



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

2nd Half-year 1999

The same issue has been published:
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O.I.T.A.F. – NEWS 2/1999

Dear readers and friends of O.I.T.A.F.

Last May in San Francisco O.I.T.A.F. nominated the new Management Committee and at the same time honoured me by electing me President of O.I.T.A.F. Mr. Jean Charles Simiand representative of the French Rope-way Association has been confirmed in his office as vice-president of O.I.T.A.F. It is my sincere desire and duty to express our gratitude to my predecessor Karl Trütsch for his outstanding merits and thank him in particular for having taken the initiative of actions which have transformed our organisation and made it to become a proactive instrument of our profession. I personally am the head of the Austrian supervisory authority and have for 15 years chaired the O.I.T.A.F committee n° IV, but have served O.I.T.A.F. ever since 1975 and have been assigned different functions in this organisation. The noble function which has been entrusted upon me commits me to continue along the path my predecessors have taken : it is indeed an exciting challenge because in the years to come our organisation must develop the capacity to meet the challenge of the third millennium in order to safeguard interests of all our members, which means that we need to further develop the activity of all our committees and put more stress upon economic, legal and environmental issues involved by transportation by rope. Being the only worldwide organisation of our profession O.I.T.A.F. must not be an end to itself, but must, and this is my firm personal view, use modern media of communication to render services to all members, be they operators, manufacturers or supervisory authorities, and offer them a platform for their discussions. It must also make sure that the results of all activities are given wide publicity by presenting them in the form of recommendations or lectures submitted to a seminar.

I am sure that with your help, the help of our Management Committee and in particular the help of the age long proven efficiency of our Secretary General, Heinrich Brugger, O.I.T.A.F. will manage to keep abreast with the new challenging developments. I wish to take advantage of this opportunity to express once more thanks to our American friends to whom we are very much indebted for the contribution they have made to the success of

the conference in San Francisco the proceedings of which are showing us the path we have to follow in the future.

With kind regards

Horst Kühschelm

Preface of the Secretary General

This second issue of **O.I.T.A.F.-NEWS** 99 bears the mark of two special events :

The 8th International Conference organized in San Francisco from May 23 to 27 has been a great success and O.I.T.A.F. have now a new Management Committee and have elected a new president. You will find separate reports on both these events in the News.

Another epoch of our history has come to its end.

You will no doubt have read in the last issue of our **O.I.T.A.F.-NEWS** that Karl Trütsch did not wish to stand as a candidate for the election of the president. For six years he has guided O.I.T.A.F. and given it a new image. We owe it to his farsightedness of the new opportunities we would be given to present O.I.T.A.F. to the American public by organizing a conference in the US and hence it is his merit if the conference took place in San Francisco. And the outcome of the conference proves that he was right. The O.I.T.A.F. committees given a new structure and a new scope; they were also staffed with new members. O.I.T.A.F. undertook to organize every year a technical seminar and to publish twice a year the **O.I.T.A.F.-NEWS** as a substitute for the rather boring Information bulletin which O.I.T.A.F. published in the past once a year. Adoption of CEN standards was another goal to which he devoted an intense activity. These are examples of the many activities O.I.T.A.F. had launched under his presidency. Work in the meetings of the Executive Committee and those of the Management Committee has been real pleasure. even though he chaired all meetings with a steady hand. Never did a meeting last longer than necessary and members could thus make the trip to the place of venue, attend the meeting and travel back home in one day, thus reducing also their travel expenses.

As Secretary General I am pleased to say that working with Karl Trütsch has been a wonderful experience, no need to say many words to hit the nail, be understood and to take action. Thank you Karl Trütsch for the

wonderful experience I made while working with you. However I wish to extend a word of thanks to Mrs. Heidi Rohrer, his secretary, always willing to help wherever she could. It took her very little time to learn everything about the workings of O.I.T.A.F. Communication via e-mail and telephone worked out perfectly. She took care of the translations into French and English and made sure they were delivered in time either by doing them herself or having them made by someone else.

Some considerations on the alternation of Presidents of O.I.T.A.F.

O.I.T.A.F. is now 40 years old. It is a three-legged organisation, its three supporting columns being the supervisory authorities, the operators and the manufacturers, two of them being in turn organized in an international trade association, the operators in FIANET and the manufacturers in IARM, while supervisory authorities organize year after year their own international meeting (ITTAB) Should O.I.T.A.F. lose the support of one of these three legs in a long run its survival would be at risk. In the first 24 years of its life presidency had been entrusted to a representative of the supervisory authorities, a choice which no doubt was justified by then position of the supervisory authorities. In 1984 O.I.T.A.F. have decided to entrust presidency to another of its three supporting columns and thus elected a representative of ropeway operators. and then in 1993 a representative of ropeway manufacturers. This year the wheel has turned full circle and the president has been elected from amongst the representatives of the supervisory authorities.

