

Priorities for proactive market surveillance for the period from 2015 to 2018:

In order to ensure that the measures adopted in the *Länder* every year in the field of cable cars are covered by proactive market surveillance, priorities are to be identified based on risk. The Cable Car Committee has therefore identified the following areas for action, together with objectives and proposals for possible measures:

1. Consistent application of the RAPEX guidelines

FOUNDATIONS:

Risk assessment is not conducted in a transparent or consistent manner in accordance with the RAPEX guidelines.

OBJECTIVE:

Improve transparency as regards the need to forward information to other authorities.

Possible measures:

Draw up additional instructions on the RAPEX guidelines; if necessary, translate the chapter on risk assessment in the EMARS best practice handbook, training courses involving several *Länder*.

2. Cooperation with customs via the interfaces of the ICSMS and TARIC

FOUNDATIONS

In each individual case, agreeing on joint measures currently entails a procedure which can have different outcomes and is therefore very lengthy.

OBJECTIVE

Optimise cooperation procedures => Develop standard procedures which allow risks to be dealt with not only proactively but also reactively. Establish a joint risk analysis.

Possible measures

Market surveillance measures which focus on imported products, emphasis being placed not on the number of checks but on enhancing cooperation with the customs authorities using practical examples (proactive approach).

Provide structures (e.g. designate an authorised contact point) which make it possible to respond quickly to specific risks, accidents or the forthcoming import of products which are hazardous or which do not comply with requirements (reactive approach).

3. Drag lifts with low-running cables

FOUNDATIONS:

Drag lifts with low-running cables are used in particular by ski schools for the practical training of young children. If these lifts are not specifically adapted to possible risks for small children, there is a latent danger to this particularly vulnerable group.

OBJECTIVE:

To improve the safety of drag lifts with low-running cables at ski schools.

Possible measures:

Timely collaboration with manufacturers and operators, in particular at association level, e.g. at conferences, and training courses, can have a proactive effect. Moreover, unannounced inspections can encourage achievement of the objectives. In this context, prevention takes priority over action, and instruction over sanctions.

4. Vehicles

GROUNDINGS:

Over the past year, several safety-related problems have been identified at European level with vehicles. These related mainly to insufficient fire safety provision in the cabins, poor fixing of panes in the cabin construction and poorly designed safety bars.

OBJECTIVE:

To improve the safety of vehicles.

Possible measures:

Better market monitoring when vehicles are brought into service, with a focus not on the number of checks but rather on the procurement of information through calculations, experiments and available construction plans, as well as the associated material evidence and the provision of this information.

5. Safety through standardisation

GROUNDINGS:

In the opinion of the SBA, influence should be exerted in appropriate ways, e.g. through the Commission for Occupational Health and Safety and Standardisation [*Kommission Arbeitsschutz und Normung (KAN)*] and through ad hoc cooperation in selected standardisation bodies.

OBJECTIVE:

Amendment of standards in the light of findings obtained from market surveillance.

Possible measures:

Interdisciplinary task, e.g. possible measures with different examples. Action areas: Cooperation with market operators and provision of information to them. Drawing up technical specifications (e.g. fire prevention and vehicles). Temporary participation in standardisation bodies.

The *Land* authorities will, in future, plan the measures they take each year with these priorities in mind. Information will be exchanged and, where necessary, joint areas for action agreed on.