



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

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President's foreword

Dear reader

This issue of our information bulletin having been delayed the winter season 2005/2006 would seem by now quite distant in time. Yet it is not too late to recall that ropeway transportation of skiers has proved to be a branch of our activities which fared and fairs quite well. Indeed at the last meeting of FIANET the discussion we had and the reports submitted by member associations of ropeway operators have shown a steady increase of skier-days all over Europe.

Evidence of the incessant intense activity of transports of passenger who practise Alpine skiing could also be seen at the last Salon d'Aménagement de la Montagne, the SAM, (Exhibition of Mountain Equipment) in Grenoble (France), an exhibition whose management has been entrusted to a joint presidency, one of which is held by the Syndicat National des Téléphériques de France, SNTF, (the French Ropeway Association) which, thanks to its representative, Jean-Charles SIMIAND, a honorary member of O.I.T.A.F. is quite determinant. O.I.T.A.F. has availed itself of the occasion offered by the last exhibition to organize a seminar on Characteristics and Inspection of Ropes, which attracted many a participant and has been a great success. Organisation of this seminar had been entrusted to Laurent REYNAUD.

This foreword is an opportunity I wish to take advantage of to thank Laurent for the excellent work he has done as chairman of the O.I.T.A.F. committee 2 and welcome him as the new Director of the Syndicat National des Téléphériques de France. Eric Premat, responsible manager of the French notified body has been appointed new chairman of O.I.T.A.F. committee 2 and will hence succeed to Laurent Reynaud.

I also wish to express thanks to Francis Crouzet for the Excellency of his chairmanship of O.I.T.A.F. committee 6. All of us are happy to see that he is in good health again and fit to enjoy a peaceful and happy retirement.

I wish to avail myself of this opportunity to express thanks to Horst Kühschelm for having accepted to continue to chair O.I.T.A.F. committee 4, even after having taken his retirement as senior officer of the Austrian administration.

Last but not least I wish to express my full appreciation to Heinrich Brugger who has decided to take his well deserved retirement on May 1st, 2006 after more than 30 years of active service as officer of the Supervisory Authority of South Tyrol (Italy). He has joined the O.I.T.A.F. Secretariat in 1976 and been appointed Secretary General of O.I.T.A.F. in 1984. I am both happy and reassured to learn that he has decided to continue to serve O.I.T.A.F. as Secretary General under my presidency, particularly happy and reassured, considering that we wish to expand and diversify the activities of the international organisation for transportation by rope.

The first manifest sign of a change are the new selection criteria for the choice of the place of venue of the next international conference. I wish to take advantage of this opportunity to reassure all candidate towns that their submissions will be examined with greatest thoroughness and in an absolutely impartial way. Evaluation of submitted data shall be done with due regard to the relevant and practical criteria laid down in the specifications listed further down. Similarly to what is done in the case of sports and sports competitions I hope that competition will stimulate each competitor to reveal what may be regarded as the best of own assets.

I have noticed that all members attending the meeting of the Executive Committee in Zürich and members attending the meeting of the Management Committee in Grenoble support this new approach and are looking forward to its implementation.

Jean-Charles FARAUDO

Note of the Secretary General

For various reasons this issue of our information bulletin has come out of print later than usual.

May we ask our readers to accept our apologies.

As to our organisation's activities it should be pointed out that the seminar held in Grenoble, i.e. one of the seminars O.I.T.A.F. is expected to organize each year is no doubt the most outstanding event of the last six months. The Management Committee met once and the Executive Committee met also once.

The meeting of the Standing Committee which has been set up in accordance with provisions of art. 17 of the EU Directive 2000/9/EC and has been assigned the task to discuss matters related to ropeway installations designed to carry persons has been another internationally important event which took place during the last six months.

Similarly to the past issues of our information bulletin you will find again in this issue reports on the activities of O.I.T.A.F. committees.

The next worldwide O.I.T.A.F. international conference is due to take place in 2011. In order to facilitate the decision making process and make an equitable choice of the most appropriate of the most appropriate place of venue by choosing one of the places suggested by applicants who have already made an offer or may be suggested in submissions which are yet to be made the Management Committee has drawn up and approved a list of criteria and requirements which you will find further down in this issue of O.I.T.A.F.-NEWS.

As for myself, I wish to inform all readers that on May 1, 2006 I have taken my retirement as head of the regional ropeways supervisory board. I may say that ever since 1978 when I was appointed head of this authority I have enjoyed the job I had been asked to do. My successor as head of the supervisory board is Dr. Ing. Markus Pitscheider, who has assisted me for many years as member of the staff of the O.I.T.A.F. Secretariat. Despite my retirement I accepted to continue to serve O.I.T.A.F. in future as the organisation's secretary general. I wish to avail myself of this opportunity to thank most sincerely the regional government of South Tyrol for accepting to pay my future travel expenses. Dr. Ing. Claudio Canessa Parodi, who is also an officer of the same regional supervisory board, is to continue to serve O.I.T.A.F. as the organisation's treasurer.

Activities of the Management Committee and of the Executive Committee

The Executive Committee met on February 1, 2006 at the Zürich airport, while the Management Committee convened for a meeting on April 26, 2006.

Preliminary discussion of the various items of the agenda of the forthcoming meeting of the Management committee having been the main purpose of the meeting of the Executive Committee its agenda coincided with that of the Management Committee. The Executive Committee exchanged views and reached agreement on the following issues :

1. Confirmation of extraordinary members who under the provisions of article 6, clause 1 of the statute are entitled to attend meetings of the Management Committee but have no voting right.
Confirmation of extraordinary membership has been granted to the following gentlemen
 - Dulawa Macije who is to attend as representative of the Ministry for Transports of Poland
 - Dušan Mikloš who is to attend as representative of the ropeway association of Slovakia
 - Gorazd Bedrac who is to attend as representative of the ropeway association of Slovenia
 - David Wilson, President of the O.I.T.A.F.-NACS, the North American Continental section of O.I.T.A.F.
2. The Executive Committee submitted the proposal to have a list of requirements and criteria drawn up to facilitate the choice of the most suited place of venue for the next worldwide O.I.T.A.F. international conference. The list has been drawn up and you will find it published in this issue of O.I.T.A.F.-NEWS.
3. Both the Management Committee and the Executive Committee have exchanged views on the seminar the organisation of which has been entrusted to O.I.T.A.F. committee 2. You will find a special report further down.
4. Both committees examined at their meetings another important issue, i.e. the project to draw up recommendations for the relocation of existing ropeway installations. You will find a summarized report of the discussion further down.

