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April 21 – 23, 2026

Mountain Planet
Grenoble (FR)

April 23, 2026

Austrian Ropeway Conference
Vienna (AT)

May 04 – 07, 2026

NSAA National Convention
Carlsbad, CA (USA)

May 05 – 06, 2026

Australian Snow Summit
Thredbo (AUS)

June 22 – 24, 2026

Downhill Bike Park Summit
Giants Ridge, MN (USA)

September 16 – 18, 2026

Mountain Network Summit
Alpbach, Tyrol (AT)

September 23 – 25, 2026

Swiss VTK-Convention
Thun (CH)

October 06 – 08, 2026

Mountain Technology Symposium
Hood River Inn, OR (USA)

October 14 – 16, 2026

German Ropeway Conference
Location to be announced (GER)

October 20 – 21, 2026

Forum Ropeways Switzerland
Interlaken (CH)

GUESTS ARE BECOMING MORE MOBILE – ARE WE?

In an era of global warming and geopolitical tensions, mountain regions worldwide are becoming places of longing for many. The audience is becoming increasingly international; for instance, the number of US guests in the Alpine region is rising sharply (the US is now the fourth-largest source market for Austria). Central Asia is also on the verge of a ski tourism boom, targeting distant markets as evidenced by current large-scale investments.



Gerald Pichlmair
Publisher

emissions also plays a crucial role. While carbon emissions during travel are often unavoidable, ski resorts can implement significant measures to reduce their footprint once guests arrive on-site. Eight leading ski resorts, from New Zealand to Austria to Norway, have recognized this and founded the Global Sustainable Ski Alliance (GSSA): In this issue, we present their efforts regarding e-mobility on the mountain, using Oberstdorf Kleinwalsertal ski resort as a primary example.

Know-how from the Alpine Region

The Alpine region continues to set the industry benchmark, particularly regarding infrastructure, service quality, and culinary offerings. Our stories here in the magazine – as well as the Mountain Planet trade fair in Grenoble (France) and the NSAA National Convention in Carlsbad, CA (USA) – provide an excellent stage for these developments. With an eye on international guests, the issue of

Event for ski resorts

Guests are becoming more internationally mobile, and best practice ski resorts can be found worldwide. Surprisingly, however, ski resort operators often remain within their own borders and circles. To be successful, international networking is indispensable. This is why we are hosting the Mountain Network Summit in Alpbach, Tyrol, in September 2026. Join us!

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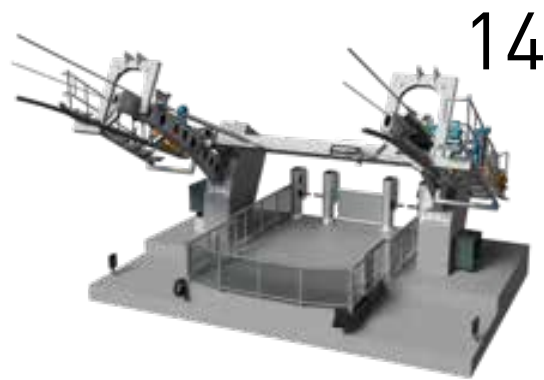




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April 22, 2026

MOUNTAIN PLANET – ALPEXPO, Grenoble



CONFERENCE PROGRAM





Sustainable use of materials is a key trend in the cable car industry. Shown here: the 6-person Jennerwiesen chairlift, relocated from Berchtesgaden to the Riedlkaralm at Dachstein West, now operating as the Angeralmbahn. © BBDS

CABLE CAR CONSTRUCTION: TRENDS IN THE ALPINE REGION

Dozens of new cable cars and chairlifts were put into operation across the Alpine region for the 2025/26 ski season. Having covered many innovations separately, SI now brings together the key features emerging across multiple completed projects.

Second life for cable cars

The trend toward sustainability continues to shape the industry in many ways, including the reuse of materials from old cable cars – of course, only when they are suitable and fit the specific project.

At the Skicircus Saalbach Hinterglemm Leogang Fieberbrunn ski resort in Tyrol, Austria, a new 6-person chairlift has recently been built. During planning, special attention was paid to reusing as many components as possible from the cable car at another Austrian resort, Ischgl. This includes the drive system, the towers, and the chairs. These elements have been combined with a new control system and modern buildings.

Dachstein West ski resort in Upper Austria also embraced second-hand equipment: the 6-person Jennerwiesen chairlift from Berchtesgaden was relocated to the Riedlkaralm, where it now operates as the Angeralmbahn.

At the Vorab Glacier in Laax, Switzerland, the towers and parts of the stations are being retained, even though the Crap Masegn–Fuorcla–Vorab lift is

being upgraded from a 6-person to an 8-person cabin lift. In St. Moritz, also Switzerland, the existing 4-person Randolins chairlift was completely renovated after around 30 years of operation. Despite the full technical rebuild, sustainable use of resources was in the focus of the project. Thanks to the good condition of the existing structures, nine of the fifteen lift foundations could be reused, while the remaining ones only needed minor reinforcement.

The 10-person cable car in Kappl, Tyrol, Austria is coming to life for a third time ever. The Diasbahn has previously carried visitors at the Floriade Expo 2022 in Almere (Netherlands) and the Bundesgartenschau 2023 in Mannheim (Germany). Now, it brings the innovation to the ski resort, cutting waiting times for skiers.

Retrofit – also in design

The trend toward retrofitting is also influencing design. One example is the Grindelwald–Pfungstegg aerial cableway in Switzerland.

