A new departure for SNEL?

Today’s status and first results

Europe and Worldwide!

How to proceed further?

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Why improve the safety of existing lifts?

Fatalities unfortunately still happen every year!
As time goes by...

"Today’s safety level is often less than today’s defined: state of the art safety " 

Step by step improvement of safety standards for lifts
The **Safety Norm for Existing Lifts** …

- **State-of-the-art process**
  - to identify and take appropriate corrective actions
  - in a *selective and progressive* way

- **A catalogue of 74 pre-defined risks**
  - ranked according to frequency and severity
  - Describes appropriate solutions to eliminate or reduce such risks

- **Progressive deployment** of SNEL across Europe and the world
  - Allow individual countries to consider previously existing regulation
  - *to prioritize* following their respective accident statistics and social expectations

**SNEL?**

*the benchmark to measure and improve safety on existing lifts!*
SNEL covers…

Users’ safety!  Workers’ safety!  Accessibility for all!

See today CEN/TS 81-82  →  will become an EN 81-82 in 2013!
SNEL, while improving safety, may also cover indirectly other issues such as…

*Improved Energy Performance!*

- 3-8% of the building energy consumption by lifts & escalators

- 9 million lifts worldwide
  \approx 18 \text{TWh/year}
  \approx 2 \text{nuclear power stations energy production}

Please visit: [http://www.e4project.eu](http://www.e4project.eu)
Some first results?

The French case!

La sécurité des ascenseurs, c’est l’affaire de tous!
## French process for implementing SNEL

<table>
<thead>
<tr>
<th></th>
<th>Yes, Partially</th>
</tr>
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<tbody>
<tr>
<td>Use of EN 81-80 as basis</td>
<td>Yes</td>
</tr>
<tr>
<td>Identification of major risks</td>
<td>31 risks = 17 safety measures</td>
</tr>
<tr>
<td>Use of accidents statistics</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>(Ministry + Lifts association)</td>
</tr>
<tr>
<td>Use of EN 81-80 priority of risks</td>
<td>Partially</td>
</tr>
<tr>
<td>Identifying Risk on a lift</td>
<td>Criteria expressed in law</td>
</tr>
<tr>
<td>Splitting the mitigation of risks</td>
<td>Yes</td>
</tr>
<tr>
<td>Overall lead-time</td>
<td>15 years</td>
</tr>
<tr>
<td>Deadlines for implementing safety measures</td>
<td>3 phases, 5 years each</td>
</tr>
<tr>
<td>Published Regulation</td>
<td>Yes</td>
</tr>
<tr>
<td>Maintenance compulsory</td>
<td>Yes</td>
</tr>
<tr>
<td>Statutory Inspection</td>
<td>Every 5 years</td>
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</table>
Where is France today?

85% of Phase 1 achieved (9 risks)

Phase 2 to be achieved by 2013 (6 risks)

Phase 3 to be achieved by 2018 (2 risks)
Results - Impact on safety of users

FRENCH USERS ACCIDENTS REDUCTION SINCE APPLICATION OF SNEL
(SAE legislation)

- Serious and fatal accidents were reduced drastically in 10 years
- Most serious & fatal accidents have a cause covered by the 17 measures
- Accidents occurred where the measures were not yet applied
- Since 2000, 85% of these accidents could have been prevented by the SNEL law
Results – Severe & fatal workers accidents

1. Fatal accidents reduced by 40 %
2. In spite of the fact that Phase 1 covers mainly users
3. More improvements expected as phases 2 & 3 are implemented
Status of implementation in Europe

About more than 75% of existing lift portfolio will be affected by SNEL in the coming 5-10-15 years

- **Green**: EN 81-80 implemented through national law, including SNEL filtering and time-schedule
- **Yellow**: National legislation or guidelines in preparation
- **Red**: Slow progress or nothing or no information

2013/04/03 ELA Conference Istanbul - SNEL White paper
9 Steps to achieve SNEL implementation (1/2)

1. Collect statistics: accidents + lift portfolio analysis
   = Rationale why!

2. Mission statement lift industry
   = Position paper

3. Lobby to convince other stakeholders and politics
   = Create the need

4. Involve everybody: lift industry, owner associations, consumer organizations, third party inspection bodies and politics
   = Working group (WG)
9 Steps to achieve SNEL implementation (2/2)

5. WG fix a level of minimum safety to reach
   = Technical aspects of SNEL

6. WG fix how to achieve this level of safety
   = Technical solutions

7. Convince your government to promote minimum safety levels (SNEL) / solutions
   = Draft national law text

8. Help your government
   = Confidence

9. Get it published
   = Result
4 Factors to address

1. Risk assessment philosophy: third party involvement to be promoted through
   • Risk assessment and inspection
   • Technical check list
   • Periodical inspection
2. Fix the technical level to achieve
3. Maintenance compulsory on all lifts
4. Spread modernization up to 5-10-15 years
SNEL… goes ISO!

Its implementation outside of Europe

SNEL is becoming the benchmark to measure and improve safety on existing elevators …..

Worldwide!
Supporting SNEL

• 2003 - Handbook "SNEL guidelines"
• 2007 - Communicating SNEL with pictograms
• 2009 - Video with Ann de Baetzelier
• 2013 -
  – SNEL "White paper"
  – SNEL brochure with updated "ELA-Zack" illustrations

new
SNEL "White Paper"

• A guideline for
  – National authorities
  – Owners
  – Maintenance companies and/or Inspection bodies
  – The political world
    • Members of the European Parliament, or
    • National MPs, or
    • Other public officers
  – The European Commission and other European bodies
  – Associations or others
SNEL Brochure

• Show some of the most frequent serious accidents that can take place on existing lifts installed before Lifts Directive implementation

• Illustrate type of accident and safety upgrading result

• Intended to attract attention of deciders on the need to make existing lifts absolutely safe
In summary (1/2)

Benefits of SNEL for the public at large, this includes owners and industry

• **Decreasing** the amount of incidents and accidents

• More “fail safe” for all kind of users

• Better **adapted** to actual “modern” way of life

• Acceptable **level of comfort**

• An improved **liability** coverage
In summary (2/2)

Industry has the obligation to inform about

– The residual risks we can encounter (users and workers related!) while using an elevator, in particular if it concerns “old” installations

– What we understand under “a safe equipment” and what is the minimal requested “reasonable safety level” today that we all should expect

– The results of national collection of users & workers incidents/accidents statistics related to elevators
Thank you for your attention!

Philippe Casteleyn & Christian de Mas Latrie