

## I. Implementation of the Lifts Directive into the Polish legal system

Directive 2014/33/EU of the European Parliament and of the Council of 26 February 2014 on the harmonisation of the laws of the Member States relating to lifts and safety components for lifts ('Lifts Directive') has been implemented into the Polish legal system by the Act of 13 April 2016 on conformity assessment and market surveillance systems and the Regulation of the Minister for Development of 3 June 2016 on the requirements for lifts and safety components for lifts. Therefore, the national Regulation implementing the Lifts Directive must be read in conjunction with the above Act.

## II. Conformity assessment of products

Before being placed on the market, lifts **covered by the Lifts Directive** must be assessed for conformity with **essential requirements or other requirements**. The choice of conformity assessment procedure applicable to the machine concerned depends on the product manufacturing stage: EU-type examination (module B), final inspection for lifts, conformity to type based on product quality assurance (module E), conformity based on quality assurance for safety components (module H), conformity based on unit verification for lifts (module G), random checking (module C2), conformity to type based on quality assurance (module E), conformity to type based on quality assurance plus design examination (module H1), and conformity to type based on production quality assurance (module D). All the conformity assessment procedures described in the Lifts Directive require the participation of a notified body. The above third party must be accredited by the Polish Centre for Accreditation (Polskie Centrum Akredytacji, PCA).

### Search engine for product certification bodies accredited by the PCA

<https://www.pca.gov.pl/akredytowane-podmioty/akredytacje-aktywne/jednostki-certyfikujace-wyroby/>

## III. Standardisation

In order to help manufacturers demonstrate the conformity of their products with essential requirements and to make it easier to verify that conformity, it is advisable to apply harmonised standards during the design and construction of lifts – a product that is in conformity with harmonised standards is presumed to comply with essential requirements. The national standardisation body in Poland is the Polish Committee for Standardisation (Polski Komitet Normalizacyjny, PKN).

Please note that if any directive provides for the possibility of carrying out conformity assessments according to module A (internal production control), for example, allowing manufacturers to assess the conformity of their products by themselves on the basis of harmonised standards, and a hazard analysis and conformity assessment reveal that:

- the standards do not completely cover the hazard concerned,
- no standard currently covers the hazard concerned,
- at least one Member State has expressed reservations about the standard concerned or a part thereof,

and, as a result, manufacturers are unable to carry out a full conformity assessment on the basis of these standards, they have their products or parts thereof that have not been assessed due to the deficiencies in the standards examined by a conformity assessment body that will be able to carry out such examinations.

Irrespective of the above, manufacturers may always have such examinations carried out if, for example, there are any doubts as to whether they have correctly carried out conformity assessments.

### **Search engine for standards**

<https://wiedza.pkn.pl/wyszukiwarka-norm>

## **IV. Requirements set out in the Lifts Directive**

The Lifts Directive sets out essential requirements for, inter alia, carriers, means of suspension and means of support, control of loading and lift controls, and specifies risks for persons outside the car and inside it.

## **V. Market Surveillance Authorities**

The market surveillance authority responsible for the Lifts Directive is:

National Labour Inspectorate (Państwowa Inspekcja Pracy)

## **VI. Technical inspection**

Lifts are also subject to technical inspection. The rules, scope and forms of technical inspection are set out in the Technical Inspection Act of 21 December 2000. The Office of Technical Inspection (Urząd Dozoru Technicznego) and specialised technical inspection authorities – the Transport Technical Inspection (Transportowy Dozór Techniczny) and the Military Technical Inspection (Wojskowy Dozór Techniczny) – are responsible for technical inspection.

### **Equipment subject to technical inspection**

<https://www.udt.gov.pl/co-i-kiedy-podlega-dozorowi>