

# WIR

The Customer Magazine of the Doppelmayr/Garaventa Group Issue 2/2016

 Doppelmayr®

  
GARAVENTA

41<sup>st</sup> Year/No. 199

## Welcome to first class

Doppelmayr presents the next ropeway generation

## New Kirchenkar lift: greater speed and comfort

The first ropeway in the new D-Line design is up and running in Hochgurgl

## All systems go for the 2018 Winter Olympics

The Downhill Gondola starts up on time for the first test events

# 6



## Welcome to first class

The name of the new ropeway generation is D-Line – top performance and visionary engineering packed in an impressively innovative design.



## New Kirchenkar lift: greater speed and comfort

The first ropeway in the new D-Line generation has been built in Hochgurgl. The bottom station is a world of experience in its own right.



## The world's longest reversible aerial tramway

Doppelmayr/Garaventa has completed another flagship project on the Pico Espejo in Venezuela. Both tourism and the region's population benefit from the 12.5 km long tramway.



### Combination lift in the Aletsch Arena moves with the times

The new Riederalp–Blausee–Moosfluh lift can be realigned to accommodate the mass movement of the Aletsch Glacier and consequently ensure an optimal ski trail infrastructure – even in 25 years' time.



### Nurturing ground for tomorrow's skiers

Small ski areas near towns and cities are particularly important for the next generation of skiers – and therefore for tourism too.

## A year of new developments



Progress is a combination of courage, know-how and pioneering spirit. And these are the attributes that set not only our company but above all our customers apart – as impressively demonstrated by the projects accomplished in 2015.

A small idea, however unusual, can have a big impact. The world's longest reversible aerial tramway, a combination lift with a second section that can be realigned, a gondola lift for the Winter Olympics – these are just a few examples of the 103 ropeways completed by the Doppelmayr/Garaventa Group last year. Every installation we built attests to our high quality standards, the vision of our customers and the achievements that are made possible by working together.

At the start of the winter season we were able to proudly present our latest development: the D-Line, which sets new standards in terms of technology, comfort and design, and represents a milestone in the industry. All parts of the ropeway have been further developed and optimized for the comfort and convenience of passengers and operating personnel alike. The D-Line is the next ropeway generation – the first class – and opens up entirely new possibilities.

We shall continue to set the bar high with all our products and services to ensure that the future users of Doppelmayr/Garaventa installations experience the very best ropeway quality. That begins with the surface lift bringing tomorrow's skiers onto the slopes and ropeways in ski resorts around the globe offering optimal comfort, and continues with urban gondola lifts making life easier for local residents through to ropeways for summer tourism, which are an attraction in their own right. But, of course, it doesn't stop there.

Our passion and enthusiasm for building ropeways are shared by our customers, who write history with their wealth of ideas and openness to new things. We thank them for their fantastic contribution.

Michael Doppelmayr  
CEO




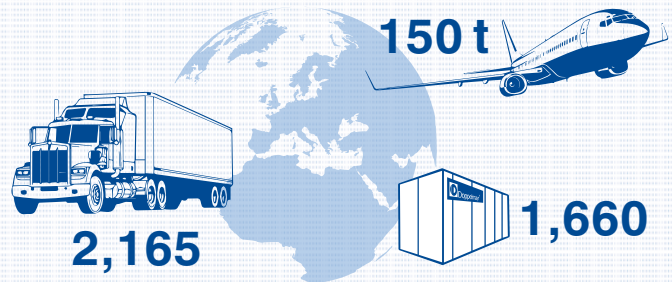
## New record achieved!

On February 12, 2016, the world's biggest urban ropeway network in La Paz, Bolivia, recorded its 40 millionth passenger!

## That was 2015: 103 ropeways for 85 customers

In 2015, the Doppelmayr/Garaventa Group built a total of 103 ropeway installations for 85 customers around the globe. Detachable monocable aerial ropeways were once again the top sellers, with detachable chairlifts way out in front with 34 installations. In addition, we completed two spectacular 3S gondola lifts, a Funifor and a Cable Liner. The new installations also included nine reversible aerial tramways, three funicular railways and two Monoracks as well as 13 surface lifts and nine fixed-grip chairlifts.

Some 1,660 containers and 2,165 trucks loaded with Doppelmayr parts and equipment left our Wolfurt plants in the direction of a wide range of construction sites and subsidiaries. Ropeway know-how accounted for air freight weighing a total of 150 tons going to destinations across the world – including Bolivia, China, Georgia, North America, Sweden, Vietnam and Venezuela. | 




### DOPPELMAYR/GARAVENTA INSTALLATIONS IN 2015

Funicular railways:	3	Detachable gondola lifts:	24
Reversible aerial tramways:	9	Fixed-grip chairlifts:	9
Funifors:	1	Surface lifts:	13
3S gondola lifts:	2	Cable Liners:	1
Combination lifts:	5	Monoracks:	2
Detachable chairlifts:	34		

## 5<sup>th</sup> World Snow Day is a complete success

2016 marked the fifth edition of the World Snow Day initiated by FIS. The worldwide event is part of the FIS Bring Children to the Snow program, which aims to promote an interest in snow sports among families and children. This year, the organizers and partners exceeded their own expectations by attracting 620,000 participants.

### From Canada to South Africa

Participating nations included not only the well-known winter sports El Dorados such as Austria, Canada and the USA, but also countries like South Africa and Peru – where snow sports fans simply used sand dunes for trails. | 

**620**  
Thousand  
Participants



**625**  
Events  
Worldwide

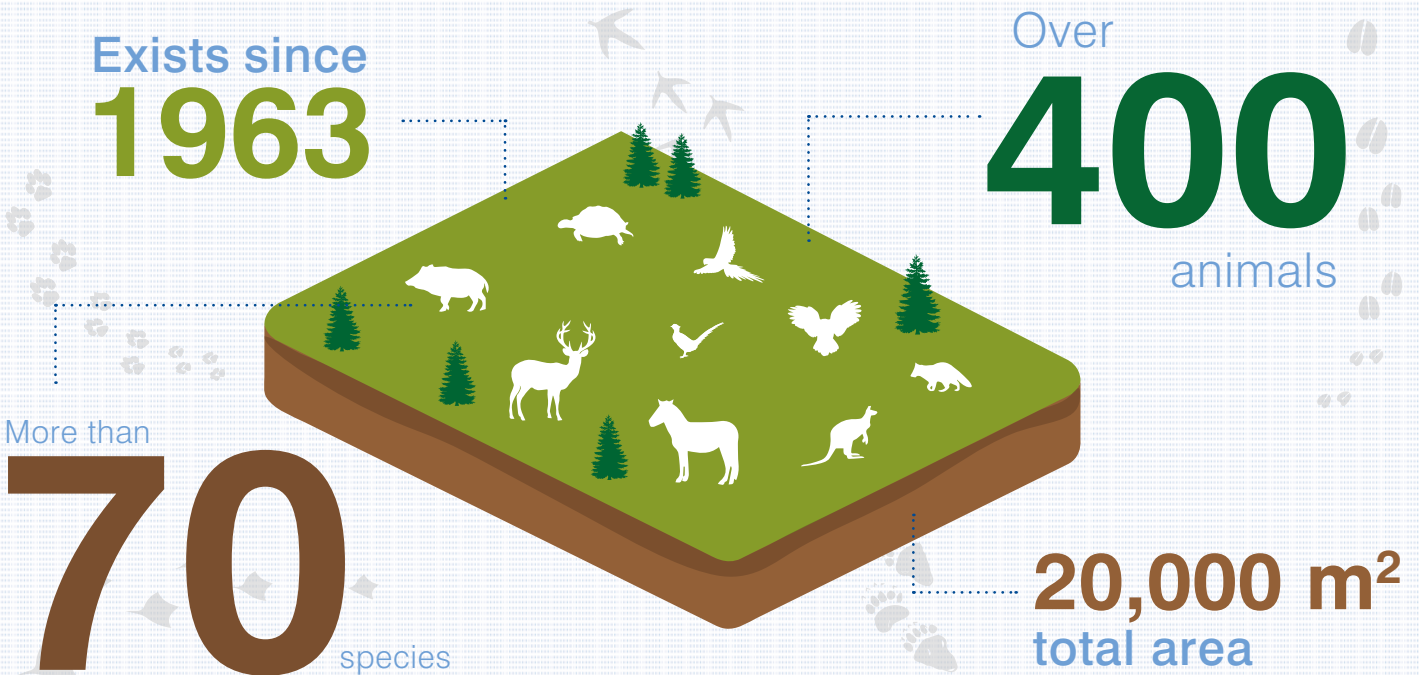
**42**  
Participating  
Nations

 The Doppelmayr/Garaventa Group attaches great importance to young ski talents. The company has been an Official FIS Product Partner for over ten years.

