



SEILBAHNEN **INTERNATIONAL**

USA NEW ROPEWAYS FROM DOPPELMAYR

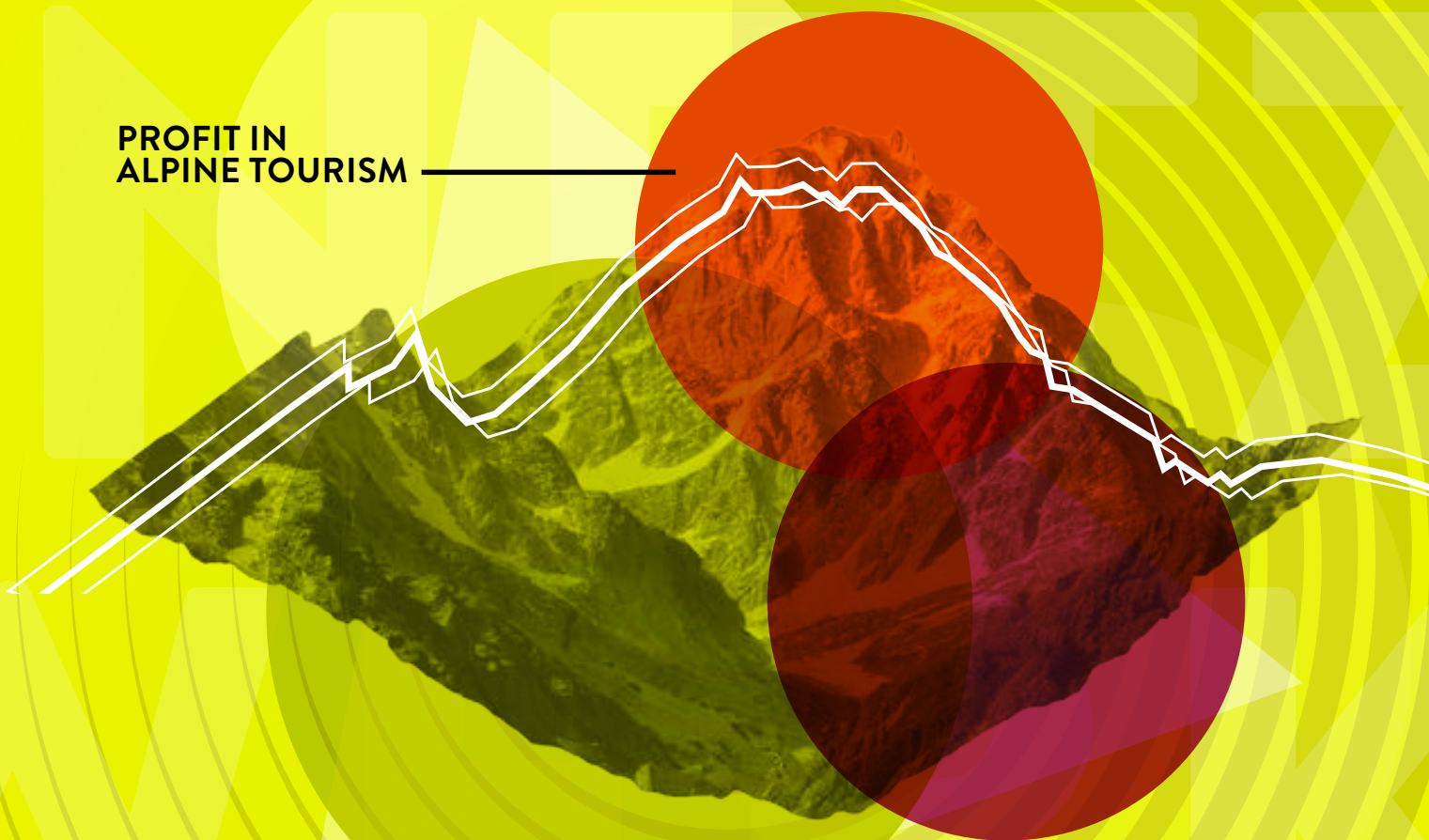
**KYRGYZSTAN
LARGEST SKI RESORT
OF CENTRAL ASIA**

**SOUTH AMERICA
PLANS FOR TRINATIONAL
CABLE CAR**

MOUNTAIN SUMMIT 2026

 **SEILBAHNEN**
INTERNATIONAL

PROFIT IN
ALPINE TOURISM



An essential event for alpine tourism and cable car industries. Mountain Summit promotes networking, innovation and collaboration. Join us for inspiring talks and workshops!

ALPBACH
AUSTRIA

**SEPT
16-18
2026**



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THE MOUNTAIN VIEW TRANSCENDS BORDERS

In times of protectionism, nationalism, and political egocentrism, it is all the more important that our industry builds international connections. Every day we feel how the mountain view transcends borders, and we should embrace this in our daily work as well. International exchange between ski resort operators and the supply industry is crucial in these times, both for individual success and for the future viability of the industry.



Gerald Pichlmair
Publisher

Ski resorts worldwide join forces

Eight leading ski resorts – from New Zealand to Austria to Norway – have recognized this and founded the Global Sustainable Ski Alliance (GSSA): Compagnie des Alpes (France), KitzSki (Austria), Kronplatz (Italy), LAAX (Switzerland), Levi Ski Resorts (Finland), NZSki (New Zealand), Oberstdorf

Kleinwalsertal Bergbahnen (Germany), and SkiStar (Sweden, Norway). Together they pool their expertise to make their operations more sustainable and to encourage innovation in the supply industry. Through coordinated knowledge sharing, joint prioritization of actions, and technical collaboration, progress is not only accelerated but also made scalable.

Event for ski resorts

The GSSA recently met during the Mountain Summit in Oberstdorf, Germany. The event, where we proudly served as media partner, was a great success with nearly 150 participants. In 2026 the organizers aim to surpass the 200 mark in Alpbach, Tyrol, Austria – join us! More information can be found on the *left page*. Until then, this issue at least ensures the exchange of ideas. Enjoy your reading.

INDUSTRY-IMPORTANT DATES

September, 23th – 26th, 2025

Mountain Technology Symposium,
Camelback Resort PA (USA)

December, 02th – 04th, 2025

ISPO, Munich (GER)

January, 13th – 15th, 2026

NSAA Western Winter Conference,
Snowbird, UT (USA)

February, 03rd – 04th, 2026

NSAA Eastern Winter Conference,
Killington Resort, VT (USA)

April, 21th – 23th, 2026

Mountain Planet, Grenoble (FR)

April, 21th – 23th, 2026

NSAA National Convention,
Carlsbad, CA (USA)

June, 09th – 10th, 2026

Cable Car World, Essen (GER)

September, 16th – 18th, 2026

Mountain Summit, Alpbach (AT)

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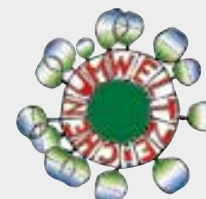
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With the gondola to biking fun

With the Bike Cab for gondola lifts, up to eight bikes can be transported at the same time. This guarantees a high transport capacity and attractiveness for cycling enthusiasts. Loading and unloading is quick and easy. The bikers hang their bikes in the Bike Cab at the bottom station and then take the next cabin. At the top station guests have enough time to remove their sports equipment again – off they go into the biking fun.



© Big Sky Resort

Approximately 258 new ski lifts are planned to debut worldwide for the 2025–26 season, 58 of them in North America, according to skiresort.info.

LIFT UPGRADES IN NORTH AMERICA: HIGHLIGHTS OF THE 2025/26 SKI SEASON

North America is getting 58 new lifts at 40 ski resorts this season, according to the portal skiresort.info. This puts the region second worldwide in planned lift construction, after Europe. Here are some of the most remarkable projects and the strategies behind them.

Park City Mountain, Utah

Park City Mountain is planning to replace the existing Sunrise chairlift with a new 10-person gondola to improve guest flow and mountain access between Canyons Village and the Red Pine area. The new Sunrise Gondola will follow a more terrain-hugging alignment that is better sheltered from the north, making it significantly less prone to wind-related delays and closures. The added stability of the heavier gondola cabins and reduced reliance on long, exposed spans will enhance reliability and comfort.



© Park City Mountain

Sunrise gondola will cut waiting times.

Deer Valley Resort, Utah

Deer Valley Resort is preparing for its biggest expansion ever for the 2025/26 ski season. This winter, seven new chairlifts will be opened, including the East Village Express – a 10-passenger gondola connecting the new East Village to Park Peak – plus over 80 new ski runs. These advancements are part of Deer Valley’s Expanded Excellence initiative, which encompasses more than doubling the resort’s skiable terrain. The Deer Valley East Village Gondola is going to be the most advanced ropeway in Utah and

one of the largest gondola systems in the United States. Featuring 40 towers, 142 cabins, and a vertical rise of 783 meters, the gondola will be only the second in the country to operate at 427 meters per minute – 40 percent faster than a conventional express lift. Powered by two whisper-quiet Direct Drive motors, it is going to transport guests from East Village to Park Peak in just 15 minutes. This is also Utah’s first 10-passenger gondola, with individual heated seats, floor-to-ceiling glass windows, and cabins arriving every 12 seconds.



Deer Valley skiing has more than doubled, marking the largest resort expansion in ski industry history, according to the resort. © Deer Valley Resort

Killington Resort, Vermont

Killington Resort will replace the Superstar Express with a DOPPELMAYR UNI-G six-person chairlift – the first lift from this manufacturer at the resort. The lift maze will be reconfigured for easier load and will spin clockwise. It will not have a bubble both because of challenges with storage and because Superstar is a relatively quick ride. It is planned to operate it at a speed that maintains the current uphill capacity. The original Superstar lift, a first-generation detachable quad from the Yan Lift Company, was built in 1987, making it one of the oldest detachable lifts in New England. It was retrofitted by POMA in 1997. With a vertical rise of 366 meters, Superstar ranks as the 10th longest aerial lift among Killington’s 17-lift fleet.

