SNEL in France
Implementation and results
MINISTER GILLES de ROBIEN ON July 2nd 2003 took a law:

→ The owners have 15 years to retrofit 17 risks on their existing lifts

WHERE ARE WE TODAY? (end December 2013)
IMPACT ON SAFETY OF USERS

Users fatalities

2002-2007: 31 accidents
2008-2013: 4 accidents

No more fatalities since 2011

OTHERS PUBLIC ACCIDENTS

3 Main causes: 76% of accidents
- 40% bad stopping accuracy
- 27% lack of protection on automatic doors
- 10% excessive deceleration during stopping

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Obstacles in implementation

- **Crisis** in Europe & in France
- **Change of government** mid-2012
- President Hollande announcement on simplification of standard and regulation to reduce construction cost
- **Third party survey** end of 2012 → insufficient level of progress on SAE phase 2, and **excessive cost** of the measure on stopping accuracy
- Good trend in accident statistics → no more risk
  → **Government decision** to postpone for one year, phase 2 and a moratorium on the stopping accuracy
How we reacted?

- Elaborate investigation on accidents statistics to determine: the actual number of accidents collected by us: 10 times higher.

- Writing a White Paper on stopping accuracy.

- Discussions with all participants of the working group set up by the Ministry: technical controllers, private landlords, owners associations... And at the end a consensus on lift that remains concerned:
  - Single speed lifts
  - Two speed lifts over 320 kg
How we reacted?

- **Alert to** the different **Ministry** concerned with:
  industry, employment, accessibility, seniors....

- **Waiting now for final decision of the Minister** in charge of housing, but....

Even if the decision is not favorable to us, the work done has permitted to reach a strong consensus which will allow us to continue to work with owners, Inspection bodies, Facility managers to achieve stopping accuracy measure on the 65,000 lifts still concerned.