with links to sponsors, associations, exhibitors, on-line registration. An extensive email campaign will be run, including regular news and updates plus links for on-line registration.

### What the visitors come to see:

- passenger and goods lifts
- lift and escalator components
- maintenance
- home and stairlifts
- escalator technology
- lifting platforms
- disabled access
- regulation/advice
- insurance and administration
- Early signs are very positive, with many enquiries already being received from individual companies and trade groups. Over 90% of previous Liftex exhibitors have stated their intention to re-book their stands for 2010.

## → On track for London 2012

→ The 2012 Olympic and Paralympic Games in London are expected to attract more than 500,000 participants and visitors. In addressing this logistical challenge, the Olympic Delivery Authority (ODA) has pledged that 100 per cent of visitors will travel by public transport, bicycle or on foot. However, experience from previous Games suggests that seven per cent of spectators will have some difficulty negotiating stairs or escalators and a further one per cent will be unable to use them at all. On the busiest day of the competition, this could mean that 23,000 ticket holders could be people who will have some difficulty using, or unable to use, stairs and escalators.

→ Lift provision and level access are therefore key features of the Accessible Transport Strategy for London 2012, prepared by the ODA and the London Organising Committee for the Olympic and Paralympic Games (LOCOG). Speaking at its launch, ODA Chairman John Armit said, 'The Accessible Transport Strategy is based on a fundamental belief that spectators with different levels of mobility or impairment



Pictures courtesy of the Olympic Delivery Authority (and front cover)

on a £104m project to improve accessibility and treble capacity at Stratford Regional Station, in East London, which will be the main gateway to the Olympic Park. Already the busiest interchange outside Zone 1 of the London transport system, used by travellers on National Rail, London Underground and Docklands Light Railway (DLR), the station is adjacent to Stratford International Station which will serve domestic High Speed 1 trains later this year.

and four escalators to link the company's 13m sq ft mixed use retail and residential development next door to the station. The North London Line renewal scheme adds a further two lifts taking the total number to eighteen.

→ Anthony Marley, ODA Programme Manager for the Stratford Regional Station project, described the work as a logistical as well as a technical challenge. "It is business as usual for the station whilst the construction is underway," he says. "This means not only making sure that trains and people can carry out their journeys safely and to schedule, but also managing the impact of noise, dirt, dust, vibration and settlement on the construction process."

→ A typical challenge was the excavation for a lift shaft situated between the Central Line underground track, which carries up to 27 trains an hour, and the Great Eastern electric track, which carries 20 trains an hour. The constrained location required that much of the excavation work had to be carried out by hand.

→ Lift provision and level access are key features of the accessible transport strategy, but other elements are included such as low counters at ticket offices, sufficient



should be able to travel easily, unaided if possible."

→ To help resolve the mobility difficulties, the ODA is supporting new projects and contributing to the upgrading of existing transport hubs for London Underground and Network Rail. Work is well under way

→ There are currently five lifts at Stratford Regional Station and the ODA is funding the construction of a further nine, including a platform lift linking the Southern ticket hall with the platform levels. In addition, as part of a section 106 agreement, the developer Westfield is providing two lifts

## → Fresh look at training



manoeuvring space, good signage and real time information accessible to sensory impaired people.

→ Anthony Marley highlights other works at Stratford Regional Station that will alleviate crowding and improve access between the various train services. "The platform serving the Westbound Central Line is being duplicated to allow, for the first time, we believe, on an Underground line, passengers to exit, board and alight both sides of the train, reducing congestion particularly at peak times," he says. A disused subway is being restored to help improve connections between platforms and ticket hall areas. "Simple de-cluttering on platforms is another important task," Anthony Marley goes on, "ranging from the removal of all buildings not necessary for the safe operation of the station, replacing roofed weather shelters with vertical windscreens, tidying of all platform furniture, removing litter bins and replacing seating with space saving alternatives to improve pedestrian flows."

→ Perhaps the most striking construction project to reduce congestion and improve circulation is the 36 metre, fully glazed bridge above Stratford International Station

to create the new entrance. Funded jointly by the ODA, the Department for Transport and High Speed 1, the bridge was successfully swung into position in January 2009 by a 1,000 tonne crane without damaging a single pane of glass.