Several components from the existing lift – such as the chairs and sheave trains – will be repurposed, particularly all the chairs on the Golden Express at Pico will be replaced, which is a similar model to Superstar. The new lift will follow the same line as the old chair, however all towers will be relocated with the exception of the terminal towers. For example, tower four will be moved about 24 meters uphill and closer to the treeline. The snowmaking pipe location will also be adjusted and a small, new maintenance workshop will be added at the top of Skye Peak.

The total cost of the lift replacement project is estimated at \$12 million.



The cost for the lift replacement in Killington is estimated to be \$12 million. © Killington Resort

Big Sky Resort, Montana

Coming in the winter of 2025-26, a new two-stage gondola will replace the existing Explorer double chairlift in Big Sky Resort, Montana, which has been in use since the resort opened in 1973. The gondola will more than double the uphill capacity, carrying up to 2,850 skiers per hour. It will travel at speeds up to seven meters per second, with a ride time of about 8.8 minutes from the base to the upper Explorer terminal. The cabins are Omega V models, each spacious enough for ten people. They feature floor-to-ceiling glass windows and easy-to-use exterior racks for skis and snowboards. In summer, 19 bike cabins will be added to carry mountain bikes. The new gondola upper terminal will offer a pedestrian-friendly ride up 1,117 vertical meters to the top of Lone Mountain.

Loon Mountain Resort, New Hampshire

Loon Mountain Resort, in partnership with RiverWalk Resort and South Peak Resort, is building a new pulse-movement gondola lift. This lift will connect RiverWalk with the base of Loon’s newly expanded South Peak terrain and the nearby Timbertown Quad chairlift. The gondola will cover nearly 400 meters in total distance, transporting passengers in cabins with floor-to-ceiling windows over the East Branch Pemigewasset River. Designed by DOPPELMAYR, this fixed-grip lift will be the first pulse gondola in New England. Each enclosed cabin carries up to eight passengers.

The cabins are grouped in threes, forming pods. When the pods reach the terminals, the lift slows down to allow for easy loading and unloading. ez



Construction work. © Killington Resort



Explorer Gondola Rendering. © Big Sky Resort



Route of the new gondola. © Loon Mountain Resort



All towers except the terminal towers will be relocated. © Killington Resort



Rendering of the Explorer Gondola bottom terminal. © Big Sky Resort



The cabins are grouped in threes, forming pods. © Loon Mountain Resort



Kyrgyzstan has started the construction the largest ski resort in Central Asia and welcomes international investors to join the project. © Unsplash

CENTRAL ASIA: THE LARGEST YEAR-ROUND SKI RESORT OF THE REGION IS COMING SOON

Kyrgyzstan is set to build the largest year-round ski resort in Central Asia. “Ala-Too Resort” promises 250 kilometers of ski slopes, with over 20 km of cable cars planned in just one of its three resort areas, Jyrgalan. The destination is expected to welcome its first guests next year.

In August this year, a time capsule ceremony was held in Kyrgyzstan’s Issyk-Kul region to mark the start of construction of the ‘Ala-Too Resort’ ski cluster. It will be located across three mountains and feature around 250 kilometers of ski slopes, hotels with 3-, 4-, and 5-star accommodations, modern cable cars, and 4,000 parking spaces. Plans also include an ethnovillage and wellness centers, and other tourist infrastructure. The resort will be situated at an altitude of 2,250 meters. The ski slopes will stretch from 2,250 up to 3,000 meters. Thanks to a combination of natural and artificial snow, the destination will be able to operate for up to seven months in the year. It is expected to welcome up to two million visitors annually and create around 4,600 permanent jobs. President of Kyrgyzstan Sadyr Japarov emphasized that “Ala-Too Resort” is more than just a tourist complex. It is a large-scale project expected to make a significant contribution to the national economy,

showcase the beauty of Kyrgyz nature, and elevate the country’s cultural heritage on the international stage. Once completed, it will be the largest year-round ski resort in Central Asia.

Cable cars will connect three mountains

At the moment, construction of the first phase of the cable car is underway. The project includes two lines with a total length of four kilometers. The first line, stretching 1.75 km, will include twelve towers, two stations, and a garage for storing cabins during adverse weather. The second line, 2.25 km long, will have 14 towers, two stations, and an additional garage. In the future, the peaks of Jyrgalan, Ak-Bulak, and Boz-Uchuk will be connected by a cable car network. Construction of the first line is scheduled to be completed by summer 2026. The cable car will be built by the Austrian company DOPPELMAYR. In August, an official meeting took place between the President of Kyrgyzstan and Michael Doppelmayr, chairman of the board of

DOPPELMAYR/GARAVENTA Group. The parties discussed the progress of joint projects, emphasizing the importance of adhering to construction schedules and maintaining quality standards.

Operational plans

Next year, the first phase of the project is scheduled to open, with the ski area in Jyrgalan set to start operating in November. The resort will be ready to welcome both international visitors and domestic tourists

Kyrgyzstan – the mountain country

94.2 percent of the country lies above 1,000 meters above sea level, and 40.8 percent is above 3,000 meters. The country has three peaks over 7,000 meters and more than 30 mountains over 6,000 meters. The highest mountain in Kyrgyzstan – Victory Peak – reaches 7,439 meters. It is known for its challenging routes, making it one of the most demanding seven-thousanders in the world.



Michael Doppelmayr, chairman of the board of DOPPELMAYR/GARAVENTA Group, and Kyrgyzstan’s President Sadyr Japarov.



Guests at the groundbreaking ceremony for the two combined lifts in the Issyk-Kul region. The completion is scheduled for spring 2026.



The resort will consist of several zones. The first of these, the Jyrgalan resort, is expected to welcome guests in the winter of 2026.

IN INTERVIEW: Jarkynbek Maksutov, CEO of “Ala-Too Resort”

“OUR GOAL IS TO MAKE KYRGYZSTAN THE TOURISM HUB OF CENTRAL ASIA.”

SI: *Mr. Maksutov, how did the idea of building the resort come about?*

Jarkynbek Maksutov: As Kyrgyzstan is a mountainous country, our president, **Sadyr Japarov**, proposed creating a world-class ski resort. To bring this idea to life, he invited European experts to select the right location. A team led by **Pascal de Thiersant**, CEO of Société des Trois Vallées (the company that manages several famous resorts, including Courchevel in France – ed.), spent a year studying our mountains. In the end, they concluded that the most suitable place would be in the Issyk-Kul region. Following assessments and recommendations from DOPPELMAYR and the European consulting firm “Input Team”, the master plan was refined to align the mountain and urban sections with building codes and local traditions.

What does the name “Ala-Too Resort” mean?

At first, the project was called “Kyrgyz Courchevel.” But we decided to change it, because we wanted a name that would be uniquely Kyrgyz. “Ala-Too” is the name of a mountain range in Kyrgyzstan where snow remains all year round. Literally, it translates as “Colorful Mountains” (“ala” means colorful or diverse, and “too” means mountain).

Who will be the target audience for the resort?

We want the resort to be accessible to all kinds of tourists. The project spans three mountain peaks in the Issyk-Kul region: Jyrgalan, Ak-Bulak, and Boz-Uchuk. In essence, these will become three distinct resorts. Construction has already started in Jyrgalan – the largest of the three, designed to welcome everyone. Ak-Bulak will be more for young people and extreme sports enthusiasts: it will also feature a special area town for rock climbing enthusiasts. Boz-Uchuk will be focused on peaceful family vacations. Our

global vision is to make Kyrgyzstan the tourism hub of Central Asia.

What advantages will you have compared to European resorts?

The location of our resort is truly unique. First of all, snow lasts here for almost seven months – from late October until the end of May. Second, the resort is only about 60 kilometers from Lake Issyk-Kul, one of Kyrgyzstan’s most remarkable natural attractions. The swimming season there begins quite early: for example, this year people were already swimming in May. Imagine: in a single day, a visitor can take a swim in the lake, then drive just an hour and be skiing in the mountains. Of course, the lake is also stunning year-round and worth visiting in any season. So, this is not just about skiing – it’s about experiencing nature. And beyond that, we will bring in elements of Kyrgyz identity, so our guests can also discover more about the culture of our country and Central Asia as a whole.

Do you plan to use artificial snow?

Yes, we are currently in talks with companies that specialize in artificial snowmaking. We plan to extend the ski season with artificial snow, so it could start about two weeks earlier and end about two weeks later.

What other services might be of interest to the resort from international companies?

We need consultation in constructing ski slopes that meet international standards. Assistance in organizing avalanche safety will also be essential. In addition, we are negotiating with companies that provide ski pass systems.

When do you plan to complete the entire resort?

In Summer we announced an auction for land plots at the Jyrgalan resort for the construction of hotels, restaurants,

cafes, and other commercial facilities. Out of 49 projects, 14 have already been sold, and construction has already begun. According to the agreements, the winners are required to complete construction and hand over the facilities within two years. The cable car, built by DOPPELMAYR, is scheduled to be completed in May. It will operate in test mode for two months, and if everything goes according to plan, we will be ready to welcome the first tourists in November 2026. The Jyrgalan resort is planned to be fully completed by 2028, and the entire Ala-Too Resort project is expected to be finished by 2032.

Which companies participated in the auction? Will companies from other countries be invited?

Most of the winners of the auction are citizens of the Kyrgyz Republic. But in the near future, at the end of September, we plan to announce the second phase of the auction, inviting participants from other countries. Foreign citizens will be offered land plots on a 49-year lease with the option to extend. All buildings must be constructed according to our project plans, following a unified construction code and style. The republican budget is currently funding roads, electricity, sewage, and drinking water systems, paving the way for further development.

Interview: Ekaterina Zakharova



During certain months, guests can both swim in Lake Issyk-Kul and go skiing in the mountains. © Unsplash



Jarkynbek Maksutov
CEO of “Ala-Too Resort”

DOPPELMAYR IN COLORADO: PRESTIGIOUS MIGHTY ARGO CABLE CAR

D-Line, Direct Drive, and Bike Cab – a flagship project for ropeway manufacturer DOPPELMAYR is currently under construction in Idaho Springs, Colorado (USA). According to founder Mary Jane Loevlie, the Mighty Argo Cable Car is set to turn the old gold mining town into a tourist attraction.