## Vorarlberg's biggest privately run zoo

The Doppelmayr zoo in Wolfurt is Vorarlberg's biggest privately run zoo. Over 400 animals of 70 different species inhabit the 20,000-square-meter park. They include zebras, porcupines, giant tortoises, raccoons, miniature donkeys and kangaroos. Native birds like snow owls and pheasants are joined by exotic parrots such as cockatoos and rare duck breeds.

The zoo, which has been in existence since 1963, is an attraction for many families, particularly in the spring, when there are plenty of new offspring to be seen. The extensive outdoor enclosures behind Doppelmayr's company premises can be explored during a leisurely stroll through the park. The alpacas, fallow deer, zebras and rheas are popular with adults and children alike. | 1

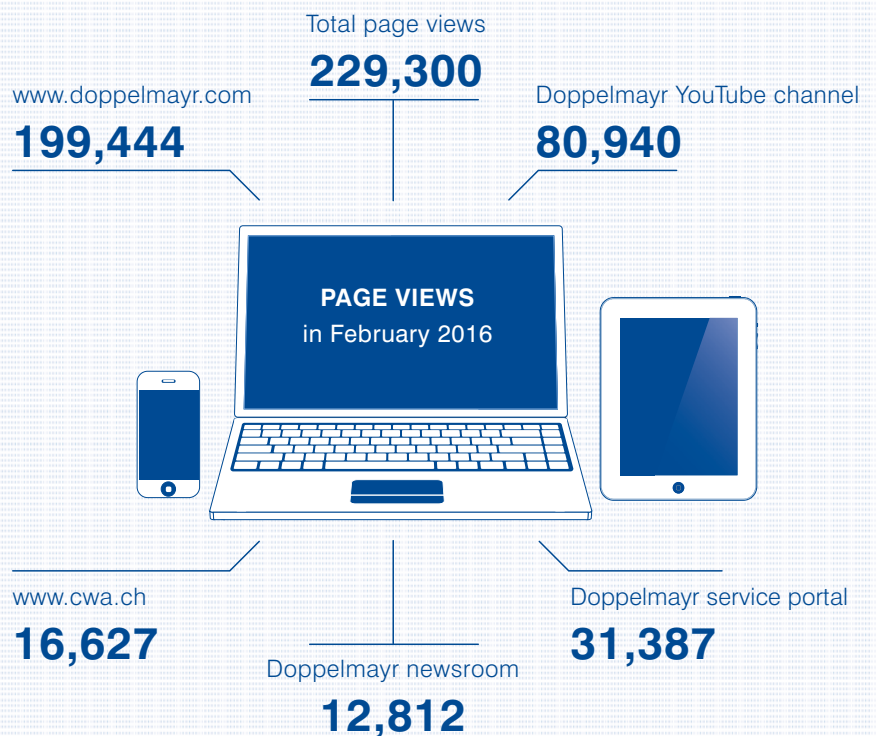


## Record statistics for Doppelmayr web pages

The Doppelmayr/Garaventa Group's internet presence – which includes the website, newsroom, service portal and YouTube channel – continues to enjoy great popularity and in February 2016 recorded an all-time record number of page views across the Group. A total of 229,300 page views from some 45,000 unique clients on the Doppelmayr/Garaventa Group's website marks the highest level to date. Doppelmayr's YouTube channel also recorded its strongest ever month with a video view count of 80,940 in February 2016.

### Service and news well received

Visitors to the website [www.doppelmayr.com](http://www.doppelmayr.com) in February 2016 were particularly interested in the newsroom, which was viewed 12,800 times. The company's service portal also attracted a record number of visitors in the same month, with users accessing our customer support offering 31,390 times. This figure underlines the great importance of service availability for our customers. | 1



# Welcome to first class

---

Doppelmayr presents the next ropeway generation.

The past 15 years have seen radical changes in the requirements of the ropeway market. Not only the systems but also the needs of guests and operating companies are constantly changing. Doppelmayr has always identified technological and social trends at a very early stage, and has frequently been able to score with innovations long before the demand has penetrated the market.

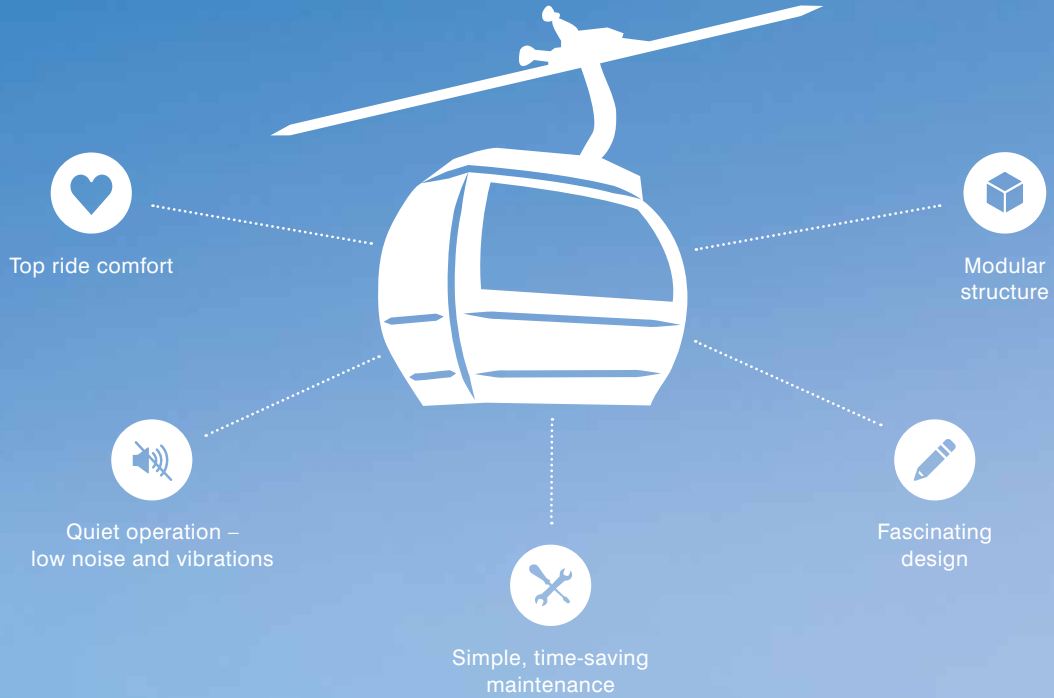
How did the D-Line come about?

As part of a comprehensive strategy process, Doppelmayr and Garaventa took an in-depth look at their product and service portfolios, defined future scenarios and derived new objectives. Several years ago, Doppelmayr then launched the biggest development project in its company history. The result is the next ropeway generation: the D-Line.



# Ropeway of the Future

A high-performance and visionary  
ropeway generation



The design of the D-Line encompasses not only the general visual appearance but also the redevelopment of the technical components and their functionality.



“With the D-Line we have succeeded in expanding our edge as leader of the global ropeway market and again demonstrating our expertise. In a nutshell: unique comfort, top performance, easy maintenance and low noise.”

**Christoph Hinteregger,**  
 Technical Director,  
 Doppelmayr Seilbahnen GmbH



**Ropeway of the future**

The idea behind the comprehensive optimization process was to create an extremely visionary generation of ropeways that delivers top performance and addresses the requirements to be met by the ropeway as a product.

“When evolving our modular concept and implementing the D-Line, we accomplished a total of 205 new developments, 31 of which can be regarded as innovations and 14 of which led to patent applications.”

**DI Christoph Hinteregger,**  
 Technical Director,  
 Doppelmayr Seilbahnen GmbH

**Tests down to the smallest detail**

Modifying one component has an impact on

the system as a whole; the optimization of one part affects all the other parts – rather like gearwheels that drive one another. To ensure that nothing was left to chance and to test the technology right down to the smallest detail, Doppelmayr built a test installation in Wolfurt. This was the only way of examining the new D-Line components under real-world conditions during regular operation. Elements such as the bullwheel, grip, and sheave assembly together form a complete package of absolutely cutting-edge ropeway technology.

**D-Line installations combine a whole series of benefits**

Doppelmayr focused on three important target groups when implementing the D-Line: customers and investors, passengers, and the

operating and maintenance crews. The D-Line brings major new benefits for all of these stakeholders. The new, optimized design makes operating the entire system intuitive as well as ensuring better access to components. Maintenance and operation are significantly more straightforward and require less work as a result. The intelligent D-Line components have been redesigned on the basis of experience gained in the past. Some of these components integrate the functions of several predecessor parts. The completely new, radically improved D grip, for example, elegantly combines the advantages of the torsion spring grip (DT grip) with those of the coil spring grip (A grip) in a single solution. For customers, the D-Line provides far greater scope for custom designs. Various elements and components can feature





The D-Line was analyzed and tested down to the smallest detail on the test installation in Wolfurt. The benefits of the new concept were already clearly demonstrated during the test phase.

the corporate design of the operating company or ski resort.

