

## **Amending regulation to the Regulation on Cableways**

Adopted by the Norwegian Railway Authority on 26 June 2025 pursuant to the Act of 22 May 2017 No. 29 on Cableways § 4, cf. Delegation Decision of 22 May 2017 No. 633

In the regulation of December 20, 2022, No. 2383 on cableways (the Cableway Regulation), the following changes are made:

§ 2-2 Acceptable safety level for cableways for passenger transport shall read:

All cableways for passenger transport must have an acceptable safety level.

A cableway is considered to have an acceptable safety level when:

- a. it complies with the documentation that forms the basis for the operating permit and subsequent changes that have been reported and processed by the Norwegian Railway Authority,
- b. the cableway is operated safely, and
- c. the cableway is maintained and inspected to ensure it is in a reliable operating condition.

The Norwegian Railway Authority may require the cableway operator to use an independent third party or the manufacturer of the cableway to document that the cableway meets the requirement for an acceptable safety level in the second paragraph.

§ 2-3 Notification of cableway construction shall read:

A notification of construction of a cableway must be sent to the Norwegian Railway Authority so that we can provide guidance on the requirements of the regulation.

§ 2-4 Requirements for an operating permit and application for an operating permit shall read:

Operation of a cableway requires an operating permit. Before cableways are put into use, the Norwegian Railway Authority must issue an operating permit after the applicant has documented that the cableway meets technical and operational requirements.

An application for an operating permit must be submitted to the Norwegian Railway Authority on a prescribed form. The application for an operating permit must at least include:

- a) Technical documentation
- b) Relevant parts of the safety management system
- c) Documentation of insurance and security
- d) Certificate of completion or temporary use permit according to the Planning and Building Act § 21-10.

For applications for a new operating permit after modification of the cableway, the application must include technical documentation and relevant parts of the safety management system. Items c and d must be submitted if they are relevant to the modification.

The technical documentation must be in Norwegian, Swedish, Danish, or English.

An application for an operating permit shall be decided as soon as possible, and no later than four weeks after the date when all necessary documentation was submitted to the Norwegian Railway Authority.

Cableways for goods must meet the requirements in Chapter 5 to obtain an operating permit. Cable cranes must meet the requirements in Chapter 6 to obtain an operating permit.

New § 2-4 a Requirements for a new cableway

A new cableway must comply with Regulation (EU) 2016/424. A cableway assembled from used components is also considered a new cableway.

New § 2-4 b. Requirements for restarting a cableway

An existing cableway can obtain a new operating permit. The cableway must comply with the original documentation for the cableway and any changes that have been reported and processed by the Norwegian Railway Authority. The cableway must be maintained and in a reliable operating condition.

Modifications that have not been processed by the Norwegian Railway Authority will be reviewed in connection with the application and according to the regulation's rules for modifications of cableways.

If the operating permit has terminated and the application is submitted more than one year after the termination, the applicant must document that the cableway complies with Regulation (EU) 2016/424. For cableways that do not comply with Regulation (EU) 2016/424, the applicant must document that the cableway is constructed according to the harmonized European standards or has an equivalent safety level.

The Norwegian Railway Authority may require that the documentation comes from an independent third party or the manufacturer of the cableway.

#### New § 2-4 c Relocation of a cableway

Relocation of a cableway always requires a new operating permit.

When relocating a cableway that complies with Regulation (EU) 2016/424, the cableway must also comply with Regulation (EU) 2016/424 after relocation. The cableway must be maintained and in a reliable operating condition.

When relocating a cableway that does not comply with Regulation (EU) 2016/424, the applicant must document that the cableway is constructed according to the harmonized European standards or has an equivalent safety level. Modifications to the cableway and their overall consequences must comply with Regulation (EU) 2016/424. The cableway must be maintained and in a reliable operating condition.

When relocating a cableway, the Norwegian Railway Authority may require that the documentation comes from an independent third party or the manufacturer of the cableway.

#### New 2-5 Modifications of cableways for passenger transport

If a cableway for passenger transport is to be modified, it must be reported in writing to the Norwegian Railway Authority before the modification is started.

The Norwegian Railway Authority shall assess whether the modification is significant according to § 2-5 a. The notification of modification of a cableway must include a description of the planned modification, a description of the components that are being replaced or added, and a risk assessment with interface considerations.

When modifications are made to cableways that comply with Regulation (EU) 2016/424, the modification must comply with Regulation (EU) 2016/424.

For modifications of cableways that do not comply with Regulation (EU) 2016/424, the modification must maintain or improve the safety level of the cableway.

The Norwegian Railway Authority may require the cableway operator to use an independent third party or the manufacturer of the cableway to document that the modification maintains or improves the safety level of the cableway. The documentation must be submitted to the Norwegian Railway Authority.

#### New § 2-5 a Significant modification and new application for an operating permit

If the modification of the cableway is significant, the modifications and their overall consequences must comply with Regulation (EU) 2016/424.

When assessing whether the modification is significant, the Norwegian Railway Authority shall consider the risk posed by the modification.

In the case of a significant modification, the cableway operator must apply for a new operating permit for the cableway after the modification. The cableway cannot be put back into use until the Norwegian Railway Authority has issued a new operating permit following the modification.

§ 2-13 third paragraph letter d shall read:

- d. instructions and procedures for
  - i. Safe operation
  - ii. Inspection
  - iii. Maintenance

§ 2-14 second paragraph shall read:

Instructions for safe operation, inspection, and maintenance shall be prepared based on guidance from the supplier where available. If there is no guidance from the supplier, a recognized standard shall be followed. The instructions shall describe who is responsible for the implementation.

§ 3-12 third and fourth paragraphs shall read:

The procedures shall describe proper periodic inspection, including inspection of ropes and the supporting structures of the cableway. If there are descriptions of inspection and maintenance from the supplier of the cableway, the supplier's descriptions shall be followed. If there are no descriptions of inspection and maintenance from the supplier of the cableway, a recognized standard shall be followed.

In addition, the cableway operator shall assess the need for additional inspection and maintenance or shorter intervals than those recommended by the supplier or indicated by the standard.

§ 3-13 first paragraph first sentence shall read:

For cableways for passenger transport that do not comply with Regulation (EU) 2016/424, relevant components and structural parts that are subjected to fatigue loads or fatigue stresses shall be tested through non-destructive testing in accordance with recognized standards.