To the outward this alternation of presidents representing the three involved parties is the reflection of an existing equilibrium. But it is more than that because it means that O.I.T.A.F. keep pace with times in which the position of the involved parties is undergoing a far-reaching change, and so in particular within the European Union. The equilibrium is not only an outward one, it is also one that needs to be achieved within O.I.T.A.F, with a view to giving each of the involved parties a chance to represent own interests. The survival of O.I.T.A.F. depends on its capacity to preserve for the future this balance and equilibrium of forces and by using modern means

of communication to make a serious effort to extend cooperation to the whole world.

Hence the decision on the alternation of presidents has no doubt been a positive decision.

As in the previous ones we take the opportunity of this issue of the O.I.T.A.F.-NEWS to present to the reader one committee, this time O.I.T.A.F. committee n° III: „Electrical components respectively modules in ropeway installation“ and thank Dipl. Ing, Ruedi Schüle, Federal Office for Transports, Berne, for his report.

Readers will also find a report on the latest decisions taken at their meeting in Paris by CEN TC 242, the committee responsible for drafting European standards on the safety of ropeways.

Information covered by this issue is rounded up by a short report on the International Meeting of Technical Supervisory Authorities (ITTAB) last September in Thun

This issue also contains a short presentation of OIPEEC, the international organisation for „Rope endurance“.

General Meeting of O.I.T.A.F. Election of the Management Committee and Board of Auditors

This year the General Meeting met on May 24 in San Francisco in conjunction with the International Conference of O.I.T.A.F.

With 527 votes present or represented out of a total of 780, i.e. 67 % of the total of 780, the General Meeting had the necessary quorum.

By unanimous decision the Chairman of the organizing Committee of the International Conference, Jim Fletcher, has been elected Chairman of the General Meeting.

T

he report submitted by the outgoing President Karl Trütsch and election of the Management Committee and the Board of Auditors were the two main items that had been placed on the Agenda.

In his report Karl Trütsch recalled briefly the objectives the founder members had pursued when founding O.I.T.A.F. 40 years ago and pointed out that harmonization of national ropeway regulations remains one of its main objectives. Founding members had been

aware of the impellent need to bring the three involved parties to work together for the sake of higher safety levels of ropeway systems, an issue which has in the meantime been covered by the EU Directive on Cableway Installations and European Standards on Safety requirements for passenger transportation by rope drafted by CEN. O.I.T.A.F. have made a decisive contribution to the outcome of both the Directive and CEN standards thus contributing to a far-reaching harmonization, at least so within Europe. Despite that involvement O.I.T.A.F continue to serve as point of reference for standards for non European countries

The O.I.T.A.F. Conference on „Ropeways way into the third Millennium“ will no doubt have thrown light on trend that are not only trends of our time but must be regarded as guideline for the future development of ropeways. Therefore it is up to O.I.T.A.F. to take what action is necessary to further develop the sense of responsibility and consider this as its most important task The Management Committee have already cut to measure their goals to meet this challenge and have produced a strategy paper. To this end it is necessary to coordinate and redefine year after year in the light of changing times and circumstances the scope of activities of the committees, who are no doubt the most important tool O.I.T.A.F have to meet this challenge, and to publish the results of their work in the biannual issues of the **O.I.T.A.F.-NEWS** for them to be brought to the knowledge of all members.

Thereupon K. Trütsch thanked all members of the Management Committee for their valuable services and thanked the Secretariat for its efficiency throughout the 6 years of his office

The election of the members of the Management Committee was the other important item of the General Meeting.

The list of candidates proposed by the outgoing Management Committee and the Board of Auditors met unanimous approval.

Hence the new **Management Committee** has the following composition

KAT.-A

SIAZZU Pierpaolo (I)

Ministero dei Trasporti e dell'Aviazione civile (ROMA)

KÜHSCHELM Horst (A)

Bundestministerium für Wissenschaft u. Verkehr (WIEN)

GRUFFAZ François (F)

Ministère des Transports (PARIS)

ISLIKER Hans Rudolf (CH)

Bundesamt für Verkehr (BERN)

REITHMEIER Peter (D)

Bayrisches Staatsministerium für Verkehr (MUNICH)

CULLERÉ Francisco (E)

Direccio General de Transports (BARCELONA)

KAT. -B

LAZZARI Sandro (I)

Associazione nazionale esercenti funiviari (ANEF)

KARL Ingo (A)

Wirtschaftskammer Österreichs Fv. Seilbahnen (WIEN)

SIMIAND Jean Charles (F)

Syndicat National des Téléphériques de France (SNTF)

FEUZ Peter (CH)

Swiss Ropeway(SBS)

HIRT Peter (D)

Verband deutscher Seilbahnen (VDS9)

KAT. -C

CATHIARD Jean Pierre (Internat.)

