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# Wir



*Aerial tram with seat heating: world first on the 150-ATW Piz Val Gronda in Ischgl, Tyrol. The design and functionality of this installation also include special features such as the cabin layout with seats along the wall and in the center. p.6*



## **10-MGD boosts uphill performance for La Tovière**

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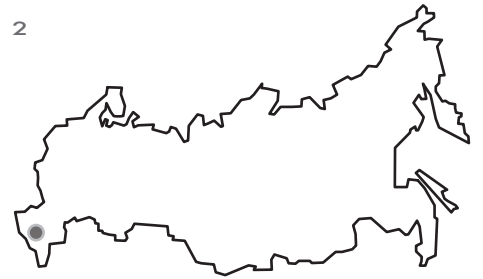
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## 35 Doppelmayr lifts for the Winter Olympics



Doppelmayr has supplied 35 lifts that are operating in the Olympic region of Krasnaya Polyana in Russia's Caucasus Mountains in winter 2013/14.

The Winter Olympics were awarded to Russia in 2007, triggering a huge economic boom for the entire region.

While Doppelmayr had already built ropeway installations here prior to that date, the IOC's decision that Sochi was to be the host city acted as a turbocharger for construction projects.

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### *Two Olympic centers*

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The 2014 Winter Olympics will actually be held in two locations: the newly constructed Olympic Park on the coast not far from the city of Sochi and the Krasnaya Polyana mountain zone.

The stadiums for indoor events are at the site on the coast, while Krasnaya Polyana will host the skiing competitions. These two sports centers are linked by a modern highway as well as a brand new rail line.

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### *Monumental logistical challenges*

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The logistical challenges that had to be faced during ropeway construction were considerable.

With hundreds of contractors working in the area at any one time, meticulous planning was essential to ensure that building operations ran smoothly. Alpine skiing world cup races also took place here in





2013 and all construction work had to be organized around these events. Meeting the particularly stringent security requirements proved to be very time-consuming. Against this background, work schedules had to be highly flexible as well as especially precise to avoid any delays.

Doppelmayr's logistics expertise was crucial in this situation. It enabled them to master all the challenges superbly and all the lifts were handed over to the customer on time.

*Breathtaking high mountain landscape: the Caucasian Mountains in the Olympic region of Krasnaya Polyana*



As partner to the ÖOC (Austrian Olympic Committee) and Austria House Tirol, Doppelmayr underlines its close association with the world of winter sports.

## Continued growth

In fiscal 2012/13, Doppelmayr/Garaventa installed a total of 97 ropeways for 84 customers, including the majority of the lifts for the Krasnaya Polyana Olympic region, where 35 Doppelmayr installations are already in service; another five are to follow during the course of 2014 and mark several world firsts.

The ropeways for the Winter Olympics are not the only installations where Doppelmayr has again proved itself as innovation leader in the global ropeway business. The same can be said of a whole series of systems and system components for other tourist regions and – not least – for ropeways used for inner-city transit applications.

Despite all the successes with urban ropeways and installations for bulk material and unit load handling, one thing nonetheless remains clear: Mountain tourism, particularly in the context of winter sports, continues to be the most important market for Doppelmayr and is set to remain so in the future.

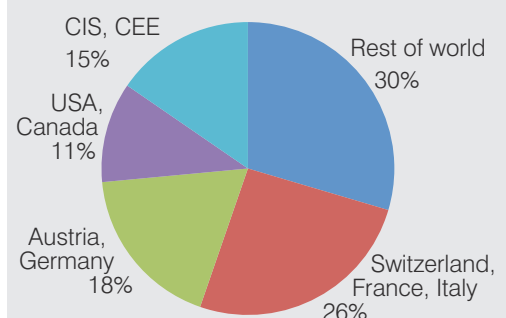
Customers around the globe place their trust in the capabilities of the Doppelmayr Group. We see this as a duty, a challenge and an incentive to continue to develop market-oriented technical innovations and to offer top logistical performance.