5. The Management Committee has also decided to amend art. 9 of the document on transport conditions (book 9) relating to chairlifts by adopting the new recommendations relating to transport conditions for children produced by the joint working group composed of members of study committee 4 and members of study committee 6. The amendment is being dealt with in another point of this issue

O.I.T.A.F. seminar on Characteristics and Inspection of Ropes

The annual seminar 2006 has been organized in connection with the SAM exhibition in Grenoble and has taken place on April 27, 2006.

The meeting which was held in the Grande salle de conference d'Alpexpo, Salle Pelvoux" in Grenoble was opened by the President of O.I.T.A.F., Jean Charles Faraudo and chaired by the chairman of O.I.T.A.F. committee 2, Laurent Reynaud.

Laurent Reynaud while moderating the discussion.



The seminar has addressed the following subjects

Wind induced rope oscillations

Lecture delivered by **Prof. Andrea Collina** (Politecnico di Milano)

Oscillations of a rope spanning from one fixed point to another fixed point subjected to the action of wind vary with the rope's own natural frequency. If – as in the case of ropeways – stresses produced by the vortex generated in the neighbourhood of the rope are distant from the natural frequency of resonance the rope will hardly suffer damage. The action of wind may however produce other dangerous

and complex consequences if the wind is very turbulent, as in the case of a topographically chaotic environment, icing of ropes or whenever several ropes are lining up close one to another and the wind negatively affects the area of rope connections.

Torsional and tensile stresses to which ropes are subjected generate stresses in rope wires

Lecture delivered by **Jacques Dubuisson** (STRMTG- Grenoble)

In service conditions haulage and carrying hauling ropes are subjected flexural and torsional stresses. The author presented the results of his calculations and the results of wire strain gauge tests which have been carried out to confirm the validity of his calculations and was able to demonstrate that stresses are sometimes higher than the yield strength of the steel grades which had been used, a fact which could explain the shortcomings of haulage ropes of ropeways spanning over a great difference in altitude.



From left to right : L. Reynaud, G.A. Kopanakis, A. clerici, J. Dubuisson and the President of O.I.T.A.F., Jean-Charles Faraudo

Accuracy of magnetographic controls of ropes : a case study

Lecture delivered by **Laurent Reynaud** (STRMTG) – Grenoble, chairman of O.I.T.A.F. Committee 2

With the financial help granted by O.I.T.A.F. Committee 2 has carried out round robin magnetographic controls of sections of two discarded track ropes. Tests have been performed in turn by test houses spread all over Europe. After having given a chance to all participating test houses to test the rope sections, the test specimens have been opened in order to compare the real situation with test results. Test results of one of the two rope

test specimens coincided perfectly with the actual state of the rope's inside (corrosion, no broken wires), while in the case of the second test specimen there was a rather significant difference between laboratory test results revealing one to 5 broken wires and the reality, i.e. 15 broken wires found in the opened test specimen, out of which ten in the same region of the test specimen. This round robin test has shown that the magnetographic control of closed coil ropes is a test which requires careful handling, yet its utility as a helpful discarding criterion is indisputable.

Lubrication of ropes

Lecture delivered by **George a. Kopanakis** (Rope and Ropeway Consulting – Zurich)

Lubrication improves the contact conditions between wires and thus contributes to a longer service life of ropes. However the choice of the lubricant used for the original lubrication and the regreasing lubricant ought to be done most carefully and with the help of an expert's advise so as to avoid any incompatibilities and be sure to obtain the desired result.

7 and 8 strand ropes: possible applications in the ropeway industry

Lecture delivered by **Franco Clerici** (Company Redaelli – Italy)

The Italian rope manufacturer announced that 7 and 8 strand ropes are being placed on the market. In a wide field of possible applications 7 and 8 strand ropes appear to be quite helpful in that they have the merit to reduce significantly roller generated oscillations, as well as to reduce the noise nuisance and stresses to which line supports are subjected, and last but not least to improve significantly passengers' travelling comfort. The main advantage of 7 and 8 strand ropes is their ease of manufacture and availability of a rope which is suited for and may be used to replace most rope types used on existing ropeway installations.

Heavy damage of a track rope ; reasons, test and investigation results and further use

Lecture delivered by **Urs Amiet** (Federal Office for Transports – Berne)

Heavy damage of a track rope: reconstruction of the damage suffered by the Schilthornbahn rope

Lecture delivered by **Gàbor Piskóty** (EMPA – Zurich)

U. Amiet and G. Piskoty lectured on the damage suffered by the track rope of the Schilthornbahn.

The case: the total destruction of the external layer of shaped wires of the track rope of the Schilthornbahn at Mürren in Switzerland occurred on December 29, 2004 while the ropeway was being operated.

Investigations made to assess the damage and its causes have shown that the initial cause of the failure had to be traced back to the displacement of the track rope carried out in 1979: first damages are indeed due to the friction between rope and rope saddle. These first damages further developed in the following 25 years, mainly due to the embitterment of wires brought about by a chemical reaction which had befallen the ropeway rope and had never been revealed by magnetographic rope controls. This is why in Switzerland and in other European countries operators were required to carry out visual controls as a means to assess the existence and propagation of a similar damage and replace in time damaged ropes.

Use and handling of mounting clamps

Lecture delivered by Mr. **Messmer** (IWM – Institut für Werkstoff-Fragen und Materialprüfungen – Switzerland)

IWM has surveyed the relevant bibliography and carried out technical investigations with mounting clamps. Faulty construction and installation of mounting clamps are sometimes the cause of rope damage. In order to prevent such damage professional training of expert labour is extremely important.



From left to right ; A. Collina, U. Amiet, G. Piskoty, Mr. Messer

Approximately 100 participants attended the seminar.



Partial view of the audience

We would like to avail ourselves of this opportunity to express Laurent Reynaud, the organiser of the seminar and chairman of O.I.T.A.F. committee 2 our heartiest thanks and appreciation for the excellent organisation of the seminar. We would also like to express our gratitude to J.C. Simiand and the administrative board of the exhibition SAM for providing free of charge simultaneous interpretation into four languages and a meeting room.