Idaho Springs, 28 miles west of Denver, Colorado (USA), is currently awakening from its long slumber. The small town of 1,700 residents along Interstate I-70 was founded in 1859 during the gold rush. During the last 20 years Idaho Springs has become a vibrant community known for its outdoor recreation and genuine historic Atmosphere. The construction of bike and hiking trails across about 500 hectares in the town at an elevation of 2,294 meters, combined with a gentle tourism boom during the COVID-19 pandemic, inspired local entrepreneur Mary Jane **Loevlie** and her team to transform the “Argo Mill & Tunnel” – already used for tourism since 1970 – into a major attraction. At the heart of the project is a 10-passenger gondola lift by DOPPELMAYR.

City, street & mountains with potential

“The combination of day-trippers from Denver as well as vacationers from Colorado, across the USA, and worldwide holds enormous potential for Idaho Springs and the Mighty Argo Mill,” emphasizes Mary Jane Loevlie in her SI interview. Three million people live in the Denver metropolitan area, 22 million vehicles pass the highway at Idaho Springs each year, and numerous ski resorts in the Rocky Mountains attract visitors. The conditions are excellent – and politics, business, and the local community in Idaho Springs have



The “Miners Point” at the summit is being developed into an experience center. © Mighty Argo Cable Car

recognized this. They are supporting the Mighty Argo Team in their project, which brings together nature and history.

An experience from valley to mountain

The Historic Gold Mill is connected to over 124 miles of mines via the 4.2 mile long Argo Tunnel. It forms together with shops, parking areas, and the gondola lift’s valley station the “Argo Station.” At its core is “Argo Mill & Tunnel” – an iconic heritage site and landmark of Colorado’s gold rush history. Museum tours are already offered here. The “Argo Station” is also a hub for the Greenway Trail and Virginia Canyon Mountain Park, and the Victorian old town is within walking

distance. From the “Argo Station,” the 10-passenger gondola lift “Mighty Argo” takes visitors in ten minutes over 1.5 miles and 1,300 feet of elevation gain up to “Miners Point.” There, guests can enjoy views of historic mining facilities, Clear Creek Valley, and surrounding peaks including Mount Blue Sky and other 14,000-footers. A panoramic restaurant, a playground, and an amphitheater provide space for fun, art, and culinary experiences. “Whether concerts, weddings, or receptions – the mountain becomes an event location,” says Mary Jane Loevlie. In addition, “Miners Point” is the starting point for educational trails on nature and history,



Mary Jane Loevlie
Initiator Mighty Argo Cable Car



The top station has been built, the gondola lift is scheduled to go into operation in spring 26.



The bottom station (r.) will form a single unit with the gold mill (l.).



A panoramic platform is at the center of the mountain infrastructure.

as well as over 28 miles of hiking and biking routes. Infrastructure also include access roads for emergency vehicles, a water treatment plant, and wildfire prevention measures.

First Bike Cabs in the USA

"The 22 golden cabins are real eye-catchers, designed to attract people from the Interstate I-70 into Idaho Springs just like gold nuggets once did," reports Mary Jane Loevlie. The accessible cabins, five of which have glass floors, can hold ten passengers each and will transport up to 600 people per hour and direction. Five cabins are designed as *Bike Cabs* – they carry only bicycles. "Idaho Springs sometimes records 1,000 cyclists per day, and with the gondola these numbers will rise drastically – year-round, since snow doesn't stick here," says Loevlie. The *Bike Cabs* are the first of their kind in the USA. The *D-Line* gondola system is powered by a *Doppelmayr Direct Drive (DDD)* – ensuring quiet, low-vibration operation.

Financing made the difference

D-Line, DDD, Bike Cab: For the manufacturer DOPPELMAYR, the Mighty

Argo Cable Car is a standout reference project located within one hour of seven major year round resort destinations. But why did the company win the tender? "Besides professionalism and quality, it was the consulting and financing that made the difference," explains Mary Jane Loevlie. Specifically, DOPPELMAYR brought the European investment fund Funis on board, which, together with the American investor group GVC and local shareholders, is financing the gondola lift.

Up to 400,000 guests per year

The advantage of Funis fund? The fund has extensive experience in building and operating ropeways, as supervisory board member Eugen Nigsch, also CEO of the ropeway in Koblenz (Germany), explains: "We took a close look at the Mighty Argo project – from the location to the market situation, the catchment area, and the business model. We expect 250,000 guests in the first year and, in the medium term, 350,000 to 400,000. That's why we joined the project."

Mary Jane Loevlie already expects the operation to be profitable by its second year. A total of 71 million dollars is being invested in the project, the site is

also approved for future hotels, houses and mixed use. Mighty Argo will help advance the entire destination.

Know-how provided

Construction of the gondola lift is already well advanced – and initiator Mary Jane Loevlie is correspondingly enthusiastic: "DOPPELMAYR builds so quickly with such quality – it's very impressive." Together with local companies, many challenges have already been overcome, such as finding the ideal top station site or dealing with difficult geological conditions. Funis fund and DOPPELMAYR also provided additional operational expertise for the gondola lift.

Opening spring 2026

"The cable installation is already scheduled for October 2025, with the opening in spring 2026," says a delighted Mary Jane Loevlie. The initiator is confident about finding the necessary staff – with Denver and the regional ski resorts, there is a good labor pool. She is also certain of local community support: "Residents will receive a free ticket. That way, they will become ambassadors for the Mighty Argo Cable Car!" ts

Becorit
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Contact for your Project:

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BECORIT develops, manufactures, and inspects traction sheave linings for rail vehicles. © DOPPELMAYR

BECORIT: FRICTION EXPERTISE WITH RESPONSIBILITY

Without friction, there is no drive. What may sound like a physical paradox is a technical necessity for cable cars. For almost a century, BECORIT has been ensuring that the drive of conveyor towers and cable cars functions safely and efficiently with its traction sheave linings.

Founded in 1926, BECORIT began producing traction sheave linings for mining operations. This was particularly important in the mining region of the Ruhr area in Germany, where BECORIT still produces friction products for various applications today. The traction sheave linings ensure the traction of the conveyor system and the longevity of the cable. They are safety-relevant because slippage in the drive must not occur under any circumstances.

Safe friction products used worldwide

Originally produced for the needs of mining, BECORIT's traction sheave linings became a globally demanded product. In 1946, brake pads for rail vehicles were added. In 2006, BECORIT was acquired by WABTEC, one of the world's largest suppliers to the railway industry. The integration of BECORIT into the WABTEC Group enables the use of an international network of local contacts

and the offering of a wide range of industrial products. Cable car operators who rely on maximum safety also benefit from the international presence from Canada to Australia, as well as the state-of-the-art testing and validation capabilities. BECORIT's friction products can be found in various safety-relevant applications. Whether in cable cars like the Zugspitze cable car, trains, industrial conveyor towers, elevators, or even crane and wind energy systems, BECORIT guarantees a firm hold.

Strengthening local production

In recent years, BECORIT has invested heavily in the German site. Whether it's robots handling friction materials or the implementation of CNC manufacturing, economic production is at the forefront. The recent switch from gas to electric furnaces and the 1,000 kW peak PV system show how serious WABTEC is about achieving climate neutrality.

Individual solutions with perspective

BECORIT looks back on almost 100 years of history and sees itself well-equipped for the future. The increasing demand for sustainable mobility solutions opens up new perspectives in the field of urban cable car systems. BECORIT sees itself as a partner for individual solutions.

**For more information,
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The Zugspitze cable car is one of many projects that BECORIT has worked on.

PARAGUAY, ARGENTINA, AND BRAZIL: A TRINATIONAL CABLE CAR?

Two international companies expressed interest in developing this project and offered their services for the construction of the 25-kilometer-long cable car.

Paraguay, Brazil, and Argentina launch a major integration project at the Triple Border. It includes measures to promote trade flows, new infrastructure initiatives, and logistical innovations. The countries’ representatives reported this during a special session of the Trinational Development Commission (CODETRI), held in Foz do Iguaçu, Brazil, which brought together officials from all three countries and was convened specifically to advance the implementation of integration projects in the region.

The meeting focused on the necessary complementary measures and construction work to prepare for the opening of the integration bridge between cities Franco (Paraguay), and Foz (Brazil). Thousands of large trucks are expected to cross this bridge daily, making appropriate infrastructure and fast customs and immigration services on both sides essential.

Possible project: Cable car

During the meeting, officials also discussed resuming negotiations for a trinational cable car over the Iguazú and Paraná rivers, which would connect Foz do Iguaçu (Brazil), Ciudad del Este and Presidente Franco (Paraguay), and Puerto Iguazú (Argentina). Two international companies expressed interest in developing this project and



The governments of Paraguay, Argentina, and Brazil are discussing a cable car connecting the three countries. © Pexels

offered their services for the construction of the 25-kilometer-long cable car. One of the companies cited the cable car in La Paz, Bolivia, as an example, noting that it features state-of-the-art technology.

Project long on the table

Efforts to bring the project to life have been underway since at least 2018, yet

progress has been stalled, hindered by bureaucratic obstacles and the coronavirus pandemic. Leaders from the three countries recognize the border’s potential and have called the cable car a dream. The project is expected to develop the region strategically and strengthen ties between the three nations. But to make the cable car a reality, the three governments will need to work together to set up customs and immigration services.

If realized, the cable car would offer not only convenience for local residents but also an attraction for tourists: a panoramic view of the Three Borders landmark – where Paraguay, Argentina, and Brazil meet – along with sweeping vistas of the Iguazú and Paraná rivers.

In addition, the cable car would help increase tourism in Paraguay, as the Iguazú Falls – located just 20 kilometers from the border between the Brazilian and Argentine national parks–receive over one million visitors each year, only a very small percentage of whom cross into Paraguay.