Michael Doppelmayr

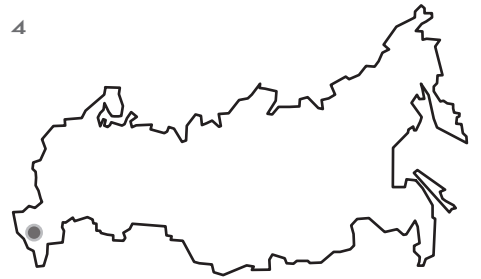
### Revenue by region

Doppelmayr/Garaventa 2012/13

EUR 795 million • up 27 percent on 2011/12



## 3S world firsts for the Winter Olympics



The two ski resorts Psekhako and Rosa Khutor are accessed by two 3S systems with three sections in total.

Both the starting and the finishing lines for the alpine ski competitions lie high up in the mountains. Highly innovative and cost-effective solutions were developed to ensure that the required transport capacity is provided in all weather conditions.

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*Olympic venues have to be accessible at all times – Doppelmayr makes that possible*

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The International Olympic Committee (IOC) stipulated that the Olympic venues must always be accessible for the athletes and the cars used by the teams.

In the case of Rosa Khutor, meeting this condition was far from easy. Improving the only access road would have involved ma-

jor construction work as well as enormous costs.

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*World's first 3S with two sections and through travel*

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Doppelmayr was able to step into the breach with the construction of a 3S lift which not only carries passengers but also automobiles and vans when necessary.

This lift, which is known as the 3S Rosa Khutor Olympic Village, runs from the Mzymta River up to the Olympic village on the Rosa Khutor plateau.

The lift's key statistics are as follows:

- World's first 3S lift with two sections and through travel
- 4,500 PPH (world record)
- 54 thirty-passenger cabins and



Rosa Khutor Lift C



- 25 automobile cabins
- Inclined length 3.2 km
- Vertical rise 690 m

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*Two world records for the  
3S Laura Gazprom*

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The 3S Laura Gazprom in the Psekhako ski resort also boasts some impressive figures:

- Speed 8.5 m/s  
(world record for 3S lifts)
- Inclined length 5.4 km  
(world record for 3S lifts)
- 5 towers
- 3,000 PPH
- 43 thirty-passenger cabins
- 1,100 vertical meters

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*9 detachable gondola lifts*

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There are also nine detachable gondola lifts from Doppelmayr in the mountain zone for the Olympics. Four are located in the Psekhako ski resort and five in Rosa Khutor. The chairlifts supplied are as follows:

- Psekhako – two 6-CLDs, two 4-CLDs, two 4-CLFs
- Rosa Khutor – one 6-CLD, four 4-CLFs.

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*Four surface lifts*

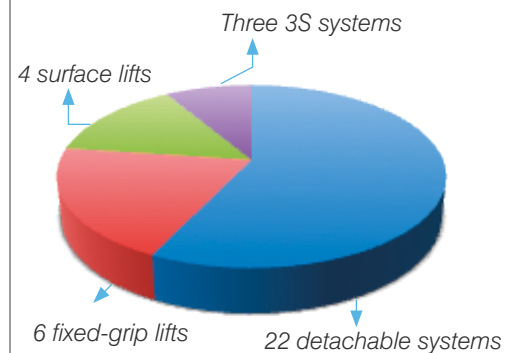
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As the ski region is not just designed for the Winter Olympics, it also includes smaller lifts. There are three surface lifts operating in Psekhako and one in Rosa Khutor.

## 35 Doppelmayr installations in Krasnaya Polyana

*Many world firsts:*

- Fastest 3S lift
- Longest 3S lift
- 3S lift with two sections and through travel
- Transport of automobiles on demand with the 3S lift
- 5-section combined lift with through travel possible through all four mid stations



# Aerial tramway with seat heating in Ischgl

The 150-ATW Piz Val Gronda E5 is the world's first aerial tramway to be fitted with heated seats. And that's not the only exceptional feature on this installation. The custom-made cabins offer nothing but the best in terms of finish and visual design.



The Piz Val Gronda E5 tramway is a two-track installation with a continuous haul rope loop. The aerial tramway was the landscape-friendliest ropeway option for this region. Above all, it meant that just two tower locations would be required. The power and data cables are integrated into the track ropes, doing away with the need to dig a cable trench.