Click the O.I.T.A.F. homepage (www.oitaf.org) to load down the lectures in their original language..

10th O.I.T.A.F. WORLDWIDE CONFERENCE 2011

Selection criteria for the choice of the place of venue of the worldwide O.I.T.A.F. International Conference on Transportation by Rope 2011

O.I.T.A.F. organizes every sixth year a worldwide international conference. The first international conference was held in Rome in 1957 to be followed by the conference organized in Paris in 1963, the one organized in Lucerne in 1969, the conference in Vienna in 1975, the one in Munich in 1981, the conference in Grenoble in 1987, in 1993 in Barcelona, in 1999 in San Francisco and last but not least the conference organized in Innsbruck in 2005.

Abiding by the tradition established by the organization's statute the next worldwide international conference is to take place in the year 2011.

At their meeting held in April 2006 in Grenoble the Management Committee decided to compile a list of requirements to be met by the place of venue and selection criteria for the choice of the place of venue. These specifications have been finalized in the meantime and approved by the Management Committee at their meeting held on September 16, 2006 in Munich.

Readers will find hereafter the agreed specifications of requirements and criteria. They are as follows:

Selection criteria for the choice of the place of venue of the O.I.T.A.F. worldwide international conference on transportation by rope 2011.

Scope of the international conference

Ropeway installations as a means of conveyance supporting tourism, as well as a means of urban system of conveyance enjoy ever increasing favour and growing importance. Alpine regions can no longer be thought of without this means of conveyance and its important contribution to the economy of these regions, while the social importance of urban systems of rope driven systems of conveyance can no longer be underrated. These important areas of economy, urban transport and tourism, keep busy many a company, manufacturer, bank, manager, technician, economic operator entrepreneur, hotelier, governmental and local authority, expert of the tourist industry, jurists, research man investigating problems associated with the construction of ropeway installations and technicians who are experts in matters related to the construction of ropeway installations, as well as any other involved person. It is felt that all these and all interested persons ought to be given a chance to meet, attend a truly international exchange of information, listen to lectures on the latest specific developments of the ropeway technique and its applications and related economic, technical and environmental issues and have access to information on specific aspects of tourism. This is the main purpose and the reason of international conferences on transportation by rope which should also cater for issues related to rope driven urban transportation systems seen the growing importance of this specific system of conveyance.

Organisation of the international conference

The choice of the main subjects and of the specific aspects to be dealt with at the next international conference, the general and daily programme of working sessions and the subject to be dealt with in the daily working sessions, as well as the choice of lecturers and lectures will be decided by O.I.T.A.F., assisted by a General Organising Committee and as far as lectures and lecturers are concerned, possibly by a reading committee, whereby due consideration will be given to the need to provide an all-round coverage of all areas of interest of the ropeway profession, such as for instance ropeway technique, ropeway economy, ropeway and tourism, ropeways and the environment etc.

Selection criteria for the choice of the place of venue of the next international conference and prerequisites to be met

In order to organize a conference that will be as highly efficient and successful as might be expected by participants attending the conference applicants wishing to organize the next international conference are expected to meet minimum requirements listed below and provide satisfactory evidence of their capability to do so by submitting a budget estimate of the expected cost of the conference and financial means they ought to be able to raise so as to provide an adequate coverage of the estimated expenses.

Important details

Date of the conference : When choosing the date of the conference due consideration ought to be given to the date of other events of interest for the ropeway industry so as to avoid having the conference at a date that overlaps with other events.

Main programme :

1st day: registration of participants, meeting of the General Assembly and meetings of the Management Committee of O.I.T.A.F.
2 days (4 half days) reserved for working sessions and presentation of lectures
1 full day reserved for excursions or visits

Programme of social events and other accompanying events

Welcoming reception in the evening of the first day

1 official banquet

1 folklore evening

Ladies programme: at least one day

Number of participants

Experience has shown that approximately 500 participants, accompanying persons included, attend O.I.T.A.F. international conferences. However the real number of participants very much depends on the attendance of companies and persons representing the ropeway industry of the host country.

Simultaneous interpretation

Organizers are expected to provide at least interpretation into 4 languages (German, English, French, Italian) and possibly the organizer's native language.

Local requirements

Fast and easy access to the place of venue

Required infrastructure

- 1 conference hall for 500 to 800 persons with podium and appropriate seating, up to date technical equipment (for instance dimming of the hall, projection screen, adjustable illumination, illumination of the podium, EDP and internet connection, sound recording equipment etc). 4 (5) interpretation booths (having a good sight of the podium)
- 1 meeting room for the meeting of the O.I.T.A.F. General Assembly, required capacity approx. 150 persons
- 1 or 2 meeting rooms for the meeting of the O.I.T.A.F. Management Committee or meeting of O.I.T.A.F. study committees, if any (having each a capacity for approx. 35 persons)
- Restaurant and a bar in the building
- Catering service for the official banquet and the folklore evening

Local organising committee

A local organising committee shall have to be appointed and be responsible for the arrangements to be made on the spot, i.e. the place of venue, and maintaining regular contacts with the president of O.I.T.A.F. or the O.I.T.A.F. Management Committee.

The local organising committee should be composed of members chosen from amongst persons who are familiar with the hosting country or region and its ropeway industry (hence possibly chosen from amongst members of the national ropeway association) and

members of O.I.T.A.F. or the O.I.T.A.F Management Committee

Responsibilities of the local organising committee

The most important duties of the local organising committee are the following one :

- Carry out decisions the General Organising Committee or the O.I.T.A.F. Management Committee have taken with regard to lecturers, participation at meetings of the General Organising Committee or the Management Committee
- Dra up a general programme providing detailed information on the date, the time and the location of the various events
- Make a budget estimate of the cost and expenses of the conference
- Establish contacts with the local and governmental administrative services and likely sponsors to ensure their financial support
- Draft a guideline or running schedule of the conference transactions and related arrangements
- Launch and carry out the necessary promotional activities, design and produce a special informative homepage on the international conference, publish and circulate promotional material and catalogues of promotional advertising and material
- Send out invitations to and circulate the programme of the international conference
- Complete contracts with providers of the necessary infrastructure
- Organize social and other accompanying events and the ladies' programmes, excursions, the official banquet and other dinners, as well as the welcoming reception etc.
- Register participants

Applicants are requested to submit their letters of application to the General Secretariat of O.I.T.A.F. before and not later than March 31, 2007.

