SNEL in Spain

a successful case study
Spanish Regulations update:

- Royal Decree 2291/1985, November 8th
- MIE-AEM1 Order 1987 September 23rd (ITC)
- Royal Decree 57/2005, January 21st (SNEL)
- Royal Decree 560/2010, May 22nd (Services Directive)
- Royal Decree 88/2013, February 8th (New ITC)

ITC defines the frequency of lifts to be submitted to:
- periodical maintenance by authorized companies
- inspections (OPI) by official bodies.
• **RD 57/2005, versus SNEL**

✓ 16 hazards considered
✓ 23 SNEL hazards covered
✓ 2 levels of priority established:
  a) High priority: 11 hazards
     Time window: Max. 1 year after OPI (2-4-6 y)
  b) Medium priority: 5 hazards
     Only triggered by component substitution (n° y?)
Current situation

<table>
<thead>
<tr>
<th>Priority</th>
<th>RD 57/2005</th>
<th>EN 81-80</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>30 %</td>
<td>75-80 %</td>
</tr>
<tr>
<td>Medium</td>
<td>33 %</td>
<td>65-90 %</td>
</tr>
<tr>
<td>Low</td>
<td>30 %</td>
<td>40-70 %</td>
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</tbody>
</table>

More than 2 out of 3 SNEL risks already covered (but some of them still waiting for modernisation to happen)
SNEL application in Spain eased by:

• Demanding local regulation for EL (i.e: 1987/car doors)

• Partiality and Progressiveness of protective measures

• Lift portfolio lower averaged age

• Not organised owners associations
Learnt issues

• Keep always in mind Service activity as a MS regulatory duty.

• Be active at National Associations and through them lobby on national or local authorities.

• Participate in ELA and align National Associations strategies.

• Goals close to Civil Servants, Users, Clients and Industry interests. Foresee potential opposition of owners and tenants.

• Partial regulation is much more than never enforced full one.

• It takes time: anticipate and invest to get paid back
SNEL scope further developing lines

- New ITC important modification list and UCM measures.
- EN 81-70 and EN 81-21 requirements for Existing Lifts.
- Remaining risks out of the 74 original SNEL risks.
- EN 81-20 & 50 safety requirements impact.
- Upgraded bi-directional communication systems.
- Energy in Buildings and ECO Directives.

UCM: Unintended Car movement