



ORGANIZZAZIONE INTERNAZIONALE TRASPORTI A FUNE
INTERNATIONALE ORGANISATION FÜR DAS SEILBAHNWESEN
ORGANISATION INTERNATIONALE DES TRANSPORTS A CÂBLES
INTERNATIONAL ORGANISATION FOR TRANSPORTATION BY ROPE
ORGANISACION INTERNACIONAL DE TRANSPORTES POR CABLE

OITAF: NEWS

1st Half-year 2003

The same issue has been published:
in German
French and
Italian

O.I.T.A.F.-NEWS 1/2003

President's preface

Dear NEWS readers

Transposition of the European Directive 2000/9/EC relating to cableway installations designed to carry persons into the national legislation of member countries of the European Union was one of the predominant issues members were confronted with in the first six months of 2003. Bringing national legislation in line with the Directive implies the necessity to amend procedures that have so far been applicable to cableway installations in EU countries. The Directive stresses the fundamental importance of procedures for the assessment of the conformity, safety analysis, safety reports and European specifications all of which are being regarded as essential parts of a procedure which, if followed, warrants the achievement of a uniform safety level. Harmonisation does not mean that all diverging views and interpretations have been eliminated; they will indeed persist in some areas. Aware of the need for clarification the EU Commission have entrusted to a working group the task to draft guidelines for the application of the EU Directive. But clarification can also be brought about by an exchange of views between members of our organisation. Efforts that are being undertaken to produce these guidelines are welcome and deemed to be of great interest because we expect guidelines to have a positive effect even in O.I.T.A.F member countries who are not members of the European Union.

Anyway O.I.T.A.F. have to fulfil an important mission and take the necessary steps to spread relevant information to countries who are not members of the European Union and countries in other continents that have built up an own ropeway industry.

To achieve that O.I.T.A.F. have already an excellent pole position owing to actions that were taken to strengthen collaboration with the North-American continental section OITAF-NACS whose experts are already actively contributing as corresponding members to the work of work Committees and thus actively contributing to the efforts made to build up a better awareness of legal situa-

tions in member countries and better understanding for their technical specifications.

I would also like to invite you to spread information about our worldwide international organisation for transportation by rope to your acquaintances and business partners and tell them that ours is the only worldwide organisation the membership of which is composed of ropeway manufacturers and operators, representatives of universities and ropeway supervisory authorities who wish to promote an exchange of information relating to all areas of interest of the ropeway industry and draw up international recommendations for technical, economic and legal problems of the profession. We have already 130 members, yet we feel that for us to be able to develop a successful activity it is very important to improve fame and prestige and acquire new members.

I would like to thank you, dear readers, most heartily for your loyalty and the many suggestions you have sent us these last months.

Note of the Secretary General

The Executive Committee and the Management Committee held each a meeting to look after and take decisions relating to current administrative work

The latest news that is worth to take note of is the election of the new president, new vice-president, new treasurer and new secretary of the Continental section OITAF-NACS. For additional details readers are advised to read the report on the activity of OITAF-NACS.

The predominant activity of the first six months of 2003 were the arrangements made and to be taken in view of the O.I.T.A.F seminar to be held the coming autumn during the ALPITEC exhibition in Bolzano

The organisation of the forthcoming O.I.T.A.F. International Conference for Transportation by Rope in Innsbruck was the subject of another concentrated and thorough preparatory work. A summarized report of the work so far done is given further down.

Last but not least you will find in this issue of **O.I.T.A.F.-NEWS** reports on the activity of O.I.T.A.F. committees and the results of committee meetings held during the first six months of the year.

Attendance at two meetings of CEN Technical Committee CEN TC 242, i.e. the European Committee in charge of the standardisation of safety requirements for passenger

transportation by rope permits to inform O.I.T.A.F. members regularly on the progress of the European standardisation

You will find also a summary report on the transposition and application of the European Directive 2000/9/EC relating to cableway installations designed to carry persons.

ACTIVITIES OF THE ORGANISATION

Performing their statutory leading function the Executive Committee and the Management Committee of O.I.T.A.F. have taken several decisions relating to the normal administrative work of the organisation as well decisions on the future orientation of the organisation's activities..

Meeting of the Executive Committee

The 78th meeting of the Executive Committee was held on March 4, 2003 at the Zurich Airport. One of the main purposes of the meeting was a preliminary discussion of several subjects prior to their submission by the Management Committee and in particular the following issues

- Organisation of the O.I.T.A.F. International Conference 2005 in Innsbruck
- Approval of „Technical Recommendations for the Remote Control of Ropeway Installations
- O.I.T.A.F.-Seminar „Optimization of Ropeway Operating Conditions“
- Report on the scope of O.I.T.A.F. Committee n° 2 and the outcome of the survey of subjects O.I.T.A.F. members wish committee 2 to address.

As for the „Technical Recommendations for the Remote Control of Ropeway Installations“ the Executive Committee have decided to submit the draft to the appraisal of the convenors of work Committee n° 1 and O.I.T.A.F. Committee n° 3 prior to taking a decision with regard to the adoption of the draft.

The Executive Committee have also discussed at length the other issues and agreed on proposals to be submitted for final decision to the Management Committee.

Meeting of the Management Committee

The Management Committee held their 103rd meeting on June 6, 2003 at the Politecnico in Milano and exchanged their views on subjects which had already been examined in a

preliminary meeting of the Executive Committee, as well as on the following issues

- Approval of the „Legal Glossary produced by work Committee n° 4
- Approval of the comparative survey of regulations relating to „Liability and Responsibility of Ropeway Operators and Ski-run Owners“ produced by work Committee n° 4
- Approval of the balance sheet 2002

After the meeting attending members were taken to a visit of the new air tunnel of the Politecnico in which tests are carried out for the determination of the sensitivity and resistance to wind forces of public buildings and carriers of ropeway installations.