As part of its modernization, it received two new cabins with wood- and stone-look finishes. Geraniums on the outside and a photo window give the impression of riding up the mountain in a cozy chalet.

The interior was designed in harmony with this concept: folding wooden benches, walls with wood- and stone-look finishes, and visual elements like a simulated fireplace with a fire image and a woodpile create a homely atmosphere. A highlight is the integrated ceiling lighting, which simulates a starry sky and can be adjusted for special occasions, such as dinner rides.



The design of the cabins on the Grindelwald–Pfungstegg aerial cableway reflects the atmosphere of alpine relaxation. © Garaventa AG



The Monte Brè funicular in Lugano features two retro-style cars designed for passengers with reduced mobility, accommodating up to 70 people. © Garaventa AG



Cabins are designed to accommodate bicycles, with a focus on the summer. © Doppelmayr

Automation: Video monitoring and autonomous station operation

More and more ski resorts are turning to advanced technologies designed to enhance safety on cable cars and support staff by taking over some of their routine tasks. For example, during the construction of the Silberbrünnl chairlift in Sölden, Austria, the top station was equipped with a system that monitors proper occupancy of the chairs via video cameras and automatically triggers an emergency stop in case of incorrect loading. The new cable car Senderbahn in the Hauser Kaibling ski resort in Styria, Austria, is equipped with systems for autonomous station operation.

Another technical innovation from one of the cable car manufacturers: depending on passenger volume, the lift's operating speed can be automatically adjusted. Cameras monitor the boarding area and provide the images needed for AI-based analysis, which – while complying with General Data Protection Regulation – is passed on to the Connect control system.

Bike Cabs for the summer season

More and more tourist destinations are equipping cabins with space for transporting bicycles. For example, on the Loischkopfbahn in Vorarlberg, Austria, up to eight bikes can be transported per cabin. Guests can load and unload their bikes themselves, allowing them to ride uphill without bulky equipment in the cabin. On the Gartnerkofelbahn at Nassfeld in Carinthia, each cabin can hold three bicycles.

Multifunctional valley station buildings

When renovating valley and top stations, the space is used to its fullest potential.

The valley station of the Fisser cable cars in Austria not only houses a ski depot with modern drying systems, but also includes play areas for children, beauty stations, and even staff accommodations.

As part of its modernization, the Karrenseilbahn in Vorarlberg, Austria, also expanded its valley station building. The facility was extended with two new wings: the east wing houses storage areas for the lift and mountain gastronomy, while the west wing contains the ticketing and waiting area, as well as office space for staff.

Energy saving in focus

Ski resorts continue to expand their production and storage of their own electricity. Examples include the Sierre-Montana Gare funicular in Switzerland or the Pico del Teide aerial tramway in Spain, which are equipped with a high-performance energy storage system that stores locally generated energy – such as braking energy or photovoltaic electricity – and makes it usable.

In the alpine region, there are also cable car installations, such as the Hüttenkopf chairlift, the Glockner chairlift, or the Waidoffen chairlift, where solar panels are directly integrated into the station buildings – a solution that is



Solar modules are used on the Gifhittli chairlift in Zermatt, Switzerland. © Leitner

convincing both aesthetically and functionally. Significant energy-saving potential also exists in daily operations. With the ASC system (Adaptive Speed Control), it is possible, using AI, to adjust the operating speed of gondola and chairlifts according to demand, which directly saves energy.

Accessibility for all

Comfortable access for everyone is also an important priority. Technical solutions are particularly challenging for funiculars, as the slope of the vehicle must be aligned with a level boarding platform – but even here, such solutions are being actively implemented. One successful example is the two accessible cars of the Monte Brè funicular in Lugano, Switzerland.

In summary, sustainable use of materials, process automation, and a focus on safety and accessibility have become key priorities in the cable car industry today – and the market is adapting to provide solutions that meet these demands. ez

**Discover more trends
in the Alpine cable car industry
at the Mountain Network Summit 2026.
More on the next page.**



Fisser cable car valley station: heated lockers with drying systems in the ski depot.

© Fabian Schirgi/ Fisser Bergbahnen

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MOUNTAIN NETWORK SUMMIT: BOOST YOUR BUSINESS IN THE MOUNTAINS

For eight years, the Mountain Network Summit connects cable car & alpine tourism professionals. In 2026, participants can expect industry-relevant keynotes from the fields of Investments, Spas, and Tunnel Construction. Bonus: interactive format for sharing experiences and mutual support.

From September 16 to 18, 2026, the annual Mountain Network Summit will take place in Alpbach, Tyrol, Austria – a key networking and knowledge event for cable car industry and alpine tourism professionals.

Three days of intensive programs offer the opportunity to explore the latest trends in alpine tourism, understand how to leverage them for business growth, and build new connections with colleagues and partners.

Plus: a stunning location in the heart of Tyrol, giving participants the chance to spend an extra day or two in nature and recharge after an active exchange.

Let's talk about money

This year's theme, Boosting Business in the Mountains, will be explored from three perspectives, with all sessions organized into thematic tracks.

Wednesday's sessions will focus on finance, led by expert speakers. Rahim **Taghizadegan**, Economist and Publisher, will explore *how alpine financial history can help tackle today's challenges in investment and entrepreneurship*. Peter **Brezinschek**, Former Chief Analyst at Raiffeisen Research, will continue the discussion in a keynote on *how interest*

rates and monetary policy influence tourism. Participants will have the opportunity to ask questions during a panel discussion, network with the experts during breaks, and deepen their knowledge in thematic workshops covering various financial instruments.

