



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 2004

The same issue has been published:
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O.I.T.A.F.-NEWS 1/2004

President's foreword

Dear NEWS Readers

The main issue O.I.T.A.F. were engaged in in the first six month of 2004 was once more the EU Directive relating to cableway installations designed to carry persons which has become fully effective on May 3, 2004. This is why this year's annual seminar of our organisation held in Grenoble on April 22, 2004 addressed issues and problems of fundamental importance associated with the transposition of the directive. For this mere reason the seminar has attracted a numerous audience. We very much appreciate the fact the Standing Committee on Cableway Installations of the European Commission has accepted to be represented and has delegated Mrs. Belén Arriola-Martinez who took an active part in the discussion, replied to questions and supplied valuable information on the views of the European Commission. A detailed report on the seminar will be found further down in this edition of the *NEWS*.

Another predominant point focusing the organisation's priority attention was the 9th O.I.T.A.F. International Conference on Transportation by Rope to be held in Innsbruck from September 26 to October 1, 2005, the organisation of which has by now reached an advanced stage of intensive preparation. May I ask you right now to reserve this date and consider it as a binding commitment of all O.I.T.A.F. members.

O.I.T.A.F. committees have been working hard in this first half of 2004. Information on their activity will be found further down in this issue of the *NEWS*. As to information, may I point out that our website has been in the meantime translated into and made accessible in additional language version so as to reflect the internationality of O.I.T.A.F.

With my best wishes for a peaceful and relaxing summer, sincerely yours

Horst Kühschelm

Note of the Secretary General

The first six months of 2004 have once more been a busy period of hard work. Both the Management Committee and the Executive Committee have met once in the first half of the year. The General Organisation Committee for the 9th O.I.T.A.F. International Conference has met four times and has discussed at great length the organisation of the conference. You will find further down a report on the meetings of the three above mentioned committees.

O.I.T.A.F. committees and their working groups have also met many a time. Reports on their activities are to be found further down.

This year O.I.T.A.F. have organized within the framework of the annual O.I.T.A.F. seminar a "Panel discussion" on the application of the EU Directive 2000/9/EC. The event took place during the SAM exhibition in Grenoble and was attended by experts of the three involved parties, the ropeway manufacturers, the ropeway operators and the ropeway supervisory authorities, representatives of the EU Commission, the so-called notified bodies and a numerous audience.

As to the contacts with other international organisations it should be pointed out that the Secretary General of O.I.T.A.F. has represented O.I.T.A.F. at two meetings of the CEN Technical Committee 242 which had received the mandate to draft standards for "Safety requirements for cableway installations designed to carry persons". The drafting of the standards has been entrusted to 13 working groups who have completed their mission in the meantime. The last draft standards to be submitted have been adopted at the last meeting of the technical committee. Detailed reports are to be found further down.

ACTIVITIES OF THE ORGANISATION

Management Committee

The Management Committee held their 105th meeting in Grenoble on April 20, 2004. The three major issues the committee addressed were the following ones :

1. 9th O.I.T.A.F. International Conference on Transportation by Rope to be held in Innsbruck in 2005

The meeting examined and approved the general outline of the programme. (for further details see progress report on the organisation of the 9th International conference further down in this issue of the NEWS)

2. Reports and recommendations produced by O.I.T.A.F. committees

The Management Committee examined in great detail the following documents that had been submitted to a first scrupulous analysis of the Executive Committee :

“Fire prevention and control of ropeway installations in operation”

“Remote control of ropeway installations”

Both these documents have been produced by committee n° 6 „Optimisation of ropeway installations” under the responsibility of the committee’s chairman F. Crouzet.

There was general agreement that these documents are to be regarded as an excellent basis for recommendations to be published later. It was felt indeed that the submitted draft needed to be given additional thought and discussion. As for the document on “Fire control” the Management Committee felt that authors of the document ought to give due consideration to the two technical reports on fire prevention and control of tunnel funiculars and other ropeways published or to be published by the CEN Technical Committee.

The Management Committee wondered whether it would be of any advantage to use and circulate these documents as working paper of an O.I.T.A.F. committee for members’ information. The special rules of procedure that need to be laid down to give these papers the status of a working paper will be discussed at one of the future meetings of the Management Committee.

3. Statistical survey of ropeway installations to be submitted to the 9th international conference.

The Management Committee recalled that a comprehensive statistical survey

of ropeway installations well stocked with technical data has been submitted to every O.I.T.A.F. international Conference. The last statistical survey of ropeway installations drawn up by O.I.T.A.F. has been printed by ISR (Internationale Seilbahnrundschau – International Ropeway Magazine) and published for the 8th International conference in San Francisco, i.e. in 1999. This is why it was felt that time has come to draw up and issue an updated O.I.T.A.F. International Survey of Ropeway Installations, and to change slightly its content by limiting the coverage of specifically technical data and adding economic and general data, such as for instance the number of ropeway installations, the number of passengers, streams of skiers, the use that is made of the capacity of ski areas, the overall capacity of installations etc. Monsieur Pettex, Compagnie des Alpes (F), who is an expert in matters related to statistical surveys has kindly accepted to draw up the O.I.T.A.F. statistical survey.

4. Approval of the balance

All members of the Management Committee unanimously moved the approval of the balance 2003 drawn up by the treasurer Claudio Canessa Parodi. After having pointed out that expenses for interpretation and translation have doubled in 2003. This increase reflects indeed the expanding activity of O.I.T.A.F. committees which means that in a long run O.I.T.A.F will have to increase membership fees should members wish to maintain in future the present level of activity and have the discussions in committee meetings interpreted and the documents translated into the working languages.

Consecutive interpretation of debates and translation of minutes and of the most important working documents is provided if the committees or working groups use more than one working language. The languages they use are the following ones

Work committee n° 1 : German and French

Working group on material handling ropeways : German and Italian

Work committee n° 2 : English (no expenses for interpretation of debates)

Work committee n° 3 : German and French

Work committee n° 4 : German and French

Working group on Environment : German and French

Work committee n° 6 : German and French

Working group on Transportation of Children : German and French

It was however felt that the highest possible number of members who do not speak either of the two working languages ought to be offered the possibility to take part or contribute to the work of the work committee by providing the necessary translations and interpretation.

