

# PEIKKO WHITE PAPER



**CONSTRUCTION PRODUCTS REGULATION  
IN THE EUROPEAN UNION:  
THE ETA PROCEDURE NEEDS TO BE  
MORE EFFICIENT, IT DOES NOT NEED  
TO BE ABOLISHED**



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**SITUATION**

The main goal of the Construction Products Regulation (CPR) is the declaration of performance of products (DoP) to fulfil regulatory requirements by the Member States of the European Union. This objective can be achieved

- 1) through compulsory declaration according to the relevant harmonized European standard (hEN) when following the CEN route or
- 2) through voluntary declaration according to the relevant European Assessment Document (EAD) when following the European Technical Assessment (ETA) route.

Anchorage systems such as anchor bolts, column shoe systems, anchor plates and other fastening or reinforcing items are not covered by the harmonized European standard, but the manufacturer can obtain a CE-marking for such a product.

Within the past few years, radical changes have been proposed by the European Commission for the review of the Construction Products Regulation (CPR), especially regarding the possible discontinuation of the ETA route.

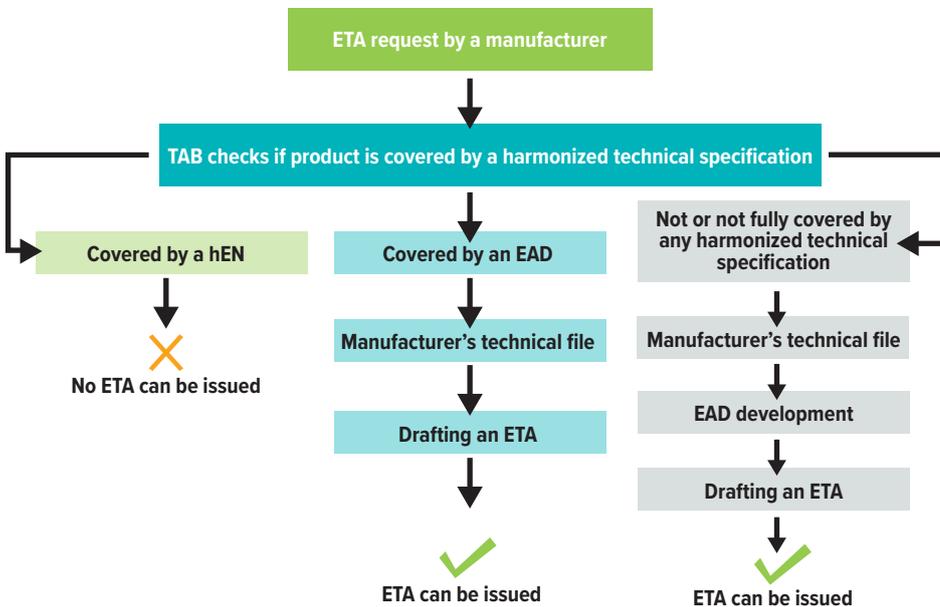
The rationale of the European Commission to consider the discontinuation of the ETA route is related to lack of competition. The current process is too slow, has faced legal obstacles of various forms, and has been considered too costly for small companies.

**PEIKKO'S CONSIDERATIONS**

The discontinuation of the ETA route, for instance, would remove considerable flexibility from the system and create major hurdles for manufacturers of non-standard products, such as innovative, complex, unique/niche, or more sustainable products. Some non-standard products might even be blocked from the internal market and CE marking altogether. This situation risks harming the European Union's competitiveness, distorting the competition among upcoming product technologies, and increasing the uncertainty that small and medium sized manufacturers such as Peikko would have to accept in order to enter the European market.