Intern. Assoc- Ropeway Manufacturers (IARM)

INDERBITZIN Werner (CH)

Verband Schweizerischer Maschinenindustrieller

KAT. -D

PAOLINI Giorgio (I)

Politecnico di Milano

PUELL Karsten

TÜV Süddeutschland

KAT. -E

HASENAUAER Josef (A)

Schmittenhöhenbahn AG

CROUZET Francis (F)

Compagnie des Alpes

KAT. -F

FLETCHER Jim (USA)
Kimley-Horn and Inc

AUDITORS

DOPPELMAYR Artur
Doppelmayr Vertirebsgesellschaft
LEITNER Kurt (I)
Leitner AG
MOE Roar (N)
Det Norske Veritas

Supplementary Auditors

BISBÉ LLuch Aurel (E)
Baqueira/Beret S.A.
MOIX Louis (CH)
Téléverbier S.A.

Addressing another item of the agenda the General Meeting have approved the balance sheet as per 31.12.1998 and budget estimates for the years 2000 – 2002

ACTIVITIES OF THE MANAGEMENT COMMITTEE AND OF THE EXECUTIVE COMMITTEE

After the meetings of the Management Committee and of the Executive Committee held on February 11 and 12 1999 the Management Committee have met again before and after the General Meeting. The 92nd meeting of the Management Committee had been convened as the last opportunity to settle matters related to the General Meeting, whilst at their 93rd meeting held after the General Meeting the Management Committee proceeded to the election of the new president and one of the two vice-presidents as well as of the members of the Executive Committee and appointed the Director of the Secretariat of O.I.T.A.F.

Election of the new president of O.I.T.A.F.

The Management Committee unanimously approved the proposal submitted by Karl Ingo and elected

Horst KÜHSCHELM



The president of O.I.T.A.F.

Federal Ministry for Science and Transports (VIENNA) President of O.I.T.A.F. for a term of office of three years.
Election of the 1st vice-president of O.I.T.A.F.:

J. Charles **SIMIAND** (F)



1st vice-president of O.I.T.A.F.:

Syndicat National des Téléphériques de France (SNTF)

The election of the 2nd vice-president has been postponed to the next meeting of the Management Committee

Election of the members of the Executive Committee

The following members of the Management Committee have been elected members of the

Executive Committee

ISLIKER Hans Rudolf (CH)
Federal Office for Transports (BERNE)
HIRT Peter (D)
Verband Deutscher Seilbahnen (VDS)
CATHIARD Jean Pierre (Internat.)

Intern. Assoc. Ropeway Manufacturers (IARM)

According to the statutes

the President of O.I.T.A.F.

KÜHSCHELM Horst (A)

the 1st vice-president of O.I.T.A.F.

SIMIAND Jean Charles (F)

the 2nd vice-president of O.I.T.A.F.

yet to be elected and

the Secretary General of O.I.T.A.F.

BRUGGER Heinrich (I)

are ex-officio members of the Executive Committee

Appointment of the Director of the Secretariat
The Management Committee unanimously confirmed the appointment of Heinrich Brugger, regional authority of the autonomous province of Bolzano, Section Ropeways
Claudio Canessa Parodi has been confirmed as Treasurer of O.I.T.A.F.

The Management Committee will meet again on Octobre 19, 1999 in Vienna.



Siazzu, Canessa, Inderbitzin, Simiand, Brugger, Doppelmayr, Minister Dr. Caspar Einem, Kühschelm, Bisbé

Lunch after the meeting of Management Committee in Vienna with the Austrian Minister for Science and Transport Dr. Caspar Einem

The O.I.T.A.F. 8th International Conference for Transportation by Rope in San Francisco

The O.I.T.A.F. 8th International Conference for Transportation by Rope held at the Hotel Marriott in San Francisco from May 23 to 27 has been a great success. More than 400

participants from 20 different countries of the world have taken part in the event which has been combined with a General Meeting of O.I.T.A.F. and the annual Convention and a trade show of NSAA, the North American trade association of the mountain resort industry.



The Chairman of the Organizing Committee Jim Fletcher and the new president of OITAF Horst Kühschelm

With 60 lectures of a very high standard presented in two parallel sessions this conference is no doubt the one with a richer content than any other event organized by O.I.T.A.F. in the last 20 years. The discussion that followed the presentation have shown that lectures, and in particular lectures with a technical content, have roused great interest.