→ The new bridge, known as Eastern Egress, brings Stratford International and Stratford Regional stations 200m closer together and will allow spectators to walk more easily between the two stations when visiting the Olympic Park during the Games. The bridge will remain in legacy, giving visitors to the Olympic Park and Stratford City easy access to either station.

→ As part of the integrated transport hub at Stratford, a new DLR Station will be provided adjacent to the Stratford International Station, with two entrances at opposite ends of the platforms. The principal entrance will be at the east, aligning with the pedestrian entrance at street level and will have two lifts and escalators to access/egress the low-level DLR platforms. The secondary entrance will be at the western end opposite the future bus station, and will have one lift and stairs to access/egress the low-level DLR platforms. The new DLR station is part of a new extension, which will also see four other new DLR stations stretching from Canning Town into the heart of the Olympic Park at Stratford International.

→ The ODA and LOCOG see the Accessible Transport Strategy as benefiting other groups in addition to the disabled, such as children, parents with infants, people carrying luggage as well as first time visitors and people who do not speak English. As Sebastian Coe, Chair of LOCOG says.

"There are a wide range of people who have accessibility needs, and we want to make travelling for all of them better and easier. We want to use the power of the Games to inspire change."

In response to increased demand, LEIA has been working with EMTA Awards Ltd (EAL) to re-establish an NVQ2 for *Domestic/Platform Lifting Equipment*. The qualification has now been approved both by the awarding body and the Qualifications and Curriculum Authority, and is also accepted by the Construction Skills Certification Scheme for the appropriate skill card.

→ LEIA was responsible for creating the first NVQ2 Qualification for *'Domestic/Lifting Platform Equipment'*, introduced in 2001. However at that time few candidates came forward to undertake it, with the result that when EAL overhauled its qualifications in 2004, it was not considered a priority in comparison to the other qualifications available to the lift and escalator industry.

→ In 2005 the lift industry believed that demand was growing for an NVQ for lifting platforms and requested that work should begin on revising the qualification. This process took considerable time, as detailed consultation on the content of the appropriate pathways was undertaken with major lifting platform companies.

→ There are two pathways available:

→ NVQ2 Installing Lifting Platforms

→ NVQ2 Servicing Lifting Platforms.

→ As the pathways consist of a number of units, candidates can choose to complete just one of the pathways, or work towards achieving both by adding additional units.

→ More information can be found on the LEIA website and in the LEIA Training brochure.

## → An uphill fight for change

→ When the Disability Discrimination Act (DDA) was expanded in 2005, it put an obligation on service providers to consider making changes to their premises so that there are no physical barriers which prevent disabled people from using their services, or make it unreasonably difficult for them to do so.

→ The impact of this expansion of the law has been far less than many people expected, despite there being 8.6 million disabled people in Britain – one in five of the total population. Certainly there has



been an increase in the number of cases being brought under the Disability Discrimination Act, up from 4,529 in 2005/6 to 5,800 in 2007/8. Compensation has

increased too, with awards claimants in 2007 averaging £20,928. However, the vast majority of these cases relate to Part II of the DDA, which addresses disability discrimination in employment.

→ In contrast, very few cases have been brought by individuals under Part III of the Act, related to discrimination in the provision of goods, services and facilities. This is the part of the Act that was expanded to require companies and organisations to consider making changes to physical features of their premises so that disabled people can gain access.

→ But at the beginning of 2009, a landmark case was heard. In the first ruling of its kind, a judge has ordered the Royal Bank of Scotland to install a lift so that a wheelchair user can have the same access as any other customer. Furthermore, in recognising the embarrassing treatment the young man experienced at the hands of the bank, he was awarded £6,500 – the highest ever compensation payout in this kind of case.

→ In taking the case against the bank with



the support of the Equality and Human Rights Commission, David Allen, a 17 year-old wheelchair user from Sheffield, has secured a historic legal victory.

→ David Allen's legal battle began when, contrary to signage outside his local branch of the bank and information posted on its website, he found that he could not gain access. In a catalogue of incidents, David had to discuss his current account details in the street, breaching his right to confidentiality and causing him significant embarrassment. The bank then suggested that he should use the nearest accessible RBS branch, even though it was a 10-mile journey and amounted to a two and a half hour round trip journey by bus.

