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Doppelmayr CTEC builds the 2.5-kilometer-long Peruvian Quad, a 4-CLD, in Snowbird, Utah, USA p.21



Germany's first combined lift in Nesselwang

Quad chairs and 8-passenger gondolas are mixed for the first time p.5

Flumserberg: Switzerland's first 8-seater chairlift

It has the highest capacity of any chairlift in the country p.6

Ropeways on the up and up in Russia

Other Eastern European countries are also enjoying a boom; from p.18

CABLE Liner Shuttles for Venice and Las Vegas

Efficient people mover links in urban transport p.22

The Galzigbahn in St. Anton am Arlberg sets a new benchmark p.2



Magazine for
Customers and Employees

Galzigbahn, Arlberg

The beginning of a new era



The Galzigbahn has once again set a new benchmark for the future of ropeway construction – as it did when first inaugurated in 1936. Doppelmayr's Funitel system was combined with "big wheels", a world first in the ropeway sector.

The decision in favor of a Funitel was largely based on the following considerations: The new lift needed to have a high transport capacity, very high wind stability and therefore operational reliability as well as coping with large rope spans.

Of the systems on the table, the Funitel from Doppelmayr was evaluated as the best solution. In addition, Doppelmayr was able to satisfy another requirement, as ABB's Managing Director Mario Stedile-Foradori explains: "We were not only looking for technical perfection but also and above all a revolutionary improvement in comfort for our passengers. Thanks to the idea with the 'big wheels', the whole experience of getting on and off the lift will be something which is quite unique worldwide."

Taking the gondolas over the nine-meter-high big wheels really is the ideal solu-

tion for organizing the flows of loading and unloading passengers. As the ski trail passes immediately in front of the station building, it was necessary to build upwards to ensure skier safety would not be impaired by the ropeway carriers. Passengers can nonetheless load at ground level. The incoming gondolas entering at top level are taken down to ski trail level by means of a big wheel. Once the passengers are on board, another big wheel raises the gondolas back up to the top level from where they are launched onto the line.

Transparent bottom station

Architect Georg Driendl used the big wheels for an architectural highlight. He created the bottom station as a structure which makes the "inner workings" of the lift visible and arouses curiosity about the ride experience. The steel-glass construction is illuminated at night, when the graceful aesthetics of its design are shown to their full advantage.

The 24-passenger cabins from CWA used on this lift can accommodate 18 seated and six standing passengers. A special carrier with service platform fitted to the roof is available for maintenance work.

Five-month construction period

The lift was built in five months. Doppelmayr took charge of the ropeway hardware while ABB was responsible for the civil engineering works and building construction. Mario Stedile-Foradori praises the professional handling of the installation work on the lift and the perfect collaboration between his team and the Doppelmayr crew. The management competence and experience of ABB's longstanding Technical Director, Hannes Steinlechner, played a crucial role in this success.

Managing Director Mario Stedile-Foradori of Arlberg Bergbahnen AG (ABB): "We wanted an exceptional lift – and that's exactly what we got!"

24-FUN Galzigbahn

Transport capacity	2,200 PPH
Trip time	9.1 min
Travel speed	6.0 m/s
Carriers	28
Interval	39.3 s
Inclined length	2,542 m
Vertical rise	766 m
Towers	13
Drive	Top
Tension	Bottom



Growth in sales and profits continues

Leadership of world market confirmed

In fiscal 2005/2006, the Doppelmayr Group increased sales revenues to EUR 581 million, clearly affirming its position as the world's number one player in the ropeway sector. A total of 180 ropeway projects were realized with a workforce of 2,223 employees. Net income amounted to EUR 7.7 million.



The solid basis for the future of the Doppelmayr/Garaventa Group became clear at the balance sheet press conference. Photographed here are Management Board members Hanno Ulmer and Michael Doppelmayr (right).

Doppelmayr was able to profit from the upswing in the international ropeway market thanks to its competitive products and global presence in all market segments. Austria accounted for the major share of sales revenues. Sales rose significantly in France, Italy and Switzerland. The North American market stabilized at a high level. The markets in Eastern, Southeastern and Central Europe made a major contribution to these good results.

Focus on customer benefits

Great importance is attached to innovation management. The goal is to secure the company's long-term competitiveness through innovations which are relevant to the market.

High level of investments

Investments in machinery and equipment amounted to EUR 26 million (previous year EUR 16 million).

Confident outlook for the current fiscal year

Continuous productivity optimization combined with increased flexibility makes the Doppelmayr Group well equipped to respond to market demand. Order volume and capacity utilization levels for the current fiscal year are very positive and order intake for next year gives every reason for confidence.

The Doppelmayr/Garaventa Group provided impressive confirmation of its pole position in the world market during the past fiscal year. As well as posting a significant increase in sales revenues of 20%, we expanded our innovation and technology leadership with spectacular projects.

On the basis of this performance and as a result of our uncompromising determination to be the best possible partner to our customers, we can look to the future with confidence.

In 2006, Doppelmayr/Garaventa again realized a large number of projects ranging from surface lifts to large reversible aerial tramways. These include impressive installations like the Funitel Galzigbahn in St. Anton with its innovative "big wheels", Austria's biggest reversible tram in the Zillertal, Switzerland's first detachable 8-seater chairlift and a Cable Liner Shuttle for Canada's biggest airport as well as future-oriented systems for material transport.

All this was only possible thanks to the great trust which our customers place in our capability and will to perform.

This gives me all the more reason to express my thanks to our customers for that trust which cannot be taken for granted. At the same time, I would like to thank all our employees for their tremendous efforts which made this success possible.

Michael Doppelmayr

	2005/06	2004/05
Sales revenue		
EUR m	581.4	489.7
Net income		
EUR m	7.7	4.6
Employees		
Group	2,223	2,099
Austria	965	926



Austria's biggest reversible tram

December 9, 2006 saw the opening of Austria's biggest reversible aerial tramway, the "Ahornbahn", in Mayrhofen in Tyrol's Zillertal. The tramway is three kilometers long.

Operations Manager Hannes Cordin: "The tram suits us perfectly. Doppelmayr did a thoroughly good job."



Comfortable 160-passenger cabins: The floor space in the Ahorn tramway cabin is a sensational 38.4 m², which equates to 0.24 m² per passenger. The tram acts as a feeder as well as serving the ski trails themselves.

The construction work was organized by the customer, Mayrhofner Bergbahnen. Doppelmayr/Garaventa was responsible for the ropeway technology (including the control system).