INTERNATIONAL INFORMATION

EU Directive 2000/9/EC relating to ropeway installations designed to carry persons

Standing Committee established in accordance with art. 17 of the EU Directive 2000/9/EC

The Standing Committee set up in 2001 in accordance with art. 17 or the EU Directive 2000/9/EC

Relating to ropeway installations designed to carry persons dated March 20, 2000 held their 5th meeting in Brussels on January 19, 2006.

The meeting addressed the following important issues :

German comment on the harmonized standard EN 12929-2: 2004: Safety requirements for ropeway installations designed to carry persons – General requirements – Part 2: Additional requirements for reversible bicable aerial ropeways without carrier truck brake

The Ministry of Transports of the Free State of Bavaria has commissioned a safety analysis and risk comparison of reversible bicable aerial ropeways with and without carrier truck brake. The purpose of this research project was a twofold one : to make an analysis of hazards and risks of reversible bicable aerial ropeways with and without carrier truck and to make a comparison of risks of reversible bicable aerial ropeways with carrier truck brake as compared to those associated with reversible bicable aerial ropeways without carrier truck brake. Having studied the document Germany infers that the above mentioned harmonized standard is in contrast with requirements specified in clause 5,7 of the essential requirements listed in Annex II of the EU directive 2000/9/EC relating to ropeway installations designed to carry persons.

Germany's presentation of the report on the results of the safety analysis and comparison produced by the two commissioned research institutes, the Institut für Logistik und Fördertechnik of the Stuttgart University (Institute for logistics and transport technology) and the ropeways test laboratory of TÜV SÜD, triggered a lengthy in depth discussion of the submitted document. It should be pointed out that even before this presentation of the report several national delegations, several international committees, associations and manufacturers had submitted in writing their comments on the safety analysis. After two hours' discussion all participants were asked to take in turn a stand on the following question : "Do shortcomings of the

harmonized standard EN 12929-2:2004 justify uncertainties about the standard's compliance with the essential requirements of the Directive, Annexe II. The great majority, except three affirmative views, declared that there was no reason to justify doubts of the kind. (Readers who wish to learn more about the safety analysis may interrogate the O.I.T.A.F. homepage by clicking "Technical recommendations, studies and statistics" or interrogating the following internet address : http://www.stmwivt.bayern.de/pdf/verkehr/Bericht_Trageilbremse.pdf.)

The second important issue the Standing Committee examined was the following one :

Updating of harmonized standards

Delegates were reminded that the last CEN standards for safety requirements of ropeway installations designed to carry persons had been published in the Official Journal of the European Communities in September 2005 and their attention was drawn to the fact that most countries have already published the source of reference of national standards transposing the European harmonized standards, that however in some countries the translation of standards has not yet been completed.

Replying to several questions which have been raised it has also been recalled that the EU Directive is not concerned with the operation of ropeway installations and that hence member countries are free to pass national regulations relating to the operation of ropeway installations.

Delegates were also informed that the CEN Technical Committee 242 has decided to set up in addition to the various working groups which have produced the published standards a new working group and to assign it the mandate to draft a standard for safety requirements for loading bands which have been and are being installed in several ski areas to help skiers to board chairlifts, even though this system of conveyance is not covered by the scope of the European Directive.

The third important issue addressed by the Standing Committee has been the following one

Working group of notified bodies

The European Commission has decided to set up a working group of notified bodies to

facilitate close cooperation between all notified bodies and between notified bodies, between notified bodies and the European Commission and all member states so as to ensure consistency and coherence of conformity assessment procedures. So far the European Commission has organized three meetings of this working group. The group is at present composed of 19 notified bodies. H. Weiss, TÜV SÜD, who has been elected chairman of this working group, has submitted a report on the last two meetings of the working group and in doing so laid particular stress on the efforts which have been made by members to achieve the uniformity of conformity assessment procedures of safety components and subsystems.

It should be pointed out in particular that countries still disagree on the amount of documents to be submitted for notified bodies to have the necessary documentation to award a conformity certificate for safety components and subsystems.

The fourth important point the Committee examined was the following one:

Market control

The Commission has stressed in particular the importance of an appropriate market control and invited member state to take the necessary steps to ensure an appropriate control of their own market so as to have the possibility to verify whether all safety components and subsystems placed on the market are conform with the requirements of the EU Directive 2000/9/EC. To this end EU member countries are required to appoint special surveillance bodies. All attending delegations confirmed that their country has met this requirement.

The last important issue addressed by the Standing Committee at this meeting has been the following one

Safety analysis

Delegates wished to know who is expected to write the safety report and who expected to take on the full responsibility by signing the document. The discussion has shown that Governmental regulations are far from being uniform because they are based on the provisions of the national legislation transposing the EU Directive, which are far from being uniform in all member countries. Despite of this lack of uniformity one fundamental princi-

ple has a general validity in all member countries, i.e. the main contractor is always required to commission a safety analysis and a safety report.

Relocation of old ropeway installations

has been another subject delegates discussed at that meeting of the Standing Committee.

As for this the EU Commission made it explicit that the commission has been given no competence for such a question and that hence the EU Directive does not specify any requirements for old ropeway installations. It is up to member states to pass regulations for the relocation of old ropeway installations.

J.C. Faraudo pointed out that O.I.T.A.F. intends to set up a special working group and entrust it the mandate to draft international recommendations and in doing so give due consideration to the proposals submitted by IARM and FIANET.

O.I.T.A.F. INTERNATIONAL RECOMMENDATIONS

O.I.T.A.F study committees and their working groups have finalized in the meantime two international recommendations.

After seven years of dedicated thorough work the working group on "Material handling ropeways" set up by study committee 1 have finalized the draft

Recommendations for the Construction and Operation of Material Handling Continuous Movement and Reversible Aerial Ropeways, Cable Cranes and Material Handling Funiculars.

These recommendations have already been approved in principle with the proviso of some additional corrections and amendments by the Management Committee who met in Innsbruck on September 26, 2005. These recommendations are now available in three language versions, German, Italian and French. Members can load them down from the O.I.T.A.F. homepage or else place an order with the O.I.T.A.F. Secretariat. The translation into English is in progress and will be added to the O.I.T.A.F. homepage as soon as the translation has been made available..