Let's talk about guests

Thursday's program kicks off with the Tourism Track. It will be opened by Astrid **Steharnig-Staudinger**, CEO of Austria Tourism, sharing her insights on what makes the country attractive to visitors today.

Another special guest, Markus **Meier**, CEO of Therme Erding, will *compare Europe's largest thermal spa and ski resorts* – giving the cable car industry a behind-the-scenes look at spa operations and some practical takeaways.

This year's special interactive format is the Barcamp, where all participants contribute and discuss ideas. The goal is to support one another in tackling challenges.

Topics will be determined during a pitch session, following the leitmotif: *"Pain Points – What can we do better for guests?"*

Let's talk about technology

The next session on Thursday afternoon will focus on technical aspects. Klaus **Schneider**, Project Director of Austria's Koralmbahn High-Speed Railway, will share the *key success factors behind this landmark project* – giving the cable car industry fresh ideas from a different field.

Participants can also dive into technical trends and innovations through talks led by top industry experts. The day concludes with a discussion on *"What Awaits Ski Resorts in 2040?"*, featuring insights from a future researcher.

On Friday morning, participants can join a hands-on, behind-the-scenes tour of the Alpbach Cable Cars.

Alpine experience

Last but not least, the program features shared dinners, including one on the mountain with stunning views – a perfect chance to connect and make memories.



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© Oliver-Wolff Fotografie

Keynote Speakers (from left to right): Klaus Schneider, Markus Meier, Astrid Steharnig-Staudinger, Rahim Taghizadegan, and Peter Brezinschek.



Big Sky's new flagship installation

The new Explorer Gondola is the centerpiece of the ropeway transformation in Big Sky. It now provides a continuous connection from the Mountain Village to the iconic summit station of the Lone Peak Tram. The OMEGA V cabins accommodate ten passengers featuring panoramic windows, heated individual seats, bike cabins for summer operations and for the first time in North America, a TWISTIN ski rack. As Big Sky's flagship installation, it is also the first ropeway in North America to feature the cubic D-Line station design R2.

From the summit station, guests can access the legendary Lone Peak Tram, offering views across three states and two national parks.



Kazakhstan plans to build 42 cable cars that will connect various ski areas, allowing visitors to explore them with a single ski pass by 2029. © Pixabay

SKI BOOM IN CENTRAL ASIA: DESTINATIONS DEVELOPMENT PLANS

Winter tourism is taking off across Central Asia. In Kazakhstan, a new mountain cluster is planned, Kyrgyzstan's Ala-Too Resort is under full construction, while Uzbekistan boosts skiing with support from France. Additionally, Eurasia forms a partnership with Grandvalira Andorra.

Kazakhstan creates new ski region

A single seamless network of slopes, lifts, and trails: That is the goal in the Kazakh Ile-Alatau mountains. Across five routes and gorges, 26 new cable cars are to be built and 200 kilometers of ski slopes connected. Kazakhstan is massively driving the development of the central, northern, and western foothills of the Tian Shan into a year-round tourism corridor.

The "Almaty Mountain Cluster" project connects old and new ski resorts in the Ile-Alatau mountains, creating a contiguous area of superlatives, reports Euronews. On the direct instruction of President Kassym-Jomart **Tokayev**, the government approved a comprehensive development plan. The goal: The area is to rise to become an international destination with world-class slopes and improved access to the remote landscapes of the Ile-Alatau National Park.

Currently, Kazakhstan only has a single resort with top international infrastructure: Shymbulak (also Chimbulak). However, this is reaching its limits: "In the last season alone, we welcomed 1.5 million guests – almost double the planned capacity," explains Daniel **Serjanuly**, Deputy Chairman of the Kazakh Tourism Association. The limited trail length and capacity bottlenecks made the expansion unavoidable.

A network of 42 cable cars

The core of the expansion is networking: The existing areas of Shymbulak, Pioneer, and Oi-Qaragai will be connected with the Kimasar and Butakovka gorges. For this, authorities plan the construction of 26 new cable cars, bringing the total number to 42. Future visitors will be able to use all interconnected lifts and slopes with a single ski pass. By the planned completion in 2029, the ski resort is expected to host up to 24,000 guests daily and attract 1.7 million international tourists annually.

Project "Almaty Superski"

Parallel to the networking, the state is developing a new, family-friendly area under the working title "Almaty Superski." Planned are 17 modern lifts and an additional 60 kilometers of slopes, primarily in the blue and green range, to appeal to beginners and intermediates. Taken together – the networking of existing areas (approx. 162 km) and the new construction (approx. 60 km) – over 200 kilometers of slopes will be created on five main routes. While the umbrella project is to receive a new name, each resort will retain its own brand identity.

In addition to cable cars, the project includes new hiking trails and service facilities as well as the expansion of existing holiday resorts under strict observance of environmental and safety standards.

A central aspect of the development is improved accessibility to the Ile-Alatau National Park. The focus here is on the Big Almaty Lake, a high-mountain lake just 30 kilometers outside the city.

To protect the sensitive ecosystem while simultaneously ensuring access, the construction of cable cars is planned in a later project phase. They are intended to bring tourists directly to the body of water, which is considered one of the region's scenic landmarks.

Uzbekistan: France will support the country in developing winter tourism

For decades, Uzbekistan was known internationally for Samarkand's mosaics, Bukhara's madrasas, and Khiva's fortress walls. Now, the country aims to attract travelers also with skiing, mountain day trips, and peaceful nature retreats beyond the cities.