Europe's biggest rope puller

Haul rope, counter rope and track ropes together weigh 415 t. The track ropes are 70 mm in diameter; the haul rope is 47 mm thick. The (horizontal) rope tension is 178 t per track rope, which means more than 700 t in total at the top station. It would take at least ten modern electric locomotives to pull that amount of weight. This is the first time that such a heavy reversible tram has ever been built in Europe. Special equipment was required for the rope pulling operation: The heaviest rope pulling engine available in the Doppelmayr/Garaventa Group had to be reinforced for this purpose.

Doppelmayr enjoys great respect

Doppelmayr enjoys a high level of respect in the Mayrhofen ski region. This is not only reflected in the fact that all the lifts – and there are over 40 of them – are from Doppelmayr, but is also founded on the excellent experience of the neighboring resort Penken with its "150-passenger Tux", a reversible tramway built by Doppelmayr in 2001. This tram provides the link between the two ski areas.

Hannes Cordin, who has worked for the Ahorn lift company for 20 years, appreciates the collaboration of the past and also praises the efficiency and professionalism of the Doppelmayr/Garaventa teams during the construction of the new Ahorn tramway. He is keen to underline the outstanding work performed not only by the engineers but also the fitters, headed by Swiss Chief Fitter Alfred von Känel.

160-ATW Ahornbahn

Transport capacity	1,200 PPH
Trip time	6.7 min
Travel speed	10.0 m/s
Cabins	2
Interval	8.0 min
Inclined length	3,045 m
Vertical rise	1,300 m
Towers	2
Drive	Top
Haul rope tension system	Bottom
Track ropes, fixed anchoring	Top + Bottom



Germany's first combined lift

Doppelmayr has built a remarkable combined lift in Nesselwang in the Bavarian Allgäu. It is the world's first installation with a mixture of quad chairs and 8-passenger gondolas, and at the same time Germany's first combined lift.



The cable trench was plowed. This method of cable laying has several advantages. First, it results in minimal damage to the meadowland. The trench is excavated, the cable laid, the trench filled in again and leveled in one operation. Second, it meant that the work could be completed in one fifth of the time taken for conventional methods. And third, this method is cost-effective.



The Alpspitz lift/Nesselwang lies within the catchment area of major cities and consequently attracts high passenger volumes.



Managing Director
Franz Erhart:
"Doppelmayr already
impressed me during
the planning stage."

be shunted out to the integrated service platform via a switch rail. There are two distinctly separate entrances. Skiers who do not wish to remove their skis go for the chairs. A second route takes passengers to the gondolas.

All-round satisfaction with Doppelmayr

Alpspitzbahn GmbH & Co. KG, which operates the ski region, clocks up some 1.5 million turnstile admissions every year, 80 percent of them in the winter.

The new 4/8-CGD acts as a feeder as well as serving skiers using the adjacent ski runs. The carriers on the combined lift are parked on a rail at one side of the station. The configuration of carriers on the line is flexible. In no time at all, it is possible to launch chairs only or gondolas only and to select the spacing between them. Following the study on which the project was based, the customer has initially opted for a 3:1 mix of chairs to gondolas. The roof of the bottom station was extended at the rear so that carriers can

Managing Director Franz Erhart stresses that Doppelmayr offered "a total package with a good price-performance ratio". Ultimately, however, it was the excellent advice provided in the pre-decision phase which convinced him. This "positive feeling" was also confirmed in the execution of the project. Doppelmayr showed exceptional commitment to the job and performed their part of the work – the ropeway equipment and control technology – to his complete satisfaction. Franz Erhart himself supervised the earthworks, concreting and cable laying operations. The coordination with Doppelmayr went perfectly.

4/8-CGD Alpspitzbahn

Transport capacity	1,200 PPH
Trip time	5.2 min
Travel speed	5.0 m/s
Carriers	30/10
Interval	15.0 s
Inclined length	1,256 m
Vertical rise	282 m
Towers	12
Drive	Top
Tension	Bottom



Switzerland's first 8-seater chairlift

Prodkammbahnen Flumserberg AG has put Switzerland's first 8-seater chairlift, the "Prodkamm-Achter" into operation. Capable of carrying 4,000 passengers an hour, this installation has the highest transport capacity of any chairlift in Switzerland.



The new lift replaces two aging chairlifts: a quad, which was dismantled immediately after the close of the winter season, and a 2-seater. The operating company waited until the beginning of August to dismantle the 2-seater chairlift as Flumserberg is not only the largest ski area in Eastern Switzerland, but also a popular region for hiking. The idea was therefore to take advantage of this fact for as long as possible.

The construction work on the new high-capacity chairlift went ahead rapidly and was completed on schedule in the late fall. The opening ceremony took place on November 25, 2006.

The new lift largely uses the lift lines of the two dismantled installations. This meant a considerable gain in ski trail surface area. Of the 104 carriers in total, every other one is equipped with a bubble.

The bottom station houses a space-sav-

ing dead-end parking facility for the carriers. These are parked in rows, two with bubbles and two without. The mix of bubbles and open chairs, and the number of carriers launched onto the line are set and then performed automatically. The configuration can be selected to suit requirements.

The UNI-G station has a standard enclosure while the parking facility has a wooden façade and sheet steel roof. The bottom station therefore provides a harmonious visual match with the neighboring top station of the "Prodkamm Express". The overhead drive is housed in the top station. The GPW 330 gear unit used on this lift is the biggest which is suitable for an overhead drive. In order to limit the amount of rope shortening required once the lift was in operation, a compacted 56 mm rope with Fullplast core was supplied.



Switzerland's first 8-seater chairlift in the ski region of Flumserberg. Flumserberg is one of the earliest non-glacier ski resorts in the country. 16 lifts provide access to 65 kilometers of ski trails.

Bergbahnen Flumserberg AG (BBF) was founded in 2001 as operating company for the partner organizations Prodkammbahnen Flumserberg AG and Maschgenkammbahnen Flumserberg AG. The Bergbahnen Flumserberg AG Group encompasses four restaurants and the Cristal Hotel on Tannenboden as well as 14 lift installations. In the winter, BBF employs around 200 people; in the summer, the workforce consists of 100 employees, 40 of whom work in hospitality. BBF is the major employer in the region.

Why did the Prodkamm lift company decide in favor of Garaventa?

For Roger Schlegel, Technical Director of Bergbahnen Flumserberg AG, the prime reasons for choosing Garaventa were as follows:

- The impressive technical design concept

- Experience and competence
- Garaventa's professional service and consistent record

Moreover, the operations managers appreciate the straightforward way in which their concerns are addressed at the Garaventa locations Goldau and Schwanden not far away.