#### Design as a key element

The new design, with the exception of the station roof with polycarbonate side panels, by GP designpartners, was created in collaboration with the designers and architects Werner Sobek Design. The interdisciplinary team headed by managing director Albert Schuster is a long-standing development partner to Doppelmayr and also developed the station building on the gondola lift in Koblenz. The integration of a consistent, top-quality design was only made possible by the close collaboration between the design team and Doppelmayr's developers. Albert Schuster explains the background: "The constituent

parts were to be given an overarching design line – without any compromises in terms of quality, development maturity and functionality. The aim when developing the design was to communicate Doppelmayr's technical precision by means of clean, calm lines, and to minimize forms in order to create calm surfaces. In view of the longevity of a ropeway, a timeless and durable design was implemented. The topic of sport was also a major design aspect: Despite the fact that ropeways are increasingly being used as a means of transport in urban areas, the main application focus remains clearly on ski resorts. For that reason, sports-inspired accents underline the technically precise and clear forms to achieve a design which is in tune with the market." | 📌

"We felt it was important to develop a product for our customers which not only brings top comfort for their guests but also meets all the requirements of the operators. That's precisely what we've achieved with the D-Line – and even exceeded our goal."

Thomas Pichler, Managing Director,  
Doppelmayr Seilbahnen GmbH

# A sophisticated high-end system in Hochgurgl

WIR spoke with Alban and Attila Scheiber, managing directors of Liftgesellschaft Hochgurgl.



**WIR.** The Kirchenkar lift is the first ropeway where Doppelmayr has implemented the new D-Line. How did that come about?

**Alban Scheiber:** We were actually in the process of routine negotiations with Doppelmayr in conjunction with the Kirchenkar lift – until their managing director put the idea of implementing the world's first D-Line ropeway to us during a joint business trip. On the one hand we felt very honored, of course, and on the other hand we knew we could depend on Doppelmayr to deliver quality. Doppelmayr has our complete trust in that respect. We were sure we would be getting a sophisticated high-end system – and that certainly proved to be the case. Another reason for this decision was that we shall be adding a second section to the Kirchenkar lift in two to three years' time. With the D-Line, we've made sure that we shall still be operating the very latest system when that happens.

**WIR.** How would you describe the cooperation between your company, Doppelmayr and the designer?

**Attila Scheiber:** We thought this process would be pretty complex, but to our surprise the whole thing went extremely smoothly – even better than with any other ropeway to date. Maybe we only had our best people on the job (laughs)! The way construction progressed was exemplary. Some of the milestones were even completed two or three weeks ahead of schedule – and there were no technical hitches of any kind during the building phase. Access was never a problem and even the weather played ball this time round, which is not always the case, of course. The architect stipulated the color scheme and there were also environmental regulations we had to comply with. But all that was entirely straightforward and in line with the concept for the stations.

**WIR.** What has visitor response been like to the new lift and the Top Mountain Crosspoint?

**Alban Scheiber:** Needless to say, it was a great advantage that we were able to open the Kirchenkar lift on time for the start of the season at the end of November. The project has really exceeded our expectations – both the lift and the restaurant in the Top Mountain Crosspoint. We've noticed that many guests use the new lift for repeat trips. The restaurant offers top quality and attracts high visitor numbers – the symbiosis of the modern ropeway and the multifunctional building is spectacular and has been a sensational success.

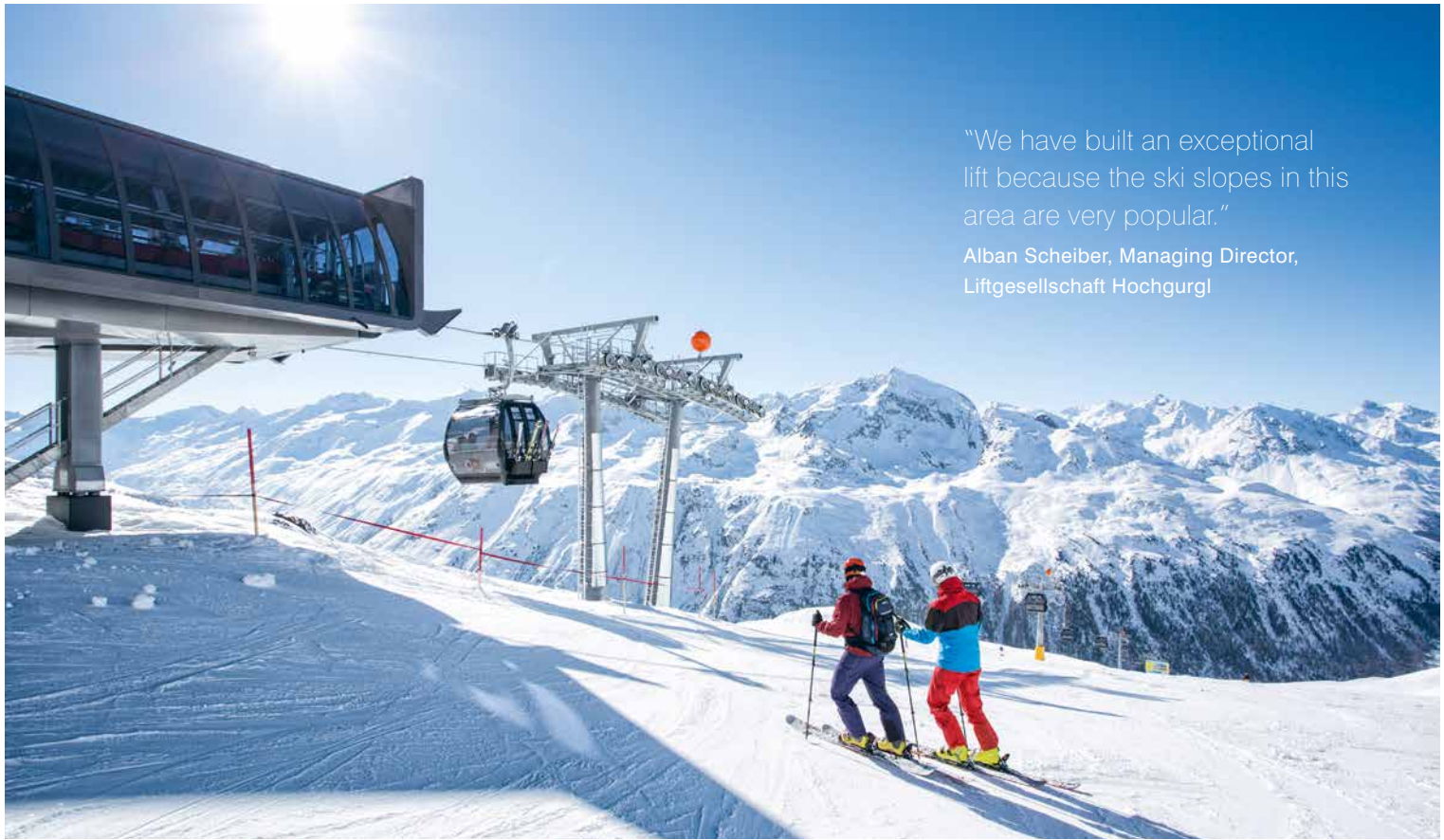
**WIR.** What are your expectations in terms of the new lift?

**Attila Scheiber:** We're confident that this concept, together with the attractive ski trails, will lead to further increases in visitor numbers in the next few years. The addition of the second section and the possible opening of the lift during the summer as well will provide a further boost.

**WIR.** What are your plans for the ski area over the next few years?

**Alban Scheiber:** In the future, we shall be investing even more in the quality of our lifts and replacing older installations with modern versions. As for Doppelmayr, I can only say that we are open to all new ideas for the summer season.

**WIR.** Many thanks for talking to us. | 1



“We have built an exceptional lift because the ski slopes in this area are very popular.”

Alban Scheiber, Managing Director,  
Liftgesellschaft Hochgurgl

## New Kirchenkar lift: greater speed and comfort – and stunning good looks


Doppelmayr presents the first of its latest-generation ropeways in Hochgurgl. The bottom station is a world of experience in its own right.

The Kirchenkar region near the border between North and South Tyrol is making people sit up and take notice. Winter sports enthusiasts, who up to now had to use surface lifts to access this area, can now take a four-minute ride up to an elevation of some 2,630m on the new 10-passenger gondola lift. This installation is also the first of the new D-Line ropeway generation from Doppelmayr. As well as offering considerably greater comfort and functionality, the lift provides shorter trip times and a well-conceived modern design which is totally unique in the ropeway world – above all in terms of its low noise level at high speed and its maintenance friendliness. The lift has a capacity of 2,400 passengers an hour and a speed of 6 m/s. Its generously dimensioned CWA cabins have heated seats.

### Harmonious combination of form, material and function

The innovative ropeway technology used on the Kirchenkar lift comes from Doppelmayr. Another exceptional feature of the new gondola lift is its bottom station at 2,174 m, which

offers state-of-the-art amenities. Its architectural design is reminiscent of snow drifts. When selecting the materials and planning the shape of the building, the architects took their inspiration from the surrounding natural landscape and incorporated a lot of wood. The station lies on the Timmelsjoch high alpine pass road and, along with a restaurant, motorbike museum and road toll station, forms part of a multifunctional complex known as the Top Mountain Crosspoint – a world of experience in its own right.

