



TASK 1 – SCOPE (DRAFT)

2nd Stakeholder Meeting, Ecodesign Preparatory Study for Lifts

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ISR-University of Coimbra



Waide Strategic Efficiency



Fraunhofer
ISI



IMPORTANT NOTE ON STAKEHOLDER FEEDBACK

Please be aware that this is a draft consultation document that is only published for the purpose of receiving stakeholder comments. The underlying report may still undergo substantial revisions prior to being released as a final report of this preparatory study.

All stakeholders are invited to submit feedback using the default feedback form available in the download section of the project website at www.eco-lifts.eu.

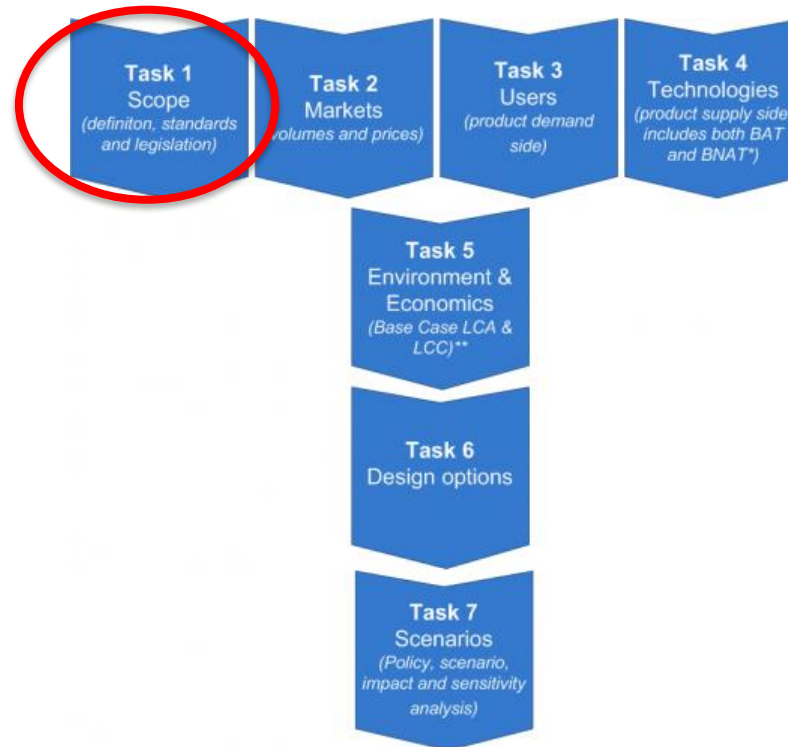
For references, please see the draft report.



TASK STRUCTURE

Project team members involved in Task 1 preparation and update

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- **Review:** P. Waide (Waide Strategic Efficiency)



TASK 1: MAIN UPDATES

- **Overview doesn't include**
 - Minor change
 - Formatting issues
 - Non specific remarks
 - Informative comment, not applicable comments (e.g. opinion on possible policies which is not part of Task 1,...)
- **but includes**
 - Major comments
 - Main changes



TASK 1: IMPORTANT COMMENTS I

- ***“Functional unit must consider the life time of the building. The lift itself has no life time. Different components have different life time”***
 - rejected. FU based on current PCR UN CPC 4354, which considers “DSL” is the designed service life [years] declared for the lift.
- ***Draft Feb. 2018 mentioned in the section “national standards” : “So far, no national standards relevant for lift energy efficiency have been identified. However, national guidelines have been developed (see below).”***
 - ***“The statement is wrong. Portugal and Denmark have specific regulations based on transpositions of the EPBD***
 - Standard : to be understood as product standard not as policy/regulation. Regulations of Portugal and Denmark were missing and have ben added in section of 1.7.

TASK 1: IMPORTANT COMMENTS I

- ***“The new Energy Efficiency Labelling Framework (released in June 2017) does not allow the use of such a label [the label presented in VDI4070]. Lifts are explicitly excluded from the scope of the Framework as means of transport. Without a legal basis the use of the label is restricted”***
 - Task report mentions now: “However, in the EU, the new Energy Labelling regulation 2017/1369/EU restricts the use of label that mimic the energy label.”
- ***Comparison of VDI4707-1 and ISO 25745-2: “Remove clause or add a hint that VDI 4707 is fully replaced by ISO 25745”***
 - presented for informative purpose, as ISO 25745-2 is adopted in all EU Member States
 - Remark: Table was partly based on S. Iqdal (will be added in the next update)
- ***National Guideline: “Cancel whole chapter, as importance of VDI 4707 is expected to decrease”***
 - rejected: this section is dedicated to national guidelines and VDI is one relevant

TASK 1: IMPORTANT COMMENTS I

- ***“Characteristics of the load is 400/800/1600. Why? The 630 kg and 1000 kg were the most sold car types in Germany.”***
 - The Base Cases for Task 4 – 7 have following nominal load: 320 kg (< 400 kg), 630 kg (>400 kg and <800 kg) and 1200 kg (>800 kg and <1600 kg)
- ***EPBD: “In later steps of the revision of EPBD changes including “elevators and escalators” were not accepted”***
 - the EPBD doesn't provide currently a legal framework to set minimum requirements to lifts. However, the EPBD does not exclude taking the energy performance of lifts into account when considering the performance requirements of buildings.
 - Since lifts, unlike heating systems, are not mandatorily taken into account for setting minimum requirements of energy performance of new buildings in the Directive, it has to be checked at the national level, whether and how Member States have explicitly included the energy performance of lifts in their national building regulations (see 1.7.2).
 - Footnote: some MS explicitly include or exclude (e.g. Finland) lifts from the scope, but most of them don't mention lifts

THANK YOUR FOR YOUR ATTENTION

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