Social events organized in the evening have also been a great success by offering participants the opportunity to meet each other. Most memorable of all the closing dinner during which Jim Fletcher paid tribute to all who have distinguished themselves by their merits for the development of rope transportation in the States, paid honour to all who have died in the last years, as well paid tribute to all those who have rendered outstanding services to OITAF-NACS and NSAA. Last but not least he thanked the outgoing president Karl Trütsch for the efforts he has made to bring the conference to San Francisco and presented the new president of O.I.T.A.F., Mr. Horst Kühschelm

The papers which have been published in the meantime in different technical magazines have contributed to and bear witness of the great success of the conference. There is no need to reassert that.

Yet we would like to take advantage of this opportunity to thank Jim Fletcher for his

commitment as chairman of the organizing committee. Without him to look after everything the conference could not have been run without a hitch. Thank you.

We would also like to extend our thanks to all members of the local organizing committee, in particular to Doug Clyde, the president of OITAF-NACS.



Jim Fletcher, Horst Kühschelm, Heinrich Brugger, Karl Trütsch at the Conference in San Francisco

Prof.-Dr.-Ing. Pietro D'Armini is no longer with us.

Prof. Dr.ing. Pietro Armini, first president and honorary member of O.I.T.A.F. died in Rome at the end of June after a short disease. He was 92 years old.

Thanks to his farsightedness he had come to be convinced of the necessity of having an international organization bringing together around one and the same table all those who have a part and interest in rope transportation, and in particular the three most important parties, i.e. manufacturers, the supervisory authorities and operators. He has been the prime mover of activities that resulted in the foundation of O.I.T.A.F.

Under his guidance an international working group set up during the 1957 International conference on transportation by rope held in Rome prepared the way for the establishment of an international organisation and drafted its statutes.

Thereupon O.I.T.A.F. has been founded in Milano in 1959 and Pietro Armini elected its first president, an office he held till 1971, when he retired. and Prof. Greco, till then the Secretary General of O.I.T.A.F. had been elected as his successor.

Most of his life was devoted to the study of problems related to ropeway transportation.

In 1981 he published a book on the design of ropeways with a special chapter for computer-aided design of ropeways based on the catenary of uniform strength.

In 1935 he joined the ropeway commission set up by the Ministry for Transport and was fully committed to its activity till late in his life. Both feared and highly valued were the views he very often presented with great enthusiasm.

Being one of the top senior officers of the Ministry for Transport he had also responsibilities in fields other than ropeways, i.e. road, rail and air transportation and has had great merits, in particular in the field of road traffic. He also published in 1974 a book on road traffic rules.

He had a chair at the University „La Sapienza“ in Rome and lectured on ropeway transportation and road traffic rules.

As member of different technical committees, for instance the committees of the Italian Standards Institutes UNI and UNIFER he has been in charge of many a project and as vice-president of an UNIFER committee he has given the standards on ropeway components a decisive push.

He chaired the organizing committee of the International Conference on Transportation by Rope organized by FENIT and has been appointed president of the conferences held in Turin in the years 1960 to 1970, conferences that had become the annual event and integral part of the life all those who are concerned with transportation by rope where all involved, operators, manufacturers, supervisory authorities, universities, their research institutes and material testing institutes for ropeway components met regularly.

O.I.T.A.F. will always treasure his memory

INTERNATIONAL INFORMATION

EU-Directive

In the report on the progress of the EU Directive published in the last issue of the **O.I.T.A.F.-NEWS** we informed readers that the EU Council of Ministers had approved at their December 98 meeting the draft directive for cableway installations designed to carry passengers with the proviso of some editorial amendments and subsequent approval by the Council of Ministers of the revised draft.

At their meeting held on June 28, 1999 the Council of Minister voted their final approval. What are the next steps ?

The approved draft has been submitted to the European Parliament which has it examined by its Committee on Legal Questions and the Unique Market. Having both the EU Council and the European Parliament given their approval to the amendments introduced by that committee the revised draft is to be submitted to the Parliament in October 1999 for final approval. Hence there is good hope that the Directive will be published in the Official Gazette sometimes in November or December and will become effective before the end of this year. EU Member countries are then given two years to transpose the Directive into their national legislation.

CEN-Standards

On September 9 and 10 CEN TC 242 convened in Paris for their 16th meeting which was chaired by Mr. Fougea.

The TC approved the following resolutions :

Standard 13 – Quality assurance

PrEN 12408 having been released for a CEN enquiry and having thereafter the comments raised by member bodies been examined the TC resolved to release the revised draft for final vote.

Standard 3 -Calculations

Seen that member bodies have raised additional comments and that amendments agreed by the working group do not feature in the revised draft the TC resolved to defer the release of the revised draft for final vote to the next meeting.