Thanks to the new design line, the ropeway offers easy access for guests as well as simplifying maintenance work for lift personnel. The top station at an elevation of 2,630 m is designed to allow conversion into an intermediate station when the second section is built at a later date. This station houses the overhead drive and is used for carrier parking. The first section of the ropeway went into service in December 2015 after several years of planning and, for installations at this altitude, the unusually short construction phase of just seven months. | 



### 10-MGD Kirchenkar Lift

Owner	<b>Hochgurgler Lift GmbH &amp; Co KG</b>
Location	<b>Hochgurgl, Tyrol (AUT)</b>
Inclined length	<b>1,511 m</b>
Vertical rise	<b>456 m</b>
Speed	<b>6.0 m/s</b>
Capacity	<b>2,400 PPH</b>
Carriers	<b>43 ten-passenger CWA cabins with seat heating</b>
Trip time	<b>4.34 min</b>
Construction	<b>7 months</b>



Rendering of project in Zell am See – to be built in 2016

# D-Line: visionary ropeway technology

The new ropeway generation from Doppelmayr/Garaventa masters big elevation differences with unprecedented capacity and comfort.

**T**he D-Line is the latest ropeway generation from the Doppelmayr/Garaventa Group and impresses all along the line: greater vertical rises, higher speed, greater comfort, and much more besides.

#### New technology for new possibilities

The D-Line makes it possible to implement ropeway installations and take on challenges which up to now would have been out of the question. It is a technological advance which redefines the limits. The new ropeway generation not only impresses with performance and functionality but also with its significantly enhanced comfort and attractive modern design.

#### Better accessibility means easier maintenance

When it comes to maintenance, the added comfort factor means that everything is far

more accessible and consequently more user-friendly for service personnel. In addition to walkways without steps, there is now a separate lower level for maintenance work. This makes different areas much easier to access. Further innovations can be seen in the detail: covers in the station can simply be raised and are then held open. [↓](#)

Tensioning V-belts has never been easier.



#### D-Line – at a glance

Designers	<b>Werner Sobek Design GmbH</b> <b>GP designpartners gmbh (polycarbonate roof)</b>
Speed	<b>up to 7 m/s</b>
New rope gauges	<b>up to 6.4 m for 10-MGD and 6-CLD (+0.3 m); up to 7.7 m for 8-CLD (+0.4 m)</b>
Rope diameter	<b>up to 64 mm</b>
Rope spans	<b>up to 1 km</b>

[➤](#) Visit YouTube to discover more about the D-Line.



## Technical Details of the New D-Line Components



### Station D

The stations have also been redesigned for the D-Line. The geometry of the rear concrete mast has been simplified on the Station D, stair access to the station machinery is integrated into the front mast and is now more convenient. The station floor has no steps. The station undercover has also been redesigned along with the tire conveyors and V-belt tensioners – the extremely simple maintenance and design aesthetics cannot fail to impress.

The Station D has two modern roof options: the snow-load-optimized version with polycarbonate side panels and rounded forms and the cuboid roof made of real glass. The generously proportioned surfaces of this version can also be used as multimedia screens for external advertising. Both roof types cover the entire carrier, ensuring optimal passenger comfort. Needless to say, the roofless version is also still available.

Upper level	convenient stair access
Glass roof	individual panels 2 x 3 m, entire side of station can be used as multimedia screen
Polycarbonate roof	optimized for snow loads



### OMEGA IV-10 SI D

The CWA cabin model on the D-Line incorporates more space and greater comfort thanks to a rope gauge of 6.4 m. The new 10-passenger cabin has an impressive seat width of 460 mm, offers comfortable legroom and a general height of 2.22 m. The cabin weight including payload is roughly 13% higher at 1,800 kg. It is now easier to transport pallets and the hanger design is also new.

Height	2.22 m
Seat width	460 mm (previously 416 mm)
Legroom	2,656 mm (previously 2,436 mm)
Carrier weight incl. payload	1,800 kg (previously 1,600 kg)
Capacity	up to 4,500 passengers per hour and direction (seated)
Cabin manufacturer	CWA



### Detachable Grip D

The new grip enables a rope diameter of up to 64 mm as well as a 100-percent gradient in conjunction with 1,800 kg carrier weight. The optimized grip geometry helps to reduce noise and increase ride comfort, particularly in the area of hold-down sheave assemblies. The Detachable Grip D is particularly maintenance-friendly.

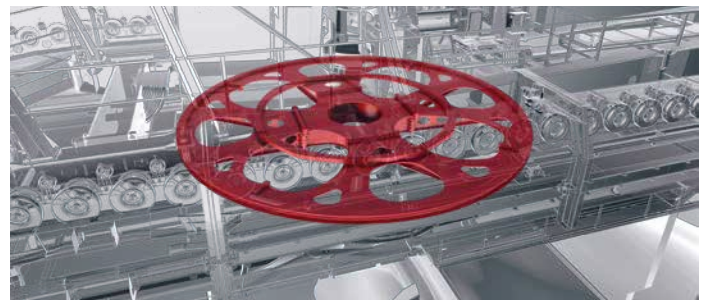
Dead center grip with coil spring	enables rope diameter up to 64 mm and 100-percent gradient in conjunction with 1,800 kg carrier weight
-----------------------------------	--



### Sheave Assembly D

The interaction between the new detachable grip and the sheave assemblies enables passengers to experience a particularly smooth glide as the cabins pass over towers. Rope diameters of up to 64 mm are possible as well as higher capacities in conjunction with greater vertical rise. Both sheave and wind loads have been increased for support sheave assemblies, hold-down sheave assemblies and combination sheave assemblies.

New sheave size	Ø 550 mm; width 110 mm
Support sheave assembly	+30% sheave load and +42% wind load
Hold-down sheave assembly	+14% sheave load and +16% wind load
Combination sheave assembly	+25% sheave load and +16% wind load



### Significantly reduced noise emissions

The new generation of ropeways is exceptionally quiet even at high speeds. This is achieved by features such as the rubber-lined running rail mountings, a sound-dampened outer guide rail and a special low-noise bullwheel design. Noise-reduced grip geometry and vibration-reduced station sheave assemblies also help to achieve particularly low noise levels.

## Riding two lifts in one cabin



The two Gletscherjets in the ski resort of Kitzsteinhorn provide faster and even more convenient access to the ski slopes for winter sports guests.

In Kaprun, the new combination lift Gletscherjet 3 and the gondola lift Gletscherjet 4 now bring winter sports enthusiasts and mountain lovers to their destination with even greater speed and comfort. The two lifts are linked by an intermediate station. The unusual feature of this link is the special system for through operation, which has been implemented here for the first time. The 10-passenger cabins on the Gletscherjet 3 combination lift travel through the intermediate station and up to the Kitzsteinhorn summit. During the second leg of the journey, they integrate seamlessly with the other cabins on the Gletscherjet 4. The 8-seater chairs on the Gletscherjet 3, on the other hand, continue to circulate in the lower section, where they are used primarily by passengers making repeated uphill trips. The carrier "sorting" is performed by a total of six fully automatic fast-moving switch rails: four in the shared intermediate station and two in the bottom station of the combination lift.

### Double loop ensures loading comfort

To make boarding particularly straightforward and clear for passengers, there are separate

loading areas for the Gletscherjet 3 in the bottom station. A sophisticated system with fast-moving switch rails ensures that chairs and cabins reach their respective dedicated areas. This means that winter guests wearing skis or boards as well as those who prefer to ride in a cabin can enjoy relaxed boarding. During the summer, the lift runs with cabins only.

### High capacity, high comfort

Doppelmayr worked closely with the operating company, Gletscherbahnen Kaprun AG, to develop this special system:

"It was the only way to achieve this remarkable capacity. At the same time, we wanted to be able to run the two lifts separately in addition to the mixed carrier operation. That gives us top flexibility to respond to utilization levels and weather conditions. Doppelmayr came up with an elegant solution."

**Prok. Ing. Günther Brennstener,**  
Technical Director,  
Gletscherbahnen Kaprun AG



Over two million satisfied passengers were carried with top comfort during the first months of operation up to the beginning of March 2016. All the carriers have heated seats and the chairs are equipped with bubbles.



### 8/10-CGD Gletscherjet 3

Owner	<b>Gletscherbahnen Kaprun AG</b>
Location	<b>Kaprun, Salzburg (AUT)</b>
Inclined length	<b>1,010 m</b>
Vertical rise	<b>179 m</b>
Capacity	<b>3,603 PPH</b>
Speed	<b>5.0 m/s</b>
Carriers	<b>18 cabins 36 chairs</b>

### 10-MGD Gletscherjet 4

Inclined length	<b>1,150 m</b>
Vertical rise	<b>298 m</b>
Capacity	<b>2,772 PPH</b>
Speed	<b>5.0 m/s</b>
Carriers	<b>48 cabins</b>

"The partnership with Doppelmayr goes back a long way. We've built a total of twelve lifts since 1995."


