



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

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O.I.T.A.F.-NEWS 1/1999

Message of the President

Dear Readers,

I have decided not to run for another election as member of the board of directors on the coming general meeting of May 24, 1999. Therefore, I would like to take this opportunity to say farewell.

For 12 years I was actively involved in the board of directors and during the past 6 years I served as president of O.I.T.A.F. It was a demanding challenge. Thanks to your support and your cooperation we achieved positive results. It was nice to work for and with you, and to be able to make things forward. I thank you therefore.

I would like to thank my friends within the board of directors and the executive committee, the members of the various committees, and especially my closest colleague, Dr. Heinrich Brugger, secretary general of our organization. Dr. Brugger is the sole of our organization, without him, O.I.T.A.F. would not be present on the Internet – O.I.T.A.F. would not be publishing the O.I.T.A.F.-NEWS and the various seminars would not have been organized so successfully. Our teamwork, dear Heinz, functioned like a Swiss watch.

As everybody knows, farewell words should be short. It has been a great time for me. During my term of office I made many new friends all over the world. I hope, that after my resignation I will have more time to cultivate these friendships.

The future begins when we say goodbye. I wish O.I.T.A.F. all the best on its journey into the next millennium. I am sure O.I.T.A.F. will remain the leading, worldwide active body of the ropeway business.

Faithfully yours,
Karl Trütsch
President of O.I.T.A.F.

Preface of the Secretary General

The third edition, respectively the first one of this year, is now being published. By the time you are reading these words, quite a few

things will have happened within O.I.T.A.F. since our latest edition of O.I.T.A.F.-News. The international congress for transportation by rope in San Francisco will already be finished, we hope with success, and the general meeting, four meetings of the board of directors and one meeting of the executive committee will have taken place. We will also have elected a new president of O.I.T.A.F. You see, there is a lot going on within O.I.T.A.F. But what you do not see, are all the preparing works and decisions which take place within the various committees and especially within the board of directors and the executive committee. I am confident but also proud to say that all the members of these bodies are in the same boat. Everybody contributes his part, especially our president, Mr. Trütsch, who in an objective and convincing way indicates current problems but also solutions.

Since our latest edition, the ropeway sector experienced significant changes. In December 1998 the ropeway guidelines discussed for a long time were passed by the Council of Ministers of EU under the presidency of Austria. A substantial support came from a member of the board of directors of O.I.T.A.F., namely from Dr. Horst Kühschelm of the Austrian ministry for Transportation in Vienna. We would like to express a sincere thank to him and his crew.

A separate summary indicates shortly the content of the directive.

A brief report on the current state of the works of CEN shall inform about activities O.I.T.A.F. is not directly involved in.

As you will see, in this edition we are going to present committee no. 1 – 'Technical Recommendations'. A word of thanks to Dr. Peter Sedivy, chairman of the committee for sending in this report.

I also asked you to check critically the arrangement of the ***O.I.T.A.F.-NEWS***, and I received criticism verbal as well as in writing. That is good so, because you can make things not only worse but also better.

The main criticism did not really refer to the content but the size which is considered unwieldy. That is true. As you can see, this edition has been enlarged (DIN A3) so that it

can be folded to a standard size of a sheet (DIN A4). That way it fits into a regular file.

Activities of the board of directors and the executive committee

What were the activities of the main bodies of O.I.T.A.F. lately? The board of directors had a meeting at the Hilton hotel on October 30th, 1999 and one at the domicile of O.I.T.A.F. in Rome on February 12th, 1999. Moreover, the executive committee had a meeting on February 11th, 1999. Without doubt, the main subject of these meetings was the organization of the international congress in San Francisco. Mr. Fletcher informed on the activities of the organizing committee on site and the activities within the reading committee.

Further subjects were the composition of the committees and their scopes, which will be outlined in the activity reports of the various committees.

Concerning the members of the board of directors we inform you that Mr. Delhommez as representative of the French ministry of transportation has retired and Mr. Gruffaz will take over his position.

Next International Congress of O.I.T.A.F. in INNSBRUCK (A) in 2005

During the meeting of October 10th the board of directors approved the application of the city of Innsbruck to accommodate the next international congress of O.I.T.A.F. The decision was taken with satisfaction as Innsbruck is the capital of Tyrol and well suited to hold a congress for transportation by rope. Tyrol as federal state of Austria is the stronghold of ropeways and has a total of more than 1000 installations. The congress will take place in fall, at the end of September and beginning of October 2005.