O.I.T.A.F. wishes to avail itself of this opportunity to express thanks to all members of this

working group and in particular their chairman Dr. Ing. Achille Bonini.

The joint working group on Chairlift Transportation of Children

composed of members of study committee 4 and members of study committee 6 has also completed its mission. The following draft recommendation has been approved by the Management Committee on September 18, 2006 and is to replace art. 9 "Chairlifts*" of the document on Transport Conditions in that it specifies conditions to be met by operators who accept to transport children.

Chairlift transportation of children less than 1,25 m high

Preface

Chairlifts are being increasingly used to meet customers' wishes for greater comfort, environment friendliness and safety. (no crossings with ski runs, no ski-tows)

Yet special measures need to be taken to ensure the safe transportation of children less than 1,25 m high. These special requirements are the subject of this recommendation.

Concerned persons

• Children

1. Children shall be permitted to travel on a chair only if they are accompanied by a person who is responsible for them or has been authorized or asked to accompany them. The escort shall be seated next to the accompanied child without an empty seat between them.
2. No more than two children shall be permitted to sit one next to the other. The child counts as a person. However one single small child may be permitted to travel seated on the lap of the responsible person if the safety bar can be closed properly. In such a case the responsible person may not accompany an other child.

• Responsible companion

The children's parents or any person who is in charge of the child (a friend or the ski instructor) Shall be regarded as the child's responsible companion. .

It is the responsible companion's duty to assess whether a child has the necessary capability to take a chair and behave accordingly. He or she are expected to explain to the child the rules they have to comply with when taking a chairlift and the rules of correct behaviour during the trip or stoppage.

Persons who have the responsibility of an entire accompanied group are required to verify the correct distribution of children and assignment of each child to a given chair and seat, as well the full observance of the organisation foreseen by and the measures taken by the operator. They are also required to verify sufficiently in time before the boarding takes place whether passengers who have been asked to escort the children have accepted to do so. These persons are referred to hereafter with the term "escort"

- Escort

The escort (or escorts) ought to be capable of helping the child with whom they are travelling, in particular to help them to operate the safety bar. This is why no child can be permitted to escort other children. (Note: Cf legal provisions for children which have been enforced by several countries)

Operating personnel

At the boarding area

The operating staff are required to fulfil their function with great care and circumspection whenever children board a chairlift.

In particular they are required

- To verify the correct distribution of children and escorts and the correct assignment of chair and seat
- To see to it passengers are boarding correctly the chairlift and close the safety bar correctly
- To assist children if they are requested to do so or if it proves to be necessary to assist them
- To stop the chairlift as soon as they notice that a passenger is in trouble

At the unloading area

The operating staffs are required to assist children if they are requested to

do so or if it proves to be necessary to assist them.

The above rules ought to be specified in the operations instructions.

Rules and instructions for the use of chairlifts

Responsible companions are required to explain to the accompanied children the rules and instructions for the use of the chairlift listed hereafter: passengers and children are required to

- Strictly observe instructions, indications and pictographs, most of which are usually displayed on a notice board in the boarding station
- pull hands out of leather knobs and keep both ski-sticks in one hand when boarding the chair
- sit back as far as they can on the seat of the chair
- watch the responsible companion or escort lower the safety bar
- keep quiet during the trip, not to turn themselves back or move to and fro on the seat of the chair or even cause the chair to sway
- thrust no object forwards or outwards the chair
- keep skis parallel to the travel direction, possibly resting on the foot rest with however tips held higher than the body of the ski
- Snowboarders are to take one foot out of the snowboard binding
- Whatever the circumstance not to jump down from the chair
- In the event of a stoppage of the chairlift wait without getting restless for the instructions of the operating personnel
- Before leaving the chair make sure there is nothing to keep them caught on the chair
- Not to open the safety bar before having reached the sign "Open safety bar". Having reached this point take the skis or the snowboard off the footrest and pay heed to the opening movement of the safety bar
- Having reached the unloading point stand up and glide away as soon as the skis have touched the ground
- Children who have not disembarked in the opposite terminal are invited to re-

main seated on the chair and wait for the instructions of the operating personnel

Recommended measures that ought to be taken to ensure faultless organisation

Boarding area

- Put up signposts explaining and illustrating rules 1) and 2)
- Put up signs indicating the limit height of 1,25 m for passengers and the operating personnel to have a clear point of reference

Information column about O.I.T.A.F. members

Past president and honorary member of O.I.T.A.F., Ministerialrat Dr. Horst Kühschelm has taken his retirement.



On December 31, 2005 Horst Kühschelm has taken his well-deserved retirement.

In 1970 H. Kühschelm was appointed senior officer of the Austrian Federal Ministry for Transports (legal service of the department for transportation by rope). In 1983 he was appointed head of the section ski-tows and in 1984 deputy of the head of the department. In 1993 he was appointed head of the upper ropeway supervisory authority of the Austrian Federal Ministry for Transports, Innovation and Technology.

In the years 1984 to 1993 he served O.I.T.A.F. as member of the organisation's Board of Auditors and has been elected thereafter member of the O.I.T.A.F. Management Committee, an office which he held till 1999 i.e. the year in which he has been elected president of O.I.T.A.F., an office which he run most successfully for six years. Yet even before 1984, i.e. starting from 1971 he served O.I.T.A.F. as member of the O.I.T.A.F. study committee 4 under the guid-

ance of the then chairman of the committee, the vice-president of O.I.T.A.F., Hofrat Dr. Herbert Frank. In 1984 Dr. H. Frank, having taken his retirement, the chairmanship of committee 4 was passed on to him, a function which he performed and is still performing with great efficiency. The publication of International Ropeways Transport Conditions, the publication of a legal glossary and the comparative survey of national regulations relating to liabilities and responsibilities of ropeway operators and ski-run owners produced by Mrs. Wagner are but a few examples of the activities which have been launched and carried out under his chairmanship and are a clear evidence of his outstanding services and merits. Two seminars on economic questions he has organized rounded off his activity.

As president of O.I.T.A.F. he endeavoured to continue unwearingly the policy of internationalisation of his predecessor Karl Trütsch by trying to establish and improve contacts with the Extreme East, i.e. in particular China and on the other side of the world with South America.