**Ing. Norbert Karlsböck,**  
CEO, Gletscherbahnen  
Kaprun AG



### Up-close view of the glacier

The 10-passenger Gletscherjet 4 gondola lift glides high above the Schmiedingerkees Glacier up to the foot of the Kitzsteinhorn summit at almost 3,000 meters. The alignment of this lift is striking: As well as having a 65 m tower, the Gletscherjet 4 includes an impressive rope span of 550 m. The inauguration of the Gletscherjets 3 and 4 was also attended by Austrian President Dr. Heinz Fischer.

### New layout for ski terrain

The uphill trip on the Gletscherjets 3 and 4 takes guests to a completely restructured central glacier ski area. In addition to building the new lifts, the existing Kitz and Kees surface lifts have been repositioned and merged to form a double surface lift, while the Magnetköpfl lifts have been dismantled and replaced by a new installation 100 meters further to the southwest on the glacier plateau. Doppelmayr performed these rebuilds at the same time as the construction of the new lifts. 

## Flagship project in Canada's Banff National Park



**Maximum comfort with minimum environmental impact: the first chairlift in Canada with heated seats.**

The Teepee Town LX is Canada's first chairlift to be equipped with seat heating and orange bubbles. It replaces a double chairlift built back in 1978 and brings top comfort for guests. "We're very pleased with the new lift and the feedback received from our customers. The seat heating and bubbles are a big hit and that's particularly noticeable on cold days," says Rod Chisholm, Vice President Mountain

Operations and Maintenance. One of the challenges of building the lift was due to its location right in the heart of a national park – trucks were only able to access the bottom station. This meant having to transport parts and equipment by snowmobile, helicopter or on foot. The ropeway specialists at Doppelmayr Canada were awarded the contract for the entire planning and construction of the ropeway. They handed over the turnkey chairlift to the Sunshine Village resort in summer 2015. Now customers and guests in Canada can enjoy cutting-edge ropeway technology. | [↓](#)



### 4-CLD-B Teepee Town LX

Owner	<b>Sunshine Village Corporation</b>
Location	<b>Banff, Alberta (CAN)</b>
Lift type	<b>Detachable quad chairlift with seat heating and bubbles</b>
Capacity	<b>1,800 PPH</b>
Vertical rise	<b>395 m</b>
Inclined length	<b>1,340 m</b>
Construction	<b>Fall 2014 through summer 2015</b>

"For us it was very important to build the lift efficiently and to minimize any environmental effects on the national park. In Doppelmayr we found the perfect partner who was able to meet all our requirements in terms of product and service quality."

**Rod Chisholm, Vice President Mountain Operations and Maintenance, Sunshine Village Corporation**

## Funicular railway in Spain: technology meets nostalgia

**Doppelmayr/Garaventa designed new cabins for a 90-year-old funicular in Barcelona.**

The modernized funicular railway Sant Joan–Montserrat opened on Montserrat in Barcelona, in the Spanish province of Catalonia, at the end of May 2015. It brings visitors and hikers from the monastery at the foot of Montserrat Mountain to the summit at an elevation of 1,000 m. The view of the monastery, Catalonia and the Pyrenees is unique. The challenge in implementing this project was adapting the new cabins to the clearance envelope of the existing alignment dating back to 1926 with its 65-percent gradient, and then bringing them into position. The cabins, which weighed almost nine tons, were carried over a distance of 50 meters using a 300-ton mobile crane and then set down on the track. The installation is being modernized in two phases: In phase 1, the ropeway specialists from Doppelmayr/Garaventa delivered two completely new funicular railway cabins including a new control

system and hydraulics. By 2017, the funicular will be equipped with a new drive in phase 2. | [↓](#)



### 62-FUL Sant Joan–Montserrat

Owner	<b>Ferrocarrils de la Generalitat de Catalunya</b>
Location	<b>Barcelona, Catalonia (ESP)</b>
Ropeway type	<b>Funicular railway for summer/winter operation</b>
Track length	<b>499 m</b>
Vertical rise	<b>245 m</b>
Capacity	<b>366 PPH</b>
Speed	<b>1.5 m/s</b>
Construction	<b>May 2014 through May 2015</b>
Opened	<b>End of May 2015</b>

## Heading for 3 Vallées at 6 meters a second


Fast and extremely comfortable – that’s the new St. Martin Express in Les Menuires.


SEVABEL placed its trust in Doppelmayr France when it came to building the St. Martin Express. The new detachable 6-seater chairlift replaces a fixed-grip quad chairlift dating back to 1997 and offers guests high speed and top comfort. The modern chairs are fitted with the new Doppelmayr chair suspension and automatically closing restraining bars with individual footrests. Bubbles protect passengers against wind and weather. The lift carries 3,200 passengers an hour up the mountain; during

summer operations, 800 passengers an hour can also travel downhill.

### Important for the region: a strategic axis

The new lift connects St. Martin de Belleville with the 3 Vallées ski area and is therefore a major link for the region of Savoie in the French Alps. Despite the tight construction schedule of just seven months as well as geotechnical challenges in the lower section of the lift, the St. Martin Express was completed on time and to the customer’s full satisfaction. SEVABEL’s technical director, Sébastien Pascal, sums up the project as follows: “It wasn’t just the ropeway

solution that persuaded us. The ability to deliver on time and on budget and the excellent after-sales service have proved to us that we did the right thing in choosing Doppelmayr.” 

 Les 3 Vallées  
YouTube channel



### 6-CLD-B St. Martin Express

Owner	<b>SEVABEL</b>
Location	<b>Les Menuires, Savoie (FRA)</b>
Inclined length	<b>2,454 m</b>
Vertical rise	<b>608 m</b>
Capacity	<b>3,200 PPH uphill; 800 PPH downhill</b>
Speed	<b>6.0 m/s</b>
Carriers	<b>129 chairs with bubbles and FMV</b>
Opened	<b>December 12, 2015</b>


## New lift for 2018 PyeongChang Winter Olympic Games



The new 8-passenger Downhill Gondola started up in time for the FIS test events for the 2018 Winter Olympics.

Doppelmayr completed the new Downhill Gondola Lift in time for the start of the FIS test events for the 2018 PyeongChang Winter Olympic Games in South Korea. In the Jeongseon Alpine Area, where the downhill competitions and the Super-G are to take place, Doppelmayr is also building two detachable quad chairlifts in addition to the detachable gondola lift. The Downhill Gondola has a mid station with a twin-groove bullwheel which drives the haul rope loops of both sections. As well as taking charge of construction and installation, Doppelmayr was responsible for the electromechanical ropeway equipment and is providing personnel training and technical assistance during the World Cup competitions.

To ensure that the lift could be completed on schedule, Doppelmayr pulled out all the stops,

with crews working even in cold temperatures and late into the night. 



### 8-MGD Downhill Gondola

Owner	<b>GANGWON PROVINCE</b>
Location	<b>Jeongseon, Gangwon-do (KOR)</b>
Inclined length	<b>3,548 m</b>
Vertical rise	<b>952 m</b>
Capacity	<b>1,600 PPH</b>
Trip time	<b>13.62 min</b>
Carriers	<b>90 cabins</b>
Construction	<b>3 months</b>
Opened	<b>January 2016</b>



# Combination lift in the Aletsch Arena moves with the times



The new Riederalp-Blausee-Moosfluh lift is designed to accommodate mass movement of the Aletsch Glacier.

The location of the new combination lift Riederalp-Blausee-Moosfluh in the Swiss region of Upper Valais poses a particular challenge: It is prone to mass movement deep below the surface. It is predicted that over the next 25 years the top station will move by up to eleven meters in a horizontal direction and seven meters in a vertical direction as a result of glacier retreat. To ensure that the viewing point and the ski trail infrastructure are nonetheless retained, Doppelmayr/Garaventa has for the first time built a 2-section combination lift with stations and towers that can be re-aligned.



## Relocation of station and tower at the press of a button

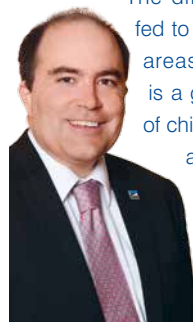
The glacier is retreating and the ropeway moves with it. The top station and the uppermost tower have been set in a solid concrete trough – hydraulic presses realign the entire

construction at the press of a button. The intermediate station has provision for rotational realignment. This means that if the rope axis in the second section changes, the uphill side of the building can be turned to accommodate the change.

RPD sensors monitor rope position on all sheave assemblies in the upper section of the lift. The locations of the towers and the top station are under constant surveillance by means of GPS receivers. Geological movements are continuously measured.