Standard 7 – Carriers

The TC resolved to add to the 2 finalized parts of the draft standard (Part 1: Rope attachments, cabins, chairs and T-bars, Part 2 : Carrier trucks, suspensions of aerial ropeways, rods and spring boxes, carriages and onboard brakes)

Part 3 – Fatigue testing

Setting up of a new working group

Pursuant to the Directive 89/336/EEC on electromagnetic compatibility the TC resolved to set up a new working group with the mandate to investigate the susceptibility of ropeways to disorders due to the electromagnetic

action and if need be to draft standards on electromagnetic compatibility of ropeways.

Liaison with O.I.T.A.F.

The TC resolved to extend cooperation with O.I.T.A.F. for another period of three years.

These were the most important resolutions the TC have taken on the adoption of draft standards.

Standard 2, part 2 – The TC resolved to defer discussion on additional requirements for reversible aerial ropeways without onboard brakes to the next meeting in Munich.

Indeed two contradicting views have emerged from the discussion. A number of countries disapprove with the content of the standard or reject the draft altogether. Referring to cases in which activation of onboard brakes had prevented disorders from becoming a serious accident they claim that omission of such an important safety device is unacceptable. Other countries claim that ropeways without onboard brakes are acceptable on condition that additional safety measures are provided for. Seen that views of the technical supervisory authorities on one side and those of manufacturers, on the other, diverge, a unanimous decision on this issue is improbable.

A general survey of all CEN standards has already been published in the first issue of the O.I.T.A.F.-NEWS.

The Directive and CEN standard

The enforcement of the EU Directive on cableway installations designed to carry passenger is a prerequisite that needs to be met for the CEN standards to become binding standards. The Directive specifies approval procedures applicable to the construction and commissioning of ropeway installations for passenger transportation. It makes a clear distinction between infrastructure and 6 sub-systems (Annex I of the Directive). Annex II specifies the „essential requirements“ that have anyway the status of binding general requirements applicable to the construction of ropeways. The other annexes of the Directive specify additional requirements that need to be met (Cf 1st issue of O.I.T.A.F.-NEWS 99) It is now up to CEN TC 242 to make sure that requirements specified in the ropeway standards (standards 1 to 13) are consistent

with the requirements of the Directive, as well as with the 6 subsystems given in Annex 1 and the „Essential requirements“ specified in Annex II of the Directive.

To this end TC 242 set up a working group of countries which from the viewpoint of the importance and capacity of their ropeways belong to the most important countries in Europe

Next meeting of CEN TC 242: April 5, 6 and 7, 2000 in Munich.

ITTAB

The 1999 annual international meeting of the supervisory authorities took place in Thun on September 27 to 29.

Mrs. Hanselmann, deputy head of the section Transports of the Federal Office for Transports welcomed delegates from 13 countries (Andorra, Austria, Finland, France, Germany, Hungary, Italy, Japan, Norway, Spain, Sweden, Switzerland and the United States)

Chaired by Dr. Gassmann, Head of the section Ropeways of the Federal Office for Transports, a chairman of long proven experience, the meeting addressed in 4 half-day sessions the following main issues :

- Accidents and exceptional events.
This item encompasses the following sub-items Presentation of statistical surveys of the rated capacity and accidents in the year 1998 Comments and brief reports on accidents and extraordinary events
- Technical problems :
Three different topics were dealt with in three reports:
- Deropement of a hauling carrying rope from a roller battery presented by Prof. Gabor Oplatka, ETH Zürich
Prof. Oplatka showed a video film of the dynamics of a deropement from a battery of 4 rollers and suggested that by adopting another arrangement of the rope catcher it should be possible to achieve better safety against deropement. He suggested indeed to place the rope catcher along the extended line of the axle pin and not next to the two end rollers which the deropement causes to leave their normal position in the vertical direction

- Action of wind loads on closed carriers of a continuous movement monocable aerial ropeway by Ing. Sato.

Ing. Sato, member of the Japanese delegation, reported on tests carried out with fairings placed under the bottoms and on top of the carrier that led to the conclusion that it should be possible to significantly reduce the perturbing action of wind loads by placing fairings both on top and under the bottom of the carrier.

- Safety at work on ropeway installations.
The French delegation submitted a draft proposal on safety at work produced by a French working group the intention being to give this draft the status of a legal provision after its submission to and approval by the competent body of the EU.

When asked to report on the last

- technical question
delegates addressed the issue of accreditation of institutes and test houses. In several countries institutes and test houses have been authorized to test ropeways and their components

Delegates agreed to go into the depth of the issue at their next meeting

As part of the general programme organizers have also prepared a special programme for accompanying ladies and taken all participants to the Piz Gloria. The happy gathering of all technicians, Swiss hospitality, Dr. Gassmann's excellent conduct and organization of the meeting with the efficient support of his colleagues are the elements of the success of this meeting that everybody will keep long in good memory.