His most outstanding achievement is no doubt the most successful organisation of the O.I.T.A.F. 9th International Conference 2005 in Innsbruck.

He made himself known and enjoyed high reputation for having brought his influence to bear on negotiations with the representatives of the EU Commission and their satisfactory outcome.

This is why the General Assembly of the last year decided to award H. Kühschelm the honorary membership of O.I.T.A.F. to show the organisation's high appreciation of his merits and outstanding services (Cf. last issue of **O.I.T.A.F.-NEWS**).

Dear Horst ad multos annos

Dipl. Ing. Hellmut Weiss, fellow colleague of many years and old member of O.I.T.A.F. has taken his retirement



The head of the unit "Special structures" of TÜV SÜD in Munich, Dipl. Ing. Helmuth Weiss has taken his retirement on March 1st, 2006.

H. Weiss read civil engineering at the Technical University in Munich from 1963 to 1969 and has written a thesis on "Buckling warping of axially stressed cylindrical shell structures". He joined TÜV in 1972 in his quality as rope specialist and was assigned the function of rope expert in 1976 expert Referent. In 1987 he was appointed head of the of the central service "Ropeways and Fairground and Amusement Park Machinery and Structures". He was also head of the test laboratory for mountain railways and the officially recognized test house and licensing authority for fairground and amusement park machinery and structures.

In 1999 two additional sections, the section wind power plants and the section underground railways and tramways were added to the unit special structures

In 1989 H. Weiss took up work in O.I.T.A.F. committee 1, on Ropeway Technique and Technical Recommendations where the input of his profound knowledge of the various aspects of the transportation by rope has been instrumental for a better understanding of the technical problems of the ropeway technique. In 1998 he joined and regularly attended meetings of study committee 4 on legal, administrative, economic and statistical matters and made the committee benefit from his great experience of ropeway installations.

Last but not least in 2004 he has been elected member of the O.I.T.A.F. Management Committee as representative of TÜV, and hence a representative of a category D member of O.I.T.A.F.

Next to O.I.T.A.F. he also made other international bodies benefit from his valuable experience. His contributions to the discussions of the CEN standards for safety requirements for ropeway installations designed to carry persons and in particular the standard on general requirements (EN 12929, part 1 – requirements for all installations and part 2 Additional requirements for reversible bicable aerial ropeways without carrier truck brakes have given to the discussion a fundamental and determinant orientation.

His contributions to the discussions of and reports submitted to the annual international

meeting of the technical supervisory authorities have met general interest and appreciation.

We wish to avail ourselves of this opportunity to express our deep and sincere gratitude.

Dear Helmuth, ad multos annos.

New chairman of study committee 6 on the Optimization of the Operation of Ropeways and Ski-tows.

Ing. Francis Crouzet resigns his function as chairman of study committee 6.



The new chairman of study committee 4, Ing. Mauro Joyeusaz, while delivering his leave-taking speech

F. Crouzet has chaired study committee 6 ever since its establishment in the year 1988., except in the years 1991 to 1997 when F. Crouzet accepted to chair the CEN working groups on Operation and Recovery and Evacuation, a function which he performed with great success.

At the last meeting of the committee held on April 3 and 4, 2006 in Bregenz (A) F, Crouzet announced his retirement.

F. Crouzet has chaired committee 6 with great enthusiasm and has produced with his committee the following O.I.T.A.F. recommendations:

- Recommendations for the Construction and Operation of Uphill conveyance systems for winter sports
- Recommendations for the preventive fire protection and control during the operation and maintenance of ropeway installations.

Other projects that have been started under his guidance are the following ones : remote control, special transport conditions, vertical

evacuation procedures and vertical evacuation devices for ropeway installations.

F. Crouzet has also organized two seminars on the organisation of the ropeway operation and the optimization of the ropeway operation, one of which was held in Grenoble and the other in Bolzano.

We wish to avail ourselves of this opportunity to express F. Crouzet our full appreciation and gratitude for his commitment to O.I.T.A.F. and our best wishes for good health and serene life.

Thereupon F. Crouzet suggested to elect Ing. Mauro Joyeusaz chairman of study committee 6. His proposal was accepted with acclamation..



Mauro Joyeusaz was born on June 1, 1959 in Aosta, he read civil engineering and took his degree at the polytechnic university in Turin in 1984. He first took up work with a company producing prefabricated concrete elements but was soon after, as early as 1985 appointed by the company Cervino AG technical director responsible for the operation of ropeway installations and ski-runs of the ski area Breuil-Cervinia in the Aosta valley. The ropeway association of the Aosta valley appointed him as the association's representative responsible for the rescue services of the Aosta valley.

He was a member of the two working groups chaired by F. Crouzet, i.e. the working group on "Operation" and the working group on "Recovery and Evacuation" and in 1998 has also joined the O.I.T.A.F. study committee 6. We wish him a successful activity.

The chairman of O.I.T.A.F. study committee 2, Characteristics and Inspection of Ropes changed his job.

The chairman of study committee 2 has resigned his job as officer of STRMTG and head of the notified body and has accepted the appointment as director of SNTF.

Eric Premat has been appointed as his successor and assigned the same area of responsibility ..

We wish Laurent Reynaud a successful activity in his new job.

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

O.I.T.A.F. COMMITTEE 1: Ropeway technique and technical recommendations

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

The committee convened for their first meeting in 2006 on May 9 and 10, 2006 in Vienna. The meeting was attended by the following members :

Dr. Ing. Rudolf Beha (Leitner

Dipl. Ing. Walter Bolliger (Schweizer Seilbahnverband)

Ing. Egon Böhler and Dipl. Ing. Michael Mathis (Doppelmayr

Dipl. Ing. Fritz Meyer (SUVA)

Dr. Ing. Claudio Canessa Parodi (Ropeway supervision authority, Bolzano)

Dr. techn Gábor Piskóty (Empa)

Dr. Ing. Pierpaolo Siazzu (Ropewas supervision authority, Italy)

Dr. techn. Robert Stelzer (engineering consultant)

Dipl. Ing. Istvan Szalai (Garaventa)

Dipl. Phys. Frank Wagner (BG Bahnen – Employers' liability insurance association – Railways)

Dipl. Ing. Hans-Ulrich Zbil (TÜV SÜD)

Mrs. Rassin Penso, Interpreter

O.I.T.A.F. committee 1 are at present discussing and listing hazard scenarios of continuous movement aerial ropeways which ought to be taken into account in a safety analysis of continuous movement ropeway systems.