Directive relating to cableway installation

On December 9, 1998 the directive was passed by the council of ministers under the presidency of Austria. This is certainly a landmark in the history of the European ropeway business. Since the first idea of such a directive was pushed by France and Italy 10 years passed.

The first meetings to outline the principal safety requirements took place in the presence of experts from Italy and France ordered by the EU.

The draft worked out by this working group was afterwards considered in a first draft of the directive. In 1990 first meetings to discuss things with representatives of the various countries and experts within the commission took place.

In the year of 1993 the directive was passed by the EU commission and the parliament. From 1993 until 1997 the draft was discussed within the group for economical questions of EU. However, no settlement could be achieved.

There were several main reasons. On one hand, the countries of EU and the commission could not find a compromise regarding the responsibility of testing offices and the involvement of the operation into the directive and, on the other hand, no consensus regarding the necessity of such a directive existed between those countries with ropeways and those without.

Therefore, in 1997 the discussion about the directive was interrupted and only under the presidency of Austria a consensus on the necessity of the directive could be reached.

In the second half-year of 1998 various meetings of the main European ropeway countries, such as Austria, France, Italy, Germany and Spain took place in Vienna and a settlement regarding the responsibility of testing a whole installation could be reached.

That's way the directive distinguishes:

a) Safety Components (Chapter II)

The safety components of a ropeway installation are defined on the basis of a safety analysis.

Based on so called modules the components have to pass a conformity analysis process carried out by an official office during the development and production phase.

Usually, this happens at the domicile and by application of the manufacturer.

b) Subsystems (Chapter III)

The following subsystems are described in annex 1:

1. Cables and cable connections
2. Drives and brakes
3. Mechanical equipment
 - 3.1. Cable winding gear
 - 3.2. Station machinery
 - 3.3. Line engineering
4. Vehicles
 - 4.1. Cabins, seats or drag devices
 - 4.2. Suspension gear
 - 4.3. Driving gear
 - 4.4. Connections to the cable
5. Electrotechnical devices
 - 5.1. Monitoring, control and safety devices
 - 5.2. Communication and information-equipment
 - 5.3. Lightning protection equipment
6. Rescue equipment
 - 6.1. Fixed rescue equipment
 - 6.2. Mobile rescue equipment

According to annex VII of the European directive, subsystems must be examined by an official office and by application of the manufacturer.

c) Installation (Chapter IV)

The installation consists of subsystems. Each member state defines a process of approval for the construction and the opening of installations built in its territory. This means, that each country defines its own procedure and modalities for the testing of the installations, whereas the principle requirements of annex II must be considered.

Fields of application of the directive:

The directive covers all installations for transportation of people.

The directive is not to be applied for:

- lifts within the meaning of directive 95/16/EC;
- cable-operated tramways of a traditional construction;
- installations used for agricultural purposes;
- on-site or mobile equipment for use in fairgrounds and/or amusement parks, which are designed for leisure purposes and not as a means for transporting persons;
- on-site installations used for industrial purposes;

- cable-operated vessels;
- rack railways;
- chain-driven installations.

Annexes of the directive:

- Annex I: SUBSYSTEMS OF AN INSTALLATION
- Annex II: ESSENTIAL REQUIREMENTS
- Annex III: SAFETY ANALYSIS
- Annex IV: SAFETY COMPONENTS: EC DECLARATION OF CONFORMITY
- Annex V: SAFETY COMPONENTS: ASSESSMENT OF CONFORMITY
- Annex VI: SUBSYSTEMS: EC DECLARATION OF CONFORMITY
- Annex VII: SUBSYSTEMS: ASSESSMENT OF CONFORMITY
- Annex VIII: MINIMUM CRITERIA TO BE TAKEN INTO ACCOUNT BY MEMBER STATES FOR THE NOTIFICATION OF BODIES
- Annex IX: CE CONFORMITY MARKING

What are the next steps in the proceeding of the directive?

At present, the texts of the various languages are formally adjusted to the language of justice and against each other.

Afterwards, the text will once again be forwarded to the council of ministers and later to the European parliament. However, it is expected that the parliament will handle the directive after the European elections and, thus, the directive will be treated by the parliament at the end of 1999.