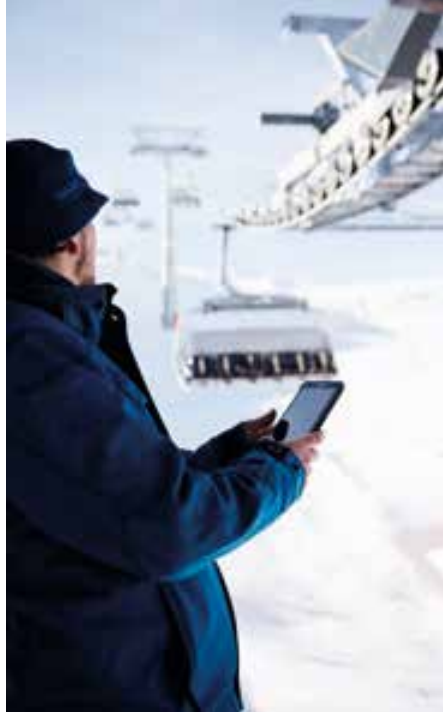
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Cities between which it is proposed to build a cable car. © OpenStreetMap-Mitwirkende (ODbL), Graphic: CC-BY-SA



The cable car is expected to strengthen the strategic ties between the countries. © OpenStreetMap-Mitwirkende (ODbL), Graphic: CC-BY-SA



Whether chairlifts (like at Ski Santa Fe) or gondolas (like the Sandia Peak Tramway) – with SAMBESI, maintenance is a success. © REMEC

REMEC: SAMBESI EXPANDS INTO NORTH AMERICA

SAMBESI – the maintenance software for ropeways and ski resorts – is continuing to gain traction in the United States. Ski Santa Fe and the Sandia Peak Tramway are now also using the tool by Swiss company REMEC to digitally manage their mountain infrastructure maintenance.

Most ski resorts in North America still rely on generic maintenance tools – or even paper. Yet, industry-specific software designed for the industry itself would be the most efficient and effective solution to manage and document infrastructure maintenance. Ski Santa Fe and the Sandia Peak Tramway – both located in New Mexico, USA – have already recognized this and rely on *SAMBESI*, the market leader from Switzerland.

SAMBESI in a nutshell

With the tool from REMEC, ski resorts can manage maintenance and operate their facilities. *SAMBESI* provides seamless proof of due diligence, is accessible anytime and anywhere on mobile devices (smartphone, tablet, desktop), and thanks to its modular system, can be used flexibly and in many ways. In addition, *SAMBESI* serves as a smart digital knowledge platform that secures know-how even when staff turnover occurs. “We are ropeway experts ourselves, we have data from all manufacturers – even those that no longer exist – and we can provide competent advice and training at any time,” emphasizes Johannes **Stadler**, CEO of REMEC.

Training in Santa Fe

A current example is Ski Santa Fe in New Mexico. With the construction of a new 4-seater chairlift by LEITNER-POMA, the operator decided on *SAMBESI*. The maintenance software is now in use for five ropeways and one conveyor lift. “*SAMBESI* has transformed our maintenance program and daily operator checks. We no longer miss maintenance items through lack of oversight, we are more efficient, more exacting. And maybe the best part is that we no longer have to sift through mounds of paper to find a maintenance record,” reports Ben **Abruzzo**, Vice President and General Manager of Ski Santa Fe.

Personal training and data integration

When switching to *SAMBESI*, the ski resort benefited from personal training by REMEC expert Thomas **Oppeneiger** directly on-site, as well as from the smooth migration, implementation, and integration of data by REMEC’s project managers within just a few days – including data verification.

“We don’t just do mindless copy and paste. We think critically and question the existing data. Thanks to our ropeway know-how, we understand the connections. We also use our extensive archive

of all manufacturers, types, and model years of ropeways to create templates,” says Oppeneiger.

Modular structure

SAMBESI is built modularly, so it can be tailored individually to each operation, and every team only works with the tools they really need. In the case of Ski Santa Fe, these are dashboard, maintenance, events, and operating log.

Dashboard: everything at a glance

The central dashboard gives users a comprehensive overview of all relevant key figures and operational states of the facilities – in real time, clear and structured. This enables technical managers to make well-informed decisions based on current data.

Organize and document maintenance

Maintaining modern facilities requires structure, transparency, and maximum reliability. With *SAMBESI*’s integrated workflow, ski resorts organize, manage, and document all maintenance processes centrally and reliably. This way, the maintenance team always has an overview of the condition of their facilities and ensures smooth operation – simple, efficient, and professional.

Ben Abruzzo
General Manager Ski Santa Fe
"I recommend SAMBESI to every ski resort and ropeway operator. When used to its full potential, the software leads to better maintenance, less downtime, more consistent servicing, and greater efficiency for staff and management."

Record and analyze events
Systematically recording incidents, malfunctions, and breakdowns is the first step toward greater safety, stability, and efficiency. With SAMBESI, ropeway operators document incidents right where they happen – and derive targeted measures from them. This way, they turn experience into knowledge and optimization potential.

Document daily operations
The digital operating log makes ropeway operators' daily work easier. All information about daily operations is recorded in a structured way and can be evaluated efficiently. Key figures and statistics are automatically calculated and clearly presented in reports. Thanks to structured information and evaluation options, insights quickly become visible.

Manage spare parts efficiently
Another area of application is structured spare parts management for predictive maintenance, as demonstrated by the Sandia Peak Tramway. With SAMBESI, tramway staff centrally manage inventory, record material use directly in the work process, and ensure seamless traceability of all spare parts used.

Staff appreciate the tablet system
Speaking of Sandia Peak Tramway: besides spare parts management, dashboard, maintenance, events, and operating log are also in use here. "We fully integrated our work order system into SAMBESI in March 2024. Since then, I have been able to create and send new work orders and unscheduled jobs to the technicians seamlessly, as well as receiving information from operators to manage issues that might arise during operation hours," says Henry Haggerty, Maintenance Manager of the Sandia Peak Tram. "Our team was very quick to accept and utilize the tablet system, which has been paramount in the success of the upgrade."

Henry Haggerty
Maintenance Manager Sandia Peak Tramway
"I am very satisfied with the switch to SAMBESI, as having access to all documentation in one place has greatly simplified data collection and storage. Finding previous work histories and annual inspection reports has become much easier."

More than just ropeways
SAMBESI grows with its tasks – and can be used for all types of mountain infrastructure, from snowmaking to bike parks to playgrounds. Ski Santa Fe is already considering this, as Ben Abruzzo emphasizes: "I could imagine extending SAMBESI to snow grooming vehicles and snowmaking as well." ts



Learn more: remec.ch/en/products/sambesi



SAMBESI: ONE SOLUTION FOR ALL YOUR NEEDS

- Everything at a glance with the dashboard
- Organize and document maintenance
- Recording and analyzing events
- Relevant information on the operating day documented
- Identify and minimize risks
- Maintenance via card (GIS-Data)
- Manage slope and rescue service
- Manage contracts centrally
- Infrastructure clearly presented
- Manage spare parts efficiently
- Photos, instructions and documentation always to hand
- Summarize and share information



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15 NEW PISTENBULLY 600: FOR CATEDRAL ALTA PATAGONIA

Some successes are more than numbers – they tell a story. Such is the case with the latest order in Argentina: Together with its long-standing representative PistenBully Argentina, KÄSSBOHRER has secured the largest contract in the Southern Hemisphere.



Fifteen brand-new *PistenBully 600 Polar* will go to the renowned ski resort Catedral Alta Patagonia. What makes this success so remarkable? It's not only the number of vehicles – it's the journey that led there.

Relationship make the difference

The decision in favor of KÄSSBOHRER was more than just a choice for modern technology or competitive pricing. What truly matters are the outstanding quality and durability of the *PistenBully* – and above all, the close, trusting relationship built over many years.

For more than 45 years, Raul Pérez has been on the road as a service technician and *PistenBully* expert in Argentina. Known and appreciated in all ski areas, he always has a listening ear

and finds a solution to every problem. His passion for *PistenBully* has successfully inspired the next generations: alongside his son Nicolás, his grandson Joaquin has also joined the team – a very special dream team!

Rolando Trappa, President of Catedral Alta Patagonia, emphasized in his decision for *PistenBully*: "What made the difference was the passion they bring to their work. For many years, the collaboration between Catedral, the Pérez Hardt family, and KÄSSBOHRER has been excellent. If you ask around in the ski resorts about the Pérez family, you hear nothing but recognition and great praise for their dedication. I particularly value this three-generation family project, which they carry out with so much heart and commitment."

Tough negotiations, many conversations – and enthusiasm in the end

The road to the contract was an intensive one, recalls Nico Perez Hardt, responsible for sales in Argentina. Several meetings in Bariloche, an important discussion with Harry Häge – the central contact from Laupheim – countless e-mails, and finally a decisive meeting in Buenos Aires paved the way step by step. Initially, the offer was for ten vehicles – in the end, it became fifteen. The in-depth discussions required patience and perseverance on both sides. The attractive "Care-free" package of accessories, spare parts, and *ProAcademy* training proved irresistible to the ski resort. Combined with the trade-in of some older vehicles, the offer completely convinced the customer.



Three generations at work for PistenBully: Nico Pérez Hardt, Joaquin Pérez Hardt and Raul Pérez (from left to right).



With his extensive experience and high standards, Philou Gilliot has consistently overseen the installation of the vehicles.



A good team with Nico Pérez Hardt (right): For 23 years, Harry Häge (left) has been responsible for PistenBully in South America.

Fifteen PistenBully 600 Polar snow groomer – painted green at the customer's request – await delivery to their destination. © KÄSSBOHRER, PistenBully Argentina

Passion doesn't stop at the sale

With the contract signed, the next stage began: transport to Argentina, assembly in Bariloche, and on-time delivery to the ski resorts Catedral and Chapelco. A team from Laupheim traveled to Argentina and, together with the Catedral crew, assembled, programmed, and customized the machines within just two weeks, also mounting attachments such as front snow blowers and track setters. The proven interaction between service and customer proximity once again showed its strength. Another key factor at Catedral is that with Philou **Gilliot** as lead driver, an exceptionally experienced professional takes charge of the fleet. He always gets the very best out of the *PistenBully* – invaluable, especially in a year like this, where snow scarcity makes careful operation particularly critical.