Existing mountain tracks were used for delivering materials to the lower terminal, with the exception of the 100-ton track rope shipments. In this case, the last 1,500m had to be covered by unwinding the track ropes from the drums and pulling them over the terrain. No tracks were created to access the tower locations and the upper terminal. Instead, the materials and equipment were flown in by helicopter.



*Hannes Parth (left) and Markus Walser, joint CEOs of the Silvrettaseilbahn operating company: Comfort, design and landscape protection were major criteria for the planning and design. The cabins have more seats than usual for a reversible tram and also include seat heating.*

## 150-ATW Piz Val Gronda E5

Transport capacity	1,300 PPH
Trip time	5.4 min
Speed	
over towers	7 m/s
in rope span	12 m/s
Cabins	2
Inclined length	2,453 m
Top station altitude	2,295 m
Vertical rise	517 m
Towers	2
Drive 620/1,820 kW	Bottom
Haul rope counterweight	Top
Track rope fixed anchoring	Bottom

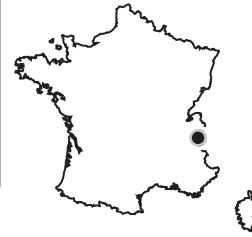








## La Tovière 10-passenger gondola for Tignes



In the ski resort of Tignes, a new-generation 10-passenger gondola lift replaces a 10-MGD built in 1985. Both lifts were supplied by Doppelmayr.

The old Aéroski 10-MGD offered passengers standing room only. As well as offering far greater ride comfort thanks to its seats, the new 10-passenger gondola lift La Tovière is also faster and very wind-resistant. It can operate without any problem at wind speeds of up to 90 km/h. While the alignment remains unchanged, the stations have been entirely rebuilt. The fully automated gondola parking facility is housed in the top station.

The new lift runs to the top of the 2,700 m mountain La Tovière. Val d'Isère can be reached via the slopes of La Tovière.

Tignes is a commune in the French Alps. The village belongs to one of the world's biggest ski regions known as the Espace Killy (89 lifts with a transport capacity of 150,000 PPH, 300 km of ski trails, 55,000 beds). The region has a very good infrastructure of tourist facilities and covers such a large area that visitors can enjoy untouched nature to the full in both winter and summer.

In 1992, the Espace Killy provided the venue for the freestyle events of the Winter Olympics and in 1996 for the Freestyle Skiing World Cup.





### 10-MGD La Tovière

Transport capacity	3,300 PPH
Trip time	5.0 min
Speed	6.0 m/s
Gondolas	70
Interval	11 s
Inclined length	1,820 m
Top station altitude	2,700 m
Vertical rise	605 m
Towers	16
Drive	Top
Tensioning	Bottom







## More “warm beds” in Blatten

Garaventa built the 8-MGD Blatten-Chiematte in the all-year tourist region of Blatten-Belalp in the Swiss canton of Valais. This modern lift installation has helped to boost the volume of day-trippers and above all the number of staying guests.



The new 8-MGD provides a direct route to the lifts on Chiematte. From there, visitors can transfer to the chairlift network in the upper section of the ski area, use the surface lifts next to the ski school and the “Kinderhexenland” (witch-themed kids' section), or access the cross-country ski trail. – Before the gondola was built, guests had to ski down to these lifts from the aerial tram and then ride back up again.

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*Two bottom stations on the top floor of an office block*

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Controlling passenger flows was particularly important for the Belalp Bahnen management. They found the ideal solution in the form of a new four-floor building to replace the old Belalp Bahnen administration block. The top floor houses adjacent platforms for the aerial tramway and the gondola lift. The offices of Belalp Bahnen, the tourism asso-

ciation, the winter sports school, the Belalp Alpine Center for high alpine sports, the post office and a sports shop are all located on the floors below.

The top station of the gondola lift is integrated into a two-story building. The loading and unloading areas and the right-angle gondola parking facility are on the upper floor, which is level with the ski slope. The lower floor is to be used for a sports equipment store with ski hire. Next door are the sales and information offices of Belalp Bahnen, Blatten-Belalp Tourism and the winter sports school. The intermediate floor houses a day nursery.