Possible objections or remarks must be passed by the council of ministers and only afterwards the directive will be in force. Further, the date of coming into force depends on the approval or disapproval of the objections and remarks brought forward by the parliament.

At the earliest, the directive comes into force in spring 2000, however a postponement of one year is possible. Each government has up to two years for the transmutation in national law. Therefore, the directive may come in force in each country at another time between 2002/3 respectively 2004/5 and, until then, the CEN standards should also be finished.

Therefore, these years will be of significant importance to the ropeway business.

Concluding remarks to the directive:

The directive is the prerequisite for the obligation to apply the CEN standards.

Considering the very first meetings of the experts and the estimated date of the directive to come in force, we notice that the discussion lasted very long.

But without the directive the activities of CEN regarding the standardization of the technical recommendations would have made very few sense and now the possibility exists that both files will be finished simultaneously.

CEN standards

The technical committee of CEN no 242 for standardization of ropeways has had its 15th meeting and under the presidency of Mr. Vincent Cambau at the residence of the University in Milan on October 22nd and 23rd, 1998.

An extensive program was handled, whereas five important decisions were taken.

1) New president of TC 242

The mandate of the current president, Mr. Vincent Cambau runs out and, therefore, Mr. Denis Fougea from France was unanimously elected as new president. He starts his work on January 1, 1999. Sincere thanks went to Mr. Vincent Cambau for his personal effort for the standardization and all members feel sorry that he retires.

2) General provisions prEN 12929

Part 1: Requirements for all installations. The standard worked out by the working group under the chairmanship of Mr. Starneberger (A) and the adjustments made during the meeting of TC is accepted and for formal adjustment transferred to BT.

3) ENV 1907 'Terminology'

Further terms are added to the existing ones and some are changed respectively crossed out.

4) In addition, TC decided to nominate a working group for treating problems of the transportation of handicapped people. Chairman of the working group is Mr. Soury Lavergne (F).

The working group has the target:

- a) to check, which installations can be used for the transportation of handicapped people
 - b) to work out recommendations, which can be considered in all standards.
- 5) All drafts of the CEN standards for ropeways will be approved in one formal vote and not individually anymore. But first of all, they will be checked by TC of mutual coherence.

Further, Mr. Jaumandreu (E), chairman of working group A 'Terminology' is replaced by Mr. Bernard Chabbey (E).

Successor of Mr. Lombart (F), chairman of working group E 'Carriers' is Mr. Hervé Petit (F).

Successor of Mr. Claude Doumon (F), head of the task force 'Assessment and Conformity' is Mr. Jean Claude Bonneton (F).

And Mr. Grösbrink (D), chairman of the ad hoc group for 'Protection of Employees' is replaced by Mr. Feix (D).

State of the standards:

Standard 1: Terminology (prEN 1907)

- prEn 1907 was released for formal vote on November 20th.
- an additional project was approved as working paper of TC in Milan.

Standard 2: General provisions

Part 1: Requirements for all installations: Approved by TC 242 in Milan and released for formal vote.

Part 2: Additional requirements for reversible bicable aerial ropeways without carrier truck brakes: the public survey closed on October 23rd and, at present, the standard is updated.

Standard 3: Calculations

After the public survey closed, prEN 12930 is currently being updated and will be released for formal voting in 1999.

Standard 4: Ropes

Following parts:

Part 1: Selection criteria for ropes and their end fixings

Part 3: Long splicing of 6 strand hauling, carrying-hauling and towing ropes

Part 5: Storage, transportation, installation and tensioning

Part 8: Non-destructive testing

As the public survey is now closed the standards are currently being updated.

The drafts of part 3 and 5 of prEN 12927 are forwarded for public survey and will be presented to the TC for approval in 1999 and, afterwards, released for formal voting.

Part 7: Inspection, repair and maintenance

The public survey was closed on October 9th, 1998.

Part 2: Safety factors

Part 6: Discard criteria are still in public survey

Part 4: End fixings is still in elaboration

Standard 5: Tensioning devices

Passed by TC 242 and formal voting is expected to take place.

Standard 6: Mechanics

The public survey of prEN 13223 was closed on October 23rd.

Standard 7: Carriers

Part 1: Grips, cabins, chairs, T-bars and plat-
ters Is going to be forwarded by the working
group in March 1999.

Part 2: Carrier trucks, suspensions of aerial
ropeways, rods and springboxes, carriage
and onboard brakes

Will be presented by the working group in fall
1999.