Building a foundation for the future

This success is no coincidence – it is the result of long-term work. The founding of Andes S.A.S. last year now enables KÄSSBOHRER to deliver spare parts more quickly, keep machines available, and, thanks to direct import options, spare customers bureaucratic hurdles – an important cornerstone for the future. In addition to the 15 *PistenBully* for Catedral, another three *PistenBully 100* and three *PistenBully 600* were delivered to various ski resorts. Furthermore, six refurbished used vehicles found new homes in Argentina. Step by step, KÄSSBOHRER'S presence in Argentina continues to grow.



CATEDRAL ALTA PATAGONIA S.A.

Catedral Alta Patagonia S.A. operates the largest ski resort in Argentina and South America, located on Cerro Catedral, about 20 kilometers west of San Carlos de Bariloche. The name derives from the striking rock formations resembling cathedral spires. The ski resort offers:

- 120 km of groomed slopes and a terrain of around 600 hectares
- More than 30 modern lift facilities
- A wide variety of options for skiers, snowboarders, freestylers, and off-piste adventurers
- Comprehensive services such as ski schools, rental stations, gastronomy, and slope-side hotels.

Beyond winter sports, Catedral Alta Patagonia has established itself as a year-round destination. In summer, visitors enjoy hiking, climbing, kayaking, and mountain biking. The company is thus a central economic driver for the Bariloche region and plays a key role in Argentine tourism.

PISTENBULLY ARGENTINA

PistenBully Argentina represents the world's leading brand for snow groomers. With expertise, technical know-how, and passion for winter sports, the team has supported ski resorts in the Andes for over 45 years, ensuring perfectly prepared slopes – from family runs to professional competition venues. The dedicated core team includes:

- Raul Perez, experienced specialist in technology, service, and customer care
- Nicolás Perez Hardt, responsible for sales and on-site training
- Joaquin Perez Hardt, expert in maintenance and spare parts
- Since this season, two additional mechanics and one assistant strengthen the team.

Together, these three generations guarantee reliable service, close customer relations, and contribute with their enthusiasm to making PistenBully synonymous with quality and innovation in Argentina and beyond.



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PISTENBULLY 600 E+:

EFFICIENCY AND DRIVING COMFORT

The PistenBully 600 E+ is still regarded as the benchmark for sustainable snow grooming. This makes it an indispensable tool for ski resorts of the future. This has been recognized in Sölden (A).

With its unique concept of a powerful diesel-electric drive, *PistenBully 600 E+* combines efficiency with sustainability, user-friendliness with outstanding performance and the lowest emissions with even less engine noise. This makes the snow groomer from KÄSSBOHRER an indispensable tool for ski resorts of the future. This has been recognized in Sölden, Austria.

The best of two systems: the diesel-electric drive

The electric drive is not only extremely efficient but also guarantees consistently high torque. The power is instantaneous and can be called up at any time, even at low engine speeds. The torque on the mountain (pushing ability) is therefore impressively noticeable. This diesel-electric version with the clean Cummins engine including diesel particulate filter also guarantees a further 20 percent reduction in CO₂ emissions. With its customary maneuverability and outstanding traction, it is predestined for a wide range of snow conditions and tasks. Versatile in use, the *PistenBully 600 E+* also ensures even and perfect slope preparation on steep slopes as well as on flat sections.

Positive balance for the environment

This has also been recognized in Sölden, where a *PistenBully 600 E+* was added to the fleet years ago. "This vehicle perfectly complements our fleet of 600 and 800

The PistenBully 600 E+ cuts a fine figure everywhere. © KÄSSBOHRER



models - because it's the mix that makes the difference! We now had the opportunity to accompany a new demo vehicle throughout the winter," reports Emanuel **Gufler**, Head of Workshop and Fleet at Bergbahnen Sölden. Numerous adjustments and optimizations were tested here - among other things, to ensure the usual durability of *PistenBully* in this model too. "Thanks to the hybrid drive, the PistenBully 600 E+ feels really good to drive. It is quieter, uses less hydraulic oil and is simply more environmentally friendly. The reduced fuel consumption - and with HVO to boot - and the resulting minimised emissions not only mean savings, but also a very positive balance for the environment."

Environmentally friendly solution

The *PistenBully 600 E+* also leaves nothing to be desired in terms of comfort and operation. The driver benefits from the innovative operating concept and an extremely quiet cab, which makes even hours of work pleasant and focused.

Powerful and robust

"When I found out that I had to test the PistenBully 600 E+, I was sceptical at first," says Anton **Plörer**, a long-time driver in Sölden. I've been driving PistenBully for 22 years and my heart has always beaten red. With the PistenBully 600 E+, I immediately started pushing out

snow depots and just thought 'Amazing how it pushes!' The enormous torque of the electric motors - you notice how impressive it is when pushing!" The vehicle was also put through its paces when pushing apart avalanche debris and snow farming - and proved its worth. He quickly became friends with the green vehicle. "What particularly impressed me was the immediate braking effect. The PistenBully 600 E+ is unbeatable, especially when placing up snow cannons, because the vehicle stops where I want it to - and doesn't move back a millimeter." Anton has driven pretty much all *PistenBully* models in his many years in this legendary ski resort. "I never thought I'd say this - but I have to admit that I would prefer to only drive the PistenBully 600 E+ if I could choose!"



Emanuel Gufler,
Head of Workshop and Vehicle Fleet Sölden:
"We rely on a well-mixed fleet - including a green PistenBully 600 E+."



Anton Plörer,
Driver in Sölden
"I've favoured red all my life - but from now on I'll be going for green!"

CLEAN INFRASTRUCTURE WITH IBS SCHERER: CLEAN EFFICIENTLY, SAFELY & ECOLOGICALLY

Free of hazard labels, biological and effective: with IBS Scherer's industry solutions, ski resorts clean cable car parts, cabins, chairs and snow groomers cost-effectively & in an environmentally friendly way. A prime example is Kitzbühel, where IBS products ensure greater workplace safety.

The Austrian state of Salzburg has some of the strictest water protection laws for ski resorts in the world. And IBS Scherer's industry solutions meet exactly these standards. Whether it's parts cleaning systems, cleaners for cable cars and snow groomers, or maintenance sprays: with IBS, ski resorts clean and maintain their infrastructure efficiently, ecologically, safely and in compliance with workplace safety regulations. The example of Kitzbühel, Austria, shows what this looks like in practice.

Cleaning cable car parts

At the base station of the 6-seater chairlift "Brunelle," an IBS parts cleaning system is installed. There, technicians clean clamps, bolts and other components energy-efficiently using the manual brush-wash method with cold cleaner. The cleaner is collected in a drum and disposed of by IBS. IBS also services the parts cleaning system once a year – a true all-inclusive package.

Cleaning cabins and chairs

The bubbles of the "Brunelle" chairlift and the cabins of the "Hornbahn" can also be cleaned sustainably and cost-effectively with the IBS special cleaner *WAS 30.200*. Its gloss and water-repellent effect makes the vehicles look like new. Stickers can even be easily removed with *Tornado spray*. For floors, cable car operators use the phosphate- and phosphonate-free IBS special cleaner



Christian Teufl inspects the parts cleaning system of the 6-seater Brunelle chairlift in Kitzbühel. The IBS expert provides advice and conducts inspections for ski resorts on cleaning and safety.

WAS 40.200 with anti-slip effect and ESD certification. This eliminates the risk of slipping for employees and guests. Both products also comply with the guidelines of the Salzburg state government.

Cleaning snow groomers

Speaking of safety: IBS synthetic products are free from hazard labeling, making work in workshops and on cable cars easier and safer. And a few cleaners cover many applications. The best examples are IBS special cleaners *WAS*

50.100 and *WAS 50.900*. They clean almost all areas and surfaces in workshops intensively, gently and streak-free – whether applied by spraying, wiping or brushing. For high-pressure cleaning, IBS offers pre-spray, workshop and vehicle cleaners (for interiors and exteriors). This gets snow groomers clean again quickly.

Cleaning winches – lubricating chains

Snow groomer winches often have stubborn oil and grease residues. These can be quickly and effectively removed with *IBS Tornado spray* – as demonstrated in Kitzbühel. The safety cleaner also completely replaces conventional brake cleaners.

Lubricating, loosening, corrosion protection – these tasks are handled by *IBS Multifix*. This multifunctional oil is officially listed by NATO as a maintenance spray, making it highly effective and versatile for ski resorts.

For chains and cables, IBS offers *VivaLub*, a fully synthetic, silicone-free high-performance spray that ensures long-lasting lubrication even under extreme conditions.

Finally, *PTFE spray* reduces wear on machines and components. This multipurpose oil is ideal for chains, sprockets and gears. Like all IBS products, *PTFE spray* provides full corrosion protection – for the best on the mountain: in Kitzbühel, in the Alps and worldwide! ts



IBS: Efficient even beyond high pressure.



IBS: Clinging foam with minimal water.



IBS: The product range in Kitzbühel.



The Stoosbahn in the heart of Switzerland, built by GARAVENTA, is just one of many ropeways worldwide that rely on MOTOREX hydraulic fluids for smooth and reliable operation. © GARAVENTA

MOTOREX: HYDRAULIC FLUIDS FOR SAFE OPERATIONS WORLDWIDE

For more than two decades, GARAVENTA – a leading company in ropeway construction – has relied on MOTOREX high-performance hydraulic fluids. They ensure maximum operational safety – whether in snow, ice, heat, or humidity. An overview of the products and projects.

While passengers enjoy the view, the technical components of GARAVENTA's ropeway systems perform their tasks with precision and reliability. One of the most safety-critical functions is the brake hydraulics. In an emergency, they must respond instantly and flawlessly. Under extreme weather conditions in particular, the demands increase significantly. In conventional hydraulic systems, the focus is on driving force and power transmission, whereas in ropeways it is on controlled stopping. This requires a hydraulic fluid that reacts immediately and with absolute reliability.