8-CLD Prodkammbahn

Transport capacity	4,000 PPH
Trip time	6.3 min
Travel speed	5.0 m/s
Carriers	104
Interval	7.2 s
Inclined length	1,726 m
Vertical rise	369 m
Towers	17
Drive	Top
Tension	Bottom



Roger Schlegel, Technical Director of Bergbahnen Flumserberg AG, states proven technical competence and reliable service as major factors influencing the decision to purchase an installation from Garaventa.



The new K2 travels to an altitude of 2510 m; it is South Tyrol's highest gondola lift. From the top station there is an awe-inspiring view of no fewer than 80 "three-thousanders"! The bottom station houses a parking facility.

New ski area in the Ahrntal

The Ahrntal in the Zillertal Alps is the most northerly ski region in South Tyrol. The upper part of Klausberg has now been developed for skiers with the new 8-passenger gondola lift "K2".

At the same time, two new ski trails are being created. One of them was ready to use in time for the opening before Christmas 2006, the other is to be completed in 2007. For the time being, this marks the end of efforts to expand the Klausberg ski region – and to secure a source of employment for the largely agricultural local community.

Important source of employment

In the past, the farmers of "Klein Klausen" – renamed "Ski Arena Klausberg" by re-

sourceful marketing strategists – had had so little work in the cold months of the year that they were forced to go away to work as woodcutters in Germany. That changed with the establishment of the ski resort at the beginning of the 1970s. Today, the ski resort provides employment for almost 200 local inhabitants who find work on the lift, in the ski school and in the hospitality sector. The ropeway operating company itself employs 47 people in the winter and 15 in the summer. The inhabitants of Klein Klausen had al-



Foto: Othmar Rederlechner



Expansion of the ski region was long overdue: The Ahrntal possessed the greatest density of skiers per hectare of ski slope in South Tyrol, visitor frequency was enormous on peak days and the recreational value was falling. Thanks to the two new ski trails, the surface area of the slopes will be increased by 40 percent. The balance has now been restored.

Construction and installation by the customer

Thanks to his competent and highly motivated team, Managing Director Walter Fischer is also in a position to take care of the inspection, repair and construction work on all the lifts. Needless to say, the same goes for the K2, where his employees performed all the construction work on the line, installation of the ropeway equipment plus the rope pulling operation, and had a major hand in the civil engineering works and building construction. Doppelmayr Italia provided technicians as required and assisted with the installation of the electrical equipment.

30 years with Doppelmayr

ready been toying with the idea of developing the particularly picturesque upper section of the mountains as far back as 1979, but at that time they lacked the necessary financial resources. In the 1980s, environmental objections blocked a ropeway to the Klaussee, but gradually the need for gentle expansion began to gain broad acceptance among the population. – This was crucial as Klausner Bergbahn AG has strong roots in the valley: 98 percent of the 170 shareholders are local residents, the remainder vacationers.

All the lifts in Ski Arena Klausberg have been supplied by Doppelmayr. Walter Fischer attributes this fact to the great position of trust that Doppelmayr has built up for itself through consultation expertise and teamwork.

The foundation was laid by Artur Doppelmayr ("AD") at the very beginning of the Klausberg success story. Walter Fischer remembers: When the people from Klein Klausen requested a quotation for an overly long chairlift which had already been offered by a competitor, Artur Dop-

pelmayr refused to build a ropeway in this form. He warned that the lift was far too long and pointed out that it would be exposed to strong winds. Alternatives were put forward and AD's arguments were so convincing that the contract was awarded to Doppelmayr. The Doppelmayr version proved to be such a hit that the Ahrntal rapidly became one of the most popular ski regions in South Tyrol. Over the years, the trust in Doppelmayr has grown stronger. "But we don't like to rest on our laurels," stresses Thomas Pichler, Doppelmayr salesman responsible for the Ahrntal. "Day after day, we make every effort to warrant that trust."



Company President Johann Steger (right) and Vice President Franz Mairhofer (left). "Doppelmayr has been an excellent partner to us for 35 years."

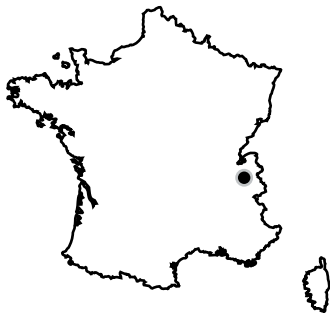
8-MGD Klaussee 2

Transport capacity	2,400 PPH
Trip time	4.6 min
Travel speed	6.0 m/s
Carriers	53
Interval	12.0 s
Inclined length	1,647 m
Vertical rise	586 m
Towers	14
Drive	Top
Tension	Bottom

10-passenger gondola lift: Short, convenient, cost-effective

Val Cenis, 130 km from Albertville, is the major winter sports resort in the Haute Maurienne.

It is here that the 10-passenger gondola lift Val Cenis le Haut first went into service a year ago. With a trip length of 650 m, this lift is relatively short, but also includes some remarkable features.



The first question one might ask is why build a gondola for such a short stretch? The answer is simple: The purpose was to transport skiers – who include a large number of children and novices – as quickly as possible to the upper section of the mountain where the ski slopes are located. The route crosses a river close to the bottom station. This makes gondolas the perfect solution for transporting children (and their anxious parents) as well as novices.

Cost-effective world first

Another interesting feature of this lift is the rope grip. The 10-passenger gondolas were equipped with a single detachable grip. The use of a standard single grip (and the appropriate standard hanger) for a 10-passenger gondola was something quite new – not just in France but worldwide. Up to then, Doppelmayr had only fitted single grips on gondolas with a maximum capacity of 8 passengers. On larger gondolas, two grip assemblies were used. These grips are linked by a grip housing which makes the overall system considerably more expensive, both in terms of the initial outlay and the running costs.

Intelligent solution to suit plot size

As the plot of land available was relatively small, the version of UNI-G station selected was the "L" rather than the "XL" which initially seemed the obvious choice. The "L" version is 3.20 m shorter. At the same time, travel speed had to be limited to 5.00 m/s (instead of the usual 6 m/s). In order to arrive at the required transport capacity, the number of gondolas was therefore increased.

Despite the use of shorter stations their length was still sufficient to accommodate all 26 gondolas when the lift is not in service. The tire conveyors can be raised by means of an incorporated hy-



draulic system, allowing the gondolas to be parked manually in close proximity to one another. In the morning, the spacing between gondolas is then regulated automatically.

"Doppelmayr has always served us well ..."