To support this shift, Uzbekistan has, among other things, turned to France. In late February 2026, Abdullaziz **Akkulov**, Chairman of Uzbekistan's Tourism Committee, met with Valide **Fouquet**, Ambassador of France to Uzbekistan. Discussions focused on Uzbekistan's participation as the Country of Honour at the IFTM Top Resa 2026 trade show, highlighting the platform's importance for a major PR campaign promoting the country's tourism potential in Europe, including France. The two sides also explored the development of mountain

regions, modern ski resorts, and winter tourism, as well as France's expertise in destination management.

Interest in winter tourism in Uzbekistan is reflected in the numbers. According to Euronews, the Amirsoy Ski Resort, located near the capital Tashkent, has seen steady growth. In 2024, Amirsoy welcomed 700,000 visitors, and in 2025 that number exceeded 800,000, with more than 20 percent coming from abroad. "Most of our international visitors come from Europe – Germany, France, and Switzerland – as well as the United States and neighboring countries," said Rustamjon **Raimjonov**, General Director of Amirsoy to Euronews. The resort features more than 11 ski runs covering 16 kilometers. Daily capacity now exceeds 15,000 visitors, while new infrastructure continues to grow, including a hotel with over 100 rooms built to European standards.

Kyrgyzstan builds Central Asia's largest ski resort

Construction is in full swing at Kyrgyzstan's Ala-Too Resort, which promises 260 kilometers of ski slopes, with over 20 kilometers of cable cars planned in just one of its three resort areas, Jyrgalan. The destination is expected to welcome its first guests this year. By July, the construction of cable cars and private villas is expected to be completed, with the opening of the first phase – the Jyrgalan resort town – scheduled for December 2026. Next year, three-, four-, and five-star hotels will be built. Currently, work is underway on drinking water systems, the design of wastewater treatment facilities, and the installation of power lines. Regarding the cable cars, all roller assemblies have been installed on the towers, and construction of the garage complex is in progress.



Amirsoy Resort is located on an area of over 900 hectares in the western part of the Tian Shan Mountains, just 65 kilometers from Tashkent, the capital of Uzbekistan. © Amirsoy Resort

The Jyrgalan resort is planned to be fully completed by 2028, while the entire Ala-Too Resort project is expected to be finished by 2032. The project spans three mountain peaks in the Issyk-Kul region: Jyrgalan, Ak-Bulak, and Boz-Uchuk.

Eurasian Alliance of Mountain Resorts: Partnership with Grandvalira Andorra

In Almaty, during the third festival of the Eurasian Alliance of Mountain Resorts, which took place at the end of February 2026, a memorandum of understanding was signed between the Alliance and the European resort network Grandvalira Andorra, Almaty.tv reports.

According to the Alliance's Secretary General, Andrey Kukushkin, expanding the partnership with one of Europe's leading ski regions opens opportunities for collaboration and knowledge exchange. It also allows for the implementation of advanced industry solutions. He noted that cooperation with Grandvalira Andorra will strengthen the Alliance's international connections and broaden professional dialogue in the development of mountain resorts.

An agreement has been reached under which holders of season ski passes from resorts within the Eurasian Alliance will be entitled to five days of complimentary skiing at resorts operated by the European network Grandvalira Resorts.

Likewise, holders of equivalent season passes from Andorra will be granted several days of free skiing at alliance resorts in Uzbekistan, Kazakhstan, Azerbaijan, and Russia, according to the National News Agency of Uzbekistan. Participants in the season pass exchange program will not need to visit ticket offices or wait in line – complimentary access will be provided directly via their existing pass cards.

Central Asia as a promising winter tourism destination

Ambitious ski resort projects are gradually positioning Central Asia as a promising winter tourism destination, including for international visitors. As information portal SkiCentralAsia reports, the region offers several advantages. The high-altitude slopes of the Tien Shan, Pamir, and Altai mountain ranges – with some resorts located at elevations of 3,000–3,500 meters – provide stable snow conditions and a long winter season. Tourists also note the relatively uncrowded slopes and the absence of long lift lines, even on weekends. Another important factor is affordability: lift passes, equipment rentals, accommodation, and local dining are generally far less expensive than in the Alps or North America, making ski trips to Central Asia a cost-effective option.



Construction work at Kyrgyzstan's Ala-Too Resort, with the first phase set to open to tourists in December 2026. © Ala-Too Resort

DOPPELMAYR GROUP: TECHNICAL AND DIGITAL INNOVATIONS

With the TRI-Line in the Swiss ski resort Hoch-Ybrig and the AI-supported chairlifts in the Austrian destinations Ischgl and Sölden, the Doppelmayr Group has implemented ropeway and digital innovations that will shape the industry worldwide for years to come.

TRI-LINE

With the new Weglosen–Seebli ropeway, a world premiere launched in Hoch-Ybrig (Switzerland) at the end of 2025: the first installation featuring the innovative *TRI-Line* ropeway system. Cutting-edge technology, a newly developed carriage, a barrier-free cabin, and the capacity for autonomous operation are its standout features. *TRI-Line* is a new ropeway system developed by Doppelmayr Group (projekt leader Garaventa) and represents an evolution of tricable technology. It combines the advantages of high-performance 3S technology with those of the proven *D-Line* generation, impressing with compact stations and towers.

Designed for Autonomous Operation

The new *TRI-Line* in Hoch-Ybrig is *AURO*-capable. *AURO* stands for Autonomous Ropeway Operation and enables operation without on-site personnel. Depending on requirements, the system can be run in two modes: In conventional operation, staff monitor the valley and mountain stations, allowing for full transport capacity – ideal for peak traffic in the ski resort.

