

Section 23 Passenger tramway incidents

23.1 Definitions.

"Reportable passenger tramway incident" is defined as the following.

(a) Any incident from a possible malfunction of a passenger tramway in which a person is injured or killed. The tramway shall cease operation as defined by Section 23.3 Limitation of operation.

For the purposes of Section 23, the term "injured" is defined as bodily damage requiring immediate medical attention.

(b) Any incident in which a passenger is injured falling or jumping from a chair which is outside of the load or unload zone.

For the purposes of this rule, the "load zone" is defined as the area from the "wait here" sign to a point where the "no ski closure" ends or in the event there are no ski closures, at a point where the vertical clearance of the lift line is greater than eight (8) feet. This is measured from the bottom of the chair seat of an open carrier to the terrain or snow surface.

For the purposes of this rule, the "unload zone" is defined is the area approaching the unload area where the vertical clearance is less than eight (8) feet. This is measured from the bottom of an open carrier to the terrain or snow surface.

(c) Any unintentional deropement of an aerial tramway regardless of whether or not the tramway is evacuated. This does not apply to Surface Lifts, Tows and Conveyors.

(d) Any unplanned evacuation other than by prime mover or auxiliary power unit, regardless of cause. This does not apply to Surface Lifts, Tows and Conveyors.

(e) Any fire involving tramway equipment or structures that poses a risk to passengers, operating personnel or the structural integrity of the tramway.

(f) Failure of any electrical or mechanical component which results in the loss of control of the tramway, unless the loss of control is a direct result of the malfunction of a single manual stop or speed control switch. Any of the following five (5) conditions is considered a loss of control:

- (1) tramway will not slow down when given the command to do so;
- (2) tramway will not stop when given the command to do so;
- (3) tramway accelerates faster than normal design acceleration;
- (4) tramway self starts or self accelerates without the command to do so;
- (5) tramway reverses direction unintentionally and without the command to do so.

(g) The failure of the following components or their primary connections are reportable:

Failure is defined as the inability of the listed components to continue to function as designed and continued operation would represent a hazard.

- (1) Terminal Structure;
- (2) Bullwheel;
- (3) Brake System Components;
- (4) Tower Structure;
- (5) Sheave, Axle or Sheave Assembly;
- (6) Carrier;
- (7) Grip;
- (8) Haul, Track or Counterweight Cable.

23.2 Reporting to the board.

(a) All reportable passenger tramway incidents occurring during public operation shall be orally reported to a Board member or the authority appointed by the Board as soon as reasonably possible but no later than twenty-four (24) hours after the time of such incident or within twenty-four (24) hours after the incident becomes known to the area personnel. A written report shall be delivered to the Board on forms approved by the Board postmarked within five (5) days of such incident or postmarked within five (5) days after the incident becomes known to the area personnel.

(b) A reportable incident discovered on dates when the lift is not open to the public shall be orally reported to a Board member or the authority appointed by the Board as soon as reasonably possible, but no later than seventy-two (72) hours after such incident becomes known to the area personnel. A written report shall be delivered to the Board on forms approved by the Board or postmarked within fifteen (15) days following the verbal report. However, all oral reports must be made prior to reopening a lift.

Area personnel is defined as personnel involved with the operation, supervision and maintenance of the tramway. This includes, but is not limited to, lift maintenance, lift operations, ski patrol and all supervisory staff.

23.3 Limitation of operation. When a death or injury results from a possible malfunction of a passenger tramway, as defined in Section 23.1 (a), the owner or area personnel of the tramway shall immediately cease operation and notify the Supervisory Tramway Engineer or a member of the Board by telephone. No part of the tramway shall be removed or disturbed before permission has been given by a Board member, the Supervisory Tramway Engineer, or his designated representative, except to the extent that such action is necessary to avoid further death or serious injury.

An investigation of the occurrence shall then be initiated within 24 hours and shall precede any authorization to resume public operation of the tramway. The report of investigation shall include a factual account of the incident, the nature and extent of injuries to persons, damage to the passenger tramway, any witness statements, any other pertinent details, and recommendations for remedial measures to be taken prior to resuming operation.

23.4 Logs - components. Area operators shall maintain a log in a format approved by the Board which shall contain reports of components replaced or repaired that do not meet the definitions of CPTSB section 23.1(g) and are not part of maintenance due to normal wear. These reports shall be submitted during public operation to the Board at monthly intervals not to exceed 60 days from the date of occurrence. When the lift is not open to the public, the Component Log shall be submitted on a monthly basis when routine maintenance is being performed.

This log shall be available for inspection and, if requested by the Board or its duly authorized representative, the area operator shall make copies available of the relevant records relating to any of the components.

23.5 Logs – stoppages. Area operators shall maintain a passenger tramway log which shall contain reports of all passenger tramway stoppages over ten (10) minutes. For each such stoppage, the log shall contain the following information:

- (a) name and/or number of the passenger tramway;
- (b) date of stoppage;
- (c) reason for stoppage;
- (d) description of any mechanical, structural, electrical, or other problem (if known);
- (e) under investigation (yes or no);
- (f) action taken, if any;
- (g) length of time the tramway was down.

This log shall be available for inspection and, if requested by the Board or its duly authorized representative, the area operator shall make copies available of the relevant records relating to any of the stoppages.

23.6 Logs - loading, unloading incidents and passengers falling or jumping from lifts. Area operators shall maintain a log which shall contain reports of all loading and unloading incidents in which injury occurs. This log shall also contain any incident in which a passenger falls or jumps from a chair with no injury, of which the area personnel has knowledge, that is outside the load or unload zone. For the purposes of this rule, the "load zone" and "unload zone" is defined in 23.1(b).

For each such loading and unloading incident, the log shall contain the following information:

- (a) name and/or number of the passenger tramway;
- (b) date the incident occurred;
- (c) name, address and age of person injured;
- (d) description of the injury;
- (e) description of the incident;
- (f) under investigation (yes or no).

For each such fall or jumping incident, the log shall contain the following information:

- (a) name and/or number of the passenger tramway;
- (b) date the incident occurred;
- (c) age and gender of person involved, if known;
- (d) location of incident;
- (e) under investigation (yes or no).

This log shall be available for inspection and, if requested by the Board or its duly authorized representative, the area operator shall make copies available of the relevant records relating to any of the incidents.