"We had already built a 6-CLD from Doppelmayr in 2003 and are completely satisfied with it," emphasizes Daniel Touffait, Director of the Val Cenis ski resort and, as such, largely responsible for the new



World first: 10-passenger gondola with standard single grip: cost-effective, reliable, problem-free

lift. He explains that it was therefore quite logical to award the contract for the new lift to Doppelmayr as well. In addition, Daniel Touffait points out two other factors which contributed to this decision. One was the close proximity to Doppelmayr France. The Modane location, which includes a customer service center and spare parts store, is just 20 minutes down the road by car. And above all there was the "quite exceptional" support provided by Doppelmayr France during the start-up phase which "makes it all so much easier for us". Director Touffait also appreciates

the way that the entire Doppelmayr team always listens to the customer and is always willing to help. He has nothing but praise for "la rigueur germanique" – that Germanic sense of precision – which in Doppelmayr's case is exemplary.



More than satisfied with Doppelmayr: Daniel Touffait, Director of the Val Cenis ski resort

10-MGD Val Cenis

Transport capacity	2,400 PPH
Trip time	3.2 min
Travel speed	5.0 m/s
Carriers	26
Interval	15.0 s
Inclined length	640 m
Vertical rise	142 m
Towers	5
Drive	Bottom
Tension	Top

Biggest ever individual contract completed in Norway

In December 2006, the 8-passenger NY Heis gondola lift went into operation in Hafjell. This is the biggest individual contract that Doppelmayr has ever realized in Norway.



Doppelmayr acted as general contractor for the most recent Norwegian projects in Hafjell in 2006 and Skeikampen in 2005. In each case the customer was merely responsible for the station structures and control room buildings.

Hafjell: Mid station on one side

The "Alpinsenter Hafjell", which hosted the alpine competitions of the 1994 Winter Olympics, is Lillehammer's "local mountain". The region lies on the E6, one of the major highways in this part of Norway. The new gondola lift has a mid station on one side where skiers can



Alex Cimarolli (left) is Managing Director and Lift Manager in the ski resort of Skeiheisen: "Doppelmayr certainly offers us the best price-performance ratio." Geir Ø. Olsen (Managing Director of Alpinsenter Hafjell, right): "Doppelmayr submitted the best quotation."

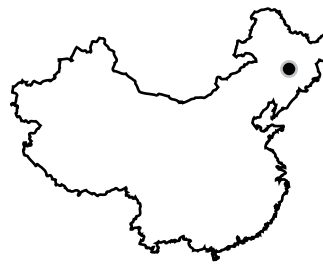
join the lift in the winter. There is no intermediate stop in the summer; during this period, passengers travel straight up the mountain to the top station. The lift has an underground vault drive in the top station and an underground parking facility in the bottom station.

Ischgl sets the example for Skeikampen

For the 8-seater bubble chairlift Ole Expressheisen built in 2005, Doppelmayr supplied ten highly wind-resistant chairs this year. This installation lies in the ski resort of Skeikampen, barely 40 kilometers to the north-west of Lillehammer. The ski region of Ischgl (Tyrol) set the example for the purchase of wind-resistant chairs. In the summer, the lift runs exclusively with wind-resistant chairs. They are also equipped with brackets to take two mountain bikes, an optional extra which, according to Managing Director and Lift Manager Alex Cimarolli, is used a great deal.

The 8-CLD-B Ole Expressheisen has an underground parking facility which called for great flexibility and a fast reaction from Doppelmayr when objections from a local resident led to a change of plan. With the construction work already un-

	8-MGD NY Heis Gondola	8-CLD-B Ole Expressheisen	4-CLF Skeiheisen
Transport capacity	1,800/ 2,800 PPH	2,000/ 3,200 PPH	1,323/ 1,809 PPH
Trip time	8.9 min	4.9 min	5.0 min
Travel speed	6.0 m/s	5.0 m/s	2.3 m/s
Carriers	64/99 + 10	41/65	55/76
Interval	16.0/10.3 s	14.4/9.0 s	7.9 s
Inclined length	2,528 m	1,315 m	683m
Vertical rise	586 m	332 m	138 m
Towers	19	13	9
Drive	Top	Top	Bottom
Tension	Bottom	Bottom	Bottom



China: Growing interest in skiing

derway, the usual ground-level concrete parking facility had to be abandoned in favor of the underground solution.

Both resorts are equipped exclusively with Doppelmayr lifts: 14 in Hafjell and ten in Skeiheisen. The Skeikampen ski area also boasts an extensive infrastructure including ski hire as well as hotels and guesthouses with a total of 1000 beds. Both centers have a very large number of very comfortable private chalets. In Skeikampen they number almost 600. Hafjell employs a workforce of 40 in the winter and 25 in the summer, while Skeikampen employs 40 and 16 respectively.

In China, high quality, reliable service and a fair price-performance ratio are greatly appreciated.
– No wonder, then, that in 2006 all the ropeway contracts awarded by Chinese customers to foreign suppliers went to Doppelmayr!

Doppelmayr is currently carrying out projects which are of great significance for China as a whole, namely two lifts for the 2007 Asian Winter Games in Baidahu, in the Province of Jilin, 1,300 kilometers to the north of Beijing. Baidahu is one of China's two biggest ski regions. It is here that Doppelmayr has built a detachable 6-passenger gondola and a detachable quad chairlift. This is the first detachable chairlift in a Chinese ski resort.

Different skiing habits than in the west

Ernst Nigg, Managing Director of Doppelmayr China, describes the form which skiing takes in China as follows: "Skiing in China is not really comparable with the way in which the sport is practiced in our part of the world. The vast majority of Chinese skiers can only dedicate themselves to this activity at weekends. And it is not restricted to skiing. The whole thing is normally combined with a family outing – complete with good food and photos in the snow. The equipment is hired and the ski resort is reached by car or bus."

Impetus expected from the Asian Winter Games

The enthusiasm for skiing is huge. For this reason, the already significant number of skiers is set to rise, despite the handicaps of long traveling distances and short vacations. "In view of their scarcity, vacations have to be used for a whole host of activities, with little time left for going skiing. Added to this is the fact that the large ski regions are too far away from the conurbations to serve as weekend destinations. And the infrastructure is still in its infancy." But the better this becomes, the more skiers these resorts will attract. Certainly, the number of skiers who are dedicating the entire day to the sport is on the increase. The Asian Winter Games are set to increase this trend.



The 8-CLD-B Ole Expressheisen also has wind-resistant chairs (without bubbles). These can be used at wind speeds of up to 100 km/h. In the case of strong winds, the bubbles are taken out of service and replaced by the wind-resistant chairs.



Boom in Poland

Skiing is more popular than ever in Poland. A major factor in this increase in popularity is the growing use of modern ropeway technology.

Josef Dziubasik,
Bania's MD:
"We're extremely
pleased with
Doppelmayr!"