Executive Committee

The Executive Committee met for their 79th meeting on January 29, 2004 at the UNIQUE Conference Centre at the Airport Zürich-Kloten.

True to their common practice the committee examined pending issues they were expected to submit to the Management Committee for final approval. At their last meeting priority had been given to draft recommendations produced by committee n° 6 on "Fire control of ropeways in operation" and "Remote control of ropeway installations" and have drawn the conclusion that both these documents require additional careful examination.

The committee further decided to convene a meeting of all committee and working group chairmen and convenors and discuss with them the future coordination of the activities of O.I.T.A.F. committees and working groups.

However most of the meeting's discussions were focused on the results of the meetings held by the General Organisation Committee..

Activities of the Secretariat

The Secretariat of O.I.T.A.F. performed its statutory function by looking after the running administrative work associated with the organisation's normal and international activities and the administrative work involved by the expanded work programme of O.I.T.A.F. committees and trying to

cope with the resulting increased work load.

Additional language versions of the O.I.T.A.F. homepage

The Secretariat has had the homepage of O.I.T.A.F. (www.O.I.T.A.F.org) translated into additional language versions so as to make information about O.I.T.A.F. accessible to all continents of the world.

The O.I.T.A.F. homepage has been translated into the following languages

- **Russian**
- **Chinese**
- **Japanese**

thus providing coverage of the Russian speaking regions West and East of the Urals and most of Asia.

It has also been decided to add, possibly before the end of the year, a Portuguese version of the O.I.T.A.F. homepage so as to cover all South-American countries..

I would like to avail myself of this opportunity to express my heartiest thanks and appreciation to Prof. Patariaia, Tiflisi in Georgia, who is a member of O.I.T.A.F. and has kindly accepted to take the necessary steps to provide a Russian version of the homepage.

We would also like to express our thanks to Yo Bo, Sanhe Doppelmayr, Transport Systems Co. Ltd in Peking who was kind enough to provide a Chinese version of the homepage.

Last but no least we would like to express thanks to Mrs. Eiko Schmid, who is living in Munich, for being always helpful and having provided the Japanese translation.

Hence all the Secretary General had to do was to add all these language versions to the O.I.T.A.F. homepage, which he succeeded in doing after several attempts without the help of the webmaster.

ORGANISATION OF THE 9TH INTERNATIONAL CONGRESS ON TRANSPORTATION BY ROPE

In the first half of the year 2004 the General Organisation Committee has met four times in Innsbruck. The meetings were held on January 21, March 17, May 13 and June 23.

In the last issue of the ***O.I.T.A.F.-NEWS*** we have already pointed out that there would be no "Call for Papers" . The Gen-

eral Organisation Committee has indeed selected several personalities who may be regarded as representatives of the different branches involved with transportation by rope or related fields of activity and has assigned them the task to present a lecture or act as keynote speaker

These meetings were chaired by the chairman of the General Organisation Committee, Dipl.Ing. Dr. Ingo Karl and have addressed, among other issues in particular the following issues :

- Choice of the main themes of the working sessions **VISIONS, TRENDS AND LIFESTYLE** are the three main subjects to be addressed by the forthcoming international conference, the first day of the conference being reserved for the presentation and discussion of trends and lifestyle, the second for the presentation and discussion of visions, the morning of the third day left open for a subject to be chosen at liberty and the morning of

the fourth and last day reserved for an analysis of the presentations and discussions of the previous three days.

- Selection of Keynote Speakers and lecturers
Members of the General Organisation Committee have suggested names for the keynote speakers and lecturers and have already had the first direct contacts with the suggested personalities.
- Outline programme of social and other events offered to participants and accompanying persons

The Kongresszentrum Innsbruck has submitted to the General Organisation Committee proposals for the outline programme of social and other events to be offered to participants and accompanying persons. No final decision has been taken so far.

- Conference programme

Provisional general outline and order of events

Date	Day	Morning	Afternoon	Social events
26.09.2005	Monday		Check in: from 14:00 onward 15:00 – 17.00 General Assembly of O.I.T.A.F..	In the evening welcome reception offered by town/ Land
27.09.2005	Tuesday	Official opening ceremony with speeches delivered by the President of O.I.T.A.F. and senior representatives of the federal, regional and local authorities	<i>Working session</i> Trends und Lifestyle	In the evening: Tyrolian evening
28.09.2005	Wednesday	<i>Working session</i> Visions	<i>Working session</i> Visions	In the evening Hospitality Suites
29.09.2005	Thursday	<i>Working session</i> Subject to be chosen at liberty	Excursion	In the evening: Gala banquet
30.09.2005	Friday	<i>Working session</i> Synthesis	Departure of participants or additional excursions or visits of cableway installations	

The General Organisation Committee has been working hard in the first six months of this year and will do their best to organise a top level conference.

The next meeting is scheduled to take place on August 6, 2004 in Innsbruck.

Enclosed to this issue of the NEWS you will find an information folder on the 9th O.I.T.A.F. International Conference for

Transportation by Rope in four languages, German, English, French and Italian.

O.I.T.A.F. Round Table Conference held on April 22, 2004 in Grenoble

Working hand in hand with eng. Laurent Reynaud, chairman of O.I.T.A.F. committee n° 2 and head of the notified body that has its headquarters in the office building of STRMTG in Grenoble and the 1st vice-president of O.I.T.A.F. Jean Charles Simiand, O.I.T.A.F. have organized a Round Table Conference on the following subject.