O.I.T.A.F. wish these international meetings best wishes for a successful future and hope supervisory authorities will continue to play an active part in the governing bodies of O.I.T.A.F.

OIPEEC

What is OIPEEC?

OIPEEC (International organization for the study of the endurance of wire ropes) is an international association of people with an interest in the endurance and other aspects of wire rope technology, including selection, degradation (corrosion, ageing, wear, action of external forces etc.), inspection, and discard.

OIPEEC was established in 1963 and currently has 102 members from 25 different countries.

OIPEEC organises meetings every second year to discuss issues of relevance to wire ropes. These meetings, which are open to non-members, alternate between a small Technical Meeting, and a much more extensive Round Table meeting.

OIPEEC offers every four years (at the Round Table conference) an award for papers written by young researchers on their investigations relating to rope endurance.

OIPEEC publishes a Bulletin twice a year, one edition in the spring and another in the autumn.

The Bulletin which is registered as an International Serial publication and available from a number of major national lending libraries, publishes technical papers in the field of rope research and reports the activities of the organisation.

The language used for publications and meetings is English.

Occasional Copies of the Bulletin and Round Table Proceedings can be purchased by non-members, but the only mechanism by which to obtain regular copies is to become a member of the organisation.

PRESENTATION OF AN O.I.T.A.F. COMMITTEE

Committee n° III: Electrical components respectively modules in ropeway installation

Chairman: Ruedi Schüle



Federal Office for Transports (CH)
Having completed his studies R. Schüle joined for 3 years the Railway traction service of the Swiss Federal Railways. In 1967 he

joined the Federal Office for Transports having inter alia the responsibility of a supervisory authority for ropeways that are subject to a concession. Ever since he has been responsible for matters related to the safety of the electrical equipment of ropeways. In 1978 he has been appointed chairman of the committee n° III and 1992 convenor of CEN TC 242, working group F.

Pursuant to a decision taken in 1969 during the International Conference in Lucerne committee n° III has been set up in 1971, though first as working group n° 5 of committee n° III „Technical problems of ropeway systems“ with the mandate to look into electrical problems of ropeways.

Germany, Italy, Austria and Switzerland joined the committee ever since the first day of its foundation. Despite many an attempt to convince France to join it, France has not done so far.

Care has been taken to make sure at any time that the three involved parties, operators, manufacturers and supervisory authorities are equally represented in the committee so as to permit a productive exchange of views and information between their experts.

The committee met ever since twice a year for a 3-day meeting. The load of work brought about by CEN standardization activities have however prevented them in the past few years to stick to this strict schedule.

Committee n° III have always tried to keep pace with arising problems of the electrical equipment. to discuss them at length and draft recommendations. As years passed the committee have addressed many an issue and have discussed at great depth some of them. They also felt it is important to throw a glance beyond the „border“, i.e. to try to learn from the experience made with electrical equipment incorporated into systems similar to ropeway systems in particular with regard to their safety.

Many a meeting has been taken up by the discussion on safety principles and their definition. For many years this definition has been referred to as fundamental piece of reference. Nowadays this work is being carried on by standards committees who have covered this issue in more than one standard. Yet it should be pointed out that committee n° III have addressed this issue long before it had become a topic of general interest and

have tried to put into words what they felt to be essential safety requirements.

As for brakes and their control committee n° III have ventured to take a serious look into the fundamental approach and have plotted tables and graphs containing valuable information on systems, commands, functions and safety requirements for drive sheave brakes.

A general exchange of views is a permanent item of all meetings of the committee offering the opportunity to bring up discussion on events, disorders and accidents related to the electrical equipment.

The following issues, all related to the electrical equipment, have been addressed in the past years :

- Drive and control systems
- Automation and remote control of reversible aerial ropeways and funiculars
- Lightning protection and grounding
- Instructions for operation
- Brake control
- Electronic components
- Video monitoring
- Maintenance
- Position monitor
- Load measurement
- Message transmission systems for reversible aerial ropeways
- Swing detector
- Operation without attendants
- Line safety circuits
- Chairlift controls
- Essential safety principles
- Remote control systems
- Stored program control (SPC) and its application
- Control of hydraulic components
- Thyristor drives
- Deropement switch
- Detachable grip continuous movement aerial ropeways (Monitoring of incoming and outgoing vehicles)
- Bridging of safety devices
- Unattended vehicles

Thus discussion and work done by committee III have stimulated a progressive harmonization of the electrical equipment of ropeways much before the issue of harmonization had been picked up by CEN.

The Committee are determined to look into as many problems involving the electrical equipment of ropeways as possible and thus contribute to the harmonization of regulations and execution of ropeway systems.