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*Adding to the capacity of the Blatten-Belalp tram*

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Garaventa modernized the 70-ATW Blatten-Belalp in winter 2012/13. The two installations serve different purposes.





The aerial tramway is used for summer operation and provides access to the holiday village of Tschuggen via the mid station. The Belalp is a car-free zone and there is no public road. Guests and freight have to travel by tram. "That's why we need a ropeway installation with large-capacity cabins," explains Stefan Jossen, managing director of the operating company, Belalp-Bahnen. "In view of the fact that it wasn't possible to increase the transport capacity on this tramway, we decided to build a high-capacity gondola lift for the ski season." The gondola lift has almost three times the transport capacity of the tramway.

The Belalp ski area extends from the 300-inhabitant village of Blatten at 1,300m up to an altitude of 3,112m. The 60 kilometers of ski trails are served by nine lift installations with an hourly transport capacity of 12,000 passengers. Thanks to its altitude and snowmaking facilities, the region has

reliable snow cover in spite of its sunny location. In the summer, it is also a popular destination for climbers and hikers. A particular visitor attraction is Aletschbord – a viewing point on the edge of the Altesch Glacier which is the largest in the Alps.

#### 8-MGD Blatten-Chiematte

Transport capacity	2,000 PPH
Trip time	6.4 min
Speed	6.0m/s
Gondolas	42
Interval	18 s
Inclined length	1,892 m
Top station altitude	2,058 m
Vertical rise	721 m
Towers	13
Drive	Top
Tensioning	Bottom



Stefan Jossen, managing director of Belalp Bahnen: "Garaventa is a competent and reliable partner. Good solutions were found to address all our

needs and any problems were handled in a straightforward and professional manner. For us, working with such partners is a joy."



Klaus Zurschmitten, chairman of the board at Belalp Bahnen AG: "The upgrade of the aerial tramway and construction of the new gondola lift are

the result of a strategy document developed by the board. We set ourselves the goal of increasing the reliability of our snow conditions, bringing transport capacity in line with today's requirements and generating more warm beds." The snowmaking installations were extended in 2010. Thanks to the high transport capacity of the new gondola lift, long waiting times at the bottom station are now a thing of the past. This has boosted the attractiveness of the Blatten-Belalp holiday village for day-trippers as well as for staying guests, particularly in view of the fact that a multi-story car park was built at the same time as the gondola lift so there is now parking space for 700 cars in Blatten. Christmas 2014 will also see the opening of the new Reka holiday village with 250 beds and an estimated 50,000 overnight stays per year.



Four cabins have been designed as witches' houses because of the well-known "Hexenrennen" (witches' race) held every

year and the newly created witch-themed kids' section. (These remain in service all year round.) The anthracite paint finish of the CWA gondolas is in line with the Belalp Bahnen corporate design.









	8-MGD Ossi Reichert Gondola		6-CLD-B Gipfel Lift
	Section 1	Section 2	
Transport capacity in PPH	2,000	2,000	2,400
Trip time in min	4.5	3.4	4.0
Speed in m/s	6.0	6.0	5.0
Cabins	37	28	50
Interval in s	14.4	14.4	9.0
Inclined length in m	1,294	924	1,008
Top station altitude in m	1,174	1,308	1,408
Vertical rise in m	285	134	237
Towers	9	6	10
Drive	Top	Bottom	Bottom
Tensioning	Bottom	Bottom	Bottom

## Gondola lift and 6-seater bubble chairlift for Ofterschwang

In the ski area of Ofterschwang/Gunzesried, three outmoded lifts have been replaced by modern Doppelmayr installations.



In place of the Gunzesried double chairlift and the "Ossi Reichert" surface lift, an 8-passenger gondola lift with two sections and chair parking at the mid station has been built. The two sections can also be run independently of one another.

The Gipfel surface lift (built in 1970) made way for the Gipfel 6-seater chairlift, which is a third longer. The bottom station houses the drive and chair parking facility. The lift takes guests to the highest point in the ski region (1,400 m), just below the summit of the Ofterschwanger Horn. The blue bubbles are unique in the Allgäu.