**EU DIRECTIVE 2000/EC
FROM THEORY TO PRACTICAL AP-
PLICATION**

The seminar was held in the Grande Salle de Conference of the Alpexpo in Grenoble on April 22, 2004 in conjunction with the SAM

Organizers having provided simultaneous interpretation into German, English, French and Italian all 130 or so participants were able to keep on directly with the information on the pending application of the European Directive relating to cableway installations designed to carry persons which was to become fully effective on May 3, 2004, i.e. a few days after the panel meeting in Grenoble and information on ways and means of transposition of the theory to practical application supplied by experts and consultants representing the involved parties, i.e. the manufacturers, operators, notified bodies and supervisory authorities.

The panel was composed of the following panel speakers

B. Martinez-Arriola	European Commission	
A. Soury-Lavergne	Consultant	Consultant
JP. Huard	POMA (F)	Manufacturer
M. Mathis	Doppelmayr (A)	Manufacturer
L. Reynaud	STRMTG (F)	Notified body
A. Laherstorfer	TÜV Wien (A)	Notified body
H. Steinlechner	Austria	Operator
S. Lazzari	Italy	Operator
F. Culleré	Spain, Ministry of Catalonia	Supervisory authority
H. Brugger	Italy, Regional government, Bolzano	Supervisory authority



The Round Table

From left to right S. Lazzari, H. Steinlechner, M. Mathis, JP. Huard, A. Laherstorfer, L. Reynaud, J. C. Simiand, B. Martinez Arriola, S. Soury-Lavergne, F. Culleré. H. Brugger

Moderator of the panel discussion : Jean Charles Simiand

After the opening address delivered by the president of O.I.T.A.F. Dr. Horst Kühschelm, Mrs Belén Arriola Martinez as representative of the European Commission presented a lecture on the application of the directive (should you wish to read it or load it down click www.O.I.T.A.F..org .– lectures presented to seminars)



Mrs. B. Martinez-Arriola

This presentation was followed by statements made by other panel members on the present application of the Directive and arising problems. Manufacturers' position on this directive is very positive seen that in their view the directive establishes the basis for the harmonization of the production of safety components and subsystems in all countries and hence the basis of a free market. Their fears that the Directive would no longer permit or restrict the use of products that have been produced so far seem to have been abated. Views expressed by the representatives of operators were less confident. They indeed fear that amongst other factors the

establishment of notified bodies and introduction of more stringent regulations might cause the prices to increase. Another reason of concern is the lack of uniformity of national transitional provisions. On the other side they also consider the Directive as a positive fact since it establishes the principle of like conditions of production and like conditions of offer for all products. The supervisory authorities also welcome the enforcement of the Directive but emphasized the arising difficulties of transposition of the Directive, in particular in countries that have no notified body yet. Representatives of notified bodies pointed out that they are a service meant to assist manufacturers. They have also let the audience know the experience they have made so far with conformity assessments. Essential statements made during the discussion that followed may be summarized as follows

- At the time discussions on the Directive were initiated there were still 16 or so ropeway manufacturers in the EU countries. To-day there are only two important ropeway manufacturers and a limited number of small manufacturers, hence the number of products to be certified is considerably smaller.
- the lack of absolute identity of national transitional provisions leaves room for diverging interpretations
- Notified bodies having been established prior to the date of entry into force and definitive application of the Directive the cost of establishment to be borne is rather high
- Are there any rules for the execution of the safety analysis and the reporting of the results and who is mandated to carry out the analysis and write the report? So far there is no established or approved reporting method
- the guide which is at present being discussed and written is meant as a guide for the uniform application of the Directive
- Does the certification requirement apply to spare parts for existing installations (Cf report sent by A. Soury Lavergne at the end of this report on the seminar)
- Period of validity of components built to the national regulations
- Application of the Directive in case of retrofitting, for instance installation of

new gondolas or of an electric plant, etc.

- Application of the Directive in case of reuse of old installations or old components, i.e. installation of an old ropeway on a new site

It has not been possible to give a satisfactory answer to all these queries and statements. Yet Mrs. Martinez Arriola pointed out that these queries and other questions may be referred to the CIRCA Forum (<https://forum.europa.eu.int>) set up by the EU Commission with the remit to examine such questions or referred directly to the Standing Committee. Both will no doubt try to find solutions for the arising problems. EU member states are requested to issue rules for the settlement of specific questions of application of the Directive.



The audience

In the panel discussions stress was laid in particular on questions related to “spare parts” and the “Re-use of an old installation on a new site”

A. Soury Lavergne, an expert and consultants in matters related to ropeway installation who attended the seminar as member of the Panel, has sent us the following report on the requirements laid down in the Directive in regard of spare parts of existing installations for publication in this issue of the **O.I.T.A.F.-NEWS**. A. Soury Lavergne is a member of O.I.T.A.F. and outstanding expert of ropeways. We wish to express our heartiest thanks for his contribution.

SPARE PARTS IN THE EUROPEAN DIRECTIVE

A. Soury Lavergne (F) have the following report.

It is my intention to report mainly on one issue which has been repeatedly discussed by expert committees in the past months and has been dealt with in a special meeting which has been convened in Brussels in January 2004, i.e. the question of spare parts, the suggested solutions and procedures for the assessment of their conformity and CE marking

Background

Under the provisions of art. 1, paragraph 4 of the Directive, the Directive shall apply to cableway installations built and put into service as from the day of entry into force of the directive and shall apply to subsystems and safety components that are placed on the market as from the same date. For the purpose of the directive placing on the market of a component means that it is made for the first time available for use. The definition does not apply to prototypes or experimental series of components.