„Legal glossary“

O.I.T.A.F. Committee n° 4 „Legal, administrative, economic and statistical matters“ have produced a legal glossary in five languages, i.e. German, French, Italian, English and Slovenian. The committee have set themselves the objective to establish the exact correspondence and proper translation of terms and concepts used in the five covered languages. But seen that each country has developed its own legal terminology and has given specific meaning to legal terms the document does not claim to be absolutely exhaustive and hence it is still necessary to choose the appropriate terminology depending on the subject area of interest

We would like to avail ourselves of this opportunity to express our heartiest thanks to Frau Wagner for her commitment and the trouble she has taken to produce this document.

Spanish being one of the official languages of O.I.T.A.F. it has been decided to add the corresponding Spanish terminology.

The Management Committee therefore decided to have the glossary completed by adding the Spanish terminology and have it printed and circulated to all members, as well as published in Internet as working and reference document.

Comparative survey of national regulations relating to „Responsibility and liability of ropeway operators and ski-run owners

Work Committee n° 4 „Legal, administrative, economic and statistical matters“ have carried out a comparative survey of national regulations relating to the responsibility and

liability of ropeway operators and ski-run owners and have produced a bilingual document in French and German. This comparative and compendious survey is meant as an aid for people who have to or wish to get specific information about the legal situation in Germany, Austria, Switzerland, Italy and France in matters related to the responsibility and liability of ropeway operators and ski-run owners. It should be pointed out that governing laws and regulations are continually subject amendments and that for this reason the document is no more than a momentary record of the present situation.

Once again the merit goes to Frau Wagner whom we wish to express our gratitude and appreciation for her commitment.

The Management Committee has therefore decided to have this comparative survey translated into Italian and Spanish and have it printed and circulated to all members, as well as published in Internet as working and reference document.

It has also been decided to list legal documents of reference and other sources of information for people who wish to penetrate into the depth of a legal problem to find the relevant pieces of legislation or have a possibility to contact the people who have passed the information.

Questionnaire circulated to all O.I.T.A.F. members to assess the priority of subjects to be included in the working programme of Committee n° 2 "Characteristics and Inspection of Ropes."

In the autumn issue 2002 of **O.I.T.A.F.-NEWS** we have already mentioned the survey which was to be carried out to assess the members' views with regard to the priorities that ought to be given to the subjects suggested by committee n° 2. O.I.T.A.F. members were requested to send the compiled questionnaire back to the Secretariat by end of January 2003.

A total of 29 replies were sent back directly to the O.I.T.A.F. Secretariat or to the convenor or committee n° 2.

O.I.T.A.F. members were requested to indicate the priorities to be given to the following subjects

1. Reduction of safety coefficients for track ropes
2. Reduction of rope vibrations
3. Liner / lubricant compatibility

4. Accuracy of non destructive methods of testing

Members had also been given a chance to suggest additional subjects

At their last meeting on March 3, 2003 which was also attended by the convenor of committee n° 3, Ing. Laurent Reynaud, STRMTG, the Executive Committee have examined at length the outcome of the survey and the proposal of an additional subject, i.e. the Carrier truck roller load on track rope and carrier rope saddles of bicable unidirectional ropeways.

The discussion has also shown that the priorities given to the suggested subjects varies from one category of members to another category.

Hence

Operators have suggested the following order of priority : 2, 3, 4 (but wish the committee to take in particular subject n° 3)

Manufacturers have given first priority to subject n° 1 and to the additional subject relating to carrier track load on track ropes and track rope saddles

Supervisory authorities felt that first priority ought to be given to subject n° 4

As for subject n° 1, Reduction of safety coefficients for track ropes the discussion has shown that discussion and the necessary research would take quite a long time and be rather expensive.

The Management Committee have therefore decided to request committee n° 2 to organize their work in accordance with the priorities given by O.I.T.A.F. members to the suggested subjects (Cf. report on the activity of committee n° 2)

9th International O.I.T.A.F. Conference on Transportation by Rope 2005 in Innsbruck

As early as 2001 the Management Committee took the decision to set up a General Organization Committee composed of representatives of national and international organizations of cableway operators, manufacturers of cableway installations and competent supervisory authorities who were to lay down the guidelines for the organization of the international conference.

The Management Committee have also decided to set up a local organization committee responsible for arrangements to be made in the hosting town. The local organization committee has met several times and has

drawn up an ample documentation relating to the budget of the conference, social events, hotel accommodation, meeting halls etc. that was to be submitted to the views and decision of the Executive and Management Committee.

Both the Executive Committee meeting and the Management Committee meeting, who were attended by Director Georg Lamp, representing the Innsbruck Conference Center have discussed at length the budget estimate, the provisional programme of the conference and order of presentation of lectures and proposal for social events which the conference center had submitted to their approval.

The language question, or rather interpretation, featured as a special item of the meetings' agenda. It was felt that unlike the solution chosen in 1999 for the last international conference in San Francisco which, considering the circumstances was felt to be the best suited solution, i.e. the decision to provide a one-way interpretation of proceedings from English into German, French, Italian and Spanish, this time it would be necessary to provide interpretation from and into all official languages of O.I.T.A.F. (German, English, French, Spanish and Italian) considering that the conference is to take place in Europe. Though was also given to the possibility to provide a language service for participants from Asia.

The responsibility for the selection and decisions regarding the number of lectures to be foreseen has been entrusted to the General Organization Committee who are expected to discuss these two issues next keeping in mind that it was thought to be more convenient to have all lectures presented in one and the same session and to avoid two or more parallel sessions.

Considering the progress of preparatory work and actions it has been decided to convene the first meeting of the General Organization Committee on September 12, 2003 in Innsbruck. The meeting is to discuss and take decisions regarding the selection of lectures, their number, social events, interpretation, the budget estimate etc that are essential for the preparatory activities.