In *AURO* mode, boarding and disembarking take place through gates while the cabin is stationary. Operation is video-monitored and centrally controlled via the Ropeway Operation Center (ROC) in the mountain station. The system automatically detects deviations, slowing down or stopping operation if necessary:



The TRI-Line carriage guarantees smooth travel and stability – even in high winds.



The TRI-Line combines the technology with that of the monocable detachable ropeway.

In such cases, personnel manually resume operation at the mountain station once the cause has been resolved. The operator can switch flexibly between modes to optimize resource deployment.

The TRI-Line Carriage

The heart of the *TRI-Line* is its newly developed carriage: Two *D5000* grips grasp the rope from above, while eight rollers – four on each track rope – guarantee smooth travel and stability, even in high winds. The ropeway utilizes numerous proven components from the *D-Line* and 3S systems, simplifying maintenance and operation for the ropeway team.



The STELLA cabin type was developed specifically for the TRI-Line and holds 18 people.

The TRI-Line Cabin

CWA developed a completely new cabin, the *STELLA*, which was finished in vibrant red at the customer's request. The cabins offer space for 18 people (12 seated and 6 standing) and feature a *TWISTIN* ski rack, where skis can be placed directly into the cabin floor. Panoramic windows offer unobstructed views, while level-ground boarding ensures barrier-free access.

AURO CLD

With *AURO MGD*, the autonomous operating concept for monocable gondola lifts, the Doppelmayr Group set a milestone in the industry as early as 2020. Only three years after the autonomous solution for gondolas, *AURO CLD* made it possible for the first time to operate the mountain stations of chairlifts autonomously using Artificial Intelligence. Since then, the technology has enjoyed a true streak of success: more and more operators are choosing *AURO CLD*, most recently the Austrian ski resorts of Sölden and Ischgl for the 8-seater chairlifts Einzeiger, Silberbrünnl, Höllboden, and Sassgalun.

AURO ASSIST

While *AURO CLD* enables autonomous operation of the exit area, *AURO Assist* focuses on the boarding area. The view of the exit in the valley station is often restricted for the operating team, and safety bars do not always provide complete protection against accidents in these situations. However, to consistently improve passenger safety, a fast and reliable assessment of the passenger's seating position during and after boarding is essential. The task of *AURO Assist* is therefore not to replace operating personnel during boarding, but to support them regarding visibility and thus increase passenger safety.



In Ischgl and Sölden, Austria, *AURO Assist* is already a reality. © Doppelmayr Group

How does *AURO Assist* work?

For the necessary AI-supported image recognition, the Doppelmayr Group relies on the expertise of its technology partner Mantis Ropeway Technologies, as it does with *AURO CLD*. Usually, two or three cameras provide the video feed, which the system uses to detect if a passenger has taken an incorrect seating position. In such a case, *AURO Assist* stops the installation immediately. Every tenth of a second can be decisive; therefore,

integration into the ropeway control system is necessary and enables an immediate reaction. Due to the inertia of a ropeway system, it is impossible to bring the installation to a standstill without delay. The goal must therefore be to stop the system before the passenger reaches a potentially critical fall height. Based on the stabilization zone according to EN12929-1, this has been defined as three meters. *AURO Assist* prevents this limit from being exceeded if the worst comes to the worst.



The triumph of autonomous ropeways: There are now 29 installations of all ropeway types operating with *AURO* without personnel in one or more stations. Eight chairlifts already rely on the support of *AURO Assist*.

Individual conditions

Conversely, this means that not every installation is automatically suitable for *AURO Assist* due to topography – for example, if the terrain drops steeply immediately after the station or if a river is crossed at that same point. However, there are solutions even in these cases. In any case, the field of application is broad and market interest is high: a total of eight chairlifts already rely on *AURO Assist* support. The system is suitable for new detachable chairlifts from manufacturers Doppelmayr and Garaventa, with or without bubbles, as well as existing installations with *PSS3000* control systems or higher. ts



RopeTwin, the ropeway system from Bartholet, is engineered to handle steep slopes, long spans, and remote terrain. © Bartholet

ROPETWIN: MODULAR SYSTEM EXPANDS THE APPLICATION RANGE OF AERIAL TRAMWAYS

Bartholet's RopeTwin ropeway system combines a compact design with flexible operating options. The innovative solution is designed for small aerial tramways in challenging terrain and projects requiring easy maintenance access, high availability, and advanced automation.

With *RopeTwin*, Bartholet Ropeways AG presents an aerial tramway system engineered to overcome complex terrain profiles such as steep slopes, large spans, or remote, hard to access locations.

The system platform is based on a modular architecture that ensures high compatibility of the components used and allows flexible adaptation to project specific requirements.

At the same time, the compact design supports accelerated project execution and reduces structural interfaces.

Another key feature of the latest generation is its excellent serviceability, which simplifies maintenance work and significantly reduces operating costs.

Improved accessibility

In the station area, *RopeTwin* is built on a standardized structure with concrete supports, while the track gauge can be defined for each project and flexibly adapted to the respective requirements.