This being the ruling principle we have to ask ourselves whether components that are still being produced or placed on the market because they are needed as spare parts for the maintenance of several thousands of existing ropeway installations are to be regarded as components that are subject to the application the conformity assessment procedures. If the answer were to be in the affirmative the organisation of the necessary procedures would take quite a lot of time and cost quite a lot of money with the consequence that not only it would be quite impossible to have it organized in time before the enforcement of the Directive and that its cost would cause an appreciable increase of the cost of maintenance. Which is definitely not desirable. Hence a Directive which is intended as a future oriented piece of regulation for new installations would bring about an upturn of proven procedures which have so far been applicable to existing installations

On the other hand we have to ask ourselves whether it makes any sense to place on one and the same market CE

marked safety components and non CE marked safety components. The market cannot be split into different sectors, both the purchaser of components – main contractors or operators – and the vendor – the manufacturer buy or sell components for the maintenance of existing as well as new ropeway installations. Market control is a prerogative of Member States. How can they exercise their right if both the CE-marked safety components and non CE-marked safety components are placed on the same market and are free to circulate within the extended Union of 25 countries ?

The solution the EU Commission are taking into consideration is based on the following fundamental principle

Safety components and subsystems which are no longer produced for new ropeway installations but which continue to be produced for the purpose of replacement of identical or quasi identical components of installations that have been built before May 4, 2004 for the purpose of the installation's normal maintenance need not be CE-marked and remain subjected to national regulations

There are two corollaries to this rule

- Components used for both old and new installations shall in any case be CE-marked
- All Member States are required to adopt the same procedure. If a country were to deviate from the above rule and impose the marking of all components, manufacturers would have no other alternative but to have the totality of their production assessed for compliance and marked.

It should be pointed out that this line of action is conform with the directive and guarantees the normal functioning of the market. Indeed the above mentioned art. 1, par. 4 of the Directive further specifies that modifications of existing installations are not subject to the application of the Directive if no new authorisation for entry into service is required by the Member State. This infers that the Directive is not regarded as being applicable to minor modifications, and even more so, to maintenance that does not require any modification,

Market control has always been exercised everywhere through inspections carried out on the spot in the final stage of installation of a component and before the cableway installation is put into service or put into service again. This is one of the consequences – and in this case one of the advantages – of the permanent character and the small number of cableway installations. Supervisory authorities are thus in the position to carry out a sound inspection and adapt it to the specific situation.

The discussion forum CIRCA set up by the EU Commission offers an excellent possibility to improve the comprehension of these provisions and to continue the dialogue. The final answer to this and other questions will be given by the pending publication of the guide for the application of the EU-Directive.

Let us take for instance the case of old installations that have been dismantled and rebuilt on another site : in principle dismantling and rebuilding means that safety components and subsystems which have been dismantled and re-installed had been placed on the market prior to their first use and put into service when installed in the first ropeway and hence, that Member States are in such a case the only competent authority entitled to assess the new characteristics of the installations. If however important characteristics undergo modifications, such modifications and their repercussion on the installation must satisfy the essential requirements referred to in Article 1(4) of the Directive. In such a case the modified or replacement safety component shall have to be assessed by a notified body and CE marked. The same rule applies to modified subsystems, their conformity assessment and conformity declaration.

INTERNATIONAL INFORMATION

The EU Directive and CEN standards

The EU Directive

The Directive 2000/9/EC of the European Parliament and Council dated March 20, 2000 relating to cableway installations

designed to carry persons has become fully effective on May 3, 2004 and hence ought to be transposed into the national legislation of EU member countries. It should however be pointed out that owing to the specificity of national regulations provisions that have been laid down for the period of transition are often given diverging interpretations.

As for notified bodies, it should be pointed out that since January 2004 seven additional institutes have received the EU identification number, which means that by now a total of 13 institutes are entitled to carry out conformity assessments of safety components and subsystem.

The Directive, the national legal provision transposing the Directive as well as addresses and the identification number of notified bodies have been published in Internet and may be loaded down from http://europa.eu.int/comm/enterprise/rail_guided_transport/

CEN standards

Technical Committee CEN TC 242 has met twice during this first half of the year 2004, i.e. it has met on March 25 and 26 and June 17 and 18 in Paris..

At these meetings the Technical Committee has examined and approved the two remaining standards i.e

PrEN 1907 – Terminology

PrEN 13796-1 Carriers – part 1

Grips, carrier trucks, on-board brakes, cabins, chairs, carriages, maintenance carriers, tow-hangers.

PrEN 13796-2 Carriers – part 2 – Slipping resistance tests for grips.

PrEN 13796-3 Carriers – part 3 – Fatigue testing.

The Technical Committee CEN TC 242 have further adopted the Technical Report on Fire prevention and control, i.e.

prTR 144819-2 – Fire prevention and control – part 2 Other funicular railways and ropeway installations.

CEN TC 242 have released the documents for submission to the final vote of the CMC (CEN Management Centre)

At their last meeting the Technical Committee have also heard the report of the convenor of the Ad Hoc working group on

“Data recording systems” and having discussed the issue have come to the conclusion that it was necessary to publish a technical report or to add an annex relating to “Data recording systems” to prEN 13243 Electrical equipment other than for drive systems”

Seen however that the document had not been submitted in time for adoption the technical committee decided to request the Ad Hoc working group to complete their draft and have it ready in time for its submission and approval by the Technical Committee at the committee’s next meeting which is to tackle the revision of standards. As to the status of the document the technical committee still needs to make a choice between its publication as a Technical Report or annex to the standard on Electrical equipment other than for drive systems.

At their meeting on June 17 and 18 in Paris the Technical Committee CEN TC 242 have thus adopted the last remaining standards and technical reports and released them for submission to the formal vote of the CMC. National standards institutes are required to formalize their position on all standards drafted by the technical committee except for the ones mentioned above by the end of July by a yes vote, a no vote or abstention Standards that have been adopted at the last meeting will be processed in accordance with the rules and time schedules laid down for the release and submission of documents to formal vote.

Procedures for the publication of CEN standards.

The English, German and French versions of the CEN standards shall be supplied by the three national standards institutes responsible for their translation, i.e. BSI, DIN and AFNOR and thus made available to the public.

It should be pointed out that CEN standards will be made available in the three above mentioned language version by the end of 2004.