O.I.T.A.F. Seminar on October 3, 2003 in Bolzano

In the last issue of *O.I.T.A.F.-NEWS* mention was made of the decision taken by the Management Committee to organize this year a seminar on the following subject :

“OPTIMISATION OF THE OPERATION OF CABLEWAY INSTALLATIONS”

The Seminar has been combined with the „ALPITEC“ exhibition and is to take place on October 3, 2003. The programme of the seminar is as follows :

Venue : „**ROTER SAAL**“, Kongresszentrum der Messe Bozen, Messeplatz 1, i-39100 BOLZANO

Fees :. entrance free

simultaneous interpretation:
Italian, German, French, English

Programme

9.30 a.m. Opening address by
Dr. Horst Kühschelm,
President of O.I.T.A.F.
Introduction by
Dr. Ing. Heinrich Brugger,
Secretary General of O.I.T.A.F.

Chair of the meeting:

François Crouzet (Chairman of O.I.T.A.F. Work Committee n° 6)

09.45 to 12.30 a.m. : 5 lectures

- 1. MODERNISATION OF EXISTING CABLEWAY INSTALLATIONS**
Michel FAUCHE – POMA (France)
- 2. INTERPRETATION OF SAFETY REQUIREMENTS OF THE EUROPEAN DIRECTIVE RELATING TO CABLEWAY INSTALLATIONS DESIGNED TO CARRC PERSONS - RESULTING IMPACT ON OPERATING CONDITIONS OF CABLEWAY INSTALLATIONS**
Fritz MEYER – SUVA (Switzerland)

3. ASSESSMENT OF OCCUPATIONAL HAZARDS – A SCHEME FOR PROGRESS

Michel GRANIER – CRAM (France)

4. A NEW TECHNICAL AID FOR THE VISUAL INSPECTION OF ROPES

Dipl-Phys. Frank WAGNER – BG BAHNEN Hamburg (Germany)

5. THE „QUALITY“ OF OPERATIONAL MANAGEMENT – QUALITY SCHEME ISO 9001 AND ITS IMPACT ON ROPEWAY OPERATING CONDITIONS

Hervé LENOIRE – SNTF (France)

12.30 – 2.00 p.m. Break for lunch

02.00 – 4.15 p.m.

1. APPLICATION OF AND EXPERIENCE MADE BY THE ROPEWAY INDUSTRY WITH PC-AIDED MAINTENANCE PROGRAMMES

Hannes STEINLECHNER, Arlberger Bergbahnen Ag. St. Anton a.A. (Austria)
Augustin WALCHER. Company Gamed, Graz (Austria)

2. ADVANTAGES OF A SERVICING AND MAINTENANCE CHECK-LIST FOR ROPEWAY INSTALLATIONS

Ernst Leitner – ANITIF (Italy)

3. PREVENTIVE MAINTENANCE

Manuel SALSAS – Bequera Beret SA (Spain)

4. COMBINED MULTIPLE PURPOSE TERMINALS FOR DIFFERENT CARRIAGE SYSTEMS : GONDOLAS AND CHAIRS – NEW TRANSPORT SOLUTIONS

Gerhard GABRIEL – Andreas NATTER – DOPPELMAYR (Austria)

4.15 – 4.30 p.m. Conclusions and end of the seminar

Readers who wish to register are kindly requested to send the enclosed registration form to

O.I.T.A.F.

Ufficio Trasporti funiviari

Via Crispi 10

I - 39100 BOLZANO

tel. (0039)-0471-414600

fax: (0039)-0471-414616

Email: info@oitaf.org or h.brugger@provinz.bz.it

Hotel reservation

You are kindly requested to book your hotel accommodation (Cf. enclosure) as soon as possible because hotels might be already fully booked by participants who attend other events that are taking place in Bolzano in the same period

How to get to the place of venue at the Fair ground of Bozner Messe

By train from railway station (hourly departure, the trip takes 10 minutes)

Bus line 10A and 10B every 10 minutes from bus stops (trip takes approx. 30 minutes)

INTERNATIONAL INFORMATION

OITAF-NACS

The General Meeting of OITAF-NACS, the continental section of O.I.T.A.F., who met at San Diego, California, on May 29, 2003 have elected the leading functions of the organisations

President Chris Hanrahan, US Forest Service

Vice president Dave Wilson, Alyeska Resort Girdwood, Alaska

Treasurer Joe Gmuender, Gmuender Engineering LLC

Secretary John Ellis, Aerial Engineering

We wish to avail our selves of this opportunity to express our sincere appreciation and heartiest thanks to the outgoing president of OITAF-NACS George Boyden, the our going treasurer Dave Wilson and all other members of OITAF-NACS for the active support and cooperation towards the promotion of O.I.T.A.F.'s interests and in particular for organizing the meeting of the Management Committee at Girdwood.

OITAF-NACS Symposium

The 9th OITAF-NACS Symposium is due to take place in September 2004. Decisions regarding the place of venue and the themes of the symposium will be taken in due time.

Co-operation of OITAF-NACS members with O.I.T.A.F. work committees

Members attending last year's meeting of the O.I.T.A.F. Management Committee in Girdwood in Alaska stressed the need to strengthen links of co-operation between OITAF-NACS members and work committees. George Boyden has accepted to serve on work committee n° 2, who are responsible for matters related to ropes for cableway installations, and Doug Clyde is already a member of work committee n° 4, responsible for legal, administrative, economic and statistical issues of the ropeway industry.

EU Directive and CEN standards

EU Directive

Last year the Commission of the European Union has invited offers for the elaboration of guidelines for the application of Directive 2000/9/EC. Final decision has however been taken only in May 2003 and the mandate to draft guidelines for the application of the EU Directive 2000/9/EC relating to cableway installations designed to carry persons assigned to FIANET (federation Internationale des Associations Nationales d'Exploitation de Téléphériques) the organisation of ropeway operators and to IARM, (the International Association of Ropeway Manufacturers) with Monsieur Soury Lavergne as responsible convenor. Monsieur Soury Lavergne has a long experience both in the field of CEN standardization and matters related to the EU Directive and has been appointed EU consultant with the assignment to assess the conformity of harmonized standards produced by the CEN Technical Committee TC 242 with the essential requirements of the EU Directive.