*Rainer Hartmann and Hanspeter Schratt, directors of the Bergbahnen Ofterschwang-Gunzesried: "It goes without saying that we shall be the ones to profit most from the new installations."*





## Bolsterlang: 6-seater bubble replaces surface lift



In the ski resort of Hörnerbahn Bolsterlang, the surface lift up to the Weiherkopf has been replaced by a six-seater chairlift with orange bubbles. Between the surface lifts “Dorflift” and “Angerlift”, there is now an additional platter lift which primarily takes the pressure off the Dorflift as feeder to the 6-MGD Hörnerbahn.

**T**he 6-CLD-B with individual footrests and manual restraining bar locking has taken the place of a 43-year-old, 1,200-meter-long surface lift.

Snowboarders and comfort-conscious skiers considered the old installation to be rather strenuous because of its length and gradient. The lift line has been largely retained.

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*The chairs are parked manually with closed bubbles*

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The chairs are parked manually with closed bubbles on a covered parking rail as well as in the parking facility located to the side of the bottom station. To prevent damage, the chairs are fitted with rubber bumpers. Parking the chairs with closed bubbles enables a faster start-up of the lift in the mornings.

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*Up to the highest point*

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The Weiherkopfbahn to the north of the Hörnerbahn mid station runs from 1,310 m up to the highest point in the ski region at an altitude of 1,665 m. The bottom station can be reached either from the Hörnerbahn, a Doppelmayr gondola lift with two sections built in 2001, or from the Stuibeneck double chairlift. The Hörnerbahn acts as a feeder as well as serving the adjacent slopes; the Stuibeneck lift is also located in the heart of the ski area. The area is served by six lifts in total.

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*Combined ticketing with neighboring resort*

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As well as boosting the attractiveness of the ski area, the new lifts have paved the way





#### 6-CLD-B Weiherkopf

Transport capacity	2,500 PPH
Trip time	3.9 min
Speed	5.0 m/s
Chairs	54
Interval	8.6 s
Inclined length	1,056 m
Top station altitude	1,665 m
Vertical rise	355 m
Towers	10
Drive	Top
Tensioning	Bottom

#### 1-SL Platter lift

Transport capacity	719 PPH
Trip time	2.0 min
Speed	2.0 m/s
Towing outfits	56
Interval	5.0 s
Inclined length	280 m
Top station altitude	940 m
Vertical rise	50 m
Towers	4
Drive	Bottom
Tensioning	Bottom



Wilfried Tüchler, managing director of the lift operating company: "The old Weiherkopf surface lift was a long curved lift and, for parents with children

in particular, no longer met contemporary standards. The Dorflift is not just used by ski schools and less proficient skiers; it also acts as a feeder to the upper section of the ski area. This often led to long waiting times, especially when a lot of less able skiers were using the lift. The additional platter lift will now help to relieve the pressure." He also described the collaboration with Doppelmayr as "ideal", with both sides regarding the relationship as "constructive and fruitful".

for combined ski tickets with the neighboring resort of Ofterschwang, where Doppelmayr has also installed a new 6-CLD-B. After a drop in the number of winter guests in

recent years, Bolsterlang expects to see an upswing in the number of overnight stays thanks to the improvements in the lift infrastructure.



## High-speed six-pack for Whistler Mountain

In the ski resort of Whistler Blackcomb, the popular Harmony Express quad chairlift has been replaced by a new high-speed six-pack from Doppelmayr.

The Harmony zone ranks among the most frequented areas of the ski resort. This terrain extends from the edge of the Symphony Amphitheatre, a bowl located in Whistler's pristine alpine terrain, all the way over to Glacier Bowl and offers ski runs for all abilities.

Being able to house the chairs in the parking garage at the base of the mountain

speeds up the task of getting the lift ready to open every morning.

It also means that the chairs are free of snow and ready to go.

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*North America's biggest ski resort*

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Whistler and Blackcomb are two side-by-side mountains which together provide







33 km<sup>2</sup> of skiable terrain and over 200 marked runs, making it North America's biggest ski resort. As well as offering varied terrain, Whistler Blackcomb also receives over 11 meters of snowfall every year and has one of the longest ski seasons in North America. The mountains are linked by the Doppelmayr 3S PEAK 2 PEAK gondola which, at 3 kilometers, holds the world record for the longest rope span for a lift of this type.