## One lift to meet all needs

Guests get to choose whether they prefer to reach their destination by means of 6-seater chairs with blue bubbles or by 8-passenger cabins. The new combination lift on the Aletsch Glacier is Switzerland's first to be equipped with a double-loop boarding system – to ensure top comfort and safety for passengers. |



"The different types of carrier are fed to separate, dedicated loading areas in the bottom station. This is a great advantage for groups of children and the accompanying adults – the benefits of two lifts are combined in one installation."

Valentin König,  
CEO, Aletsch  
Riederalp Bahnen AG

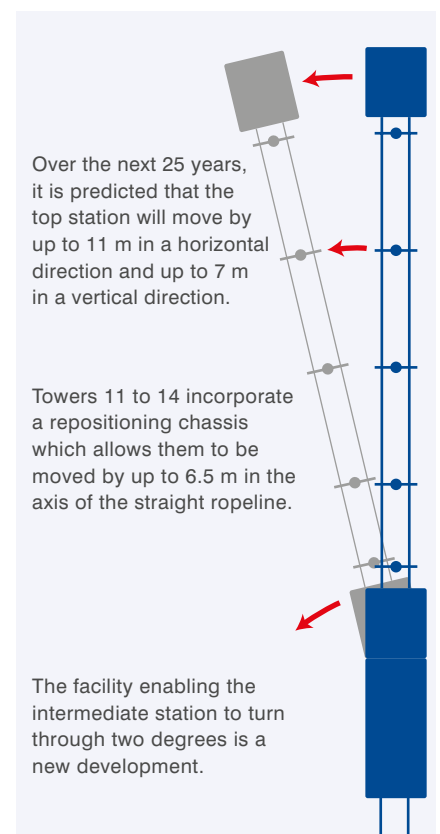


## 6/8-CGD Riederalp-Blausee-Moosfluh

Owner	<b>Aletsch Riederalp Bahnen AG</b>	
Location	<b>Riederalp, Valais (CHE)</b>	
Carriers	<b>18 8-passenger cabins; skis can be carried inside or in external holders</b>	
	<b>70 6-seater chairs with blue bubbles and FMV</b>	
<b>Section</b>	<b>Riederalp-Blausee</b>	<b>Blausee-Moosfluh</b>
Inclined length	<b>1,083 m</b>	<b>671 m</b>
Vertical rise	<b>322 m</b>	<b>128 m</b>
Speed	<b>5.0 m/s</b>	<b>5.0 m/s</b>
Haul rope	<b>47 mm</b>	<b>47 mm</b>
Capacity	<b>2,400 PPH</b>	<b>2,400 PPH</b>

## Other features

- Rope Position Detection (RPD) system in combination with break fork switches
- Double-loop loading in the bottom station
- Vertically adjustable loading conveyor
- Level access to cabins




# Four new reversible aerial tramways on the Pico Espejo in Venezuela

The flagship project opens following several years of construction.

In Mérida, western Venezuela, Doppelmayr/Garaventa recently completed four new reversible aerial tramways in the foothills of the Andes. The customer, the state-run organization VENTEL, which is part of the Ministry of Tourism MINTUR, needed to find a replacement for the installation which was closed down in 2008. The Doppelmayr/Garaventa Group impressed the customer with its many years of experience and was chosen as general contractor to plan and carry out the construction. Both tourism and the region's population benefit from the world's longest multiple-section aerial tramway with a total length of

12.5 kilometers. New infrastructure including shops, restaurants and a new museum has been created in the five stations serving the tram. The area covered by the buildings is the size of two football pitches.

### Logistical challenge

One of the biggest challenges during the construction phase was transporting the crews plus 34,000 tons of materials and equipment up the mountain – from an elevation of 1,600 m up to a maximum of 4,800 m: nine towers, more than 210 km of track rope and over 110 km of haul rope. To ensure efficient and reliable handling of the logistical requirements, the four existing material ropeways originally built in 1958 were first repaired and put back into service. 



## 60-ATW Mérida–Pico Espejo

Owner	<b>Venezolana de Teleféricos (VENTEL) – Ministerio del Poder Popular para el Turismo (MINTUR)</b>
Location	<b>Mérida (VEN)</b>
Vertical rise	<b>3.2 km</b>
Inclined length	<b>12.5 km</b>
Carriers	<b>8 cabins for 60 passengers (40 seats)</b>
Track rope dia.	<b>46 mm</b>
Haul rope dia.	<b>35 mm</b>



With a total length of 12.5 kilometers, the Mérida–Pico Espejo reversible aerial tramway is the world's longest multiple-section ropeway of its kind.

### Technical Specifications of All Sections at a Glance

Section	<b>Barinitas–La Montaña</b>	<b>La Montaña–La Aguada</b>	<b>La Aguada–Loma Redonda</b>	<b>Loma Redonda–Pico Espejo</b>
Inclined length	<b>3,427 m</b>	<b>3,273 m</b>	<b>2,756 m</b>	<b>3,041 m</b>
Vertical rise	<b>864 m</b>	<b>1,010 m</b>	<b>593 m</b>	<b>722 m</b>
Capacity	<b>330 PPH</b>	<b>330 PPH</b>	<b>330 PPH</b>	<b>330 PPH</b>
Max. speed	<b>7 m/s</b>	<b>7 m/s</b>	<b>7 m/s</b>	<b>7 m/s</b>
Trip time	<b>9.6 min</b>	<b>9.2 min</b>	<b>8 min</b>	<b>8.6 min</b>
Number of towers	<b>3</b>	<b>3</b>	<b>3</b>	<b>none</b>

## Child-friendly chairlift in Poland's Białka Tatrzańska ski area



The detachable 6-seater Remiaszów chairlift with child-friendly chairs can carry up to 3,000 passengers an hour.

In 2015, Doppelmayr Polska completed the new 6-seater chairlift in Białka Tatrzańska, one of Poland's biggest and most modern ski areas. Doppelmayr had already built a lift of the same type – Jankulakowski – the previous year. Each of the two six-seater chairlifts with bubbles comfortably carries up to 3,000 pas-

sengers an hour to the ski slopes. The child-friendly CS10 chairs enable the safe transport of up to five children per accompanying adult. The restraining bars with individual footrests close and lock automatically. A vertically adjustable loading conveyor helps the younger passengers when boarding.

In the case of both lifts, Doppelmayr Polska was responsible for the entire project from construction of the foundations and station buildings through to delivery, installation and start-up. In addition to the two 6-seater chairlifts, Doppelmayr has already built another three installations in the Białka Tatrzańska ski area, all of them major projects for Doppelmayr Polska. [1](#)

“The new lifts that Doppelmayr built for us are a huge step forward for modern ropeway transport in Poland. Both installations fill us with pride because we get so much positive feedback from our guests. As operators, we can sum up as follows: The Doppelmayr lifts mean perfection, comfort and functionality at a high level.”

**Tomasz Paturej,**  
Managing Director of  
the ski area KOTELNICA  
BIAŁCZAŃSKA Sp. z o.o.



### 6-CLD-B Remiaszów

Owner	<b>Ośrodek Narciarski Kotelnica Białczańska Sp. z o.o.</b>
Location	<b>Białka Tatrzańska, woj. małopolskie (POL)</b>
Lift type	<b>Detachable chairlift with chair model CS10, DSD</b>
Inclined length	<b>901 m</b>
Vertical rise	<b>175.5 m</b>
Speed	<b>5.0 m/s</b>
Capacity	<b>3,000 PPH</b>
Opened	<b>Fall 2015</b>

### 6-CLD-B Jankulakowski

Inclined length	<b>792 m</b>
Vertical rise	<b>151 m</b>
Speed	<b>5.0 m/s</b>
Capacity	<b>3,000 PPH</b>
Opened	<b>Winter 2014</b>





## Completed in just four months: chairlift in Andermatt

The Gurschen–Gurschengrat chairlift was officially opened as the first installation forming part of a major project for the Andermatt–Sedrun ski arena.

The detachable 6-seater chairlift with bubbles, Gurschen–Gurschengrat, is the first installation to be completed for a major project in the Swiss ski area of Andermatt. This is the first time that a comprehensive operating license application process has been initiated to cover an entire ski area including snowmaking and infrastructure. Garaventa provided assistance for Andermatt–Sedrun Sport AG not only with the planning and construction of the ropeway but also with the administrative procedures. At four months, the time frame for construction and installation was extremely tight. The lift was nonetheless completed on schedule and went

into service for the start of the 2015/16 winter season. Leaders from the world of politics, business and tourism, who attended the inauguration, were all convinced that the installation will have a positive knock-on effect for the development of the Andermatt–Sedrun region as a whole.