Two 4-CLFs were built, in Bialka Tatrzańska and Witow, with Doppelmayr not only supplying the ropeway hardware but also supervising the assembly work. The steelwork and tower structures were supplied and installed by proven partner ZMP Mostostal Czechowice sp.zo.o. In both cases, the customer was responsible for organizing and performing the construction work, and was full of praise for the smooth collaboration with the highly experienced team from the ropeway manufacturer!

Slow station transit speeds for beginners and foot passengers

new "Bania" lift has been built especially for beginners, less experienced skiers and those who prefer a leisurely pace. With a length of 322 m, it is unusually short and features a loading carpet. The low speed of 1.8 m/s is aimed specifically at the needs of the target group.

Completely new and very popular

Ten kilometers to the west of Zakopane lies the completely new ski resort of Witow. Not just the fixed grip chairlift but also the entire infrastructure – ski trails, snow-making facilities and restaurant – are newly built.

Ustron is a popular all-year destination in the Beskid Mountains, the meeting place for the three borders of Poland, the Czech Republic and Slovakia. Here, the 4-CLD Czantoria from Doppelmayr has recently replaced an old double chairlift. As this ropeway provides both an uphill and downhill service for foot passengers, loading and unloading speed in the stations is reduced to 0.8 m/s.

Difficult terrain, very short construction time

The 4-CLD Czantoria was built within a very short time frame in spite of the difficult terrain.

The construction work began in mid September, installation proceeded at the beginning of November and the lift went into service on December 22.

Doppelmayr acted as joint general contractor with Mostostal. The contract involved dismantling the old lift as well as performing the entire construction work for line structures and station buildings. In the top station the existing cellar had to be retained while the new bottom station was placed in front of the old one. At a later stage, the old bottom station is to be converted into a carrier parking facility. In the meantime, the chairs are left on the rope at night.



In 2006, Doppelmayr constructed four aerial ropeways and one surface ropeway. All the lifts serve illuminated ski slopes.

	4-CLF Witow	4-CLF Bania	4-CLD Czantoria	SL Winterpol
Transport capacity	2,156 PPH	2,395 PPH	1,800 PPH	1,200 PPH
Trip time	5.2 min	3.0 min	5.6 min	2.9 min
Travel speed	2.6 m/s	1.8 m/s	5.0 m/s	3.0 m/s
Carriers	94	62	86	60
Interval	6.7 s	6.0 s	8.0 s	6.0 s
Inclined length	803 m	322 m	1,605 m	527 m
Vertical rise	143 m	60 m	463 m	142 m
Towers	9	5	15	5
Drive	Bottom	Bottom	Bottom	Bottom
Tension	Bottom	Bottom	Bottom	Bottom



Serbia enjoys upswing

Serbia's ski resorts are expanding. Doppelmayr supplied four lifts in 2006.

In the region of Stara Planina, 330 kilometers south-east of Belgrade, Doppelmayr installed the 4-CLF Konjarnik and the T-bar lift Sunciana Dolina. The ski area boasts plentiful and reliable snowfall as well as a good hotel infrastructure. For Stara Planina Doppelmayr supplied the complete installations.

The ski resort of Kopaonik, 230 kilome-

The decision to again opt for detachable systems on the two quad chairlifts Duboka 1 and 2 was doubtless motivated by the huge success of the first detachable quad, the 4-CLD Pancicev Vrh. Duboka 1 and 2 replace two old surface lifts and will ensure a better distribution of skiers on the slopes. Previously, people had tended to concentrate on the three

	4-CLF Konjarnik	TBL Sunciana Dolina	4-CLD Duboka 1	4-CLD Duboka 2
Transport capacity	1900 PPH	1200 PPH	2400 PPH	2400 PPH
Trip time	7.4 min	3.5 min	5.3 min	4.0 min
Travel speed	2.6 m/s	3.0 m/s	5.0 m/s	5.0 m/s
Carriers	119	72	106	80
Interval	7.6 s	6.0 s	6.0 s	6.0 s
Inclined length	1154 m	637 m	1.410 m	1.107 m
Vertical rise	339 m	178 m	385 m	394 m
Towers	12	6	15	14
Drive	Top	Bottom	Bottom	Bottom
Tension	Bottom	Bottom	Bottom	Bottom

ters northwest of Belgrade, is prized for its ideal mix of good snow and sunshine.

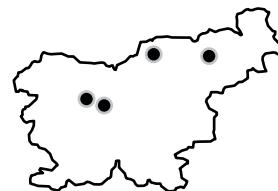
existing Doppelmayr lifts which offered a higher level of comfort. The Duboka 1 lift has an angle station, allowing it to bypass a nature reserve. The angle station also provides intermediate unloading.

Winter tourism set to expand

The expansion of the ski resorts is part of a joint initiative launched by the ministers Mladan Dinkic (Finance), Velimir Ilic (Capital Investment) and Bojan Dimitrijevic (Trade and Tourism). The lifts were commissioned by the state-run "Skijalista Srbije", the umbrella organization for all the country's ski resorts. The choice of Doppelmayr ropeways did not happen by chance: as the former head of the tourist resort of Kopaonik, General Director Ljubiša Radovanovic is very familiar with the Doppelmayr installations Karaman Greben, Mali Karaman and Pancicev. He values Doppelmayr as a fair and efficient partner.



Duboka 2: The comfort and speed of Doppelmayr lifts is also appreciated in Serbia



Four chairlifts in Slovenia

At Christmas, four new Doppelmayr chairlifts went into service in Slovenia: two 6-CLDs and two 4-CLFs.

With all these projects, Doppelmayr was responsible for planning the lift, performing the engineering for the tower and station foundations, and installing the ropeway hardware. The construction work was performed by the customer. All the ropeways replace aging double chairlifts.

6-CLDs for Stari Vrh ...

The ski area of Stari Vrh, near the well-preserved medieval town of Skofja Loka, lies between 580 m and 1200 m above sea level. A quarter of the 50 ha of ski trails has snow-making facilities, some of the slopes are illuminated for night-time skiing.

The new 6-CLD with seat heating replaces a double chairlift built in 1971 and has almost three times the capacity of the old lift. The ski resort also has two surface lifts. One of them takes skiers from the 6-seater chairlift to the top of the mountain. From here, it is possible to ski down to the bottom station of the 6-CLD via a very demanding ski trail.

Visitors to the resort are essentially day-trippers from Skofja Loka and Ljubljana. The UNI-G stations have full roofs. The chairs are parked in the stations as well as on an additional covered parking rail in the bottom station.

There were basically two reasons for choosing a Doppelmayr chairlift despite the tough competition: first, the good business relations which have existed for decades and, second, the impressive technology of the Doppelmayr seat heating.