→ John Wadham, Group Director, Legal at the Equality and Human Rights Commission said: "When it comes to sensitive matters like our finances, we all value the discretion and security that Bank branches offer. Why should a wheelchair user be denied this service when all that is needed is a little thought on behalf of a company? The investment in some common sense facilities for wheelchair users is tiny compared to the reputational benefits for a company that is seen to treat all its customers well.

→ "David could have settled for a behind the scenes sum of money but he stood by his principles and his tenacity will mean a great number of disabled people will now benefit from the precedent set by this case."

In 2004, the Disability Rights Commission (now part of the Equality and Human Rights Commission) carried out research in conjunction with the Institute of Employment Studies into the impact of the DDA. There were so few Part III cases that it was difficult to identify many participants for the study, but interviews were carried out with 18 applicants about 12 cases, almost all of which involved private sector service providers, the majority in leisure and tourism services.

→ The motivation for lodging or considering lodging a Part III case was, according to the claimants and potential claimants in the case studies, a desire to widen access for disabled people to a range of services. Claimants were particularly motivated to pursue a claim if they were refused a service that they had previously accessed from other providers, or if they believed they had been humiliated by the staff denying them the service.

→ The study cited a number of reasons for the small number of cases reaching court, including confusion over the legal definition, even amongst advisers, and legal costs. In addition, a significant number of cases lodged do not go to court because the defending company or organisation offers the plaintiff financial compensation – which means that the individual receives a benefit but that the company takes no action to increase accessibility for the disabled.

## → Prevention is better than cure

→ The London Fire Brigade (LFB) receives more than 16,000 calls a year to release people stuck in lifts, at an estimated cost of £4.1m.. Although the LFB has no statutory duty to do so, it is likely to be called to rescue people who are in distress in a lift or to release them to prevent distress where the alternative release arrangements have failed or do not exist. In some cases however it is being called as the first, rather than the last, resort.



Pictures courtesy of the London Fire Brigade [www.lfbphotos.com](http://www.lfbphotos.com)



→ In addition to the financial burden, answering lift calls means that the LFB's capacity to attend emergency incidents is reduced and the environmental impact of fire engine journeys is increased.

→ In London a disproportionate number of shut in lift calls come from a small number of properties where there are recurrent breakdowns. In the twelve months up to end of September 2008 the LFB attended over 130 properties more than 10 times for shut in lift calls; some of these properties were attended more than 30 times in the year

→ It is therefore not surprising that the LFB wants to find ways of reducing these calls, which account for one in ten of all calls received, and has pursued a

number of initiatives. In particular, at a local level, borough commanders are working closely with owners of high-call premises to improve their lift maintenance and security. But progress is slow.

→ Now the LFB proposes to introduce a charging system, contained in The London Safety Plan 2009/12, based on the premise that a person being shut in a lift is a foreseeable and preventable event that is under the control and responsibility of the lift owner or operator. Charging aims to reduce the number of calls by giving lift owners an incentive to set up their own lift release arrangements rather than relying on a

response from the LFB.

→ It is proposed that lift owners will be charged for the tenth lift release made by the LFB within a twelve month period. Once charging begins, it will continue for releases at that premises until further notice. The amount of the charge is under consideration. Removal of the chargeable status could be considered for premises that had not called for an extended period and the LFB would have the discretion not to charge at all if there were mitigating circumstances

→ The proposals for charging are to be put forward for approval at the end of March 2009.

**Lift owners or operators vary widely throughout the London area. They can be local authorities, arms length management organisations (ALMO), registered social landlords, housing associations, charitable organisations and private companies. The lift owner (or "duty holder") has a legal responsibility to ensure that the lift is properly examined and that it is safe to use. This includes making sure that a reliable means of release is available. There is a wide variation in the extent to which lift owners or operators fulfil these duties.**

## → Don't play around, play it safe

### Take care on Escalators and Moving Walks

- Step on and off carefully
- Hold the handrail and the hand of any young children with you
- Always stand and face forward
- Keep hands, feet and clothing clear of moving parts
- Always wear shoes – but be careful with rubber footwear
- Take care with loose clothing and shoe laces
- Never sit down
- Do not take push chairs, shopping trolleys or large packages on escalators
- Do not play on or with escalators and moving walks

## SAFE & SOUND



**LEIA**

Issued by the Lift and Escalator Industry Association

→ Millions of people use escalators and moving walks every day. When used correctly they are a very safe means of transporting pedestrians but accidents sometimes happen, through lack of care or awareness or sometimes through abuse.