Hydraulic oils for emergency and special cases

With *ALPINE COREX POLAR S 370* and *ALPINE COREX POLAR S 320*, MOTOREX has developed two hydraulic oils that operate reliably across a wide temperature range. These formulations are the result of decades of practical experience and ensure consistent

performance even under the highest demands. The *S 320* variant remains fully operational at minus 40 degrees with just 600 mm²/s – well below the pour point of conventional oils. This makes it suitable for other safety-critical applications as well, for example in rescue equipment. Excellent material compatibility ensures that seals remain flexible and continue to perform their function over the long

term. *ALPINE COREX POLAR* is finely filterable, remains homogeneous and stable – ideal for long-term use.

Reliable partnership from the very start

The Swiss ropeway specialist GARAVENTA has relied on MOTOREX for over twenty years. With the trend toward steeper, larger, and more powerful systems, the demands on hydraulic oils have also



The Ha Long Queen Cable Car runs without interruption thanks to MOTOREX hydraulic oils, proven through decades of experience. © GARAVENTA



increased. Today, every new GARAVENTA installation uses either *ALPINE COREX POLAR S 370* or *ALPINE COREX POLAR S 320*, depending on the technical design. Even during the initial setup, GARAVENTA fills the safety-critical systems with these proven products. One of the most critical components is the safety brake system, which must activate in milliseconds in an emergency – precisely and reliably. External influences such as temperature fluctuations or humidity cause hydraulic fluids to age over time. To ensure long-term operational safety, GARAVENTA's specialists replace the fluids every six to fifteen years, depending on the location and level of use. MOTOREX supports the entire lifecycle with regular oil analyses. This close collaboration ensures smooth coordination – from condition checks to professional refilling.

GARAVENTA & DOPPELMAYR:

Global leaders in ropeway construction

GARAVENTA AG, based in Goldau, Switzerland, has been a pioneer in ropeway system construction for decades. Whether aerial tramways, funiculars, or gondola lifts – the company



In Big Sky, Montana (USA), where icy conditions can drop to minus 30°C, MOTOREX products keep the ropeway performing flawlessly, with hydraulic fluids regularly replaced to ensure long-term safety. © GARAVENTA

stands for technical excellence and innovation. Since 2002, GARAVENTA has been part of the Austrian DOPPELMAYR Group. With over 15,400 completed installations in 96 countries, the group is the world market leader in ropeway construction, offering the highest quality and tailored solutions.

Deployment locations with diverse challenges – from Stoos to Vietnam

In Hong Kong, the historic Peak Tram has been operating since 1888 to Victoria Peak – the city's highest point – in high humidity. Every year, more than six million visitors enjoy the ride with spectacular views of the skyline and harbor. In Ha Long Bay, Vietnam, one of the world's longest three-rope cableways

stretches over the sea, where tropical climate, salt spray, and enormous spans present unique engineering challenges.

In Big Sky, Montana (USA), icy conditions prevail, with temperatures as low as minus 30 degrees not uncommon. In Switzerland, GARAVENTA has built iconic projects such as the Schilthorn aerial tramway and the world's steepest funicular on Stoos. Whether icy cold or humid and hot, steep or long, *MOTOREX ALPINE COREX POLAR* hydraulic fluids provide reliable performance worldwide.

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ALPINE INNOVATIONS FOR THE WORLD: SMART SOLUTIONS FOR SKI RESORTS

New standards for noise reduction, innovations in autonomous ropeways, drones for snowmaking, and much more – this year, companies from the Alpine region showcased different technological highlights that could shape the future of ski resorts worldwide. Here are some notable projects.

Autonomous ropeway operation

Whether for gondolas, chairlifts, or aerial tramways – DOPPELMAYR's autonomous operation system *AURO* is steadily gaining ground in the industry. *AURO* ropeways operate without station attendants, with cameras and sensors ensuring smooth processes and continuous monitoring, especially during boarding and disembarking. The *AURO* system autonomously identifies irregular operating situations and either shuts down or slows the installation automatically.

In case of a malfunction, the system is supervised by an operator in the Ropeway Operation Center, who can intervene when needed. This synergy between human expertise and advanced technology enables rapid responses to shutdowns and ensures high availability of the ropeway.

New standard for monocable ropeways

The South Tyrolean ropeway manufacturer LEITNER presented in May 2025 *ROPERA*® – the new standard for monocable ropeways. *ROPERA*® combines proven components, such as the *LEITNER DirectDrive* gearless drive technology, with new developments that help offer customers an optimized product in terms of cost-efficiency and resource conservation. The noise sources are



The *AURO* system monitors the process, especially during boarding and disembarking.

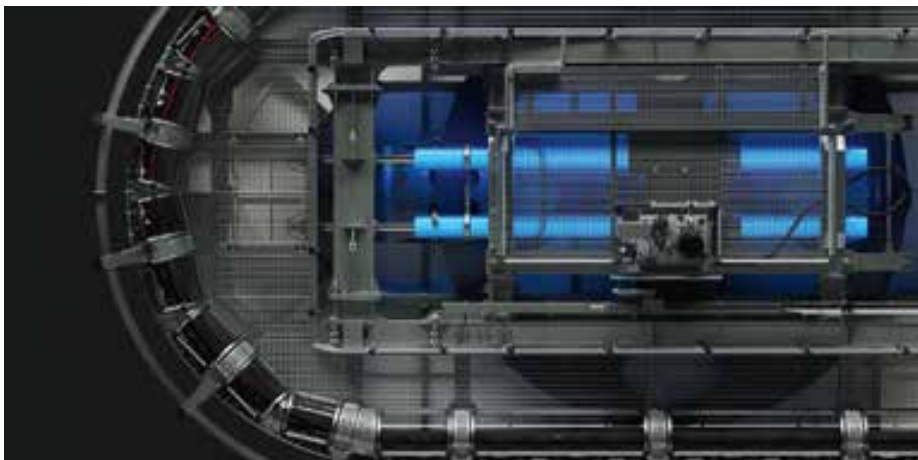
© DOPPELMAYR

optimized throughout the entire system. This includes the use of sound-insulating and decoupling elements near the horizontal and vertical rope deflections, fewer rollers for horizontal rope deflection in the return station, and a larger sheave to reduce vibrations and ensure smoother operation.

In addition, the tensioning carriage is mounted with acoustic decoupling, further minimizing noise. The new standard also includes innovations that make daily operation easier for customers. These offer folding platforms, two-level working platforms, a spacious platform in the front station area, transparent plastic covers for the tyre conveyors and improved accessibility to all station components.

Snowmaking with drones

The Swiss lance specialist BÄCHLER tested an innovation that redefines the aerial transport of snow lances. Heavy-duty drones are intended to reduce snowmaking costs and make the process more sustainable. The company has successfully completed test flights with loads of up to 40 kilograms. Due to the current limited payload capacity, only parts of a snow lance were lifted. The advantages of such a system are significantly lower costs, no terrain damage, reduced environmental impact, and sustainable operation thanks to



ROPERA® promises benefits for both passengers and operating personnel. © LEITNER



Heavy-duty drones are intended to reduce snowmaking costs. © BÄCHLER

electric motors. And 40 kilograms is far from the limit – BÄCHLER expects that regulatory hurdles will be cleared to allow flights with drones carrying up to 100 kilograms.

AI-powered rope monitoring

TEUFELBERGER-REDAELLI introduced the “Alliance for Intelligent Rope Monitoring” (AIM) this year, a collaboration with AI specialists Raidyn and rope monitoring experts AMC Instruments. The three companies developed a web-based, real-time monitoring tool for ropeways, combining MRT technology with AI-driven visual defect detection. AI detects pitch, diameter, wire breaks, and corrosion, while AMC Instruments provides the carrier medium to examine the rope’s interior.

Real-time rope monitoring

This trend is also confirmed by rope manufacturer FATZER, whose Smart Service combines hardware and software to help ropeway operators plan maintenance and identify potential issues. At the core is *TRUcockpit*, a digital rope twin developed by TRUcompany, a joint venture of FATZER and GRÜNENFELDER & PARTNER.

TRUcockpit centralizes all documentation, maintenance records, and rope inspection reports, allowing operators to access rope history and splice information. Using *TRUscan* (magnet-inductive testing), operators can monitor rope condition independently of official inspection intervals, detecting anomalies early.

Rubber tracks for large snow groomers

The snow-poor winter has shown that snow groomers increasingly operate on thin snow or even grass, risking damage



© SISAG

SisLink delivers guest information directly into the cabins – with minimal infrastructure.

to both terrain and machines. To address this, HANS HALL introduced rubber tracks, which were tested this season in their largest version yet, with a working width of 4.2 meters. The long-term tests proved that rubber tracks prevent damage caused by traditional aluminum or steel tracks, which can tear thin snow layers and leave brown spots or holes. Rubber tracks press the snow rather than throw it, allowing snow-free areas to be traversed without harming the ground or spreading dirt. While rubber tracks have long been used on smaller machines, the *Fishbone Alpine Grabber* is now available with a 1,600 millimeter track width, making it suitable for large snow groomers such as the PRINOTH Leitwolf or the PistenBully 600 and 800 from KÄSSBOHRER.

Guest communication tool

SisLink, a tool that simplifies passenger communication along ropeway line, was presented by SISAG. Using the low-energy LoRa standard, it automatically broadcasts pre-recorded multilingual messages directly into cabins in case of disruptions – triggered by the ropeway control system. The LITE version operates on a small battery without the need for solar panels, while the PRO

version adds WiFi/GMS and multiple audio/video interfaces, enabling advanced features such as targeted in-cabin advertising.

Cost-efficient reservoir circulation

DEMACLENKO, in collaboration with OLOID Engineering GmbH, has introduced a new solution for circulating and aerating water reservoirs used in snowmaking. The OLOID technology provides water mixing while consuming less energy and requiring little installation effort. The device is mounted on a floating platform, placed directly on the water surface, and automatically adapts to changing water levels, making it suitable for both new and existing reservoirs.