#### 6-CLD Harmony 6 Express

Transport capacity	3,600 PPH
Trip time	6.0 min
Speed	5.1 m/s
Chairs	118
Interval	6 s
Inclined length	1,729 m
Top station altitude	2,107 m
Vertical rise	535 m
Towers	19
Drive	Top
Tensioning	Bottom



*Dave Brownlie,  
president and chief  
executive officer:  
"This lift clearly  
demonstrates our  
commitment to  
continuously develop  
the resort."*





## A six-pack for Vail



Vail, Colorado, has consolidated its reputation as an industry leader amongst ski resorts around the world with the start-up of the 6-CLD Mountaintop Express which incorporates 90-degree loading and a loading carpet. This is the resort's first 6-seater chairlift.

The new chairlift serves the adjacent ski slopes. Thanks to its high capacity, waiting times are avoided. The lift starts from Mid-Vail and goes to the top of the 3,400 m Vail Mountain. It replaces a Doppelmayr quad lift dating back to 1985 and features a slightly different alignment.

Worldwide, Vail Mountain ranks among the biggest and most well-known ski resorts. The ski area itself is located on either side of a mountain crest in the Rocky Mountains with elevations ranging from 2,500 m to 3,500 m. The slopes on the Front Side of the mountain are ideal for beginners and intermediate skiers. The legendary Back Bowls on the opposite side facing away

from the village offer wide open deep snow slopes for intermediate to expert level skiers. Beyond the Back Bowls sits the outermost area of Vail – Blue Sky Basin. This side of the mountain has a distinct backcountry feel and includes a variety of moguls, glades, cliffs and ridges as well as regularly groomed trails for those with less advanced abilities.

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*"Traffic lights" show skiers the best route*

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Chairlift status signs are provided at strategic intersections on the mountain to help skiers determine the best route on the mountain. A yellow light means the lift maze

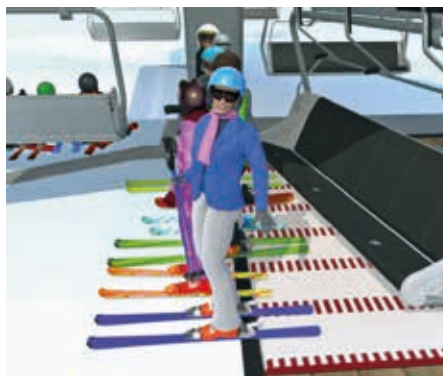




is full, so choose an alternative route if possible; green indicates “good to go”.

Vail has 32 (including 16 high-speed) chairlifts and two gondola installations which provide access to the ski area. The resort offers a total lift capacity of 60,000 passengers per hour, a total lift length of 40 km (128,000 feet), and almost 200 km of ski trails. At 6 km, Riva Ridge is Vail's longest run. Three platter lifts are available for beginners.

The town is partially pedestrianized and offers large parking facilities on the periphery. Vail also operates the largest free shuttle bus system in the United States which includes one hybrid-electric bus.



*Vail places a major emphasis on safety. To ensure that skiers and snowboarders understand how to board the lift, Doppelmayr also supplied a short computer animation which is shown in a continuous loop on large TV screens in the bottom station.*



*Clyde Wiessner, Vail's lift maintenance director who played an instrumental role in the project to build the new six-pack, had already built five lifts*

*with Doppelmayr between 1990-91 while working at Keystone. He considers enhanced comfort to be a major benefit of the Mountaintop Express: "Realignment gives us more room at the bottom for improved maze layout and circulation. The side loading with conveyor will help achieve a significant increase in uphill capacity."*

#### 6-CLD Mountaintop Express

Transport capacity	3,600 PPH
Trip time	4.3 min
Speed	5.1 m/s
Chairs	92
Interval	6.0 s
Inclined length	1,306 m
Top station altitude	3,432 m
Vertical rise	338 m
Towers	15
Drive	Top
Tensioning	Bottom

#### The operating group

Vail Resorts, Inc. runs four ski resorts in Colorado (Vail Ski Resort, Beaver Creek Resort, Keystone Resort, and Breckenridge Ski Resort), one in Utah (Canyons Resort in Park City, UT), three in Tahoe (Kirkwood Mountain Resort, Northstar California, and Heavenly Mountain Resort), one in Minnesota (Afton Alps), one in Michigan (Mount Brighton), and a summer resort in Wyoming. They also own luxury resort hotels throughout the United States.