These guidelines are to make sure that all member countries of the European Union will adopt the same approach to matters related to the application of the Directive. It is meant as a document of reference for all involved in situations and persons, and in particular for manufacturers, operators, notified bodies and supervisory authorities.

The working group composed of representatives of ropeway operators of countries that have an important ropeway industry, as well as representatives of the most important ropeway manufacturers have already met for

their first meeting and have adopted their working programme and agreed on the subjects to be addressed. During their first meeting they have discussed the following issues :

- Components and spare parts covered by the Directive or to be identified by the safety analysis. Who has to sign for and take responsibility for a safety analysis
- CE marking
- Technical documents that have to be submitted to notified bodies, supervisory authorities and operators
- Verification of the conformity of safety components, subsystems and of the whole installation with essential requirements of the Directive
- Existing installations, spare parts, maintenance, alterations and retrofitting
- Transition period
- Standard procedures for the construction of cableway installations
- technical innovation (technical reference, conditions, times etc)

The working group have also agreed an order of priority of the issues listed above.

Another meeting of the working group was due to take place in Bern on July 1st.

It should be pointed out that the working group are expected to finalize the guidelines by May, 2 2004 and that the EU Directive becomes fully effective on May 3, 2004. With other words it must be assumed that it will take at least the whole year 2004 to eliminate present uncertainties regarding the application of the Directive because applicants will have very little time to take what action is necessary to get in line with the requirements of the Directive and because projects for cableway installations to be built in 2004 have to be finalized and the necessary components produced far in advance. The more so because in their working programme CEN TC 242 do not expect the publication of harmonized European standards to be possible before the end of 2004.

Transposition of the EU Directive into the national legislation of member countries.

Most EU member countries have already transposed the Directive into their national legislation and it may be assumed that the remaining countries will do so within the year.

Notified bodies

Under art. 7 of the EU Directive 2000/9/EC relating to cableway installations designed to carry persons procedures for the assessment of the conformity of safety components and under provisions of art. 10 the EC examination certificate for subsystems are to be entrusted to notified bodies. Member States

shall notify the Commission and the other Member States of the bodies responsible for carrying out the conformity assessment procedures and issuing EC examination certificate.

So far (situation on July 7. 2003) the following bodies have been notified:

NOTIFIED BODIES	FIELD OF COMPETENCE	ANNEX OF THE DIRECTIVE
TÜV SÜDDEUTSCHLAND BAU UND BETRIEB GMBH Westendstraße, 199 D-80686 MÜNCHEN	Safety components Subsystems	Annex V: all modules Annex VII
TÜV THÜRINGEN E.V. Melchendorferstraße. 64 D-99096 ERFURT	Safety components Subsystems	Annex V: all modules Annex VII
ASSOCIACION ESPANOLA DE NORMALIZACION Y CERTIFICACION (AENOR) C/Génova, 6 E-28004 MADRID	Safety components Subsystems	Annex V: Modules D and H Annex VII
TÜV – ÖSTERREICH Krugergasse 16 A-1010 WIEN	Safety components Subsystems	Annex V: all modules Annex VII
SERVICE TECHNIQUE DES REMONTEES MECANIKES ET DES TRANSPORTS GUIDES Rue de la Piscine 1461 F-38400 SAINT MARTIN D'HERES	Safety components Subsystems	Annex V: all modules Annex VII

CEN standards

The Technical Committee CEN TC 242 who were assigned the task to draw up European standards for cableway installations have met twice for a three day meeting this year, the first one being held in Madrid from January 27 to 29, and the second in Berlin from April 2 to 4.

At their meeting in Madrid the Technical Committee were expected to move the adoption of the following draft standards :

PrEN 12929-2 „General requirements – Part 2 – Additional requirements for bicable reversible ropeways without carrier truck brake discussed and approved most amendments that had been suggested by

member delegations the technical committee engaged a general discussion during which attending members requested to speak in order to defend, according to their views, their arguments for and against the final adoption of this standard. Looking for a possible solution permitting to reach general consensus the technical committee envisaged the possibility to process this document as “technical specifications”. In the end the committee were asked to tell whether it may be assumed that the stage reached by the draft standard is such that it can be adopted by the technical committee and released for final vote.

With Germany, Italy and Switzerland voting against the technical committee CEN TC 242 moved the majority decision to adopt and release for final vote the draft standard as amended during the meeting in Madrid.

The technical committee engaged a short discussion of the two draft standards that had been foreseen on the meeting's agenda i.e. PrEN 12927-7 „Ropes“ – part 7 : Inspection, Repair and Maintenance, and PrEN 12927-8„Ropes“ – part 8 – Non destructive methods of testing

And approved most suggested amendments The Technical Committee CEN TC 242 adopted both draft standards with the approved amendments and released them for final vote



CEN TC 242 at work during their Berlin meeting

Amongst others the following issues were to be discussed by the meeting in Berlin Adoption of prTR „Fire prevention and control“ – Part 1 Tunnel funiculars

It has taken six meetings of the working group L to produce this draft technical report. The basis they referred to produce the draft was the safety analyses made by France after the accident in Kaprun.

The draft submitted by working group L triggered a lengthy in depth discussion and member delegations availed themselves of this opportunity to submit proposals for amendments, part of which were approved by the technical committee.

In the end adoption of the draft prTR (document N 532) was moved by a majority decision with one vote against.

Homogeneity of standards

This issue has been examined in full detail during the technical committee's meeting in Berlin

There was awareness that the standards need to be checked for inconsistencies and contradictions between the standards produced by CEN TC 242.

Some of the contradictions that had been identified by member delegations were discussed and explained. As a consequence it is now necessary to amend or clarify the contradictory wording.