At the core of the system is a mixer that generates flow and wave movements reaching down to the bottom of the reservoir. This ensures circulation and prevents the natural stratification of water layers, which typically complicates reservoir management. In winter, the technology helps keep the water surface ice-free, while in summer it effectively suppresses algae growth and improves water quality. The OLOID system eliminates the need for compressed-air piping and compressors, thereby lowering investment requirements and minimizing maintenance. By supporting stable water conditions throughout the year, the system not only enhances snowmaking efficiency but also extends the long-term sustainability of reservoir operations.

ez



© HANS HALL

Rubber tracks prevent damage caused by traditional aluminum or steel tracks.



© DEMACLENKO

OLOID technology helps to circulate and aerate snowmaking water reservoirs.

To stay up to date with innovations in the cable car, ski resort, and mountain tourism sector, subscribe to our English-language newsletters.





The top station is a glass structure on the side facing Canazei, while the rest of the station, as well as the cabin parking area, are underground to minimise environmental impact. © DOPPELMAYR

ITALY: THE MOST MODERN 3S SYSTEM

What is set to be Italy's most modern and impressive ropeway will be ready in December 2025. The tri-cable gondola lift with 30-person cabins is already at an advanced stage of construction and will replace the historic aerial tramway from Campitello to Col Rodella in Val di Fassa (TN).

DOPPELMAYR builds currently the most modern 3S system in Italy on Col Rodella. The investment, carried out by SITC, aims to offer a more efficient and sustainable transport system capable of eliminating the long queues of skiers that until now accumulated at the ropeway stations.

The previous hourly capacity of approximately 1,000 passengers per hour was insufficient for both ascents and descents. On its 40th anniversary, the ropeway would have required major overhaul and modernisation work, which would not have improved performance and comfort. Thus, the decision was made for a completely new installation.

Technical specifications

The solution chosen was a tri-cable gondola lift with 22 cabins carrying 30 passengers each. The characteristics of this ropeway system are its two fixed track ropes per route and a circulating haul rope travelling at a speed of 8.0 m/s. In the stations, the vehicles are detached from the haul rope allowing for a slow speed and therefore comfortable access for the passengers. The tri-cable system combines the advantages of the aerial tramway, such as the previous installation at Col Rodella, with the high transport capacity of the continuous movement aerial ropeway. Therefore, it can span large distances between towers

and reaches approximately 2,177 passengers per hour in the initial phase, expandable to 2,812 passengers per hour in the future.

A feature-rich installation

The installation has several unique features. For example, it is equipped with a fully automated cabin wash system and an automated lubrication system on the rope saddles of the towers. Particular attention has also been paid to environmental aspects, with heat recovery from the motors for heating the stations, total acoustic insulation of the motors in the drive station and vibration suppression on the towers.



The bottom station is now under construction.

DANIELE DEZULIAN

President of S.I.T.C. S.p.A.

"We are very proud to present this important project to the public, which replaces what was an equally significant engineering project for Campitello, Val di Fassa and the 'Sellaronda' ski area in 1985. The new 3S ropeway is the largest lift project undertaken by the company to date. As we did forty years ago, we want to bring innovation, comfort and a new quality of transport to our guests, with a ropeway that is of great importance during the winter season but equally so during the summer season, as it provides connections to a dense network of other ropeway installations and summer hiking trails. The increased capacity and speed of transport, combined with new, more comfortable and panoramic vehicles, will certainly be a major tourist attraction for admiring the beauty of the Dolomites and the Val di Fassa area."



The bottom station will include the ski school office, a storage area, a ski rental shop, and the ticket office. © DOPPELMAYR

Comfort and safety

Furthermore, there are many solutions for comfort on board: the seats are heated by alternators located on the rollers of the bogies and supercapacitors that keep the energy supply active even when the cabins are moving in the stations; the cabins are lighted, equipped with information monitors, intercom communication with the operating team in the stations and electrically operated doors.

Large real glass windows offer extraordinary panoramic views of the surrounding Dolomites. Some cabins are equipped to carry hang gliders, thanks to an innovative transport solution, while the internal layout of the benches can be varied as required to facilitate the transport of bicycles, paragliders and other sports equipment.

The entire system has been designed with an "integrated rescue" philosophy in mind, with redundancy and protection solutions that allow the vehicles to be returned to the station.

The new stations

The top station is located further back than the old ropeway station, to allow easier access to the ski slopes without having to walk along a horizontal stretch. The old station is being replaced by a glass structure on the side facing Canazei, while the rest of the station, as well as the cabin parking area, are underground to minimise environmental impact. The bottom station, which is being built behind the existing car park, also houses the ski school office, a storage area, a ski rental shop and the ticket office.

TECHNICAL SPECIFICATIONS:

30-TGD Campitello-Col Rodella

Client:	SITC Canazei
Location:	Canazei, TN (ITA)
Drive station/vehicle parking:	top station
Tensioning station:	bottom station
Inclined length:	2,571 m
Vertical rise:	980 m
Average gradient:	41.50 %
Maximum gradient:	71.30 %
Capacity of each vehicle:	30 passengers
Maximum final capacity:	2,812 p/h
Maximum operating speed:	8.0 m/s
Total number of vehicles:	22
Maximum motor power:	1,115 kW
Diameter of load-bearing ropes:	62 mm
Diameter of haul rope:	52 mm

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FRENCH SKI RESORTS: RECORD INVESTMENT – BUT FOR WHAT?

In 2024, French ski resorts invested a total of 568 million euros. That amounts to 34 percent of their net revenue. Where did this record sum go – and is there a trend emerging?

French ski resorts invested a total of 568 million euros in 2024 – a figure determined by the annual survey of the magazine *Montagne Leaders* in collaboration with Atout France and Domaines Skiabiles de France. This amount slightly exceeds the previous year's investment of 546 million euros.

With these investments, operators reinvested 34 percent of their net revenue – an exceptionally high figure, nine percentage points above the average of the past ten years. For Anne **Marty**, president of Domaines Skiabiles de France, this is a clear signal: "Which other tourism sector reinvests a third of its revenue? This decision is well thought out and also based on Climsnow® studies, which simulate snow conditions up to 2050 and 2080, providing valuable foundations for strategic decisions".

Where is the money going?

The investments vary greatly by region: 279.4 million euros went to Savoie, 115.2 million to Haute-Savoie, 88 million to Isère, 44 million to the Southern Alps, 37.8 million to the Pyrenees, 1.9 million to the Vosges, and 1.3 million each to the Jura and the Massif Central. This distribution also reflects the particular challenges of winter 2023/24, which was especially difficult for mid-altitude areas.



The TransArc gondola in Les Arcs was completely redesigned. © POMA



© Pyrene Duffau

At the end of 2024, the new 3S gondola lift "Jandri" entered operation in the Les 2 Alpes.

What is being invested in?

A large part of the investments is going into the construction and modernization of cable cars and lifts. This includes the completion of the new Jandri gondola in Les 2 Alpes, the comprehensive redesign of the TransArc lift in Les Arcs, as well as the Valléen and Alpin gondolas in Saint-Gervais.

In addition, 71 million euros were invested in new buildings to improve guest services. It is notable, however, that the number of new cable car installations has declined significantly: in 2016, there were 39 new installations, whereas in 2024, there are only 22.

Beginner business booming

A record number was reached, however, with beginner conveyor lifts: a total of 36 new installations were built – three times more than the average over the past ten years. This development clearly shows the strong demand from beginners, which also aligns with the results of the Baromètre Montagne Hiver Année 1 presented by Atout France and its partners in January at the Destination Montagnes trade fair in Grenoble, explains Damien **Zisswiller** of Atout France. Particularly strong growth is seen among 18- to 24-year-olds (up four

percentage points) and 25- to 34-year-olds (up nine points). Among skiers and snowboarders, there is also a clear increase in the 35- to 49-year-old group (up eight points). Cross-country skiing numbers are also rising: up six points among 18- to 24-year-olds and up eleven points among 25- to 34-year-olds.

More diversification, more summer

Investments in leisure facilities have increased significantly in recent years: they are 24 percent above the five-year average and even 56 percent above the level of ten years ago. This shows that diversification in mountain regions has been consistently promoted for years.

In the past ten years, a total of 109 million euros has been invested in leisure facilities, compared to only 44 million euros in the decade before (2005–2014). At the same time, cable cars are increasingly designed for summer operation, making it easier for hikers, mountain bikers, and other leisure guests to access the mountains.

Overall, this investment dynamic not only strengthens the tourist appeal but also the social and economic vitality of mountain regions. With a view to the 2030 Winter Olympics, this is a decisive advantage.



To ensure skiing experience, the Madonna di Campiglio ski resort limits the number of day passes during the peak season. © Trentino Marketing

ITALIAN SKI RESORTS: MEASURES AGAINST OVERTOURISM

In light of increasing visitor numbers, Italian ski resorts are increasingly focusing on targeted measures to sustainably manage tourism development.

The recent balance sheet of the 2024/2025 winter season was overall positive according to the Italian cable car association ANEF. Despite a winter with little natural snow, the ski resorts were able to offer good conditions thanks to artificial snowmaking. Particularly notable was the increase in international guest numbers, while the number of Italian visitors slightly declined.

The Dolomiti Superski network, which includes twelve ski regions in the Italian Dolomites, also recorded a slight increase in visitor numbers of 0.89 percent. The main source markets for ski tourists were Italy (45 percent) and Germany (15 percent), while the USA gained importance through cooperation with the IKON Pass, which offers access to more than 50 international ski resorts.

Measures against overtourism

In response to growing visitor numbers, Italian ski resorts are increasingly implementing targeted measures to manage tourism development sustainably. According to the Austrian Economic Chamber, Madonna di Campiglio, for example, will introduce a limit on day ski passes during the peak season starting next winter. The goal is to avoid overcrowding and improve the

quality of the holiday experience. In addition, this restriction could have economic effects on tourism and related sectors. It remains to be seen whether the new ski pass limit will further increase attractiveness for international guests or lead to a shift in visitor flows to other ski areas.

Monterosa Ski, on the other hand, is already taking a different approach: through dynamic pricing, the area has been able to steer visitor flows in a targeted manner while boosting the attractiveness of multi-day stays. This is reflected in the figures of the current record season, with 650,000 entries and an 11.4 percent increase in multi-day ski passes.