Under the provisions of the CEN Standing Rules standards institutes other than the three institutes mentioned above, for instance AENOR (Spain), UNI (Italy), SNV (Sweden), ELOT (Greece) etc. are given 6 months to translate standards into their

national language, which might be rather difficult seen the amount of paper to be translated and the difficulties involved by the subject matter dealt with in these standards.

We expect to be able to publish in the next issue of **O.I.T.A.F-NEWS** the definitive title of CEN standards and Technical Reports and the address of the providing standardization institute..

Additional assignments of CEN TC 242

CEN TC 242 have fulfilled their mandate by adopting all draft standards that have been produced. However at the last meeting members of the technical committee felt that additional work ought to be done so as to complete the draft on data recording systems and also to have a second look at the standards after some time so as to check the validity of standard requirements and bring them in line with the latest developments. It was also felt that the Technical Reports on Fire prevention and control ought to be changed into standards. This is why the committee accepted an invitation extended by Portugal to convene in Lissabon in the first days of November.

Members of CEN TC 242 availed themselves of this opportunity to express their thanks to the chairman of CEN TC 242 Monsieur Jacques Laravoire and the Secretary Madame Nathalie Geslin, head of the Secretariat of TC 242 which has been entrusted to AFNOR in Paris for the excellence of their work and to express their full appreciation for their efforts to boost and given such a decisive push to the activities of the technical committee thus permitting the committee to reach own objectives and publish all standards within this year.

Some considerations on the standardisation work of CEN TC 242

Standards relating to safety requirements for cableway installations designed to carry persons have been finalized and standards are expected to be made available within this year. 14 years have elapsed since the first constituent meeting of TC 242 in Paris on June 6, 1990. This would appear to be quite a lot of time the committee had taken to write standards, but if we consider that the safety philosophy and hence also safety regulations of involved countries were so wide apart from

each other the production of these standards is to be rated as a big success. Chaired by Vincent Cambau (1990 – 1998), Ing. Fougea (1998 – 2002) and in the end led by the excellent guidance of Jacques Laravoire 13 working groups and 2 Ad hoc working groups have produced the set of standards on safety requirements. 12 chairmen of working groups have indeed done their best to find an acceptable compromise for the contrasting views and thus obtain the members' consenting agreement. We owe them our gratitude for helping CEN TC 242t to fulfil successfully their mission..

The work put into the production of standards since 1990 is best shown by the number of meetings held by the technical committee and its working groups. A survey made with the help of the chairmen and members of the working groups has given the following results

A total of 22 working groups have contributed to the production of standards with an average of 200 permanently committed experts. Depending on the nature of the issue dealt with additional experts may have been asked to join in the work. The number of attending experts varied considerably from one meeting to another.

These working groups have held 281 meetings. This figure does not include the meetings of the ad hoc working groups set up of their own accord by the various working groups.

Meetings lasted on an average 1,85 days. If the number of meetings of each working group is multiplied by the average number of experts attending each meeting of the working groups it will be seen that the participation of experts sums up to the impressive total of 3600 experts attending 281 meetings.

CEN TC 242 have met since 1990 27 times with 27 experts attending on an average each meeting. Meeting lasted on an average 2,7 days.

This sums up to a considerable input of time and work which nobody could have foreseen in 1990.

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

O.I.T.A.F. COMMITTEE N° 1 : Rope-way engineering and technical recommendations

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

P. Sedivy has sent us the following report. Accepting an invitation extended by the regional Government of Vorarlberg committee n° 1 met in Bregenz on March 1 and 2, 2004 for their first meeting of the year. Next to the members of the committee the meeting was also attended by representatives of the Cableway Authority of Vorarlberg and by the interpreter Mrs. Rassin Penso.

At their meeting in Bregenz members carried on their discussion on hazardous scenarii involved by cableway installations and the compilation of lists and tables of hazardous scenarii. In producing this inventory they have also given due consideration to workplace safety requirements. Seen that the extent of the work to be done to cover all the likely hazardous scenarii it has not been possible to finalize the discussion despite assiduous work and active participation of all committee members. Yet the committee believe that it should be possible to bring the discussion on this issue to an end and thus complete the mission by holding two additional meetings in the course of 2004. The committee's draft listing the hazardous scenarii that have been dealt with so far covers 45 pages.

The draft reflecting the work done so far is split down into the following sections : Introduction (7 pages), Ropes and Rope connections (9 pages) Drives and Brakes (2 pages), Mechanical equipment (10 pages) Mechanical equipment of line structures (3 pages), Loading bands (2 pages), Carriers (11 pages) and Evacuation equipment, (3 pages), Stations (yet to be dealt with)

We wish to avail ourselves of this opportunity to express our thanks to the operator of the Pfänderbahn for offering us the possibility to visit his installation on the first day of our meeting during the operating time of the installation. The Pfänderbahn is a typical bicable aerial ropeway with a

double track rope, yet with some special features, that were shown to the members of the committee for them to pose questions and comment. As for these it is worth mentioning that the two track ropes and the hauling rope are tensioned by one and the same tensioning system installed in the valley station, that the installation has no carrier truck brake and is fitted with a horizontal stopping arrangement of the carrier in the stations and last but not least, an evacuation system. It is quite obvious that the operator's explanations roused the interest of all members of the committee..

Committee n° 1 met for another meeting on June 14 and 15, 2004 in Vienna. The meeting was held in the premises of the Bundesministerium für Verkehr, Innovation und Technologie. The report on the outcome of that meeting and the next meeting to be held by the committee will be published in the next issue of the **O.I.T.A.F.-NEWS**.

The next meeting has been scheduled to take place on

WORKING GROUP set up by O.I.T.A.F. COMMITTEE N° 1: Non public ropeways

Material handling ropeways and cable cranes

Convenor of the working group : Dr. Ing. Achille Bonini, Rome

After the last meeting in Sitzendorf held on October 20 and 21, 2003 the results of which we had the pleasure to report in the Autumn issue 2003 of the **O.I.T.A.F.-NEWS** the working group met three times in 2004. Fritz Meyer, SUVA, has organized the first meeting of the year in Lucerne on January 15 and 16, and Daniel Michel, POMA, has organized the second meeting in La Plagne (F) on March 25 and 26.