Progress report

Having examined the situation the technical committee CEN TC 242 concluded that except for

PrEN 13796-1 Carriers – Part 1 – Grips Carrier trucks, carrier truck brakes, cabins, carriage, chairs, maintenance carriers and tow hangers

PrEN 13796-1 Carriers – Part 2 – Clamp stripping test

PrEN 13796-2 Carriers – Part 3 Fatigue testing

And

PrEN 1907 – Terminology – revised text

all the other draft standards have been adopted by CEN TC 242 and released for formal vote

Draft standard prEN 13796-1 Carriers has been submitted for public enquiry. The enquiry having been at present examining comments that have been raised.

After its revision the revised draft of prEN 1907 – Terminology – has again been submitted to public enquiry.

Technical reports

PrTR „Fire prevention and control of cableway installations other than tunnel funicular railways“ and

Data recording devices

are at present under discussion, the technical report on fire prevention and control being dealt with by the working group L and data recording devices by the special Ad hoc group.

ACTIVITIES OF O.I.T.A.F. WORK COMMITTEES

WORK COMMITTEE N° 1 : Technique of ropeways and technical recommendations

Chairman : Dipl. Ing. Dr. Peter Sedivy, Bundesministerium für Verkehr, Innovation und Technologie

Dr. Sedivy sent the following report :

This year's first meeting of the committee was held at the Italian Ministero delle Infrastrutture e Trasporti in Rome on May 5 and 6. The meeting was attended by 15 members of the committee, Only one was to be discussed at this meeting i.e. the tables of hazardous scenari associated with specific components of a cableway installation. The structure of the tables which were to be used as working documents for the discussion in Rome had been agreed at the one before last meeting of the committee in Grindelwald in autumn 2002. We wish to express our full appreciation to Dipl. Ing. MEYER for his valuable contributions to the activities of committee n° 1 and for accepting to chair and write the minutes of the meeting in Grindelwald.

The committee have decided to draw up first the tables of hazardous scenari associated with the following components :

- Ropes and rope connections
- Carriers
- Tensioning devices
- Drives and Brakes
- Mechanical equipment of terminals
- Line structures
- Carrier trucks
- Recovery equipment
- Passenger conveyors

Some of these tables have already been drawn up. And have already drawn up in two language versions, i.e. German and French, the two working languages of the committee.. The list of components shows that a considerable amount of work still needs to be done and as long as the committee cannot meet more frequently than once or twice a year it is difficult to achieve final results within a short spell of time.

The invitation to hold a meeting in Rome had been extended to the committee by Pier Paolo Siazzu, Italian Ministry for Transports. For two reasons the meetings may be described as an unquestionably "hot" meeting, with the temperature inside worked up by the diverging views on hazardous scenari and the temperature outside heated by a unusual heat wave with temperatures higher than

normal in the month of May. With heroic impassiveness delegates worked hard and achieved satisfactory results within a relatively short spell of time. The consensus they have reached may be regarded as the basis for the analysis and definition of hazardous scenari associated with the remaining components of a cableway installation. With a view to accelerating the progress of the work the committee have agreed that before their summer holidays members would send their comments directly to the delegate who is in charge of a specific component and has drawn up the relevant list of hazardous scenari. The responsible members would thus get the direct input of their colleagues' views and comments and thus be in the position to give due consideration to the various positions. It is hoped that the results of their work will be ready in time for and would thus be taken as the basis for the discussions at the next meeting of the committee which is to take place in Norway. Dipl. Ing. Roar MOE offered to make the necessary arrangements for the meeting room and to provide information regarding hotel accommodation and transport facilities.

Date of the next meeting : September 15 and 16, 2003.

WORKING GROUP set up by committee n° 1 : Non public ropeways Material handling ropeways and cable cranes

Convenor of the working group : Dr. Ing. Achille Bonini (Roma – Italy)



Working group at work on Capri

The first six months of 2003 were once more six months of intensive work : the working group met three times for a 2-day meeting, i.e. on January 16 and 17 at Petersberg (Bol-

zано), on March 10 and 11 in Grenoble invited by the company Pomagalski and on May 29 and 30 on Capri (I).

The working group have almost completed the revision of the document. The revised document has the following structure :

1) Preface, general requirements and operation

This part of the document with the following annexed parts

- A. Definitions
- B. Example of operating instructions
- C. Example of a risk analysis

has been finalized.

2) Dedicated chapters

- 2.1 Permanent material handling ropeways (Text almost completed)
- 2.2. Cable cranes- (text is being discussed at present)
- 2.3 Inclined material haulage system (text almost completed)
- 2.4 Temporary ropeway installations (text is under was)

The next meeting will be held on October 20 and 21, 2003 in Unterweisbach, south of Erfurts (Thuringia – Germany) at the building site of the Leibis dam for the construction of which the company Krupp has built and installed special cable cranes.



Besides work Capri has shown its beauties

WORKING GROUP set up by committee n° 1 : Non public ropeways

Ropeways designed to carry persons and materials

Convenor of the working group : Dipl. Ing. Karl Fritsche, Vorarlberger Landesregierung

At their first meeting which was held on September 19 and 20, 2002 in Bregenz the working group drew up a first proposal of amendments that were felt to be necessary in order to bring recommendations in harmony with

the latest state of the art of the ropeway technology and remote control systems, as well as with the essential requirements of the EU Directive relating to cableway installations designed to carry persons. Suggested amendments also include adjustments to regulations for the construction and operation of non public cableway installation designed for occasional transport of persons that were felt to be necessary. The suggested amendments had been circulated to all members of the working group for them to comment in writing. The suggested draft and relative amendments make clear distinction between “automatic mode of operation with terminals unattended” and “remote radio control based operation”

The working group held a second meeting on May 9, 2003. Monitoring of the correct position of the haul rope of cableway installations operated with remote radio based control was the main issue they discussed at that meeting. The meeting concluded that provision of this type of monitoring is not necessary.

Proposed amendments were submitted to the advise of work committee n° 1 prior to their submission to the approval of the Management Committee.