To help its member companies promote the safe use of escalators and moving walks, LEIA is launching a colourful poster and card campaign. Aimed particularly at young children and their parents, the campaign features two characters called *Safe & Sound* and sends the message that escalators and moving walks are not a playground.

→ Recognising that older children and adults also behave thoughtlessly, the LEIA *Safe & Sound* campaign reminds everyone that misuse carries the risk of serious injury. Some of the unconventional and highly risky activities that are reported include:

- Sitting or "surfing" on the handrails
  - Playing with the combplates and handrail inlets
  - Walking on the outer decking
  - Skateboarding, cycling or rollerblading.
- The posters and cards are available free of charge to LEIA member companies, to assist them in working with clients and appropriate organisations to remind everyone of the basic rules and encourage intervention to prevent misuse and the risk of accident. The campaign reminds users and property owners that escalators are designed for use by pedestrians, not for transporting bulky items or wheelchairs or pushchairs. Lifts should be provided for such purposes and for mobility impaired passengers. Directions to the nearest lift should be given near the entrance areas of the escalators and moving walks to show the alternative means of travel.

→ The message in the LEIA *Safe & Sound* campaign is clear. When used correctly, escalators and moving walks are very safe.

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## SAFE & SOUND



## SAFE & SOUND



## → Achieving a sustainable industry

→ A sustainable industry is one that invests in training, regularly updates its skills, invests in new technologies and places health and safety at the top of its priorities. These factors are absolutely critical in delivering consistent quality and service to clients.

→ Clients also have a critical role to play in promoting a sustainable industry by only selecting competent firms to carry out work.

→ In the construction industry the lift manufacture and installation sector has an enviable reputation for maintaining high standards across the spectrum for quality and health and safety. The sector is enmeshed in a web of regulation that requires lift companies to continually update their skills and technology in order to ensure the quality and safety of the product.

→ Unfortunately, the absence of a widely-accepted means of identifying firms as competent has led to a plethora of vetting or approval processes and pre-qualification requirements (relating to an assessment of fitness to tender). Third party commercial organisations are often engaged to carry out the vetting or approval processes.

→ But there is no evidence that this mélange of vetting activity has helped bring improved value for money for clients in the sector. This is not surprising. Such third party assessment is usually a desk-based process that checks availability of certain policies and procedures such as insurance and health and safety as well as references. The quality of the product and value of the service is not usually assessed by means of inspection and audit.

→ Instead these myriad vetting and assessment processes have simply



Lift by Apex Lift and Escalator Engineers Ltd. Picture courtesy of Elevation magazine

imposed a massive burden upon firms in the sector. Substantial costs are now being incurred by firms having to meet the requirements of the different schemes they are required to belong to. The upshot is that the unnecessary costs generated by this activity have, ultimately, to be borne by clients.

→ There should be one “badge” of competence acceptable to clients whilst, at the same time, facilitating mutual recognition of the various pre-qualification schemes. It is encouraging that the Health and Safety Executive is

developing a badge for health and safety competence. Firms complying with the core criteria in the Approved Code of Practice accompanying the CDM Regulations 2007 will have a badge of compliance.

→ Once firms have obtained the “badge” it should not be necessary to require that they pre-qualify under any other schemes. By the same token firms without the “badge” should not be engaged on projects. Where such firms are engaged clients could run the risk of prosecution. The CDM Regulations require that firms are competent and evidence of compliance with this would be supplied by the “badge”.

→ In time this principle of a badge of competence could be extended to financial standing and technical proficiency. This will, then, provide clients with a standardised and a more reliable approach to assessing corporate competency. It will also provide a level playing field for firms competing for work. And, above all else, it will help underpin a sustainable industry.