Standard 8: Electrical devices

The public survey of prEN 13243 was closed
on October 23rd.

Standard 9: Civil engineering works

After the public survey was closed, prEN
13107 is now being updated.

Standard 10: Precommissioning inspection,
maintenance and operational tests
prEN 1709 was approved by TC and is re-
leased for formal voting.

Standard 11: Recovery and evacuation

prEN 1909 was approved by TC and is re-
leased for formal voting.

Standard 12: Operation

prEN 12397 was approved by TC and is re-
leased for formal voting.

Standard 13: Quality control

After the public survey was closed, the stan-
dard is now being updated

The next meeting of the technical committee
TC 242 will take place in Munich or Paris on
September 9th and 10th.

Anniversary of 40 years of O.I.T.A.F.



This year, O.I.T.A.F. turned 40. The founda-
tion took place in Milan on January 20th,
1959. 27 members coming from 9 European
countries (I, F, A, D, CH, GB, P, S and E)
were present in the meeting room of the mari-
time museum in Milan on January 20th, 1959.

However, the idea to found an international
organization to bring together decision-
makers of the various categories of the rope-
way business, such as authorities, operators
and manufacturers, originated from the rope-
way congress held in Rome in 1957.

ANEF (Italian Association of Ropway Opera-
tors) invited to celebrate at a noted restaurant
on the evening of February 11th and, 60
guests of leading bodies followed this invita-
tion. ANEF took the chance to give each for-
mer president and the present honorary
members a gift to remember this event. At
this point, we would like to thank the associa-
tion once more for the celebration.

Mr. Trütsch, president of O.I.T.A.F. could
welcome the members of the board of direc-
tors, the supervisors and the invited honorary
members to the celebration in Rome.

Among others were invited, Prof. D'Armini as
first president of O.I.T.A.F. and Prof. Greco
and Prof. Derron, who held the presidency of
the organization after Prof. D'Armini. How-
ever, everybody felt very sorry, that both
Messrs. could not participate in the celebra-

tion because of a bad flue. But, the day after they could be visited.

We could welcome Prof. Derron and his wife, third president of O.I.T.A.F. after Prof. D'Armini and Prof. Greco. Further, we could welcome from Austria the honorary member Dr. Herbert Frank and his wife. The other honorary members, Messrs. Zuberbühler, Wolff and Jaumandreu let us have their best wishes.

Further, we also could welcome former president of CEN TC 242, Eng. Vincent Cambau from France and his wife. He was already present at the first international congress in Rome in 1957 and since 1991 chaired CEN TC 242, that elaborates harmonized European standards for the construction and operation of ropeways. He used to be a member of the board of directors.

In his speech, Mr. Trütsch indicates the importance of O.I.T.A.F. for the whole ropeway business and he says that, without O.I.T.A.F. we certainly would not have such a communication between the various categories. If O.I.T.A.F. did not have organized periodical meetings of those responsible in the fields of authority, manufacturing and operation in the various countries they did not have met and discussed the manifold problems and concerns of each other.

The idea to get decision-makers of the ropeway business together was a farsighted and wise decision of those days. Therefore, a sincere thank goes to Prof. D'Armini and Prof. Greco for their effort of those days. Thus, Italy has done something, that is still appreciated nowadays. Mr. Trütsch thanks all three former presidents and gives a small personal present from Switzerland.

However, time does not stand still and the tasks of O.I.T.A.F. will remain manifold. New developments and new questions arise almost daily. We will certainly not have a lack of work.

Considering our targets, the board of directors tries annually to coordinate the work of the various committees and work groups and to publish regularly the results of the activities. The new platforms to do so are the **O.I.T.A.F.-NEWS** and the homepage.

Finally, Mr. Trütsch says:

For 12 years I was actively involved in the board of directors and during the past 6 years I served as president of O.I.T.A.F. It was a demanding challenge. Thanks to your support and your cooperation we achieved positive results. It was nice to work for and with you, and to be able to make things move. I thank you therefore.

Mr. Trütsch closes with those words and wishes a pleasant evening.

It can be said it was a dignified celebration.