WORK COMMITTEE N° 2 : Characteristics and inspection of ropes

Chairman : Laurent Reynaud, STRMTG – French Supervisory Authority

The committee met for a meeting on April 14, 2003 at Meribel (F).

Having given due consideration, amongst other things, to the outcome of the survey relating to the priorities to be given to subjects dealt with by this committee, the committee reached agreement on the following conclusions and actions

The variety of different views that were expressed by members from all over the world shows that many interesting issues related to ropes have not yet been solved. The chairman of committee n° 2 has personally sent a reply to the 29 members who have compiled the questionnaire.

It should be pointed out that several subjects that have been suggested are being dealt with in CEN standards, while there are subjects that require a cost and time intensive research and which for this reason cannot be

dealt with by an O.I.T.A.F. committee (for instance research based on tests to be carried out). Several subjects mentioned in the replies are already covered by development and research projects carried out by rope manufacturers

Having examined at length the different subjects the committee agreed to include the following subjects into the committee's working programme

- Lubrication of ropes

The recommendations for ropeway operators which the committee intend to draw up are to cover the following points

- Lubrication : why
- Lubrication : how
- Lubrication : when
- Type of lubricant
- Methods of lubrication

- Service life of haul and carrying haul ropes

Considering the variety of actions that affect the integrity of the rope during its service life any statement regarding the rope's likely service life is no more than an information based on statistical data or datum used for statistical purposes. Some influencing factors develop a determinant action (not forgetting external action such as for instance lightning stroke), such as for instance the number of sheaves, speed, number of cycles within a given period of time, difference in altitude.

The university in Stuttgart has developed a comprehensive programme for the determination of the service life of ropes based on a great variety of different factors. The committee has decided to select a restricted number of representative cases and elaborate with the help of these cases a method for the determination of the service life of ropes.

- Roller load

Ropes are subject to the loads built up by stresses and loads produced by one off circumstances (assembly, mounting grips) and normal operation and transmitted onto them by hauling rope grips, track rope saddles and track rope carrier trucks. An extremely high load negatively affects the service life of the rope. CEN standard contain no specifications regarding the maximum permissible load. This is why the working group intend to ad-

dress this subject and exchange their knowledge.

- Vibrations

Reduction of rope vibrations is an issues that is being looked after by both the rope and the ropeway manufacturers and this could be considered as an argument against including this issue in the committee's programme of work. It was nevertheless suggested to see whether it appears to be possible to determine permissible vibration values that may be used as element of comparison vibrations that ought to be regarded as excessive or accepted as normal vibrations.

- Approval of test houses

To the day each country has own approval procedures for test houses and inspectors. The resulting national barriers do not have the same negative effect as national regulations for cableway installations because in most instances the competence of test houses is restricted to the national territory.

The EU Directive 2000/9/EC establishes the common domestic market for safety components, but no common domestic market for rope and building inspection.

It is expected that mutual recognition of rope testing house will be achieved hand in hand with the implementation of the common European solution.

- In all EU countries accreditation to EN 45001 is fundamental for test houses to have the right to carry out tests
- The technical requirements specified in the European standards produced by CEN TC 242 have the status of fundamental requirements to be met.

- Technical aid for visual rope inspections

O.I.T.A.F. has no powers of an approval authority for cableway components and installations (for instance grips and ropes), but may suggest recommended procedures for specific issues or families of installations (for instance the Funitel system or up-hill conveyance systems)

It is rather difficult to take a clear cut decision because to this day there is only one system that may be used as technical aid for the visual inspection of ropes. Hence it is hardly possible to avoid specifying general requirements without preventing other possibilities of development of this innovation.

Within the above limitations the work committee no. 2 are willing to address suggested subjects

- Accuracy of magnetic induction tests of cableway ropes

Referring to the last issue of **O.I.T.A.F.-NEWS** we wish to recall that we mentioned the round robin tests carried out with two rope sections known to have internal injuries or broken wires. The participating test laboratories were asked to assess the quality of these test ropes with their test equipment and own method of testing.

The two test ropes have in the meantime been tested by two laboratories and are at present being tested by the university in Stuttgart.

The committee are to evaluate test results together with the involved laboratories once all involved laboratories have had a chance to test both rope sections.

Another meeting of the committee was due to take place on July 11 in Berne. The results thereof will be reported in the next issue of **O.I.T.A.F.-NEWS**.

WORK COMMITTEE N° 3 : Electrical equipment and components of ropeway installations

Chairman : Dipl. Ing. Fredy Lang, Federal Office for Transports, Switzerland

Committee n° 3 have met in Garmisch-Partenkirchen (Zugspitze) from March 24 to 26, 2003 and have addressed the following subjects

a) EU Directive

Progress report on the transposition of the Directive into the national legislation of member countries and bodies that have been notified so far as being competent for safety components and subsystems

b) Signaling and storage of troubles and operating states

Committee n° 3 have decided to adjourn discussion of this subject till the time the ad hoc group set up by CEN TC 242 chaired by Ing. Fornasa, a member of committee 3 have completed their mission. That notwithstanding committee 3 would welcome information on intermediary results of the ad hoc group's

work seen that so far there seems to be no clear indication of the type of data that ought to be acquired and stored.

c) Cableway ropes subjected to the action of heat

The chairman informed the meeting that O.I.T.A.F. committee no. 2 have sent a report saying that stranded rope with fibre core cannot withstand temperatures in excess of 100°C, stranded ropes with steel core a temperature in excess of 200°C. At temperatures of less than 100°C ropes may suffer damage caused by the leakage of the lubricant. The tensile strength of ropes is reduced to half its original value if the rope is exposed to a temperature of 400°C. The failure of a rope tensioned to a safety factor of 3 is likely to occur if the rope is heated up to 400°C. A temperature of 130°C gives rise to creep phenomena in the poured lead or tin alloy sockets of tensioned ropes. This is why rapid evacuation of all passengers is necessary to make sure they will be safe before the heat of the fire causes the sockets and/or ropes to fail and carriers crash down on the ground. With other words this also means that stringent specification have to be met by recovery drives, both in terms of permanent availability and functional performance. Due consideration needs also to be given to accessory equipment the ill-grounding of which may give rise to faults (arcing) and thus cause the ropes to suffer damage. Lightning stroke is another likely cause of severe damage, a reason why lightning recorders have to be fitted to the haul rope of installations without carrier truck brake

d) Fire prevention and control

Members of the committee have exchanged views on existing requirements for wirings and cables.