## Cabletren Bolivariano in Caracas

On August 14, 2013, Venezuelan President Nicolás Maduro officially opened the first expansion phase of the urban rope-propelled transit system known as the Cabletren Bolivariano. It links up with two underground rail lines. The new section is 850m long and encompasses three stations.



The Cabletren Bolivariano forms part of the local public transit network belonging to Metro de Caracas and operates between the hours of 5.30 am and 10 pm. It runs on a slightly inclined steel guideway supported by 68 concrete towers at heights ranging from 8m to 15m above the busy six-lane Petare highway which connects Caracas with the city of Guarenas to the east. The highway follows a wide curve along the northern periphery of the city of Petare which has long since grown to become a suburb of Caracas. The Cabletren line is located between sidewalk and highway.

### CLS Cabletren Bolivariano

Transport capacity	3,000 PPH
4 trains	4 cars each
Passengers/train	232
System length	2 km
Max. speed	13 m/s
Stopping time in stations	30 to 60 s
Trip time between terminals	7.3 min
Stations	5
Drives	Mid station

*The rail section between the stations Petare and 5 de Julio is served by two fully automated trains, each consisting of four cars. In the final expansion stage, the Cabletren Bolivariano will have four trains linking two subway lines: with Metro Line 1 from Petare and with the new Metro Line 5 from Warairarepano. These two stations lie two kilometers apart. The rail line is scheduled for completion in 2015.*

### Many benefits of the CLS

The Cabletren Bolivariano is a rope-propelled automatic people mover which uses the Doppelmayr CLS pinched loop system. This is based on independent haul rope loops installed between the stations. The vehicles are attached to the rope by means of grips. As soon as the train stops in the station, the vehicles detach from one rope and re-attach to the next.

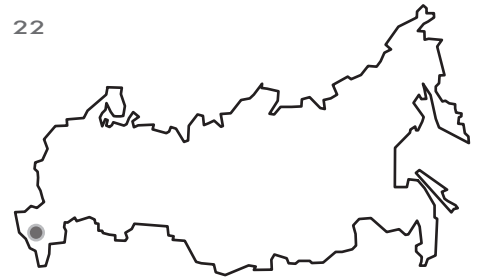








## Comprehensive no-hassle support from Doppelmayr Russia



In 2011, Doppelmayr set up its after-sales subsidiary, Doppelmayr Russia, in the city of Adler, not far from the Olympic city of Sochi. The company's mission is long-term support and assistance for customers in Russia and the other CIS countries.

**D**oppelmayr Russia has a well-organized spare parts warehouse which ensures fast, unbureaucratic access to ropeway components for customers from the CIS region. Doppelmayr organizes the entire process from determining the best possible solution to shipment logistics and installation of the parts.

### *Special service for the Olympics*

To prepare for all eventualities in conjunction with the Winter Olympics, special personnel arrangements as well as a comprehensive stock of wear parts, gear units and drives have been put in place.

### *Extensive courses for practitioners*

Irrespective of the current situation in Sochi, Doppelmayr is also establishing a training organization specifically geared to the particular needs of the CIS countries. Trainers not only include engineers who are specialized in the individual course modules such as drives, ropes, control systems, etc. but also generalists who have practical experience with the operation of complete ropeway systems. Doppelmayr organizes practical and theoretical training lasting several weeks with experienced operations managers who normally run ropeways that fulfill essential feeder functions. In future, these managers will also be deployed on training courses in other parts of the world.