PRESENTATION OF A COMMITTEE

Committee no 1: Technique of ropeway and technical recommendations

Chairman: Eng. Dr. tech. Peter Sedivy



Studies at the technical University of Vienna, faculty for civil engineering, field constructive engineering

1981 graduation as qualified engineer, from 1982 until 1987 assistant to Prof. Engel at the institute for railway and ropeway of TU-Vienna,

1986 attainment of the academic grade Dr. tech. with the thesis 'Safety of hauling ropes of uni-directional aerial ropeways for passenger transport',

In 1987 he joined the federal ministry for science and transport as expert of ropeways.

Since 1992 member of committee no 1 of O.I.T.A.F. and since 1995 chairman of the committee.

In 1995, which was a very difficult time for all committees, Dr. Sedivy took over the chairmanship of committee no 1 of O.I.T.A.F. and became successor of Prof. Wrška.

In Europe in 1991 CEN started its activities to elaborate ropeway standards and all members of the committee no 1 were involved in this activities.

The fact, that the know-how of the committee members was very important to the activities of CEN and, that it did not make sense to handle similar or even the same questions within two various bodies led partly to a standstill of the elaboration of the technical recommendations of O.I.T.A.F.

However, committee no 1 was one of the few who kept going their activities despite CEN standardization.

Because of the progress of the directive in the field of ropeways, the elaboration and the reworking of technical recommendations was put back.

But the committee took care of its other duties and so, among other activities, three seminars initiated and organized by committee no 1 took place. Thus, since 1989 four seminars about current technical themes were held:

1989: 'Hydraulic tensioning' in Zurich

1991: 'Non-destructive testing for maintenance of ropeways' in Vienna

1994: "Security measures for sheave-wheels for rollerbatteries of monocable systems"

1997: "Reliability of ropeways and safety requirements with special consideration of programmable control systems" in Bolzano

The capacity of all the experts was again available with the completion of the activities of CEN .

Therefore, committee no 1 has had an essential increase of members lately, whereas they come from various fields of the ropeway business and from several European countries. Great store is set by well-balanced nature of interests and countries represented.

At present, the following members are actively involved with committee no 1:

Prof. Dr. Eng. Enrico **BAZZARO** (I), Dipartimento Meccanica Politecnico di Milano

Eng. HTL Walter **BOLLIGER**

Mr. Jean **BONNETON** (F), Service Technique des Remontées Mécaniques (STRM)

Dr. Eng. Bruno **BRANI** (I), consultant Engineer

Eng. Karl **DAXNER** (A), Engineer, Girak-Garaventa Ges.m.b.H.

Eng. Wolfgang-Dieter **FEIX** (D), BG der Bahnen

Eng. Christoph **HINTEREGGER** (A), Tech. Director of Doppelmayr

Hansruedi **IMGRÜTH** (CH), Engineer, Garaventa Seiltech AG,

Eng. Wilhelm **KAUL** (A), Civil Engineer, part-time lecturer for ropeway aspects

Dr. Gabor **KOVACS** (CH), Eidgenössische Material Prüfanstalt (EMPA)

Eng. Fritz **MEYER** (CH), SUVA, Bereich Technik

Eng. Roar **MOE** (N), Det Norske Veritas

Eng. ETH Urs **MONING** (CH), Engineer, Von Roll Seilbahnen AG

Eng. Claudio Canessa **PARODI** (I), Ufficio Transporti Funiviari

Dr. Gábor **PISKÓTY** (CH), Eidgenössische Material Prüfanstalt (EMPA)

Dr. Eng. Pierpaolo **SIAZZU** (I), Ministero dei Trasporti e della Navigazione

M. Alain **SOURY-LAVERGNE** (F), Tech. Director of S.N.T.F.

Eng. Istvan **SZALAI** (CH), Engineer, Garaventa AG

Eng. Helmut **WEISS** (D), TÜV Bau- und Betriebstechnik, field ropeways

Eng. Hans-Ulrich **ZBIL** (A), TÜV Bayern, authority for ropeways in Austria

Beside directly involved members there are corresponding members.

These are experts interested in the activities of committee no 1 and, usually, former members of the committee. From time to time, they participate in single meetings and are strongly involved in publishing the results of the committee in their sphere of activity.

Dr. Eng. Francesc **CULLERÉ** (E), Cap Seccio Transport per Cable

Eng. Dr. Hans-Rudolf **GASSMANN** (CH), Bundesamt für Verkehr

Prof. Dr. Erwin **WRBKA** (A), Leiter der Seilbahntechnik BMWV, a.D.

However, because of the wide range of professional scopes and since the members are scattered all over Europe, it is granted that a large number of opinions were and will be considered in the results of the committee.