e) Ropeway crossings with high voltage lines

Even though ropeway crossings with high voltage lines are no electro technical subject, the committee felt that this is a subject that ought to be dealt with. The results of a first exchange of views are as follows :

- In Austria aerial lines are not permitted to pass below a cableway installation. There are special ÖVE (electro technical Association) regulations for aerial lines passing

over a cableway installations specifying the minimum permissible distance and the compulsory verification of that distance.

- In Switzerland requirements for crossing of cableway installations with aerial lines are specified in the Swiss ordinance for electric lines. One of the requirements applies to the minimum permissible crossing angle which shall not be less than $20 \text{ Gon} = 18^\circ$. The controlling authority is entitled to impose additional safety measures. High voltage lines up to 50 kV passing below a cableway installation have to be lain underground.
- Bavarian instructions for the application of regulations relating to the construction and operation of cableway installations (BOSeil, March 2001) establish the following rules
 - Cableway crossings with a power aerial main ought to be avoided wherever possible by an appropriate layout of both the cableway track and the aerial power line. Where crossings cannot be avoided the aerial power line shall be made to pass above the cableway installation or lain underground. Crossings and parallel cableway and aerial lines are to comply with VDE (Association of the German Electro technical Industry) specifications and aerial power lines carrying more than 1 kV have to comply with DIN VDE 0210, the safety distance has to comply with EDIN IEC 11/122/CD, DIN EN 61854 (VDE 212, part 2

The next meeting of the committee is due to take place from September 8 to 10, 2003 in Austria.

WORK COMMITTEE N° 4: Legal, administrative, economic and statistical matters.

Chairman : Dr. Horst Kühschelm. Bundesministerium für Verkehr, Innovation und Technologie, Austria

Dr. Kühschelm sent the following report :

The 52nd meeting of committee no. 4 was held in Ljubljana on April 3 and 4, 2003. The main issues the committee addressed at that meeting were the following ones.

1. Glossary for a legal databank

The committee have drawn up a glossary covering some 500 legal and economic terms in five languages, i.e. German, French, Italian, English and Slovenian. The Management Committee approved the document at their meeting held on June 6, 2003. The glossary is meant as a reference document and is to be made accessible to all O.I.T.A.F. members in Internet.

2. Transport conditions

The committee were not able to finalize their investigations on transportation of children, i.e. an issue that is also being dealt by work committee no. 6. This is why at their last meeting the Management Committee decided to set up a joint working group composed of members of committee no. 4 and committee no.6

3. Directive relating to fire prevention and control

The Austrian bodies competent in matters related to fire prevention and control have drawn up a guide relating to fire prevention and control of cableway installations which is to provide guidance for a uniform assessment of the situation with regard to fire prevention and control requirements. Germany has produced a draft directive for fire prevention and control that has not yet received its final approval.

It is highly desirable to lay down a uniform set of requirements for fire prevention and control of cableway installations to be enforced in all countries. A special working group on fire prevention and control has also been set up by CEN TC 242.

4. Programme for the committee's next meeting

The priority issue to be dealt at length are legal and liability aspects involved by avalanche warning lights and in particular the switching on and off of these lights

The committee are also expected to address at their future meetings the following issues

- Transportation of children
- Indirect cost efficiency
- the contribution of the ropeway industry to the national economy and measures to be taken to strengthen the ropeway industry's role

The next meeting of committee no. 4 will most likely be convened in Hamburg from September 25 to 26, 2003.

WORKING GROUP „Environment Forum“ set up by work Committee no. 4

Convenor of the working group : Techn. Rat Dipl. Ing. Michael Manhart, Lech am Arlberg
Michael Manhart sent the following report :

The Environment Forum met last end November at the Eidgenössisches Institut für Schnee- und Lawinenforschung (Swiss Federal Snow and Avalanches Research Institute) in Davos. The Director of the Institute, Dr. Walter Amman, presented an introductory survey of the institute's wide research programme.

Vice-president Jean Charles Simiand delivered a report on the latest developments of the Alpine Convention and in particular on the results of the last meeting of ministers held in Merano. After two years of Italian presidency, the presidency passed to Germany. Monsieur Noel Lebel, so far member of the French delegation, has been appointed Secretary General of the Convention. The headquarters of the General Secretariat are to be located in Innsbruck. So far only Austria and Germany have ratified the protocols.

J.C.Simiand, who has represented FIANET in the Alpine Convention in the past ten years has decided to pass his function on to Peter Vollmer, SVS. His function in the Environment Forum will be taken over by a representative of the French Ropeway Association. Even though he has decided to retire from his functions our friend Jean-Charles will be kept informed on the progress of our activities. He is to pass his sceptre to his successor at the next meeting of the Environment Forum.

Dr. Hansueli Rhyner and Christian Rixen described in their reports the technical and physical properties of snow. Dr. Rhyner explained why artificial snow has properties that better suited for ski-run preparation and grooming than natural snow (Cf. Manual "Pistenpräparation und Pistenpflege" (Manual for ski-run preparation and grooming) editor : SLF – Institut Davos). Dr. Rixen presented a summary report of the research on "Artificial snow and snow additives : "Kunstschnee und

Schneezusätze : Eigenschaften und Wirkungen auf Vegetation und Boden in alpinen Ski-gebieten" (Properties of artificial snow and snow additives - consequences for the plant life and soil of alpine ski areas). The effect Snomax has on plant life has been measured in a green-house with excessively high applications of Snomax.