A report on the meeting of committee III e held in Kitzbühel on September 21, 22 and 23 will be published in the next issue of **O.I.T.A.F.-NEWS**.

Information on the activity of other O.I.T.A.F. committees and working groups.

Committee n° 1: Technique of ropeway and technical recommendations

The committee convened last on February 24 and 25, 1999 in Dübendorf near Zurich. Meeting facilities had been made available free of charge by EMPA, the Swiss Materials Testing and Research Institute. Having first settled matters related to the organization of the committee and of its activity the committee worked at full stretch in order to finalize the draft recommendation for the design and execution of passenger conveyors intended as a boarding help for chairlifts. Having in that meeting looked through and made amendments to the technical content and adopted editorial amendments of the draft the committee now hope that final consensus may be reached at the next meeting and the draft there after submitted to the Management Committee of O.I.T.A.F. The revision of the draft has taken up most of the time of that meeting and as a result the committee have agreed to add safety requirements for controls, monitoring and signal transmission devices as well as for components to the scope of the recommendation and to give a definition of hazards involved by the failure of these components.

In the afternoon of the second meeting day members were taken to Zurich for a visit of the Polybahn which had been converted for fully automated operation (without any attendant present in situ) and were given details on the experience made so far. This is of particular importance for the future since it is very likely that future trends will bring about an increasing number of automatically operated systems and hence essential to lay down requirements for fully automated systems of operation (possibly by drafting O.I.T.A.F. recommendations)

A report on the meeting scheduled to take place on Mai 11 and 12, 2000 will be published in the next issue of the **O.I.T.A.F.-NEWS**

Working group: Non-public ropeways
„Material handling ropeways and cable cranes“

No further meeting of the working group has been called by the Secretariat of O.I.T.A.F. after the meeting the working group held on November 19 and 20, 1998

Next meeting : Winter 2000

Committee n° II: Characteristics and inspection of ropes

The next meeting has been scheduled to take place on March 6 and 7, 2000 in Milano

Committee n° IV: Legal, administrative, economic and statistical matters

Chairman : Dr. Horst Kühschelm

Accepting an invitation extended by the Swiss Ropeway Association Committee n° IV convened to their 44th meeting on April 26 and 27, 1998 in Martigny. Mr. Ekkehart Ulmrich, senior officer of the German Ski Association and active old member of the committee was no longer present. He died on January 17, 1998. Throughout his long membership in the committee thanks to his personal kindness and long experience he has been of great value to and substantial factor of the success of this committee. We shall keep him long in unforgettable memory.

The following new members have joined the committee: Director Manhart, chairman of the working group „Environment“, Mr. Kroll, Director of the Nebelhornbahn, Mr. Weiss, TÜV Bayern, Mr. Vanier, French Ministry for Transports, Mr. Müller, Swiss Ropeway SBS.

The main issue of the meeting has been a discussion on the convenience of having a questionnaire on the responsibility and liability of ropeway operators and ski-run owners. The committee agreed to extend preparatory work to other issues, such as the responsibility for racing slopes, responsibility arising from the use of snowmobiles to rescue people, responsibility arising from the use of snow making equipment, geographic delimitation of the area of responsibility for the safety of ski-runs, the liability for rescue and evacuation equipment made available by rescue services, liability for the transportation of alcohol addicts. The committee agreed to devote most of their time during the next meet-

ing to a comparison of information reported for the Alpine countries and the elaboration of a general survey of the situation.

The committee further agreed to put more work into the collection of court decision of the highest level on accidents due to the use or operation of ropeways, ski-runs and ski-run grooming equipment by collecting first documents on court decisions taken in the Alpine countries and making them available to all members of O.I.T.A.F. via Internet. Mr. Simiand, vice-president of O.I.T.A.F. informed the meeting that the French grouping Ascitel operates a computer aided system of processing French judiciaries and offered his support.



The Committee n. IV at work

The committee further discussed issues that are subjudice before the European Court of Justice regarding the right to apply local tariffs, to grant governmental subsidies, as well as questions brought up by the EU Directive for installations for the transportation of passenger by rope

After some initial difficulties the working group are now running at full capacity.

Working group : Discussion forum on Environment

The working group met on April 7, 1999 in Berne and again on July 26 and 27, 1999 in Obersdorf.