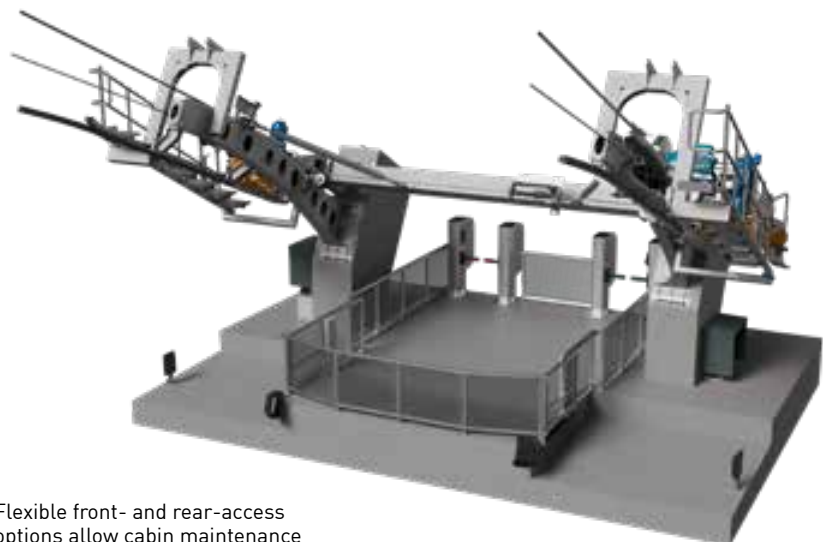
Various access concepts from the front or rear, combined with high system flexibility, enable tailored integration into

any station layout and ensure an optimized passenger flow. An external maintenance platform additionally improves access to haul rope sheaves and carriage components.

It also allows maintenance work on the cabin to be performed directly at the station saddle, providing easier access for technicians.

Optimized maintenance

An optimized saddle geometry also reduces the required drive power significantly, thereby increasing the overall energy efficiency of the system. *RopeTwin* supports several tensioning concepts for the haul rope, including fixed anchorings, adjustment devices, and hydraulic tensioning systems.



Flexible front- and rear-access options allow cabin maintenance directly at the station saddle.



The optimised tower saddles reduce both the tower and foundation forces. Particular attention was paid to serviceability, such as roller removal without dismantling the bracket. © Barholet

These configurations ensure constant rope tension and minimize the need for rope splicing, which has a positive impact on maintenance requirements and operational continuity.

Vehicle variety and retrofit capability for faster modernizations

Different configurations are available on the vehicle side. Various cabin designs with capacities ranging from 8 to 18 passengers allow flexible, demand oriented solutions for a wide range of passenger transport scenarios.

Alternatively, the passenger cabin can be replaced by a transport vehicle. Vehicle changes are carried out via an integrated quick change system, enabling efficient and operationally flexible adaptation to different use cases.

The compact eight wheel carriage, clamped to the haul rope and equipped with polyamide rollers, reduces noise emissions and ensures smooth operation.

An integrated rescue concept allows vehicles to be returned to the stations in the event of an incident – without the need for rope evacuation procedures.



Thanks to its standardized component platform, *RopeTwin* is also ideal for retrofit projects, enabling efficient modernizations with reduced implementation times. Overall, *RopeTwin* positions itself as a flexible and modular solution for small aerial tramways in alpine and infrastructure applications, where adaptability, maintenance friendliness, and operational efficiency are key.



RopeTwin delivers a flexible, modular aerial tramway solution with simplified maintenance.



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Consulting Transport Production Installation After Sales Monitoring

TEUFELBERGER-REDAELLI: PARTNER FOR THE ENTIRE ROPE LIFECYCLE

The lifespan of a cable car rope is complex, especially when the operator has to manage all processes and procurement independently. Teufelberger-Redaelli's full-service approach offers a value-added alternative: the manufacturer supports customers throughout the rope lifecycle.

The SATA Group operates the legendary French ski resorts of Alpe d'Huez, Les 2 Alpes, and La Grave in the Isère department. A particularly notable ropeway is the TPH160 du Dôme des Petites Rousses I-II, a high-capacity reversible aerial tramway in two sections that connects the Alpe d'Huez ski area with the resort of Vaujany. For this installation – specifically for the four full-locked carrying ropes – the operator relies on the full service provided by Teufelberger-Redaelli.

Customer benefits of full service

As with other mountain ropeways, the decisive added value for the SATA group materializes through the takeover of the complexity management of the whole rope replacement process through one partner avoiding multiple interfaces. From consulting on product selection and rope production to after-sales, Teufelberger-Redaelli supports ski resorts and urban installations from the very first moment across the entire rope lifecycle.

Instead of dealing with a multitude of interfaces and the associated frictional losses, the customer benefits from a single, central point of contact. This "one-stop-shop" approach significantly reduces coordination efforts and creates clear responsibilities at every project step. For the operator, this primarily means much higher planning security. "Instead of managing multiple



Teufelberger-Redaelli offers full-scale support to its customers across the rope lifecycle.

subcontractors themselves, ropeway operators benefit from our all-in-one integrated solution" says Johannes Smetana, Head of Business Unit Cableways at Teufelberger-Redaelli: "We view the customer as an active partner to jointly ensure the optimal performance and longevity of the ropeway ropes."

Technical consulting & on-site support

From initial consulting and precise calculations to selecting the optimal rope: for Teufelberger-Redaelli, customer orientation means personal support directly on-site by Area Sales Managers and experts from well known collaboration partners, as well as coordination with authorities to ensure rapid project implementation. A good example is the aforementioned aerial tramway in Alpe d'Huez: after 35 years, one of the total of eight full-locked track ropes had to be replaced. These ropes, with a diameter of 68 millimeters, are installed on both sections of the ropeway. In June 2025, the SATA Group decided to rely on Teufelberger-Redaelli, as Smetana reports: "Thanks to our long-standing cooperation with our partners in

France, we were invited to present our solutions and worldwide references for the Stressless track rope." The replacement of carrying ropes can sometimes be more demanding than a new installation. For this reason, technical parameters and installation preparations were comprehensively reviewed and coordinated by all parties involved.