**Professor Rudi Klein** *Chief Executive  
Specialist Engineering Contractors' Group*

## → Landmarks of tomorrow

→ Despite the economic downturn and its impact on construction, all is not doom and gloom. Delivering the infrastructure required for a successful Olympic Games in London dominates the construction scene, but there are other large scale and exciting development projects going ahead.

→ In January 2009 redevelopment work began at Tottenham Court Road in Central London, as part of the £16bn Crossrail project. A total £1bn investment is being made to upgrade the capacity of the Tube station, build a station for the new Crossrail railway and create a new piazza outside Centre Point.

→ The largest transportation scheme since the Channel Tunnel, Crossrail will run from Maidenhead and Heathrow in the west, right across London into Essex and Kent in the east. It travels underground through the city centre between Paddington and east London, hence the massive redevelopment of the Tube station at Tottenham Court Road due for completion by 2016.

→ The station is one of the most

congested on the Tube network and is used by approximately 150,000 people a day which is expected to exceed 200,000 a day when Crossrail opens in 2017.

Improvements to the Tube station, which will be completed by 2016, will deliver:

→ An enlarged Tube ticket hall nearly 6 times the size of the current one

→ New station entrances and additional access points to the Northern and Central line platforms to reduce congestion

→ Additional escalators and five new lifts to provide step-free access.

→ One of the most dramatic new additions to the London skyline will be the building known as The Shard of Glass.

The tower will stand at 1017 feet (310 metres) tall and will have in total 72 floors, making it the tallest building in Europe. The building will cost an estimated £350,000,000.

→ Around a fifth of the available space in the tower will be operated by Shangri-La-Hotels and resorts as their first European location and a large pre-let office space in the tower has been agreed in principle by Transport for

London. The building will also contain an open public viewing gallery, the tallest of any building in Europe, which is expected to receive 2 million visitors a year, around the same number as those visiting the London Eye.

→ Another dramatic addition to a city landscape is the Titanic Signature Project, located on Queen's Island in Belfast. Sharing the same deadline as London 2012, a date which is the centenary of RMS Titanic's launch and voyage, the project is a key part of the regeneration of the former shipbuilding centre of the city. Designed by Eric Kuhne Associates, the five storey building will be a landmark tourism, leisure and cultural facility, and contain a number of themed exhibition galleries that will tell the story of Titanic and the wider story of Belfast's industrial, shipbuilding and maritime history.

→ The building will also include banqueting, retail and restaurant facilities, conference suites, a community resource and education facility and a unique Flying Theatre which allows visitors a birds eye view across Northern Ireland.



Pictures courtesy of  
Elevation magazine,  
Titanic Quarter and  
Crossrail

## ➔ Current status of European standards as they relate to lifts, escalators and moving walks

OJ is the Official Journal of the European Union. Publication in the OJ provides harmonised standards with a legal status providing a presumption of conformity with a particular directive.