Chaired by Dipl.Ing. Manhart the working group addressed the following issues

1. **Environmental impact assessment for ski-runs and snow making**

Situation in the different countries:

- Switzerland:

The threshold value for compulsory assessment is set to be equal to 2000 m² of

levelled area or an area of 5 ha of snowmaking together with compulsory specification of water and power consumption and land use

- France

The calculated threshold value for compulsory assessment is set to be an investment of to 500.000 EURO

- Germany – Bavaria

The bill specifies the following threshold values :

Snowmaking:

area in excess of 15 ha or 7.5 ha in protected areas. The threshold value shall be calculated from the sum of all building projects carried out in the last 2 years. Compulsory assessment of all building projects or substantial parts of a project to be carried out at an altitude of 1800 m above MSL

Ski-runs:

area in excess of 10 ha in protected zone. The threshold value shall be calculated from all building projects carried out in the last two years. Compulsory assessment of all building projects or substantial parts of a project to be carried out at an altitude of 1800 m above MSL

Ski-tows:

rated capacity in excess of 2000 p/h or length in excess of 2500 m or half this value in protected areas

- Austria

For the purpose of development projects the threshold value for environmental impact assessment is set to be equal to 20 ha of modified original ground surface.

Development projects of glaciers are always subject to an environmental impact assessment

- Italy

Threshold values for ski-runs and earth movement, provided they are specified in regulations, vary from one region to another. As a rule no assessment is requested for snow making. The threshold values for South Tyrol are as follows :

Aerial ropeways and skitows : 2200 p/h applicable to new layouts of the line of chairlifts and ski-tows.

Ski-run: length 2000 m or 5 ha

2. The use of the water additive Snomax in the production of artificial snow

It is still uncertain whether the use of Snomax is ecologically safe. Investigations are at present being made in Switzerland to assess its ecological acceptability. It has been suggested to address this issue again in a second step as soon as the draft proposal mentioned in item 3 has been finalized.

3. Alpine Convention

The working group have decided to draft a proposal for the application of art. 13 of the protocol on tourism : „Traffic and transportation of tourists“ that has been adopted with a view to promote public transportation and restrict the use of motorized means of transportation (traffic calming)

The report on the last meeting scheduled to take place on November 22 and 23, 1999 in Aosta (I) will be published in the next issue of the O.I.T.A.F.-NEWS.

Committee n° VI: Optimization of ropeway and ski-tow operation

The committee convened for a meeting in Bludenz on March 22 and 23 and on October 14 and 15 in Bolzano (I)

The so-called conveyors were the main issue the committee addressed during that meeting and decided to adopt the following definition : „Uphill conveyance for winter sports“

Two different viewpoints have emerged from the discussion on this system of conveyance : Several supervisory authorities do not consider this conveyance system as an uphill conveyance aid. Germany believes that this system of conveyance falls within the scope of standard EN 115 and of the Machine Directive. A German operator has commissioned TÜV to test this conveyor in situ, which TÜV did. EN 115 and the Machine Directive have been used as term of reference and particular attention turned to the transverse and longitudinal slope of the conveyor. Considering that committee 1 have already written a draft recommendation for the construction and operation of conveyors the committee VI felt that committee 1 should continue their work.

Pursuant to a decision taken by the Management Committee the committee decided to organize an O.I.T.A.F seminar to be held in conjunction with SAM in Grenoble Thursday, April 27, 2000 the theme of the seminar being

„OPERATIONAL ORGANIZATION AND SAFETY AT WORK OF ROPEWAY TRANSPORTATION SYSTEMS“

The reports on the meetings scheduled to take place on October 14 and 15, 1999 in Bolzano and on January 13 and 14, 2000 will be published in the next issue of the ***O.I.T.A.F.-NEWS***.

O.I.T.A.F. on INTERNET

New features of the homepage
FORUM

When creating the O.I.T.A.F. homepage ><http://www.oitaf.org>< it was thought to be convenient to have a separate page for the Forum with a view to offering to people concerned with technical, economic or administrative issues involved by ropeway systems the opportunity to express their views. So far nobody has made use of this opportunity. This is why a simpler mode of access without webmaster's control has been adopted for those who wish to use the system to express their views. State your name and e-mail. That is all you need to do to accede to the Forum. Take advantage of this opportunity and communicate.

Retrieval of files, a facility offered only to O.I.T.A.F. members

O.I.T.A.F. members have now direct access facility to the retrieval of ***O.I.T.A.F. Technical recommendations*** and papers produced by O.I.T.A.F. committees in the past years. Have a try at it. In addition you can now retrieve at any time the last issue of ***O.I.T.A.F.-NEWS***. All you need to do is to enter the password that has been posted to you.

General

Access to the German, English, French, Italian or Spanish version of the O.I.T.A.F homepage is obtained by entering the address

<<<http://www.oitaf.org>>>

The homepage 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. statutes
- Activities of O.I.T.A.F.
- NEWS and other information about O.I.T.A.F.
- O.I.T.A.F. bodies and their members
- O.I.T.A.F. committees
- Technical recommendations, papers and statistical surveys produced by O.I.T.A.F.
- Lectures presented to O.I.T.A.F. seminars
- O.I.T.A.F. seminars
- Forum

For further information contact e-mail
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