Rope production and digital manufacturing monitoring

The result was an order for an 80-ton carrying rope. This was manufactured in the Austrian/Italian production network, just like all other Teufelberger-Redaelli ropeway ropes. High-quality materials are processed into high-performance steel ropes using modern manufacturing technologies.

"Our know-how in strand compaction reliably increases the breaking force of small rope diameters, and our long-standing experience with socketing ensures high-performance connections," Smetana explains. During production, the rope geometry is digitally and permanently monitored over the entire

PRESENTATIONS AND BOOTH

ON MOUNTAIN PLANET

Teufelberger-Redaelli is represented at Mountain Planet – at **booth no. 1540** and with **two presentations**:

- **When ropes tell their story:**
AI for Rope Lifetime Prediction
- **ONE STEP AHEAD: AI-powered monitoring and visual defect detection**

PRODUCTION CAPACITIES

Stranded Ropes:

Max. diameter: 70 mm
Single rope weight: approx. 140 tons,

Full-locked coil rope:

Max. diameter: 140 mm,
Single rope weight: approx. 148 tons,



The full-service approach also includes rope transport (right) and rope splicing (left).

length using stationary GLD (Geometric LED Detection) and extensively tested in the company's own test rig and by renowned institutes. All products are CE certified.

Transport & logistics

Back to Alpe d'Huez: After the rope was completed in October 2025, the challenging transport of the 2,850-meter-long cable from the plant in Gardone (Brescia) to the valley station was carried out. As with all projects, the Teufelberger-Redaelli service team inspected the construction on-site to define the ideal transport route, ensuring safe delivery even in difficult weather conditions.

"We take over the 'last mile' for the customers and transport the rope to the final station on the mountain exclusively with well known and reliable freight forwarding partners," emphasizes Smetana. In this specific case, the forwarder implemented a transport solution where the weight was split between two special trucks. Installation work was completed on time before the winter season. This is where the rope journey ends and the actual story begins.

Assembly: rope pulling and splicing

Teufelberger-Redaelli handles approximately 600 assembly assignments worldwide per year. The company organizes rope pulling and assembly, assists in the selection of tools, and takes over installation supervision in accordance with local safety regulations. "The rope geometry is closely monitored by our assembly team or in cooperation with partner companies during installation. Two specialized splicing teams perform the new splice," says Smetana, describing the global procedure. The continuous, seamless installation service ensures maximum planning security – no interfaces, no delays.

Service & support during operation: maintenance and repair

The portable GLD (Geometric LED Detection), designed and patented by Teufelberger-Redaelli, analyzes the rope geometry over its entire length during operation. The R&V sensor, also developed by Teufelberger-Redaelli, measures rotation and vibration. Additionally, high-speed cameras detect

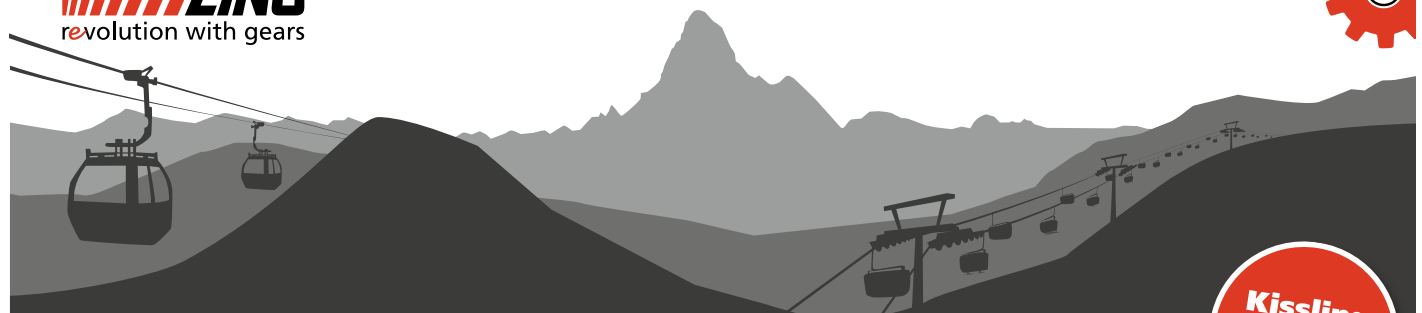
vibrations of structures and loose or elastic behavior of installation components. "The use of drones for inspections is already proven, providing access to all areas to be inspected, improving inspector safety, and reducing costs for renting mobile work platforms," says Smetana.

AI-powered monitoring

The AI-powered AIM tool (Alliance for Intelligent Rope Monitoring) combines MRT, GLD, and AI technologies. The all-in-one device detects rope anomalies, defects, and corrosion at an early stage. Data is available in real-time and regardless of location. With AIM, Teufelberger-Redaelli and its partners are opening up entirely new possibilities for camera-based, visual condition monitoring.

The AI-powered monitoring increase the system availability for operators, reduce downtime, and enable predictive maintenance, Smetana concludes: "When operators choose us, they choose more than just technology. They choose a partnership focused on mutual success"

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Feeling motion – Cablecars and Ropeways

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SAMBESI BY REMEC: MODERNIZED AND FURTHER DEVELOPED

The maintenance software **SAMBESI** is now available in its eighth and completely modernized version. Provider Remec is now launching further innovations: ski resorts can look forward to the **Cost Management** module and a mobile version for the iOS operating system.