No live pseudomonas were found on test specimens subjected to the action of Snomax. Cautious use of nitrogen fertilizer as snow hardening medium is advisable in boggy areas.

Madame Françoise Dinger, Cemagref, submitted an interim report on the progress of research projects carried out in France and in Italy with Snomax and bacterium pseudomonas syringae - stock PS 31a show that proteins of the genetically unmodified body skin enhance the performance of snow making units. No live bacteria were found in Snomax packages. It is important to establish strict technically and hygienically sound conditions for the operation and servicing of the equipment used to inject Snowmay into the snow-making water. Another area of research to be launched in the future is to investigate possible changes in quality of the drinking water / sources due to the use of Snomax. Field texts carried out so far did not reveal any apparent damage to plant life which actually was unlikely considering that the quantities of Snomax used were very small. Research is to be carried on till 2005. For major caution Snomax will be sold only as granular product even though Snomax powder inhalation tests revealed no detrimental effect.

A survey of the use of Snomax has shown that only the Land Tyrol requires the water used for snow making to have the purity of drinking water. The other countries are aware of the fact that natural snow is a germ carrier while artificial snow carries but few germs. At present 80 % of the Snomay production are sold to the USA, Canada, Australia, Japan and New Zealand. Europe, and in Europe especially the Scandinavian countries, take 20 % of the production.

The technical and scientific media are now required to spread information on the results of the research work to a vast public and by doing so to reach the ear of decision makers.

With the support of the O.I.T.A.F. Environment Forum and the financial support granted amongst other donors also by Skilifte Lech, Prof. Erwin Lichtenegger has written both in German and English his extended version of the book "Hochlagenbegrünung (Greening at High Altitude) published by the Pflanzensoziologisches Institut, Univ. Prof. Dr. Lore Kutschera, A-9020 Klagenfurt, Kempfstraße 12, Telephone and fax 0043 (0) 4463 54 461, e-mail LoreKutschera@everyday-com. Orders can be placed directly with the publisher.

WORK COMMITTEE N° 6 : Optimization of ropeway and ski-tow operation

Chairman : Ing. Francis Crouzet

The committee met for another meeting in Salzburg (A) on June 12 and 13, 2003

The following subject were dealt with in detail

Recommendations for fire prevention and control measures to be taken during the operation and maintenance of cableway installations

After a brief discussion of final draft recommendations relating to measures to be taken to prevent and control fire during the operation and maintenance of cableway installations which had been submitted to the last meeting the committee moved the adoption of the draft by a unanimous decision. The draft recommendation are hence to be submitted to the approval of the Management Committee.

Recommendations for up-hill conveyance systems in ski-areas – O.I.T.A.F. Recommendation no. 15

The serious accident that killed the user of an uphill conveyance installation was picked up in a lengthy and comprehensive discussion on the pros and cons of this conveyance system. Members agreed that precautions taken to meet requirements that are specified in the O.I.T.A.F. recommendation ought to have prevented the occurrence of such an accident. Notwithstanding that the committee decided to add the following requirement in clause 3.8 of the recommendation.

Measures shall be taken to exclude the possibility of unauthorized or accidental start up of the conveyor.

Transportation of children by chairlift

The Management Committee have decided to set up a small ad hoc working group composed of members of work committee no. 4 and work committee no 6 with the mandate to suggest a viable solution for the legal and operational aspects associated with the transportation of children. This is why committee 6 have had at their last meeting a brief exchange of views on the following problem areas

National regulations defining the age and height of children, layout of the embarking and disembarking area, ground clearance of the seat, special seats for children, slope of the seat, admittance restricted to children of a skiing class for children, transportation of children on 1S chairs, transportation of children smaller than the specified minimum height in the lap of an adult, additional safety devices to prevent children from sliding and falling, definition of the accompanying person deemed to be responsible for the child, definition of the attendant's supervisory function when embarking a child, transportation of a children's skiing school class, children's ability and aptness for chairlift transportation, number of children that may take a chair if they are accompanied, where should children be seated on the chair etc. Following to this exchange of views members submitted several proposals in writing as a basis for a text to be drawn up by the committee. However these proposals need to be given a second thought.

O.I.T.A.F. Seminar on „Optimization of the operation of ropeways” to be held in Bolzano on October 3, 2003

Having been given a summary report about the programme and the organisation of the seminar which is being organised by committee no. 6 the meeting took several decisions regarding the last arrangements to be made.

The committee approved the following time schedule for the committee's future meetings
October 1 and 2 2003 in Bolzano

February 2 and 3 2004 in Bavaria

June 3 and 4 2004 in Paris or Clermont Ferrand

September 27 and 28 2004, possibly in Andorra

FUTURE EVENTS

Meetings of O.I.T.A.F. committees and working groups (meetings the date of which has already been decided)

<u>Management Committee</u>	02.10.03, Bolzano (I)
<u>Executive Committee</u>	yet to be determined
<u>General Organisation Committee</u>	
<u>Of the 9th International O.I.T.A.F. Conference</u>	12.09.2003, Innsbruck
<u>Work Committee no. 1</u>	15/16.09.03, Norway
Working group on material Handling ropeways	20/21.10.03, Germany
<u>Work committee no. 2</u>	11.07-03, Berne (CH)
<u>Work committee no. 3</u>	08-10.09 03, Austria
<u>Work committee no. 4</u>	25/26,09.03, Hamburg
Working group "Environment Forum" yet to be determined	
<u>Work committee no.6</u>	01.02.10,03, Bolzano 02/03.02.04, Bavaria,D 03/04.06.04, Paris (F) 27/28.09.04, Andorra

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O.I.T.A.F. Secretariat

I-39100 BOLZANO,

Palazzo Provinciale 3B,

via Crispi, 10

Tel. ++39-0471-414600 Fax ++39-0471-414616

E-mail : H.Brugger@provinz.bz.it or

info@oitaf.org

Text and photography, if no otherwise specified, written or taken by the Secretary General of O.I.T.A.F.

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