From left to right: Marzell Camenzind, Andermatt parish priest; Franz-Xaver Simmen, CEO of Andermatt Swiss Alps AG; Heidi Z'graggen, Canton Uri Council Member; Samih Sawiris, Chairman of Andermatt Swiss Alps AG; Peter Furger, Chief Project Manager for expansion of the Andermatt–Sedrun ski area; Silvio Schmid, CEO of Andermatt–Sedrun Sport AG

The collaboration between Doppelmayr/Garaventa and the ski areas Gemsstock–Nätschen and Sedrun enjoys a long and successful track record: Over the past 25 years, Doppelmayr/Garaventa has built all the lifts. The completion of the Gurschen–Gurschengrat chairlift marks the start of a whole series of ambitious projects in conjunction with the link-up of the Andermatt and Sedrun ski areas, which is part of the planned development of the Andermatt Swiss Alps resort. The new lift replaces a fixed-grip double chairlift as well as a surface lift. Another three installations are to follow in 2016. | 

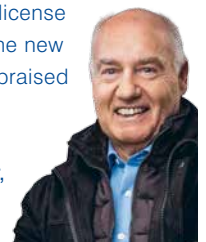


### 6-CLD-B Gurschen–Gurschengrat

Owner	<b>Andermatt–Sedrun Sport AG</b>
Location	<b>Andermatt, Uri (CHE)</b>
Lift type	<b>Detachable chairlift with bubbles</b>
Speed	<b>5.0 m/s</b>
Transport length	<b>901 m</b>
Vertical rise	<b>266 m</b>
Construction	<b>July through November 2015</b>
Opened	<b>November 2015</b>

“Doppelmayr/Garaventa masterfully accomplished the task under enormous time pressure and delivered a modern lift installation with their usual high quality within a short time frame. We were able to profit from the company’s experience right from the planning stage and they gave us a lot of support with the license application process. The new lift is widely used and praised by our guests.”

**Dr. Peter Furger,**  
Chief Project Manager,  
Andermatt–Sedrun  
Ski Link



## Skicircus is Austria's biggest ski area

The new 10-passenger TirolS gondola lift links two provinces as well as two ski areas.

December saw the opening of Austria's biggest connected ski area. A new Doppelmayr lift and the 3.5 km long Vierstadelalm ski trail connect the Tyrolean resort of Fieberbrunn with Salzburg's Saalbach Hinterglemm Leogang resort, known as the Skicircus. The TirolS runs from the bottom station Reckmoos Süd on the Tyrolean side to Hörndlingergraben, which lies 200 m lower down and is where the intermediate station is located. From there, the lift continues up to the Reiterkogel, which belongs

to Salzburg, crossing the provincial border some 200 m in front of the top station.

### Big White Bang

Local firms played a major role in constructing the new ropeway; over three-quarters of the contractors involved are based in the region. Around 100 employees spent eight months working towards the opening, which was officially celebrated as the "Big White Bang" – a pillow fight at the summit of the Reiterkogel. | [1](#)

"We are particularly pleased that Doppelmayr was able to find a solution that makes perfect ecological and economic sense. As a result, we have succeeded in turning a 30-year-old dream into reality."



**Toni Niederwieser,**  
Managing Director,  
Bergbahnen Fieberbrunn



### 10-MGD TirolS

Owner	<b>Bergbahnen Fieberbrunn GesmbH</b>
Location	<b>Fieberbrunn, Tyrol (AUT)</b>
Ski network	<b>Skicircus Saalbach Hinterglemm Leogang Fieberbrunn</b>
Total length	<b>2,785 m</b>
Vertical rise	<b>524 m</b>
Speed	<b>6.0 m/s</b>
Number of towers	<b>17</b>
Capacity	<b>2,630 PPH</b>
Construction	<b>May through December 2015</b>
First day in service	<b>December 4, 2015</b>
Big White Bang	<b>December 19, 2015</b>

## Capacity doubled in New Zealand



The Easy Rider chairlift carries 2,000 passengers an hour.

The Easy Rider is the first chairlift in the Porters ski area in Springfield, New Zealand, and a new highlight for the resort's winter sports enthusiasts. It replaces a surface lift, and therefore offers greater ride comfort as well as doubling the hourly transport capacity. In view of the fact that the lift alignment passes through avalanche-prone terrain, Doppelmayr designed special towers which have been positioned outside of the hazard area. The new electric drive is housed in the top station.

Doppelmayr was responsible for planning and installing the lift, and supplied the entire ropeway equipment.

### Local subsidiary

The Easy Rider chairlift is now the fifth project that Doppelmayr has completed in this New Zealand ski region through its local subsidiary. Porters is the closest ski resort to Christchurch, the biggest city in the South Island, and offers great attractions for families in particular. New Zealand's Deputy Prime Minister, Bill English, personally inaugurated the Easy Rider in June 2015. | [1](#)

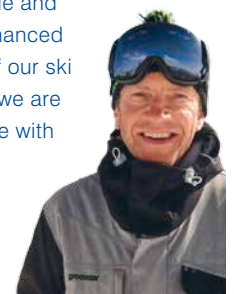


### 4-CLF Easy Rider

Owner	<b>Porters Ski Area Ltd</b>
Location	<b>Springfield, Canterbury (NZL)</b>
Lift type	<b>Fixed-grip chairlift</b>
Inclined length	<b>680 m</b>
Vertical rise	<b>215 m</b>
Capacity	<b>2,000 PPH</b>
Carriers	<b>93 fixed-grip quad chairs</b>
Construction	<b>Fall 2014 through summer 2015</b>

"Our new Easy Rider chairlift carries twice the number of people and has significantly enhanced the attractiveness of our ski area. It also means we are now able to compete with bigger regions."

**Uli Dinsbacher,**  
General Manager,  
Porters Ski Area Ltd





# Doppelmayr France

---

Innovative spirit lives on with the Doppelmayr Group subsidiary.

**T**he expertise of Doppelmayr France, based in Modane, Savoie, is internationally recognized. This success story began as a Doppelmayr research and development offshoot focusing on a new concept for detachable chairlifts. Today, Doppelmayr France offers the complete portfolio of Doppelmayr products.

In 1987, Doppelmayr founded a subsidiary for research and the development of new products for export in Nice, known as Études de Transport (EdT). From the outset, Études de Transport specialized in the further development of detachable chairlifts. By 1991, the specialists were already employing new technology in Val d'Isère, which was then put to use in Canada a year later on their first six-

seater chairlift worldwide. This success and the aim of being able to address customer requirements at a local level ultimately led to the establishment of a French production subsidiary in Modane in 1991, which was later expanded. In 1994, the company moved its main place of business and offices from Nice to Modane. The strategic choice of the French site strengthened the Group as a whole.

#### Chairlift pioneers

The year 2002 saw the merger between Doppelmayr and Garaventa to form the biggest ropeway manufacturer in the world. EdT and Doppelmayr Service, a sales office in Grenoble, merged to form Doppelmayr France. Today, the subsidiary offers the entire Doppelmayr range of products and services: from the planning,

construction and installation of ropeways through to customer support and service – for all ropeway systems. Modane in the département of Savoie is an ideal location for Doppelmayr. Almost 40 percent of all French ski resorts are located in this area. Many of France's well-known ski resorts such as Tignes, Val d'Isère, Val Thorens and Les Angles as well as those in Andorra have for many years placed their trust in the experience of Doppelmayr/Garaventa's ropeway experts.

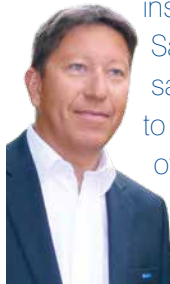
#### Innovative spirit

Research and development continue to play a key role at Doppelmayr's French site to this day. Around a dozen experienced engineers and technicians work in specialist fields related to areas such as electrical, mechanical and civil



Doppelmayr France	
Foundation	<b>1987</b>
Merger	<b>2002</b>
Location	<b>Modane, Savoie (FRA)</b>
Headcount	<b>45</b>
Main market	<b>France</b>
Activities	<b>Project engineering, sales, production, assembly, start-up, customer support</b>
Certifications	<b>Quality (ISO 9001) Safety (OHSAS 18001) Environment (ISO 14001)</b>

"Doppelmayr France is one of the most important developers and manufacturers of ropeways and ropeway technology in France. Since 1991, we've built 180 installations, 87 of them in Savoie. Constant growth in sales volume has enabled us to create 45 permanent jobs over the years."