The success of a committee is as great as the effort of its members. In this sense I would like to express a thank to the long-standing members (Messrs. Brani and Wrbka since 1982, Gassmann since 1986, Bolliger, Daxner, Soury-Lavergne, Weiss, and Cullere since 1989). The effort of these members is

one of the reasons for the success of the committee.

It is to be emphasized, that the cooperation with the committee is honorary and free of charge. This way it is guaranteed that, only people are involved in the committees, who consider the development of ropeways as personal request.

The meetings of the committee are held in German and French. A significant and important reason for successful meetings and results of the committee is therefore a professional translation. This was now for many years done in a very professional way by Mrs. Rassini-Penso.

Goals and duties of committee no 1

The main targets of committee no 1 are the recognition the technical developments and the application of familiar and new out-comes of the ropeway business. The planned program covers the following aspects:

- Analysis of technical failures;
- Range of maintenance work;
- Evaluation of guidelines for renovations;
- Application of European ropeway standards;
- Recognition of new developments in technical and operational manner;
- Elaboration of technical recommendations for various fields not covered by the European standards;
- Realization of technical seminars.

The experiences and results gained by members during meetings are often the reasons for further treatment within the committee and are afterwards found in technical recommendations or seminars or technical business reports.

Previous activities of committee no 1

O.I.T.A.F. published various recommendations and guidelines during the past 40 years. Committee no 1 has provided a considerable contribution to the technical recommendations and guidelines.

Because of the fast changing techniques in the ropeway business and because of new and efficient systems it was necessary to adjust and update the elaborated regulations.

Current activities of committee no. 1

Currently the elaboration of three technical recommendations for specific ropeway technical problems take place.

1. Technical recommendations considering the technical features of double-cable aerial ropeways (Funitel).
2. Technical recommendations for the construction and the implementation of conveyor belts as loading support for chairlifts.
3. Recommendations for the constructive implementation of the installations for the forced separation of rope and grip in the stations of detachable chairlifts.

To 1:

Regarding double-cable aerial ropeways (system Funitel), only these features are considered which are in technical way different from those systems we already know.

These features shall be published in kind of a technical recommendation.

For that purpose, only the aspects of wind stability, the necessary space when traversing towers and spans on the ropes, the special way of traversing towers or the mutual influence of the cabins regarding the strain of the grips and, last but not least, the lateral and the longitudinal oscillations are treated.

The collection of these technical specifications just started, as the experiences made in operation and in practice with this system in the last few years are also to be reflected in the recommendation and not only the theoretical and mathematical aspects.

To 2:

These technical recommendations are in work. The recommendations consider not only the use of conveyor belts at chairlifts with fixed grips, but also at chairlifts with detachable grips. Committee no 1 has planned to finish the work of this several pages including recommendation in 1999.

To 3:

There exists a draft about the demands of parts of a detachable chairlift with such a special technical equipment. The treatment of the draft and if possible the completion of the recommendation is planned for 1999.

A further duty of committee originates from the publication of the **O.I.T.A.F.-NEWS**.

Experiences made in operation and in practice within the various committees are to be made available to those interested in rope-

way business. Further, this also opens the possibility to provide scientific news to interested persons. Whereas, the possibilities of modern information systems (such as Internet) shall be used.

These background information shall indicate how scientific analysis based on empiric and academic bases draw conclusions to technical demands of regulations (recommendations, guidelines and standards).

The first of such a report of committee no 1, that was forwarded to the secretary's office was by Eng. Wilhelm Kaul, civil engineer, projector of ropeways and part-time lecturer for ropeways at the technical University of Innsbruck and member of the committee. The report dealt with the matter of 'Minimum payload of sheaves of monocable aerial ropeways'.

The second report of committee no 1 is currently being completed and will be published soon.

Work group: Non-public ropeways

Since years, work groups are active within committee no 1 and elaborate recommendations for non-public ropeways. The presentation of the work groups and their activities takes place in the next edition of **O.I.T.A.F.-NEWS**.

FURTHER INFORMATION ON ACTIVITIES OF THE COMMITTEES AND THE WORK GROUPS

Committee no 1

Work group: Non public ropeways

"Material transport ropeways and cable cranes"

The work group has had a further meeting on November 19th and 20th, 1998. The meeting was organized and chaired by Mr. Fritz Mayer in Lucerne.