The last meeting of the working group has been organized by its convenor in Rome on May 17 and 18, 2004. At that meeting the working group completed their mission, but members were given time till July 15, 2004 to make their last comments and observations on the draft. It has been agreed that no meeting would be convened to discuss mere editorial comments

and observations regarding the form of the document, comments which can be very well dealt with by the convenor by making the necessary amendments of the text. If however comments and observations are concerned with the substance the working group would be invited to meet once again for their very last meeting. The final text will then be submitted to the Management Committee for approval .

The working group has adopted the following title of the recommendation ; „Recommendation for the Construction and Operation of Material Handling Ropeways, Cable Cranes and Funiculars“

The recommendation includes the following chapters :

Chapter I : General recommendations and provisions for all material handling ropeway installations

General

Technical considerations

Operation

Chapter II : Permanent installations

Material handling ropeways (monocable and bicable ropeways)

Cable cranes

Material handling funiculars

Chapter III : Temporary material handling ropeways

Cable crane with track rope anchored at one or both end, horizontal or inclined track cable cranes, reversible motion cranes

The following annexes are attached to the body of the recommendation

Annex A : Terminology and drawings

Annex B : Example of a risk analysis

Annex C : Example of operating instructions



The group on the work

O.I.T.A.F. COMMITTEE N° 2: Properties and Inspection of Ropes

Chairman: Laurent Reynaud,
STRMTG, Supervisory Authority

L. Reynaud has submitted the following report

Accepting an invitation extended by the Co. TEUFELBERGER committee n° 2 met on February 6, 2004 in Wels. Members expressed the desire to dedicate the meeting to the memory of H.R.Gassmann so as to honour his dedication to problems and issues of the transportation by rope and ropes in particular

The meeting was chaired by L. Reynaud and was attended by the representatives of three notified bodies and the most important rope manufacturers. They are : R. Traxi, A. Pionier, J. Dubuisson, S. Winter, R. Beha, B. Norberg, H. Amiet, G. Oplatka, G. Kopanakis, R. Longatti, L. Bonifat, A. Bonini, J.Y. Bertillot, F. Clerici, B. Hinterdorfer, K. Andorfer and A. Laherstorfer.

1. The EU Directive – Assessment of ropes

With a view to supporting a uniform and consistent application of the Directive 2000/9/CE the European Commission has recently suggested to exempt safety components (and hence also ropes) for existing installation from the compulsory CE marking provided the following conditions are met

1. the products are meant to replace identical components
2. the products are no longer used for new installations

In the case of ropes the commission was unanimous in saying that there is no difference between ropes made for existing and ropes for new installation, which means that all ropes ought to be CE marked (i.e. assessed for conformity by a notified body)

However, whenever an old rope that is not necessarily conform with CEN standards has to be replaced, due consideration needs to be given to the particular specifications that must be met (for instance admissible diameter tolerances of old grips).

Inspection of ropes and steel wire

Committee n° 2 have addressed the problem of approved third party “independent

test houses” that are entitled to carry out tests of ropes (breaking force tests) and wire (torsional bending tests etc). It has thus become apparent that all national regulations have established the principle that tests have to be carried out by independent test houses.

The committee are quite conscious of the fact that in future tests will have to be carried out under the responsibility of the notified body that has been chosen by the manufacturer.

If the H module (full quality assurance) has been chosen the notified body would have to specify its intention to adapt its presence to the specificity of the rope and to the level of confidence of the quality management system. This means that they do not intend to assist to 100 % of tests for standard ropes.

In order to improve the quality level of wire testing committee n° 2 wishes to collect information on ropes that have been discarded because tests have revealed multiple breaks of the same wire

Testing of sub-systems

Ropes, couplings and sockets are safety components and hence have to be tested for conformity by a notified body and provided with a conformity certificate issued by the notified body before leaving the factory.

Sockets and splices are fabricated on the site which means that the sub-system “ropes and rope connection does exist only once socketing and splicing operations have been completed

Hence the conformity assessment of this subsystem includes the following steps

- Collection of all CE certificates of all safety components of the subsystem
- Conformity assessment of the design of the subsystem seen as a whole i.e. neglecting the design of single safety components of the subsystem (or of the infrastructure in the case of track or tension ropes)
- Conformity assessment of socketing and splicing procedures and of the qualification of the skilled staff.
- Auditing of the correct execution of procedures. The frequency of audits shall have to be agreed by the notified body with the manufacturer.

Repairs and shortening of ropes

If a rope is repaired or shortened neither the rope (i.e. the safety component) nor the subsystem (rope and rope connection) are placed on the market. Hence the conformity assessment procedure shall not apply to the repair or shortening which are therefore governed by national regulations (technical specification, qualification of skilled staff)

2. Other activities : lifetime of ropes : re-lubrication recommendations

The committee are continuing their investigations on the following issues :

- Lifetime of ropes : comparison of actual and expected lifetime of many discarded ropes
- Re-lubrication of ropes subjected to high stresses (hauling ropes, tension ropes and some points of the track rope). Drafting of the recommendation is under way.

The committee met again on April 22 and 23, 2004 in Grenoble and agreed to meet on September 6, 2004 in Zurich. Reports on the results of both these meetings will be published in the next issue of ***O.I.T.A.F.-NEWS***.

O.I.T.A.F. COMMITTEE N° 3 : Electrical equipment and components of ropeway installations

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

The committee met in Kaprun (A) from September 8 to 10, 2003 and again in San Vigilio di Marebbe (I) from March 31 to April 2, 2004.

At both these meetings the committee exchanged information and views on the definitive enforcement of the Directive 2000/9/CE relating to cableway installation designed to carry persons and the progress and application of CEN standards.