**Bernard Teiller,**  
Managing Director,  
Doppelmayr France

engineering, machine building and hydraulics. After-sales service is another area which is writ large in Modane, as it is throughout the Group. Customers have access to a personalized web service, where they can request spare parts, technical documents, maintenance and advice. Doppelmayr France is closely networked with all the other centers and subsidiaries within the Group. | 1



**1987**  
Foundation of Études de Transport, Doppelmayr subsidiary for research and development



**1991** Setting up of the production site in Modane



**2015** Construction of the first 6 m/s express 6-seater chairlift in Les Menuires, (FRA)



**2007** 8-MGDs Caron and Cairn in Val Thorens (FRA), with world first: 2-section gondola lift with unmanned operation (ESO – Exploitation Sans Opérateur)



**2002** First 8-seater chairlift with tangential loading, 8-CLD Tommeuses in Tignes (FRA)



**2002** 3S gondola lift L'Olympique in Val d'Isère (FRA)



**2002** Merger of EdT and Doppelmayr Service to form Doppelmayr France



**1998** First Funitel in two sections in Encamp (AND) with a total length of 6 km



**1996** Development of the first double loading system in collaboration with the French ski area Val Thorens (patented by Val Thorens)



**1992** Completion of the world's first detachable 6-seater chairlift in Mont Orignal, Quebec (CAN)






## News from the Doppelmayr board

Michael Doppelmayr and Hanno Ulmer are stepping down from the board of Doppelmayr Seilbahnen GmbH.

The business year 2015/2016 was marked by many exciting projects, technical developments and visionary innovations. There is also a new development on the agenda at board level for Doppelmayr Seilbahnen GmbH with effect from March 31, 2016: Michael Doppelmayr and Hanno Ulmer are to step down from the board of Doppelmayr Seilbahnen GmbH and hand over their duties to Thomas Pichler and Anton Schwendinger. They will remain board members of Doppelmayr Holding AG.

This move has been planned and measures paving the way for the handover have been in place for some time. Anton Schwendinger was appointed as successor to Hanno Ulmer back in January 2013. Until that date, he had headed the areas of production and logistics in Wolfurt for many years, and looks back on a career with the company spanning decades. Thomas Pichler has been a member of the board of Doppelmayr Seilbahnen GmbH and designated successor to Michael Doppelmayr since

September 1, 2015. He is also a long-serving employee of the Doppelmayr/Garaventa Group. Most recently, he held the positions of sales director and deputy managing director at Doppelmayr Italia GmbH and in his new role in Wolfurt will focus primarily on the areas of sales and technology.

The new business year promises to hold many new challenges which the ropeway specialists look forward to addressing. | 




# Doppelmayr paves the way for World Cup host

Jeongseon provided the venue for the FIS Ski World Cup.



Mr Yang Ho Cho, President of the PyeongChang Organizing Committee for the 2018 Olympic and Paralympic Winter Games, has written to Michael Doppelmayr to express his personal thanks for the overwhelming dedication of the

Doppelmayr Group. In his letter, he cites the commitment of the employees working on site and Doppelmayr's solution capability as being instrumental in the final decision by FIS to hold the World Cup competition in Jeongseon in

February 2016. The new gondola lifts are symbolic of the excellent partnership which made it possible to achieve this goal. | 



## Nurturing ground for tomorrow's skiers

Small ski areas near towns and cities play a vital role in the development of young ski talents.

The smallest ski areas, often consisting of only one or two surface lifts, are just as important for top-class sports as they are for popular sports. Austria's tourism industry is largely dependent on winter sports, which make a significant contribution to the country's prosperity and account for seven percent of GDP. A similar situation is to be found in other winter sports nations such as Switzerland, France and Italy.


### The promotion of young talents begins with the upkeep of small lifts

Where top-class sports are concerned, the sporting successes – both past and future – are heavily dependent on the effort a country devotes to nurturing its young talents. And that usually starts on small lifts of this kind. However, these small ski areas are also very important for future generations of hobby skiers and snowboarders. They perform an essential social function too: by enabling an uncomplicated introduction to winter sports. It is thanks to these facilities that children and families even consider sports like skiing and

snowboarding in the first place. Because if there is no reasonably priced and readily accessible lift offering in the immediate area, ever smaller numbers of people will take up activities of this kind and winter sports will become a pursuit for the elite.

### Roughly 150 out of 430 ski areas in Austria are classed as small

According to Skiresort.de (status March 2016), Austria has around 430 ski areas. Roughly 150 of these are small ski areas where a day pass for adults costs less than 20 euros. They provide families with an opportunity to participate in a healthy leisure activity for a reasonable price and without having to travel very far. Young people also like to take advantage of this offer – often immediately after school. Many of these ski lifts are run by local councils and/or associations, in most cases without generating any profit.

The Doppelmayr team takes its hat off to the many winter sports enthusiasts and volunteers for their commitment. They all deserve a big thank you. 



"Without subsidies and thousands of unpaid hours worked on a voluntary basis by honorary association members, many of these ski lifts would no longer exist. Our lift on the Bazora has existed for almost 70 years thanks to the support of voluntary helpers. In some cases, we work on over 50 lift operating days and another 500 hours above and beyond that – despite the fact that our lift only runs on weekends and public holidays."

Hubert Gstach, Bazora Ski Lift Operating Association in Vorarlberg (AUT).



## Historic Elfer surface lift celebrates its 50th year in service

The Neustift ski area in Stubaital, Tyrol, marks a round-figure anniversary this season. The surface lift in the upper section of the leisure and recreation area extending up to the Elferhütte celebrates 50 years in operation. Every winter since November 1966, the Doppelmayr lift, which is still in its original condition, has brought winter sports enthusiasts swiftly to their destination – providing none too common “living” proof of quality. The lift gear unit is the only item that has been replaced and that was done three years ago for the first time. In its time, the construction of the Elfer surface lift was a trendsetting, pioneering achievement, which provided a strong boost for tourism and gave the impetus for a wave of expansions of the Elferbahnen operating company. | 📌

## Warren Sparks honored

On November 23, 2015, Doppelmayr Canada's Executive Vice President Warren Sparks received the Lieutenant Governor Safety Award for his contribution to greater safety, particularly in the area of passenger ropeways. The jury's decision honors the life's work of a long-serving Doppelmayr engineer, whose pioneering spirit made a huge difference to the safety of today's ropeways and who was also strongly committed to improving standards in technical training. As a member of Doppelmayr Canada's management team, Warren played a major role in shaping business and technical strategy. Warren Sparks is now retiring after 32 successful years with the company. We would like to express our sincere thanks for his great dedication. | 📌



From left to right: Richard Ballantyne, Chairman of the Board of Directors, BC Safety Authority; Warren Sparks; Lieutenant Governor Judith Guichon and Catherine Roome, President and CEO, BC Safety Authority

➤ BC Safety Authority's Lieutenant Governor Safety Awards 2015 | Warren's Video



## Doppelmayr named Champion in Hidden Markets

The Austrian Association of Machinery, Metalware and Foundry Industries awarded Doppelmayr the title of “Champion in Hidden Markets” in mid-November 2015. The organization, which is one of the biggest professional associations in Austria, made the award in recognition of what is currently the world's biggest urban ropeway project – the urban ropeways in La Paz and El Alto. The certificate honors exceptional and impressive projects in “unfamiliar” markets such as the Doppelmayr project in Bolivia. The ropeway specialist built an aerial ropeway network which has connected the cities of La Paz and El Alto since 2014. Three lines are currently in service; by 2019 another six are to be added. The certificate was officially presented during the engineering conference of the Economic Chamber in Vienna. | 📌



## Bernard Chabbey in memoriam



Bernard Chabbey, born in 1943 and former managing director of Doppelmayr's Spanish subsidiary, Transportes por Cable, finally lost his fight with severe illness on January 28, 2016. Originally from Valais in Switzerland, Bernard was working for Von Roll in Spain during the 1970s when he met Artur Doppelmayr. He played an instrumental role in establishing and expanding many ski areas in Spain. His life's work was crucial to Doppelmayr's development. One of the highlights of his career was the EXPO lift in Lisbon, a precursor to the later BUGA lifts for the Federal Horticultural Shows in Rostock, Munich and Koblenz. In Bernard we have lost a valued employee, whom we shall always remember for his vision, expertise and collegial spirit. | 📌

## Imprint

Proprietor, editor and publisher: Doppelmayr Seilbahnen GmbH, Postfach 20, Rickenbacherstrasse 8-10, 6922 Wolfurt, Austria, dm@doppelmayr.com, www.doppelmayr.com; text and editing: Doppelmayr Seilbahnen GmbH in collaboration with ikp Vorarlberg GmbH, www.ikp.at; graphics and layout: Doppelmayr Seilbahnen GmbH in collaboration with KONZETT BRENDÖRFER, www.agenturkb.com; photos: Doppelmayr; printing: Thurnher, Rankweil; editorial policy pursuant to §25 Media Act: up-to-date information for customers, partners and employees of the Doppelmayr/Garaventa Group; publication frequency: the magazine is published three times a year and distributed free of charge to customers and partners of the Doppelmayr Group. Reprinting only permitted with statement of source and explicit written authority; status: April 2016; errors and omissions excepted; General Terms and Conditions apply.

www.doppelmayr.com

# Thank you!

Visions. They empower us to continually rise to new heights. Ideas that we cherish. They enable us to strive for excellence. It was your visions and ideas that we implemented in 2015. Worldwide. Your trust is also our driving force for the future. And that's why we want to say thank you.

[www.doppelmayr.com](http://www.doppelmayr.com)



... to the ideal solution

From the idea ...