We would like to thank SUVA (Schweizerische Unfallversicherungsanstalt) for taking care of the meeting room and the translation. The meeting took place in the absence of Mr. Bonini and was chaired by Mr. Meyer himself. The meeting was participated by several experts of the various fields of manufacturers of ropeways and cable cranes.

The Work Group discussed the application of the guideline 89/392/EWG and the various guidelines forms 66037 and 66038.

Committee no II: Characteristic and inspection of ropes

The committee has had no meetings the last few years.

Committee no III: Electrical components respectively modules in ropeway installations.

The committee has had a meeting chaired by Mr. Ruedi Schüle in Surlej (CH) from the afternoon of October 14th until the morning of October 16th. Experts from Germany, Austria and Switzerland participated in the meeting. On the occasion of this meeting the necessity of regular meetings was notified, since the activities of CEN are completed.

However, not the elaboration of technical recommendations shall be the main part of the activities, but the treatment of problems in connection with electrical installations. Further, the exchange of information between operators, manufacturers and authorities is very important.

The committee has dealt with the following themes:

General discussion:

- Proceeding of testing and supervising of electric installations:

Comparison of the proceedings in the three countries Switzerland (BAV tests and checks regularly the installations, whereas authorities work currently on a new safety plan), Bavaria (TÜV tests and checks regularly the installations) and Austria (the competence to test chairlifts is with the territories).

- Training of staff

Austria:

Courses for plant managers: basic course: 3 weeks, advanced course: 3 weeks with final examination.

Switzerland:

Education as ropeway expert: basic course: 10 weeks, advanced course: 7 weeks and in the same year as the basic course, afterwards professional examination.

Germany:

there are no courses. However, there are points to meet:

- 1) Previous work as plant manager for the own or another ropeway business
- 2) Studies e.g. for reversible or uni-directional aerial ropeways: studies of engineering
- 3 Examination

- Lightning damages on ropes:

It is discovered that because of thermal stress ropes grow weak. Lightning counters as demanded in standard 2 can help to control ropes.

- Sensor:

Apart from two manufacturers there are no safe sensors known.

Specific themes:

- Auxiliary drive control:

Discussion about the demands on such control systems: System shall be as easy as possible. Certain releases of the remote control systems must be workable, but must also be bridgeable.

- Unaccompanied funicular railways

There are non in Austria nor in Bavaria. There are various types of unaccompanied carriers and/or unoccupied driver's cab discussed.

- Stored program control:

In Germany there are various ropeways with stored program control. They are tested by TÜV.

For Austria applies that while using stored program control a danger zone must be built external.

In Switzerland, stored program controls approved by official offices are allowed to install. However, it is still open whether regulations for the elaboration of corresponding programs will be necessary.

The next meeting will take place in Gramisch-Partenkirchen on March 30th and 31st, 1999.

Committee no IV: Legal, administrative, economic and statistical matters.

The committee has held its 43rd meeting in Lech am Arlberg on December 1st, 1998. The following items were discussed on the occasion of this meeting:

- Collection of judiciaries

Numerous documents of judiciary were sent in and among others, to the following themes:

- Liability of the owner of toboggan runs regarding atypical dangers.
- Liability of the owner of slopes for the condition of racing slopes.
- Slope safety demands regarding drunk skiers.
- Liability of the owner of skilifts for the consequences of a fall by a user of the lift.
- Liability of the owner of skilifts for damages caused by a user by letting go the t-bar before arriving the exit point.
- Liability of the promoter of snow-raftings.

The representatives of the various countries, but in particular the members of O.I.T.A.F. are kindly asked to hand in further judiciaries to get a collection of the judiciaries of the European countries.

- Nomination of a work group environment

The necessity is discussed to nominate a work group to treat the items of environment. Especially France feels the necessity to nominate a corresponding work group.

The work group shall not only deal with problems of particular countries but with more global ones.

Mr. Manhart of Skilifte Lech am Arlberg is unanimously nominated as chairman of the work group.

- Consequences of the guideline of the European Union for the construction and operation of ropeways.
- Reporting and discussion of the short forms of the papers for the congress for transportation by rope:
 - Quality assurance with ropeways.
 - Ropeways and the European Union.
 - Economical figures – a comparison.
 - The economic importance of ropeways.
- Report of each country on the previous summer season.
- In general it was said, that the summer season does not have much influence to the overall economic situation of the resort.
- Further items shortly discussed and in future of interest are:
- Financial supports and subsidies:

Lately the EU commission deals with the question whether financial supports or subsidies for the construction or/and the operation of installations shall be provided in some countries. In this sense the EU

applied to the corresponding ministries in various countries.