The discussion focused in particular the following issues

CEN standard „Fire Protection and Control

Part 1 : Tunnel funiculars and

Part 2 : Other Funiculars and Cableway installations

The committee examined at length this document and seen that experts have expressed serious doubts regarding its applicability they agreed in the end that prior to its definitive adoption of the document the standard and its implications ought to be looked at in great detail the two documents have the status of a technical report).

O.I.T.A.F. – Draft Recommendation relating to Fire Control during Operation of Ropeway Installations

The committee has had also a lengthy exchange of views on this draft recommendation and felt that it required additional discussion prior to its submission to the Management Committee for final approval.

Signalling and storage of operating disorders and status

Alike CEN TC 242 who have weighed the convenience of a standard for data recording systems O.I.T.A.F. committee n° 3 have also exchanged views on the advantages of a of the obligatory installation of such a system. The committee exchanged views on a number of questions that need to be clarified such as for instance availability of the system, data back-up, time between records, minimum requirements and the status of the document, i.e. standard or technical reports to be published by CEN. The committee further exchanged views on the use of stored data as elements of reference to be used by the inquiring authority in the case of an accident.

Lightning recorder

The committee exchanged views on systems used to record or count lightning discharges, in particular lightning's that strike reversible cableway systems without carriage truck brake, considering that counting is possible only if the hauling rope is electrically insulated and the system is fitted with a capacitive voltage divider that is sensitive to the increased tension versus the earth. The committee agreed to wait for the results of a test period with a reversible cableway and then submit a report on the outcome of these tests.

Commands and monitoring devices

The discussion dwelt in particular on the two following issues : torque monitoring and cut-off of the power supply to the main drive. Due consideration has of course been given to the fact that depending on the system, AC or DC drive, the torque is assessed in two different ways.. Experts asked themselves whether the torque monitoring system can detect non electric phenomena, such as for instance other types of mechanical action.

The last item on the meeting's agenda was the traditional exchange of information on disorders associated with the electrical equipment

The next meeting is to take place from September 27 to 29, 2004 in the Swiss region of Ticino.

O.I.T.A.F. COMMITTEE N° 4 : Legal, administrative, economic and statistical matters

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

Mag. Schröttner accepted to minute the debates and has sent the following report

The 54th meeting of committee n° 4 convened in Grenoble on April 21, 2004.

In the meeting's proceedings priority has been given to the following issues :

1. Transposition of the Directive relating to cableway installations designed to carry persons

The committee agreed to consider this issue as a permanent item and have it placed on the agenda of all future meetings.

So as to prepare the ground for a possibly uniform application of the directive in all EU member countries the Standing Committee on Cableway Installations in Brussels has decided to draft a special manual or guide for the application of the directive.

2. Transportation of children

A special working group composed of members of O.I.T.A.F. committee n° 4 and O.I.T.A.F. committee n° 6 has been asked to produce a document that specifies requirements that need to be met by installations that transport children (age and height of children, accompanying persons,

number of children that may be accompanied by one single person). A survey on transport conditions to be met when carrying children has already been carried out in France, Switzerland, Italy and Austria with a view to assessing the kind of problems operators are facing when children are less than 1,25 m in height and the measures operators have taken, the final objective of the survey being to collect information on the safety level, the feasibility and extent to which transportation of children affects the capacity of ropeway installations. The survey has shown that there is hardly a difference from one country to another.

2. Statistical survey of ropeway installations

It was felt that it would be highly interesting to survey technical data and additional information such as the number of passengers, skier streams etc, Hence it has been decided to set up a special working group chaired by Mr. Pettex.

4. Working programme for the next meeting

Committee n° 4 agreed to address in particular the following issues

Directive relating to cableway installations designed to carry persons

Transportation of Children

Statistical matters

Collection of court decisions

The next meeting of committee n° 4 has been scheduled to take place on September 23 and 24, 2004 in Lugano.

THE ENVIRONMENT FORUM, a working group set up by O.I.T.A.F. committee n° 4

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

The convenor of the Environment Forum has released the following report

On March 10, 2004 a joint meeting of members of the O.I.T.A.F. Environment Forum and experts of the authorities has been organized in Lech am Arlberg, the purpose of the meeting being an exchange of views on matters related to wild animals in ski areas and associated flanking areas.

In particular they addressed the following issues

- Delimitation of ski areas
- Marking and supervision of protected areas
- Implications of the EU Directives relating to Wildlife and Birds
- Natura 2000 – Areas
- Relevant wild animal biology
- Barrier wood

Three guest lecturers who have been invited to attend the meeting delivered lectures on „Wild animals and ski areas.

Additional lectures that have been delivered and the discussion that followed focused in particular the following aspects

The transposition of the Alpine Convention seems to have already influenced procedures for the authorisation of cableway installations and ski-runs. All European areas of the “European ecological Network of protected areas and the Natura 2000 areas are subject to the application of the European Directives relating to Wildlife and Birds.

The general requirement to be met is the ban of deteriorating action.

The spreading presence of man affects increasingly the life of wild animals and their biosphere. This explains the increasing importance of purposeful channelling of leisure seeking tourists, this being an action that needs to be taken to protect the habitat of wild animals. A clear-cut and efficient delimitation of animal preserves is necessary

so as to preserve best suited conditions of survival of the various species of wild animals. Animals are known to develop conditioned reactions and to adapt themselves to nuisance if they have a chance to find an acceptable alternative habitat. The meeting were delivered a general survey of the different aspects of the problem and measures that ought to be taken and an opportunity to exchange views on this issue. In autumn 2003 the regional Government of Vorarlberg launched its campaign “Respek Tiere deine Grenzen” (your limits are dictated by the respect of animal life) aimed at the protection of animals as part of its strategy relating to barrier woods, an action which is still running

The meeting agreed to support this campaign possibly with the help of O.I.T.A.F., by spreading well-aimed background information and promoting the transposition

of its principles into the national environmental strategy of all countries. The law relating to sports passed by the Government of the Land Vorarlberg establishes the legal basis of a voluntary ski-run police endowed with wide-ranging authority. So far this law has produced satisfactory results and improved the level of protection of protected areas.