At their meeting in Vienna they completed their exchange of views and analysis of two additional chapters of the documents, and hence the chapters covered so far are the following ones:

Introduction and explanatory note, ropes, rope connections, drives and brakes, tension-

ing devices, mechanical equipment of line structures, loading band, cabin, chair, hanger, carrier truck, detachable and fixed grips, rescue equipment, line structures, supporting framework of terminals, operation and operating procedures. One of the most difficult and complex chapter which the committee hopes to discuss at their next meeting in Prague on October 5 and 6, is the chapter Infrastructure. So far the document of hazard scenarios that have already been discussed by the committee covers with introduction and explanatory note 60 pages.

WORKING GROUP set up by committee 1 :

Non public ropeways, Material handling ropeways and cable cranes.

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

The working group convened for their last meeting in Vicosoprano (CH) on June 13, 2006. The meeting was attended by the following members: Hansrüdi Imgrüth, Christian Plischke, Oskar Mader, Pier Giorgio Graziano, Achille Bonini, Markus Pitscheider and the interpreter Mrs. Renata Rassinì.

The convenor, A. Bonini opened the meeting and then, even before moving the discussion of the meeting's agenda addressed words of thank to all members of the working group, those present and those absent, for their active, diligent and valuable support and cooperation ever since the working group started to draft the recommendations and throughout all the years that the working group continued its deliberations in order to achieve the objective they had set themselves.

And then pursuant to the recommendation and the reservations formulated by the Management Committee when they approved the working group's draft, the attending members examined once more the draft and made several editorial amendments which were felt to be necessary for the better understanding of the document.

In the afternoon the working group has been offered an extremely interesting visit of two ropeway installations in the region of Vicosoprano, as well as a visit of the Albigna dam.

Having had the possibility to convince themselves that they had worked well and achieved satisfactory results the working

group expressed their great satisfaction for having completed the mission which had been assigned to them and concluded that the draft they had been invited to draft may now be regarded as having been completed. All members agreed in saying that it is most gratifying to see that with the time they had become friends despite their language difficulties. All are also convinced that this joy and satisfaction will not die away with the time but accompany them for the rest of their life.

In order to express their gratitude for the excellent guidance and keep the souvenir of the joint work alive the working group presented A. Bonini with a wooden sculpture.



Achille Bonini with the woodn sculpture

The working group at their leave taking reunion.



From left to right : Hansruedi Imgrüth, Oskar Mader, Markus Pietscheider, Pier Giorgio Graziano, Achille Bonini, Hartmut Wollaib, Renata Rassinì Penso, Fritz Maier, Wolfgang Dieter Feix, Christian Plischke

The convenor, Achille Bonini and the secretary Pier Giorgio Graziano expressed once again their sincere thanks to all participants.

O.I.T.A.F. COMMITTEE 2: Characteristics and Inspection of Ropes

Chairman: Laurent Reynaud , STRMTG – Supervisory authority (F)

The highlight of this committee's activity in the first half of the year has no doubt been the seminar which the committee has organized in Grenoble in conjunction with the SAM Exhibition.

The seminar was practically completes the work the committee has carried out in the last four years under the guidance of Laurent Reynaud. Abstracts of the lectures sent by L. Reynaud are to found annexed to the information on the O.I.T.A.F. SEMINAR.

The next meeting of the committee has been scheduled to take place on January 15 and 16 2007 in Milano.

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

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

The committee met for their 55th meeting on March 28 to 30 in Geschurn (A).

The programme of the meeting included two lectures, i.e.

1. Progress report of the seat heating technique developed by Doppelmayr and
2. Establishment and development of the Vorarlberger Illwerke, the power generating plant built in Vorarlberg. The lecture was followed by a visit of the plant.

In their working session the committee addressed the following subjects :

1. Progress report on CEN standards and the last meeting of the CEN Technical Committee TC 242
2. Signaling and storage of disorders and operating status
Unfortunately the responsible working group has made no progress and hence the committee agreed to en-

quire why the work has come to a standstill

3. Exchange of information on accidents and disorders due to the electrical equipment of ropeway installations. This is a permanent item of the meeting's agenda that offers all participants the chance to exchange information about the teachings they learned from accidents and disorders which have been brought to their knowledge.

4. Application of the EU Directive 2000/9/EC

The main issue which the committee addresses at this meeting was the application of the EU Directive to refurbishing and alteration projects of existing ropeway installations. The discussion has shown that procedures vary considerably from one EU member country to another EU member country.

On the second day of the meeting participants were offered a chance to visit the Illwerke cavern (an underground electric power station)

The next meeting of committee 3 is due to take place on September 27 to 29, 2006 in Arabba (administrative province Belluno, administrative region Venice)

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

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

Mag. Jörg Schröttner, Secretary of the committee, has let the secretariat of O.I.T.A.F. have the following report

The 58th meeting of committee 4 was held in Aosta on May 30 and 31 2006. The meeting addressed the following subjects:

1. Transposition of the EU Directive relating to ropeway installations designed to carry persons and associated legal problems

The need to obtain clarity about procedures applicable to refurbishing and relocation projects of existing old ropeway installations is one of the most serious problems the ropeway industry is confronted with ever since the enforcement of

the EU Directive relating to ropeway installations designed to carry persons. So far neither the European Commission nor the Standing Committee set up under the provisions of the directive to deal with matter related to ropeway installations designed to carry persons have given a hardly satisfactory or rather no satisfactory answer to this question. Neither have a manufacturers had so far a chance to see and learn how the issue of ropeway refurbishing is being dealt with. Their most serious problems are those related to a posterior conformity assessment and the interface problems. This is why in the last three years it has proved almost impossible to carry out refurbishing projects which would have helped to improve the safety of ropeway installations.

National regulations and procedures applicable to refurbishing projects of old ropeway installations are all but uniform. In France, for instance, a clear distinction is made between refurbishing projects and minor alterations. However any alteration, big or small, must be reported to the competent authority, with one only exception, the exchange of a spare parts. Austria is about to pass a new regulation on projects that are exempted from compulsory declaration and compulsory submission of an application for authorisation.

