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First Edition

EN 81-80: 2003

NAMIBIAN STANDARD

Safety rules for the construction and installation of lifts-Existing lifts- Part 80: Rules for the improvement of safety of existing passenger and goods passenger lifts

This Draft Namibian standard is the identical implementation of EN 81-80:2003 and is adopted with the permission of the European Committee for Standardization (CEN)

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Foreword

This Namibian standard is the identical implementation of EN 81-80:2003: Safety rules for the construction and installation of lifts-Existing lifts- Part 80: Rules for the improvement of safety of existing passenger and goods passenger lifts and was approved by NSI TC 8/SC 1 and approved in accordance with procedures of the NSI and in compliance with Annex 3 of the WTO/TBT Agreement.

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Safety rules for the construction and installation of lifts — Existing lifts — Part 80: Rules for the improvement of safety of existing passenger and goods passenger lifts

Sicherheitsregeln für die Konstruktion und den Einbau von Aufzügen — Bestehende Aufzüge — Teil 80: Regeln für die Erhöhung der Sicherheit bestehender Personen- und Lastenaufzüge

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Foreword

This document (EN 81-80:2003) has been prepared by Technical Committee CEN/TC 10 "Lifts, escalators and moving walks", the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2004, and conflicting national standards shall be withdrawn at the latest by June 2004.

Regulations concerning the safety upgrading of existing lifts vary from member state to member state and have not, to date, been harmonised at either international or European level.

CEN/CENELEC have embarked on a programme of work to produce a series of related machinery and lift safety standards as part of the process of European harmonisation. This standard both makes use of and refers to EN 292 parts 1 and 2 and most of the EN 81 series of standards (see clause 2).

This standard is part of the EN 81 series of standards: *"Safety rules for the construction and installation of lifts"*. This is the first edition of the standard.

Annexes A and B are informative.

This document includes a Bibliography.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and the United Kingdom.

Introduction

Background of this standard

More than 3 million lifts are in use today in EU and EFTA and almost 50 % were installed more than 20 years ago. Existing lifts were installed to the safety level appropriate at that time. This level is less than today's state of the art for safety.

New technologies and social expectations have led to today's state of the art for safety. This has led to the situation today of different levels of safety across Europe causing accidents. However, users and authorised persons expect a common acceptable level of safety.

In addition, there is a growing trend for people to live longer and for disabled people to expect access and design for all. Therefore it is especially important to provide a safe means of vertical transport for disabled and elderly persons without supervision.

Lift attendants and in many cases building caretakers are not so common anymore, so it is important that relevant safety features for the rescue of trapped persons should be provided.

Furthermore the life cycle of a lift is longer than most other transportation systems and building equipment, which therefore means that lift design, performance and safety can fall behind modern technologies. If existing lifts are not upgraded to today's state of the art of safety the number of injuries will increase (especially in buildings which can be accessed by the general public).

With the freedom of movement of people within the EU for both users and authorised persons, familiarisation with the different installations is becoming more and more difficult.

Approach of this standard

This standard

- categorises various hazards and hazardous situations, each of which has been analysed by a risk assessment;
- is intended to provide corrective actions to progressively and selectively improve, step by step, the safety of all existing passenger and goods passenger lifts towards today's state of the art for safety;
- enables each lift to be audited and safety measures to be identified and implemented in a step by step and selective fashion according to the frequency and severity of any single risk;
- lists the high, medium and low risks and corrective actions which can be applied in separate steps in order to eliminate the risks.

Other designs to previous national regulations or standards, providing they have an equivalent safety level, may be acceptable.

Use of this standard

This standard can be used as a guideline for:

- a) national authorities to determine its own programme of implementation in a step by step process via a filtering process (see annex A) in a reasonable and practicable¹⁾ way based on the level of risk (e.g. extreme, high, medium, low) and social and economic considerations;
- b) owners to follow their responsibilities according to existing regulations (e.g. Use of Work Equipment Directive);
- c) maintenance companies and/or inspection bodies to inform the owners on the safety level of their installations;

1) "Reasonable and practicable" is defined as follows: "In deciding what is reasonably practicable the seriousness of a risk to injury should be weighted against the difficulty and cost of removing or reducing that risk. Where the difficulty and costs are high, and a careful assessment of the risk shows it to be comparatively unimportant, action may not need to be taken. On the other hand where the risk is high, action should be taken at whatever cost."