*Training group in Krasnaya Polyana in November 2013 with managers Sergey Nikolaevich Reshetnikov (far left), Sergey Viktorovich Volkov (third from the left) and Anton Yurjevich Bartenev (tenth from the left).*



## Doppelmayr After-Sales: Accomplished, reliable, preventive

Maintenance and service work needs to be carried out swiftly and professionally. Doppelmayr After-Sales are equipped to handle every situation!

- Material testing
- Inspection of station equipment
- On-site grip inspection and maintenance
- Maintenance of carriers and hangers
- Sheave assembly service
- Inspection of towers and tower foundations
- Testing the safety of the wire rope
- Bullwheels, bullwheel bearings
- Emergency brake / service brake
- Hydraulic units
- Electrotechnical systems

## What the customers say

*"Doppelmayr responded to our inquiry straight away. The training was specially geared to our personnel and our installations. A fantastic, fast and competent service!" – Sergey Nikolaevich Reshetnikov, vice-director of Rosengineering Exploitation*

*"The courses were carried out by competent, experienced lift managers with a track record of several thousand operating hours. They were able to answer all our questions." – Sergey Viktorovich Volkov, general director of Rosengineering Exploitation*

*"The theory course was spot on. In the practical courses we learned about the equipment in detail. We're proud of the fact that we have ropeway installations that are unique worldwide and that we're part of a team that can play its part in ensuring the success of the Olympic Games." – Anton Yurjevich Bartenev, operations manager, 3S Rosa Khutor*



*Customer training – learn, know, apply. Doppelmayr uses not only technical specialists but also experienced generalists with crucial know-how. Above, the two lift managers Robert Horntrich (left) and Panos Karamertzanis (right) who have an outstanding ability to link practice and theory, and to put across the fundamentals of mechanics, forces, operating, parking, recovery concepts, etc.*



*Hermann Schwarzenbacher, who heads Doppelmayr Russia based in Adler (near Sochi), was also an operations manager for many years. His motto: "The people who work on the ropeway on a daily basis need to be familiar with the technology and understand precisely how the equipment operates. We help them to do just that."*



### 3S Koblenz: Chancellor impressed

German Chancellor Angela Merkel visited the gondola lift in Koblenz, accompanied by Michael Fuchs (chairman of the parliamentary group within the CDU/CSU that focuses on the interests of SMEs). The lift was built for the 2011 Federal Horticultural Show and has since established itself as a popular means of transport in the city. Nine million passengers have travelled on the lift since it first went into service.



### Popular hotel funicular in Prague

The famous "red cable car" in Prague's 5th district, Smíchov, has made 3 million trips and carried 12 million people. The funicular links two buildings and leisure facilities belonging to the Hotel NH Prague on Mrázovka Hill. The Doppelmayr ropeway built in 1996 carries eight seated and four standing passengers and runs on a track which is partly tunneled and partly elevated. Vertical rise 51 m, inclined length 156 m.



### Venezuelan Minister of Tourism

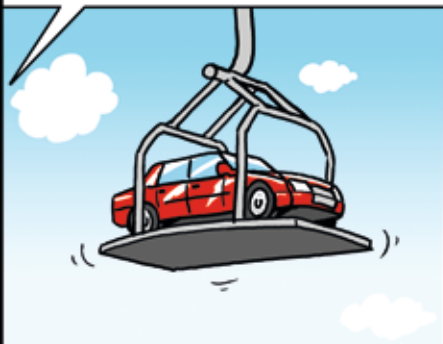
Tourism Minister Andrés Izarra from Venezuela's Ministerio del Poder Popular para el Turismo (center of photo in light shirt) visited Doppelmayr Wolfurt in summer 2013 and was taken on a tour of the factory. Next to him, Deputy Minister Sra. Zenndy Barrios. Doppelmayr/Garaventa has already completed several tourist and urban ropeway projects in Venezuela, with others under construction.



## Ski fun with Skippy

Hi kids! Here I am again! This time I'm in Russia, near the city of Sochi, where the Winter Olympics will be taking place. Doppelmayr has built 35 new lifts here. And they've set several technical world records, like one lift that can carry not just people but cars as well!

Look, Skippy, a flying car!



That's a new lift that can bring people and cars up the mountain!



Cool, it's already an Olympic winner in my book!