REFERENCE AND TITLE OF STANDARD	DIRECTIVE IF ANY TO WHICH THE STANDARD IS HARMONISED
<b>BS EN 81-1:1998</b> Safety rules for the construction and installation of lifts - Part 1: Electric lifts. Subsequently amended by EN 81-1:1998/A1:2005	Harmonised under the Lift Directive
<b>BS EN 81-2:1998</b> Safety rules for the construction and installation of lifts - Part 2: Hydraulic lifts. Subsequently amended by EN 81-2:1998/A2:2004	Harmonised under the Lift Directive
<b>BS EN81-3:</b> Safety rules for the construction and installation of lifts - Part 3: Electric & Hydraulic Service Lifts	Harmonised under the Machinery Directive
<b>BS EN 81-28:2003</b> Safety rules for the construction and installation of lifts - Lifts for the transport of persons and goods Part 28: Remote alarm on passenger and goods passenger lifts	Harmonised under the Lift Directive
<b>BS EN 81-40:2009</b> Safety rules for the construction and installation of lifts- Special lifts for the transport of persons and goods Part 40 Stair lifts and inclined lifting platforms intended for persons with impaired mobility	A harmonised standard under the Machinery Directive
<b>BS EN 81-41:2009</b> Safety rules for the construction and installation of lifts -Special lifts for the transport of persons and goods Part 41: Vertical lifting platforms for use by persons with impaired mobility	A harmonised standard under the Machinery Directive
<b>BS EN 81-58:2003</b> Safety rules for the construction and installation of lifts - Examination and tests - Part 58: Landing doors fire resistance test	Harmonised under the Lift Directive <i>Note this standard is yet to be implemented in the UK Building regulations Part B</i>
<b>BS EN 81-70:2003</b> Safety rules for the construction and installation of lifts - Particular applications for passenger and good passenger lifts Part 70: Accessibility to lifts for persons including persons with disability. Subsequently amended by EN 81-70:2003/A1:2004	Harmonised under the Lift Directive
<b>BS EN 81-71:2005</b> Safety rules for the construction and installation of lifts - Particular applications for passenger lifts and goods passenger lifts Part 71: Vandal resistant lifts Subsequently amended by EN 81-71:2005/A1:200	Harmonised under the Lift Directive
<b>BS EN 81-72:2003</b> Safety rules for the construction and installation of lifts - Particular applications for passenger and goods passenger lifts Part 72: Firefighters lifts	Harmonised under the Lift Directive
<b>BS EN 81-73:2005</b> Safety rules for the construction and installation of lifts - Particular applications for passenger and goods passenger lifts Part 73: Behaviour of lifts in the event of fire	Harmonised under the Lift Directive
<b>BS EN 81-80:2003</b> Safety rules for the construction and installation of lifts- Existing lifts. Part 80 Rules for improvement of safety of existing passenger and goods passenger lifts.	A non harmonised European standard
<b>DD CEN/TS 81-82: 2008</b> Safety rules for the construction and installation of lifts- Existing lifts. Improvements of the accessibility of existing lifts for persons including persons with disability.	A non harmonised European standard that is to be issued in the UK as a Draft for Development
<b>BS EN 115:1995</b> Safety rules for the construction and installation of escalators and passenger conveyors. Subsequently amended by EN 115:1995/A1:1998 and EN 115:1995/A2:2004	Harmonised under the Machinery Directive
<b>BS EN 12015:2004</b> Electromagnetic compatibility - Product family standard for lifts, escalators and moving walks - Emission	Harmonised under the EMC Directive
<b>BS EN 12016:2004</b> Electromagnetic compatibility - Product family standard for lifts, escalators and moving walks – Immunity. Subsequently amended by EN 12016:2004+A1:2008	Harmonised under the EMC Directive
<b>BS EN 13015:2001</b> Maintenance for lifts and escalators - Rules for maintenance instructions. Subsequently amended by EN 13015:2001/A1:2008	Harmonised under the Lift Directive
<b>BS 5655-6:2002</b> Lifts and Service lifts Part 6: Code of practice for the selection and installation of new lifts	A national standard not connected to a directive and therefore not harmonised
<b>BS 5655-11:2005</b> Lifts and Service lifts Part11: Code of practice for undertaking the modification to existing Electric lifts.	A national standard not connected to a directive and therefore not harmonised
<b>BS 5655-12:2005</b> Lifts and Service lifts Part12: Code of practice for undertaking the modification to existing Hydraulic lifts.	A national standard not connected to a directive and therefore not harmonised
<b>BS 5656-2:2004</b> Escalators and moving walks – safety rules for the construction and installation of escalators and moving walks Part 2: Code of practice for the selection, installation and location of new escalators and moving walks	A national standard not connected to a directive and therefore not harmonised
<b>BS 7255:2001</b> Code of practice for safe working on lifts	A national standard not connected to a directive and therefore not harmonised
<b>BS 8486-1:2007</b> Examination and test of new lifts before putting into service- Specification for means of determining compliance with BSEN81 -1 electric lifts	A national standard not connected to a directive and therefore not harmonised
<b>BS 8486-2:2007</b> Examination and test of new lifts before putting into service- Specification for means of determining compliance with BSEN81 -2 hydraulic lifts	A national standard not connected to a directive and therefore not harmonised
<b>BS 7801:2004</b> Escalators and moving walks- Code of practice for safe working on escalators and moving walks	A national standard not connected to a directive and therefore not harmonised

Note 1. The letters BS EN denotes the British publication of a European Norm (standard)