The end of the seasons

With the Easter weekend and early May, the last Italian ski resorts ended their season this year. However, some places such as Cervinia continued to offer skiing beyond that. After a short break, planning for the summer season began, which is becoming increasingly longer and more important from a tourism perspective. Many ski resorts are now significantly shortening the transition time between winter and summer operations. Almost all destinations are working on reducing

seasonality, a development that is becoming increasingly established and already showing positive economic results. While certain periods were previously open only for maintenance or limited tourist services, today the economic benefits of this strategy are being actively leveraged.

Effects on other countries

The developments in Italy also affect the tourism industry in other countries. Ski resorts such as Grindelwald-Wengen (Switzerland), Aspen (USA), and Chamonix (France) are also using various strategies against overtourism, from ski pass limits to dynamic pricing and environmental requirements to regulate visitor numbers and improve the quality of the ski experience.

In general, tour operators, hotels, and ski equipment suppliers are adapting to the trend in Italy. Early bookers benefit, while spontaneous travelers face challenges. New questions are also arising for the ski industry: fewer skiers could affect equipment sales, while premium offers are seeing higher demand. Moreover, sustainable tourism strategies are also being discussed in other countries – could a ski pass limit become a global model? *ts*

Cable cars, snowmaking systems, and slope equipment: the ski resort Narvikfjellet Allmenn AS is investing more than 53 million euros in its infrastructure. The reason is the 2029 Ski World Championships in Narvik. In addition, the organizers have defined ten pillars that will shape the event.

World Championship venue aims to present itself in four years as one of the most technologically advanced destinations. Moreover, the snowmaking infrastructure will be upgraded: a pump station, a booster station, and a new storage pond are to be built. The package also includes laying the entire pipeline network and installing the snowmaking systems. The major project is being implemented by companies of the HTI Group: LEITNER is supplying the cable cars. PRINOTH – supported by its local partner Owren – will ensure optimal slope conditions with its Leitwolf vehicles and snow management. DEMACLENKO is responsible for the entire snowmaking infrastructure.

2: The Arctic and climate change

Northern Norway is the heart of the Arctic. Climate change and the far-reaching environmental changes in Arctic regions are topical issues. The Alpine Ski World Championships aim to use the global spotlight to draw attention to the challenges facing the Arctic. Even more important: the championships intend to set an example for future environmentally friendly and sustainable events.

3: A compact championship

For alpine standards, Narvik is a large city. Yet overall it is manageable, with all important facilities located close to the ski area. Most visitors can walk from the city center to the competition arena at Narvikfjellet, where medal ceremonies will also be held in the heart of the city. A large portion of accommodation will be provided by modern cruise ships docked in the port of Narvik. Electric shuttle buses will transport accredited persons and spectators to and from the venue.

FIS Alpine World Ski Championship 2029

<i>Athletes</i>	700
<i>Nations</i>	68
<i>Race days</i>	14
<i>Vertical drop</i>	965 m
<i>Volunteers</i>	2,000
<i>Beds</i>	7,000
<i>TV-broadcasters</i>	27
<i>Camera positions</i>	200
<i>Accredited media representatives</i>	1,000
<i>Live spectators</i>	100,000

1: Skiing and the sea combined

The organizers are not investing blindly but are guided by ten key ideas intended to shape the event. One of them is the combination of mountains, sea, and city. The ski facilities are located very close to the coastal city of Narvik and the Atlantic Ocean – spectacular images on TV and social media are guaranteed. This is a



Downhill with a view of the sea – spectacular images on TV and social media are guaranteed. © Narvikfjellet



Chairman Paal Traelvik (right) signed the contract with Martin Leitner (Vice President of the HTI Group) at the InterAlpin trade fair. © LEITNER

4: A strongly supported event

The event enjoys broad and unified support both regionally and nationally. Political leaders, organizations, cultural institutions, businesses, and the local population of Northern Norway all stand firmly behind Narvik's bid. The Norwegian Ski Association, the skiing community, the government, and the state are all determined to realize this project.

5: Major positive effects

The World Championships are intended to strengthen the identity of the destination, foster local pride, and enhance quality of life. Additionally, key industries such as tourism, energy, fisheries, and aquaculture will be showcased. The expansion of the ski area aims to ensure long-term, sustainable operations and to offer an extended range of services to both locals and ski tourists.

6: A catalyst for skiing

A World Championship on home soil is always a strong motivational factor for athletes. For Norway, one of the world's leading alpine nations, the Ski World Championships in Narvik are meant to serve as a catalyst for building strong training environments and promoting young talent. According to the initiators, Narvikfjellet will become a center for the future development of Norwegian alpine talents and a venue for further alpine competitions.

7: A model for sustainability

The Alpine Ski World Championships in Narvik aim to set a new standard as the most sustainable winter sports event of all time. The goal is to keep the event's ecological footprint as small as possible and to create a model for future events that combines success with environmental responsibility. These championships are intended to inspire other organizers worldwide and demonstrate that sports can play a key role in a sustainable future.

8: A large public festival

Northern Norway has often demonstrated its enthusiasm and ability to host major events. Numerous events before and during the championships are intended to create an electrifying atmosphere for the entire community, athletes, and the audience. According to the organizers, the event will become a city-wide festival through stadium shows, city decorations, and ceremonies.

9: World-class media coverage

An Alpine Ski World Championship attracts major international media attention. Around 30 countries will broadcast the event live on television, and journalists from the leading ski nations will travel to Narvik to report. New generations of media consumers expect new formats, more interaction, but also traditional TV coverage that has always characterized major sporting events. Narvik aims to meet these expectations and deliver a world-class experience.

10: A financially sound project

The scale of the Alpine Ski World Championships makes the event costly. Both staging the event and expanding the infrastructure require substantial investments, making a realistic and sustainable financing model essential. The event is funded by contributions from the International Ski Federation (FIS), the Norwegian government, and the city of Narvik.



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CHINA: World largest Indoor Ski resort to open in autumn



Huafa Ice and Snow World is currently under construction. © Liu Gang

Although snow and frost are rare in Shenzhen (China), residents will soon be able to enjoy an indoor ski resort when Huafa Ice and Snow World opens in autumn 2025. Located in the heart of the Qianhai Bay area and in close proximity to the Shenzhen World Exhibition and Convention Center, Huafa Ice and Snow World will, upon completion, be the world's largest indoor ice and snow center. According to the Shenzhen city government, and as stated by the developer, the center will cover about 100,000 square meters – equivalent to the area of eleven soccer fields – and feature an impressive lift-served vertical

drop of 83 meters along with a single ski run measuring 441 meters in length. Designed by the internationally renowned design studio 10Design, the building resembles a blue whale leaping from the water, symbolizing the vibrant spirit and dynamic growth of Shenzhen.

In addition to the ski facilities, the center will feature themed hotels, shopping venues, parks, and other leisure and recreation areas. It is expected to attract around one million tourists from around the world each year. As reported by China Daily, the complex will also feature a 33-meter-deep "suspended ice waterfall" that will serve as a diving facility. According to China Construction Third Engineering Bureau Co, the main structure of the ski center has been completed, and the project is currently in the equipment installation and finishing phase. The construction of complementary facilities, including a JW Marriott hotel, is also on schedule. To assist visitors, a pedestrian walkway is planned to connect the Ice and Snow World with the nearby Metro Line 20, which is currently under construction.

KAZAKHSTAN:

Oi-Qaragai opened new ski area in Aqtas



Oi-Qaragai is an all-season family and mountain resort in Almaty, Kazakhstan. Spanning over 110 hectares, the resort offers a wide range of leisure and cultural activities suitable for all ages, a blend of accommodations, and diverse dining options. The resort is expanding in Aqtas, including the opening of a new ski area, with further growth planned in the coming years. This involves the construction of additional lifts and the opening of new slopes. The ski area has already increased from 18 km to 50 km, with plans to reach 70 km by 2028.

New restaurants, hotels, and entertainment facilities have also been added, enhancing the resort's appeal to winter sports enthusiasts and tourists. With the expansion in Aqtas the Oi-Qaragai Resort is setting new standards for winter tourism in Kazakhstan.

© Flaticon



AZERBAIJAN: Cable Car for Lachin

Given the breathtaking natural scenery and the high tourism potential of the Lachin region, the government of Azerbaijan is constructing a new cable car in the capital of the same name. The system, divided into two sections, will be 1,720 meters long, overcome a 300-meter altitude difference, and require approximately six minutes of travel time per route. The system from manufacturer DOPPELMAYR will feature 17 cabins and be able to transport up to 800 people per hour. Construction work has already begun, and commissioning is planned for 2026.

© AZERTAC

HTI EXPANDS INTO THE USA: HKD Snowmakers becomes part of the group



Anton Seeber (CEO HTI) and Charles Santry (CEO HKD). © HTI Group/ HKD

The South Tyrolean corporate group HTI is becoming the majority shareholder of HKD Snowmakers. HKD is a company specializing in snowmaking systems with branches in the USA and Canada. This move further strengthens the presence of the HTI Group in the North American market. In the past financial year, HKD, with 80 employees, generated revenues of around 60 million dollars.

This step is part of a strategy that in recent years has led to both geographical and thematic diversification of HTI Group's activities. In this context, a series of investments have been made in North

America: from a production site in Utah to the acquisition of Jarraff (vegetation management) in Minnesota, to the expansion of PRINOTH's facilities in Granby, Canada, and LEITNER POMA of America in Grand Junction, Colorado.

"HKD will operate like the other companies in our group and will maintain its autonomy and independence in order to respond efficiently and flexibly to the needs of its reference market. With decentralization and diversification, our group aims to achieve sustainable and long-term success, which makes it possible to secure jobs and create added value in the regions where we are present," says Anton **Seeber**, President of HTI.

Charles **Santry**, president and co-founder of HKD, emphasized that through the merger with HTI and the close collaboration with DEMACLENKO, the current product range will be completed, enabling the company to offer customers in North America the most diverse and reliable snowmaking technology currently available on the market.



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