... and Krvavec

The 6-CLD Vrh Krvavca was built in the ski region of Krvavec. This resort also mainly attracts day-trippers, in this case



Srecko Retuznik (Director of the Krvavec and Rogla ski resorts), Gorazd Korosec (President of the industrial group Unior which owns the ski resort) and Maksimiljan Brecko, Manager of Unior Tourizem, Unior's tourism division. Quality was the prime reason for choosing Doppelmayr.

	6-CLD Stari Vrh	6-CLD Vrh Krvavca	4-CLF Postela 1	4-CLF Ivarcko Osven
Transport capacity	2,400 PPH	2,400 PPH	1,900 PPH	1,608 PPH
Trip time	5.2 min	4.7 min	7.6 min	8 min
Travel speed	5.0 m/s	5.0 m/s	2.6 m/s	2.6 m/s
Carriers	69	61	122	108
Interval	9.0 s	9.0 s	7.6 s	9.0 s
Inclined length	1,453 m	1,289 m	1,195 m	1,255 m
Vertical rise	442 m	370 m	325 m	388 m
Towers	12	13	14	14
Drive	Top	Bottom	Top	Top
Tension	Bottom	Bottom	Bottom	Bottom



The ski resort of Krvavec has significantly enhanced its attractiveness through the installation of the 6-seater chairlift Vrh Krvavca. The plateau on which the resort is situated benefits from magnificent panoramic views. In the background are the Julian Alps with the 2863 m high Triglav, Slovenia's highest mountain.

from the local town of Krain as well as from Ljubljana.

Ski Resort Director Srečko Retuznik and his Deputy Marko Grebenc are highly appreciative of the collaboration with Doppelmayr and underline the high quality standard of the Doppelmayr lifts: "Really superb!"

4-CLFs for Postela ...

The Postela ski region in the Pohorje Mountains, not far from Maribor, has two ski race slopes. Every year, it hosts the women's slalom and giant slalom races for the Alpine Skiing World Cup known as Zlata Lisica (the Golden Fox).

Skiers reach the ski area either by means of a bi-cable gondola lift built by Girak in 1957 or alternatively using a succession of three chairlifts. The new 4-CLF Postela is the central link in this chain.

Day-trippers from the region of Maribor predominate among the visitors to this area. Visitor numbers on weekdays have increased considerably following the construction of apartments in the upper section of the mountain.

... and Ivarcko Osven

A new fixed grip quad chairlift provides access to the Ivarcko Osven ski area. The ski slopes are located on the south-

ern side of the 2126 m high Petzen. The Lower Carinthian (Austrian) family ski resort of the same name lies on the northern side, facing the Jaun Valley. The ropeway forms the centerpiece of a ski resort which has existed for some time and was recently sold by the municipality of Slovenj Gradec to the industrialist Robert Grah. He is planning a major expansion of the region. All the ski trails are already equipped with snow-making facilities. Hotels are being built and integration of the neighboring 1696 m Urslja Gora Mountain is already definite.

Visitors are first and foremost day-trippers from Slovenj Gradec and the industrial city of Ravne.

Ropeways on the up and up in Russia



The CIS¹ countries are experiencing an enormous demand for top-quality ski resorts. In 2006, Doppelmayr built 20 ropeways in the region of the former Soviet Union.

The strongest momentum is coming from Russia. It is here that the economic upswing is making itself felt and giving rise to a confident outlook for the future. The willingness of consumers to spend their money is high. This is providing a boost to tourism, not only in Russia itself but also in traditional and emerging vacation regions in the CIS, where entire ski resorts complete with infrastructure are being created.

This was how Bobrov Log, a completely new all-year vacation area near the Si-

Mountains is another new ski area where Doppelmayr built a 4-CLD with bubbles in 2006. In the words of managers from the customer Gogi Topadze, which operates the ski area and owns the Kazbegi brewery, Doppelmayr won through against stiff competition "because we wanted the best".

The Ukrainian ski resort of Bukovel (50 kilometers of ski trails) is undergoing continuous expansion. Almost all of its ten chairlifts were supplied by Doppelmayr. The reason: Very soon after the first rope-



In Russia and other members of the former Soviet Union, many new ski resorts are being created while existing centers are undergoing rapid expansion.

berian city of Krasnoyarsk, came into being. In 2006, Doppelmayr installed one detachable and one fixed grip quad chairlift plus a surface lift for the college of physical education.

One of the new ski resorts is Krasnaya Polyana on the Roza Khutor plateau in the Western Caucasus, where the government is hoping to stage the 2014 Winter Olympics. Huge investments are planned for this area. The ski trails already total 55 km in length. Depending on the altitude (800 m – 2300 m), the ski season can last for up to 180 days. Doppelmayr already has orders in hand for an 8-passenger gondola lift with three sections and RPD, Russia's first 6-CLD with seat heating, a 4-CLF and a surface lift for 2007.

Bakuriani on the slopes of the Didveli

ways were erected it became clear that Doppelmayr was the best equipped to cope with the conditions in this region. The Doppelmayr lifts which will be going into service here in winter 2006/07 include five 4-CLFs and three 4-CLDs.

In Kazakhstan, Doppelmayr built a 2-CLF and a surface lift in the Talgar region in the Tien Shan Mountains. In the Southern Urals, near the city of Nizhny Tagil, Doppelmayr installed a 4-CLD bubble lift.

Further Doppelmayr ropeways which went into service in winter 2006/07 include an 8-MGD, 6-CLD, 4-CLF and two surface lifts. In addition, an 8-MGD, 6-CLD, 4-CLD, 4-CLF and two more surface lifts are ready to go into operation as far as their mechanical equipment is

¹ Commonwealth of Independent States
– previous members of the Soviet Union

8-MGD Černohorský Express: Even more visitors



**On July 31, 2006,
Doppelmayr handed over
the brand-new
8-passenger gondola
lift Černohorský Express
in the skiing and hiking
region of Janské Lázně.**

The gondola lift on the Černá Hora, a Czech installation built in the 1980s, was completely refurbished. The station buildings were retained and equipped with stronger foundations.

Excellent experience with Doppelmayr

The Janské Lázně ski region ranks amongst the best in the Czech Republic. It is the declared goal of the customer, Mega Plus s.r.o., to consolidate that po-

sition. The excellent experience with the 4-CLF Protez made Doppelmayr the obvious choice as ropeway supplier. Quite apart from the fact that the chairlift is attracting far higher numbers of skiers and snowboarders than ever imagined, the advice, design concept and handling on the part of Doppelmayr were top-class. The constructive contribution provided by the customer was also extremely important for Doppelmayr. This made it possible to deliver these comprehensive and challenging services in just 15 weeks.