So far only O.I.T.A.F. has decided to look after this question. Relocation of old ropeway installations is already being dealt with by one of its working groups.

At their last meeting the committee felt that the application of the EU Directive ought to be regarded as a permanent item of the committee agenda.

2. Economic importance of ropeway installations (added value produced by ropeway installations)

It is felt that the general public ought to be given more information about the economic importance of the ropeway industry. It is also felt that even ropeway operators would benefit from an innovative internet aided acquisition of economic data in that they might be regarded a useful source of information for decision on economic issues. Members also felt that surveys covering several countries and a European survey or study of the

economic importance would be quite helpful and interesting. They further believe that the effects of synergism ought to be given more importance and put to use. Studies similar to the ones that have been carried out in Austria, have also been carried out in France and Germany.

It has been agreed to pick up this issue in future meetings and reserve more time for an in depth discussion..

3. Transport conditions

The working group on Transportation of children, composed of members of study committee 4 and study committee 6 has produced a document on conditions that must be met by operators who accept to transport children. Seen that the draft of the document had already been submitted to the meeting held in Lugano and seen that no objections have been raised after the first submission, the draft document on transport conditions of children has been submitted to the approval of the Management Committee. Yet France has raised objections against the draft in the meeting of the Executive Committee held on January 20, 2005 because the recommendations were contrasting with the provisions of a draft regulation which had been passed in the meantime in France. Yet France has also amended the draft regulation and there is now full agreement between O.I.T.A.F. recommendations and the provisions of the French regulation. Hence there is neither a need to call another meeting of the working group and hence the working group has been disbanded.

It should however be pointed out that the committee has been given the remit to rewrite the whole document on transport conditions and that transportation of children is but a part of the document on transport conditions.

4. Liabilities and responsibilities

Mrs. Wagner has completed the comparative study of national regulations relating to the responsibility and liability of ropeway operators and ski-run owners some time ago. This is why the documents need to be updated.

The next meeting of study committee 4 will be held on November 16 and 17, 2006 in Paris.

WORKING GROUP Environment Forum (UFO) set up by study committee 4.

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

The O.I.T.A.F Environment Forum has met in Aosta on May 29 and 30, 2006. Excellent accommodation and food had been organized and provided by the Ropeway Association of the Aosta valley. Dr. Sonja Melotto and President Ferruccio Fourier have done their best and succeeded to create an excellent atmosphere for the meeting's discussions.

After the many years of discussions and thorough preliminary work and in particular the work done by the German speaking members of the working group, the working group felt they ought to try to complete with the help of the French speaking members of the working group the list of subjects which have been so far covered by the Environment forum, both in terms of covered subjects, as well as in terms of substance. There is good reason to hope that the results of this additional work and the revision of the list could be made available, both in French and in German, in time for the meeting to be held on December 11, 2006 in Obersdorf. These results of the working group's activities will then be submitted to the approval of committee 4 and release for submission to the O.I.T.A.F. Management Committee, the final intention being to publish an information brochure on each subject which has been covered by this working group.

The following subjects are being dealt with at present:

1. Environmental conservation and the ropeway industry
2. High altitude greening
3. Artificial snow and ski-run grooming
4. Water supply and consumption of ski areas / Example South Tyrol
5. Wild animals and winter sports areas
6. Avalanche protection and its impact on the environment

7. Environmental compatibility test, Guidelines for compatibility tested ski areas
8. Environmental audit
9. Alpine Convention and Implementation Protocols
10. Effects of the climate on the management of ski areas
11. Leisure time and tourist traffic
12. Relocation of old ropeway installations and the environment

O.I.T.A.F. COMMITTEE 6: Optimization of the Operation of Ropeway Installations Chairman : Ing. Francis Crouzet / Ing. Mauro Joyeusaz

In the first half of the year 2006 committee 6 met in Bregenz (A) on April 3 and 4.

At the beginning of the meeting Ing. Crouzet announced he would resign his function as chairman and member of the committee, because he believes that he ought to leave his chair as chairman of the committee and member to younger members.

Pierre Gonthier, Compagnie des Alpes is going to step in for him as member of the committee. Ing. Mauro Joyeusaz, operator of ropeway installations in Breuil-Cervinia has been elected new chairman of the committee. The meeting addressed the following subject : "Use of ropeway installation for transports in special operating conditions" i.e. mainly transports of handicapped or injured persons, children etc, as well as transports of bulky objects (for instance delta planes etc)

The meeting discussed and laid down the specific requirements applicable to the transport of injured persons whereby a distinction is made between acceptance and precautions to be taken during the trip, as well as distinction of specific measures to be met by the different ropeway systems.

In the end the committee addressed the problems of persons who need to be looked after with particular attention and for whom special measures must be taken because of their state or behaviour (drunken person, persons with psychic disorders ...).

It has been agreed to hold the next meeting on

- September 21 and 22, 2006 in Cadaques (E) and
- January 29 and 30, 2007 in Erfurt

FUTURE EVENTS

Meeting of O.I.T.A.F. bodies
(thus far agreed)

Management Committee April 17, 2006 in
Innsbruck
Executive Committee January 26 in Zürich

Committee 1 October 5 and 6, 2006 in Prague
Committee 2 January 15 and 15, 2007 in Milano
Committee 3 September 27 to 29, 2006 in Arabba
(I)
Committee 4 November 16 and 17, 2006 in Paris
Working group Environment Forum: June 11 and 12,
2006 in Obersdorf
Committee 6 September 21 and 22, 2006 in Cade-
ques in Spain and January 29 and 30, 2007 in Erfurt (D)

O.I.T.A.F. IN INTERNET

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offered only to O.I.T.A.F. members

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Access to the German, English, French, Ital-
ian, Spanish, Portuguese, Russian, Chinese
and Japanese website version may be ob-
tained by entering the address
<http://www.oitaf.org>. The website provides the
following information :

- What is O.I.T.A.F. all about
- Structure of O.I.T.A.F.
- O.I.T.A.F. statute
- Activities of O.I.T.A.F.
- NEWS and other information
about O.I.T.A.F.
- **O.I.T.A.F.-NEWS**
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If not otherwise specified, text and layout by
the Secretary General of O.I.T.A.F.
A. Soury Lavergne was kind enough to let us
have the pictures which have been taken dur-
ing the seminar.