**In a nutshell:**

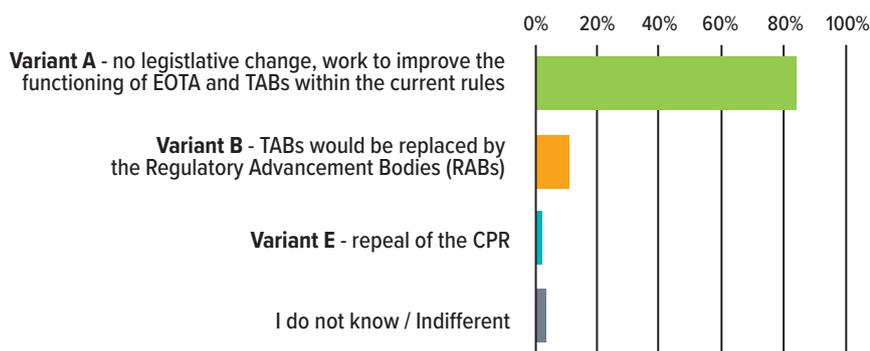
- The ETA route ensures that innovative and non-standard products have full, quick and unlimited in-time access to the internal market and CE marking, while leaving it to the manufacturer to decide whether, when, and how to use this option.
- The ETA route provides manufacturers with an instrument of high international renown, giving them easy access to many third-country markets, especially the US, Asia and Middle East.



ETA FOR BOLDA® COLUMN SHOE



Peikko currently holds more than 40 European Technical Approvals and Assessments for anchorage and reinforcement systems accompanied by more than 100 national approvals, most of the latter being transferred to European specifications within the next years.



### Glossary

<b>CEN</b>	European Committee for Standardization
<b>CPR</b>	Construction Products Regulation (= Regulation (EU) 305/2011)
<b>DoP</b>	Declaration of Performance
<b>EAD</b>	European Assessment Document
<b>EOTA</b>	European Organisation for Technical Assessment
<b>ETA</b>	European Technical Assessment
<b>hEN</b>	Harmonized European standard
<b>OJEU</b>	Official Journal of the European Union
<b>SME</b>	Small and medium enterprises
<b>TAB</b>	Technical Assessment Body

(SOURCE: EC DATA FOR THE PUBLIC CONSULTATION ON THE REVIEW OF THE CONSTRUCTION PRODUCTS REGULATION)

### IMPACT ON CONSTRUCTION SECTOR AND CUSTOMERS

The current ETA route, as a complement to main standardization, presents major benefits to the construction sector and customers:

- The ETA route is open to any (current or future) non-standard construction product, especially improved and innovative products, niche products and products for which there is as yet little on-site experience.
- The ETA route combines harmonized assessment methods with a tailor-made product performance assessment carried out by qualified, independent assessment bodies, which ensures users' trust in ETA-covered products even in the absence of long standing best practice reflected in a harmonized standard.

Users worldwide trust the ETA. This is what has ensured the popularity of the ETA route, with 8,000 ETAs issued for approximately 2,700 manufacturers including companies of all sizes. These products are assessed by European Technical Assessment Bodies (TAB) accredited by the European Organisation for Technical Assessments (EOTA), such as Finland's Eurofinns

Expert Services Oy or Germany's Deutsches Institut für Bautechnik (DIBt).

According to a study by the European Commission in 2020, more than 80% of companies manufacturing construction materials want to keep the ETA procedure, but despite this, it is still possible that the Commission will decide during 2021-22 to remove the ETA procedure from the Construction Products Regulation (CPR) rather than make it more effective. This option would be very adverse, especially for companies representing the so-called smaller countries.

### CONCLUSION

Peikko Group is convinced that the current two-track harmonization system (the main standardization route complemented by the EOTA route) renders the European construction sector, in principle, well-equipped to compete on the international scene and to take construction into more sustainable future. Any revision of the CPR should therefore focus on tapping the full potential of the current harmonization framework.

Considering the arguments mentioned above, Peikko strongly recommends maintaining the ETA route in any future CPR framework

as it is a key instrument for innovation in the construction sector. An improvement of the current system, rather than complete change, will be the best way forward. Peikko Group would also like to highlight the importance of finding viable short- and medium-term solutions to the current harmonization backlog and allocating sufficient resources to this cause.

Only an ETA based CE marking specifies highest product performance and behavior properly and ensures the necessary defined safety level in construction during the whole product lifecycle. ETAs have a high standing among construction industry professionals and national authorities across Europe and beyond. The ETA route has thus created added value for the entire sector.

It is in our common interest that designers as well as construction companies can compare apples to apples and rely on the fulfilment of the necessary fundamental safety requirements defined in EU when it comes to anchorage or reinforcing systems with a CE marking.





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