The new 8-passenger gondola lift Černohorský Express on Černá Hora in the Janské Lázně ski area makes the gateway to the Eastern Karkonosze or Giant Mountains even more attractive. Both the town and the ski area are well known internationally and rank among the best that Czech tourism has to offer. The time available for construction was extremely tight. The reason: the high volumes of passengers carried by the ropeway all year round. That was why the customer wanted to keep the downtime for construction to a minimum and to take advantage of a time frame with relatively low passenger numbers.

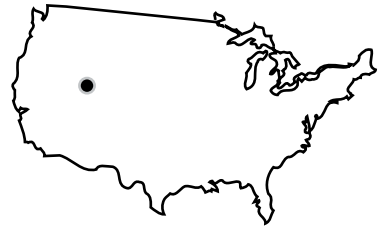
Doppelmayr Lifts Built in the Czech Republic in 2006

Janské Lázně	8-MGD Černohorský Express
Benecko	4-CLF Kejnos
Bílá	4-CLF Zbojník
Herlíkovice	4-CLF Žalý
Liberec	4-CLF Černý Vrch
Liberec	2-CLF Nové Pláně
Liberec	4-CLD Skalka
Rokytnice nad Jizerou	4-CLF Horní Domky
Zlaté Hory	4-CLF Zlaté Louky
Pec pod Sněžkou	1-SL Klondike
Vitkovice v Krkonoších	2-SL Jizerka
Dolní Morava	2-SL Dolní Morava
Abertamy	1-SL Švýcarská bouda

8-MGD Černohorský Express

Transport capacity	1,485 PPH
Trip time	7.4 min
Travel speed	6.0 m/s
Carriers	46
Interval	79.4 s
Inclined length	2,308 m
Vertical rise	566 m
Towers	14
Drive	Top
Tension	Bottom

Outstanding relationship with Doppelmayr CTEC



Bob Bonar has been an employee of Snowbird Corporation for 35 years and its President since 1997. And he is also a Doppelmayr CTEC fan: "All of our lifts including the aerial tramway are under the Doppelmayr umbrella and, I have to say, our experience has been outstanding."

The Rocky Mountains have always been very much a part of Bob Bonar's life. He started off as Ski Patrol Director, and later became Mountain Manager¹ before going on to become President of Snowbird Corporation and the Snowbird Ski and Summer Resort.

Commitment to quality

What do visitors expect from the resort? Bob Bonar's reply is short and to the point: a high-quality vacation. That means outstanding customer service from well-trained and friendly staff in all operations, with a good variety of mountain-related activities that are delivered to guests as safely as possible. Snowbird offers all this, plus unparalleled accessibility for travelers. That is why Skiing Magazine has named it the top ski destination in the country for the fifth year in a row.

It is from this commitment to quality that Bob Bonar derives the basic demands to be met by a ropeway supplier: integrity - good people who do what they say they will do and are there when you need help and assistance.

A 35-year relationship with Doppelmayr

And that is precisely what he values about Doppelmayr: "For 35 years, Snowbird has enjoyed an outstanding relationship with Doppelmayr/Garaventa/CTEC. 35 years is a long time. Doppelmayr CTEC has always been a reliable partner, whether we need a new installation or help and advice to solve a problem." Contacts with Doppelmayr were initially forged by Snowbird founder and owner Dick Bass. He has always firmly believed that "quality is economy in the long run". It was on the basis of this conviction that he purchased his first three lifts from Doppelmayr. All nine lifts² and the aerial tram are from Doppelmayr/Garaventa/CTEC. Six Doppelmayr installations were al-



Bob Bonar, President of Snowbird Corporation: "Doppelmayr CTEC has always been a reliable partner."

ready in operation prior to the merger in 2001.

Snowbird's lift facilities are also a factor which sets the resort significantly apart from the average US ski areas. "One of our special features is the aerial tram. It's such a rarity in US ski resorts." For Bob Bonar one thing's certain, the quality of the lifts has a decisive impact on the quality and acceptance of the entire ski region. "Whenever ski resorts in our area improve the quality of their uphill transportation systems, it provides a great image boost for the overall Salt Lake City/Utah ski product. Better lifts mean an improved ride experience for passengers and consequently greater customer satisfaction."

4-CLD Peruvian

Transport capacity	1,800 / 2,400 PPH
Trip time	8.0 min
Travel speed	2.0 m/s
Carriers	124 / 165
Interval	8.0 s / 6.0 s
Inclined length	2 438 m / 8 000 ft
Vertical rise	784 m / 2 573 ft
Towers	29
Drive	Top
Tension	Bottom

¹ Ski Patrol - responsible for skier safety, trail marking, avalanche warnings, etc.

Mountain Manager - has the complete ski resort, i.e. ski patrol, trail maintenance, ski schools, condition of the lifts, ticket sales, etc. under his supervision

² Not included: two Sun Kid conveyors



Peruvian Quad, Snowbird: The resort's wide range of attractions can now be properly exploited.

Peruvian quad: A lift to the tunnel

One of the most unusual ski lift projects in the USA is certainly the 4-CLD Peruvian in Snowbird, Utah. Its special finishing touch is a connecting tunnel near the top station which leads to ski trails on the opposite side of the mountain.

Mike Beeley, CEO of Doppelmayr CTEC, estimates that the 8000-foot (almost 2.5-kilometer) long Peruvian quad is probably one of the longest, if not the longest, detachable quad chairlifts in America. It is three times as long as the two-seater Doppelmayr installation it is replacing, which was built in 1975.

A tunnel was constructed at the same time as the chairlift. This provides a connection from the Peruvian Gulch sector, where Snowbird's hotels are located, to new terrain in the Mineral Basin. Up to now, the Mineral Basin sector could only be reached by the aerial tram.

The real significance of the Peruvian quad lies in its combination with the newly excavated 600-foot (roughly 180 m) long Peruvian tunnel. The Peruvian quad is both an "activity lift" and a feeder. It is designed to ease the pressure on the aerial tram by providing additional uphill

capacity. In addition, the ski runs off the top of the tram are advanced terrain or narrow mountain switchback roads that intermediate skiers find particularly difficult in bad weather. Snowbird's President Bob Bonar explains: "These two installations will now enable us to exploit the ski area development undertaken over the past few years." The Mineral Basin has two high-speed quad chairlifts. This area can be expanded and in addition offers a connection to the neighboring Alta resort which is also available to Snowbird skiers in the winter as part of a combined pass.

The tunnel incorporates a conveyor which skiers and snowboarders access without having to remove their equipment. Pedestrians use a slip-proof walkway alongside the conveyor. The conveyor can carry 1800 passengers an hour. A project of this kind has never been seen before in the US, so it has generated huge interest among skiers. Needless to say, Snowbird is expecting to see the same reaction among its summer visitors.