- Ban on discrimination

Based on such an application, the commission deals with the question, whether respectively to what extent the prices for locals offend against the ban on discrimination.

In general it is noticed that, there exists in principle nothing like tickets of reduced prices for locals and if, only in single cases and in such a modest way that it does in no case offend again the ban on discrimination.

The next meetings take place in Martiny (CH) on April 26th and 27th and in Bolzano on October 13th and 14th.

Committee no IV

Work group: Environment

The work group 'environment' was founded on the occasion of the meeting of committee no IV in Lech am Arlberg (A). It shall replace the committee 'ropeways and environment' that existed from 1992 until 1997. Eng. Michael Manhart of Lech am Arlberg was unanimously appointed as chairman of the work group.

The first meeting of the work group took already place on January 27, 1999. Unfortunately, not all members were able to participate in the meeting in Feldkirch (A). Therefore, only members from France and Austria took part.

Main item of the meeting was possible inputs to the alpine convention concerning preparation of slopes. It is mentioned that Mr. Simiand is representative of FIANET and member of CIPRA and, therefore, could provide valuable help in this matter. Further it is said, that there are three phases, which are 'elaborating', 'signing' and 'ratifying'. The purpose of the convention worked out by 7 countries is lasting environmental care.

At first, the alpine convention had a green touch. But the current versions seem largely to be in balance. It concerns mainly the lasting development of environmental care and, last but not least, this under consideration of economic aspects. The ropeway businesses shall not only passively be considered but actively make proposals. The protocols are more or less finished. CIPRA has a 'black' and a 'white' list to various items and that list is needed.

In any case, it is desirable that the opinion of O.I.T.A.F. becomes known either through CIPRA or directly.

However, for the activity of the work group it is necessary to point out that the environmental problems are not the same in all alpine regions. This fact is to be considered by making proposals to CIPRA, thus a wide consensus can be guaranteed.

In France, currently one important item is in discussion. It concerns snow-making, on one hand and on the other hand, the nuclear additives put into the water to make snow, e.g. Snowmax. Both items certainly will be themes of the work group.

The next meeting of the work group takes place in Bern (CH) on April 7th, 1999 and the next edition of **O.I.T.A.F.-NEWS** will inform on the meeting in detail.

Committee no VI: Optimization of operation of ropeway systems

After a longer break because of the activities of CEN in elaborating standards for 'operation' and 'recovery and evacuation', the committee chaired by Mr. Crouzet has had its first meeting in Rinn-Judenstein at Innsbruck (A) on October 9th, 1998.

A second meeting took place in Bludenz on March 22nd and 23rd. The meeting was participated by more than 14 experts from France, Germany, Austria, Switzerland, Norway and Italy. It was decided to deal with the following items:

- Qualification of the technical staff
- Aptitude of the staff
- Remote control of the emergency stop
- Conveyer belts for beginners
- Background music (accompaniment)
- Ergonomics
- Examination of possible noise pollution
- Minimum of staff at chairlifts
- Transportation of new winter sport equipment
- Transportation of kids
- Transportation of handicapped people
- Arrangement of exits
- Studies on safety matters
- Employment of staff

The committee decided that the question of staff is a general and permanent question, which is to be complemented with a specific theme during each meeting.

The question of conveyer belts for beginners has priority because of the necessity of defining the corresponding technical recommendation. A proposal is worked out, whereas the following is considered:

Introduction: Purpose of the regulation

Definition of the risks

Regulation: Speed, slope, nature of the conveyer, Electrical risks, Stop button

The committee has decided that annually two meetings shall take place.

The next meeting takes place in Bolzano on October 14th and 15th.

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

The homepage of O.I.T.A.F. can be reached by entering <<http://www.oitaf.org>> and is available in German, English, French, Italian and Spanish. The page provides you with information on O.I.T.A.F. and in particular on the following:

- What's O.I.T.A.F. all about?
- Structure of O.I.T.A.F.
- Statutory matters of O.I.T.A.F.
- Activities of O.I.T.A.F.
- NEWS and other information about O.I.T.A.F.
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