The importance of forests used to protect in particular objects of public interest, well-aimed reforestation and preservative action have been discussed at length

The meeting were also given a general in depth survey of the application of the Wildlife Directive (dated 1997) and the Directive (79/409) relating to birds in all EU member countries, two Directives that have direct implications for areas to be used for tourism seen that most countries have already met the EU requirement regarding the identification and notification of Natura 2000 areas and seen that application of this requirement is subject to severe supervision.

At their meeting in Lech participants have once more exchanged views on ways and means of environmental certification of ropeway installations with regard to their ecological effect on barrier forests and wildlife habitat, as well as the resulting implications for the operation and economy of cableway installations, i.e. an issue of present and future importance.

As for the next meeting it has been suggested to have another meeting of the Forum in the 3rd of 4th week of October 2004.

O.I.T.A.F. COMMITTEE N° 6: Optimisation of ropeway installations

Chairman : eng. Francis Crouzet

The Chairman of the committee, eng. F. Crouzet has sent us the following report

1. In 2003 committee n° 6 met three times. At these meetings priority has been given to the discussion of recommendations on

Transportation of children with chairlifts

The subject is not a new one but so far it has never been possible to find a fully satisfactory solution for all arising problems. A relative improvement of the situation has been brought about

by the increasing number of detachable grip chairlifts, but the trend towards high capacity 6S or 8S chairs gives rise to additional new problems. At the same time there is a general tendency in ski areas to dismantle existing ski tows, which means that an increasing number of children have to be taken uphill with chairlifts. Operators, manufactures and supervisory authorities are bound to find new solutions for the problem. O.I.T.A.F. committee n° 6 felt they ought to tackle in particular operational problems, such as

- The definition of children who have to be accompanied
- The definition of the accompanying person and persons responsible for the children
- Duties of the operational staff
- Technical solutions to be adopted for the embarking and the disembarking areas
- Safeguarding measures to be provided for on the line, instructions

It has soon become apparent that committee n° 6 has not the necessary legal competence to solve arising legal problems without outside help. Upon request of the president of O.I.T.A.F. and of the Executive Committee of O.I.T.A.F. committee n° 6 have therefore let a joint committee composed of members of committee n° 4 and committee n° 6 have the results of their own work for them to finalize the project. .

2. Work committee n° 6 have already met once in 2004. Two additional meetings are to be held in the course of the year, one at the end of May and a second one in September. At these meetings priority will be given to the revision of two draft recommendations that have already been submitted to the Executive Committee but having given rise to many comments need to be revised and amended. The two drafts that have to be revised are the draft recommendations on "Remote control" and "Fire control"

Due consideration will hence be given to all comments and the text of the recommendations amended accord-

ingly. This revision requires a great deal of delicacy because comments have been raised by people who have not served on committee n° 6 and therefore do not know that the issues that have been criticised had been discussed at length in past meetings of the committee and that the solutions that had been adopted in the end were thought to be the most reasonable ones. This is why members of committee n° 6 might feel quite at a loss, besides the fact that revision means that additional time is needed to finalize these recommendations which might become obsolete by the time they are published.

Date and place of venue of forthcoming meetings

September 27 and 28, 2004 in France

January 27 and 28, 2005 in Switzerland

June 6 and 7, 2005 in Italy.

JOINT WORKING GROUP Transportation of Children

Convenor of the working group : Jean Louis Pettex, Director, Compagnie des Alpes

The working group met on January 20, 2004 in Berne (CH) and again on April 24, 2004 in Grenoble.

At both these meetings attending members were given information on the outcome of the French survey on transportation of children and were asked to carry out similar surveys in their own country, in particular Austria, Switzerland and Italy (South Tyrol) so as to collect data that can be compared with the French results.

These surveys have been carried out in the meantime and have shown that results are more or less identical and in particular the fact that in none of the involved countries a satisfactory solutions has been found for the problem of children and their transportation

The working group have decided to adopt the draft drawn up by committee n° 6 as their working document and to address in addition the following issues

- Height and age of the children (the height of 1, 25 was found to be an acceptable value)
- Function of the operational staff

- Accompanying person – Definition – Responsibility – Acceptance of the responsibility to accompany a child
- Maximum number of children that may be accompanied by a person, depending on the capacity of the chair (4S, 6S and 8S chairs)
- Information on the opening of the safety bar - Length of the protection net - premature operation of the safety bar
- Determination of the height of children
- Design and point of application of safety bars
- Design of a pictogram showing the distribution of seats reserved for children and those reserved for the adults on a multiseat chair

The working group have decided to address all these issues again at their next meeting which was to be held on July 29, 2004 in Berne.

FUTURE EVENTS

Meetings of O.I.T.A.F. committees

Management Committee 14.10.04 in Capri (I)
Executive Committee yet to be decided

Organisation Committee
 9th O.I.T.A.F. conference 06.08.04 in Innsbruck (A)

Work Committee n° 1 14/15.06.04 in Vienna (A)

Working Group Material
 Handling Ropeways to be fixed if necessary
Work Committee n° 2 22/23.04.04 in Grenoble (F)
 06.09.04 in Zürich (CH)

Work Committee n° 3 27-29.09.04 Lugano (CH)
Work Committee n° 4 23-24.09.04 Lugano (CH)

Working Group
 Environment Forum 3rd or 4th week october
 2004

Work Committee n° 6 27/28.09.04 in France
 27/28.01.05 in Switzerland
 06/07.06.05 in Italy

Working Group
 Transportation of Children 29.07.04 in Berne

O.I.T.A.F. in INTERNET

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We wish to express our hearties thanks to Univ. Prof. Dipl. Ing. Dr. techn. Josef Nejez who has let us have his photographs of the Round Table Conference on April 23, 2004 in Grenoble

Text and photographs, if not otherwise specified, written or taken by the Secretary General of O.I.T.A.F.