Tough terrain

Building the Peruvian 4-CLD posed a con-

siderable challenge. First of all, the land owners – both private and state – had to be brought on board. Then there was the geology of the terrain which made the foundation work on the line and excavation for the vault drive particularly arduous, not to mention the steep location of the top station. The towers had to be designed to withstand avalanches.

Doppelmayr CTEC was responsible for the ropeway equipment³ while everything else was organized by Snowbird. Snowbird President Bonar is full of praise for Doppelmayr: "The Doppelmayr crew is excellent!" – But then, they hadn't expected anything different. After all, the contract was awarded to Doppelmayr CTEC because Snowbird knew they could rely on the consistently high quality of the product and the availability of the service team.

The 4-CLD was ordered in late spring 2005. The construction work for the tunnel was completed in seven months, the lift installation in five.

³ With the exception of the grips, all the components were supplied by our North American operations.



CABLE Liner Shuttle for Venice

**Doppelmayr is building an
830 m long CABLE Liner
Shuttle line in Venice.
It will link up the island
of Tronchetto with the
Piazzale Roma in the old
quarter of the city.**

Venice has huge volumes of traffic to deal with. The island of Tronchetto is now to be more closely integrated into a comprehensive urban development concept. Here, in the immediate vicinity of the old quarter, new, modern buildings are to be constructed which will not only alleviate the shortage of parking space, but also address the lack of office space in the center. And besides, as the city fathers said to themselves, this would also enable the creation of retail premises and a new harbor.

Efficient and trouble-free

An ambitious project of this kind calls for an efficient, environmentally friendly and trouble-free transport connection to the edge of the old quarter with the Santa Lucia rail station and to the busses and the vaporetti (water busses) from Marco Polo International Airport. The best solution proved to be a CABLE Liner Shuttle system.

The shuttle guideway is elevated in part and passes over two bridges: one has a 50m span over the Canale Santa Chiara, the other a length of 180m and crosses the Canale Tronchetto at an angle of roughly 30 degrees.

Doppelmayr Italia is in charge of carrying out the project and is working in close collaboration with DCC, the Doppelmayr company which specializes in automatic people movers. Doppelmayr is supplying the technology; the construction work is being performed by Venetian building contractor SACAIM SPA and SICOP SRL with whom Doppelmayr formed a bidding consortium during the course of the tendering phase. Doppelmayr is the lead bidder.

The project is to be given a very special note thanks to the ingenious architectural design of Francesco Cocco from Rovereto. His stations will be created from an artistic combination of steel structures and glass façades; his spectacular bridges and guideway borne on elegant columns are a true feast for the eyes.



The "Marittima" mid station. The shuttle will operate daily from 06.00 to 23.00 hrs. Doppelmayr guarantees 99.5% availability.

CLS Venedig

Transport capacity	3,000 pphpd
Trip time	3.0 min
Travel speed	8.0 m/s
Number of vehicles	2 trains, 4 carriages each (200 passengers)
Inclined length	830 m
Drive	2 x 570 kW



Second CABLE Liner Shuttle for Las Vegas

Doppelmayr is building its second CABLE Liner Shuttle system in Las Vegas. This 650 m long people mover route will link up two large hotels and provide a connection to the CityCenter which is currently under construction.

The CityCenter is the biggest private construction project currently being undertaken in the USA. It is scheduled for completion at the end of 2009 and will include 2800 luxury apartments, three hotel-casinos with 5000 beds and 44,000 m² for shops, dining and entertainment venues. It is being built by the MGM MIRAGE Group, one of the world's leading hotel and gaming companies. The Group owns and operates the Mandalay Bay Tram, the CABLE Liner Shuttle which DCC built in Las Vegas in 1999.

The complete project is being jointly handled by Doppelmayr CTEC and DCC. The APM system components are being supplied by Doppelmayr CTEC plants Salt Lake City (USA) and St. Jérôme (Canada) as well as by Wolfurt/Austria. The span between columns is up to 68 m. The opening is scheduled for July 2009. In 2005/06, DCC was awarded contracts for three shuttle systems: Mexico City Airport, Venice and CityCenter Las Vegas.

Availability of 99.5 percent

The MGM Shuttle can carry 3,200 passengers an hour in each direction and has a guaranteed availability of 99.5 percent. The almost 30 m high elevated guideway follows an S-shaped alignment with a length of 650 m. The stations feature an open design of glass and steel at the sides and air-conditioned passenger areas.

CLS MGM Las Vegas

Transport capacity	3,200 pphpd
Trip time	2.1 min
Travel speed	10.5 m/s
Number of vehicles	2 trains, 4 carriages each (132 passengers)
Inclined length	650 m
Drive	2 x 570 kW



CityCenter Las Vegas will have two CABLE Liner Shuttle trains, each consisting of four carriages. Construction began at the end of October 2006.



Expo-Zim 2006, Belgrade. Swedish ski legend Ingemar Stenmark (right) visited the Doppelmayr stand at the well-attended winter sports trade fair Expo-Zim 2006 (Nov. 30 – Dec. 3).

Office in Belgrade.

Doppelmayr's new Belgrade office is run by Andrea Kocovski (right in the photo). On November 1, it was opened by Michael Doppelmayr in the presence of Serbia's Finance Minister Mladjan Dinkic (left in the photo). This step was taken in the light of the dynamic development of the Serbian market. We shall now be able to handle importation and customs clearance ourselves. That means we can offer our customers a better service. At the same time, it will now be easier for us to act as general contractor in Serbia.



Polish ropeway conference in Krynica. Items on the agenda included the latest regulations in the ropeway industry, the legal position in respect of building permission and development planning, safety in ropeway construction and financing options. Ropeway operators, scientists and agency representatives took part in the discussions. Stefan Linder (Sheave Assembly Engineering Department, Wolfurt) gave a presentation on the RPD (rope position detector) system. The photo shows Doppelmayr's Polish representative Beata Gierlicka on the Doppelmayr stand.



Enhanced comfort thanks to seat heating. To date, Doppelmayr has equipped 40 chairlifts with seat heating in Austria, Slovenia, Korea, Switzerland and Slovakia. The photo shows the 4-CLD Seekopfbahn in Zürs. This lift was upgraded for the current season. For Ing. Josef Moser, Managing Director of Ski-Zürs AG, this means that the chairlift now meets the high quality standard set by the Zürs-Lech ski region. In this area the following lifts have seat heating: Hasensprung, Hexenboden, Kriegerhorn, Petersboden, Schlegelkopf, Seekopfbahn, Steinmähder and Zürsersee.