Existing customers have known it for a long time: the *SAMBESI Classic* maintenance software is history, and the migration to *SAMBESI 8.0* is complete. New customers can now also benefit from this future-oriented, user-friendly program designed for the management and maintenance of ropeways. Both groups can look forward to two upcoming innovations: the new **Cost Management** module and the mobile version of *SAMBESI* for iOS (Apple devices).

Managing diverse infrastructure

The new **Cost Management** feature in *SAMBESI* has a proven track record in another industry. Five years ago, Remec acquired the business of Spillmann Informatik GmbH – and with it, a software solution for the facility management of hotels, restaurants, hospitals, senior centers, and staff housing. The leap to ski resorts is a logical one, not only because technical managers are increasingly responsible for comparable buildings, but also because ropeways, snowmaking systems, and workshops all incur significant costs.

Managing diverse costs

“With the new module, technical managers can manage and document their total costs – from the initial

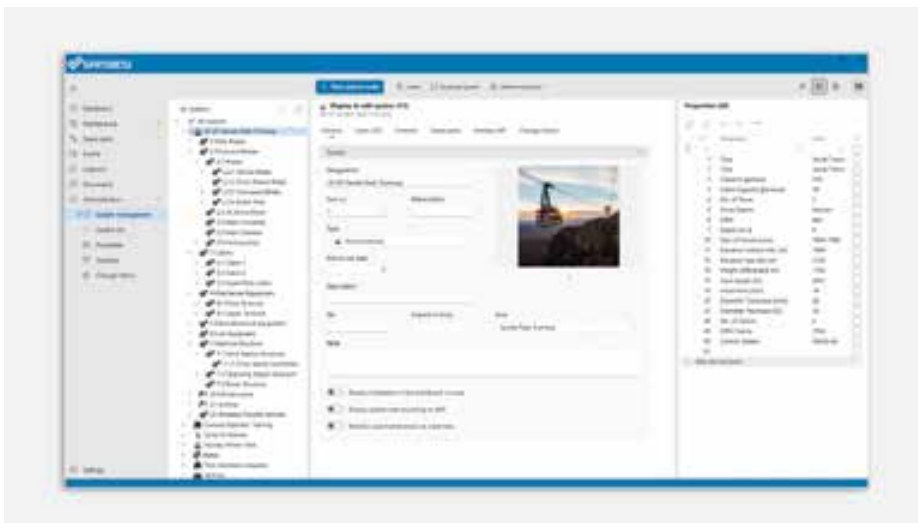


The well-known destination Sandia Peak relies on *SAMBESI*. © Remec

investment to ongoing operating costs and depreciation,” reports **Johannes Stadler**, CEO of Remec. *SAMBESI* thus assists in budget planning, control, and the analysis of actual costs.

“Facility management requires a very detailed cost breakdown, and ski resorts are now benefiting from this,” Stadler emphasizes. The module allows

users to precisely define cost types and centers, allocate budgets correctly, and perform specific evaluations depending on the area. Furthermore, costs can be assigned to contacts (suppliers/trades) and linked to invoices and delivery notes. “As is standard in *SAMBESI*, **Cost Management** is fully integrated with all other installed modules,” says Stadler.



SAMBESI – the ideal tool for holistic asset management.



Simple and user-friendly mobile app.

TECHNICAL MANAGEMENT BY REMEC

Takeovers, temporary representation, and on-call services

There is an increasing demand for Remec's technical management of ropeways. Whether it is a complete takeover, temporary representation, or on-call service – the ropeway specialists provide rapid and flexible support. They organize and conduct rescue drills, plan and oversee overhauls, and handle technical budget planning. In addition, Remec experts provide on-site training and instruction for staff.



VISUAL WIRE ROPE INSPECTION BY REMEC

Company takes over Seilplan division

For several years, Remec AG has been providing its cable car customers with the established visual wire rope inspection service using Winspect®. As of January 2026 the company has also taken over the eponymous division of Seilplan GmbH, further strengthening its service portfolio. To ensure a smooth transition, Seilplan is actively supporting the Remec team, ensuring that all customers benefit from a seamless continuation of services.



SAMBESI coming soon to Apple devices

Speaking of installation: The mobile version of *SAMBESI* will also be available for iOS devices, including Apple smartphones and tablets. "We are responding to customers, countries, and industries that rely heavily on the Apple brand," says Stadler.

Android users will also benefit, as the entire app is being overhauled. The most important new feature is the direct interface: users can now switch between modules with a single click without leaving the asset node, staying focused on the respective ropeway or infrastructure. The software is available in six languages (German, English, French, Italian, Spanish, and Mandarin) and supports entries in 40 languages. "Another new feature is that the customer's IT department can manage, configure, and lock the devices themselves via standard management platforms," Stadler explains.

New GIS functions to follow

Whether mobile or desktop: *SAMBESI*'s rolling planning function is also worth mentioning. While recurring tasks could previously "only" be scheduled daily, weekly, or monthly, intervals can now be set individually. "This gives users maximum flexibility, for example, when scheduling brake tests," Stadler says.

By the way, *SAMBESI* can be hosted in any country, with data backed up by default on servers in Switzerland. The software is offered via a fair and transparent modular subscription – based on the Software as a Service (SaaS) principle.

The GIS module will also receive new functions, Stadler concludes: "We are working on allowing users to place georeferenced tasks and documentation directly on a map. This can be crucial, for instance, in the event of pipe bursts in snowmaking systems."

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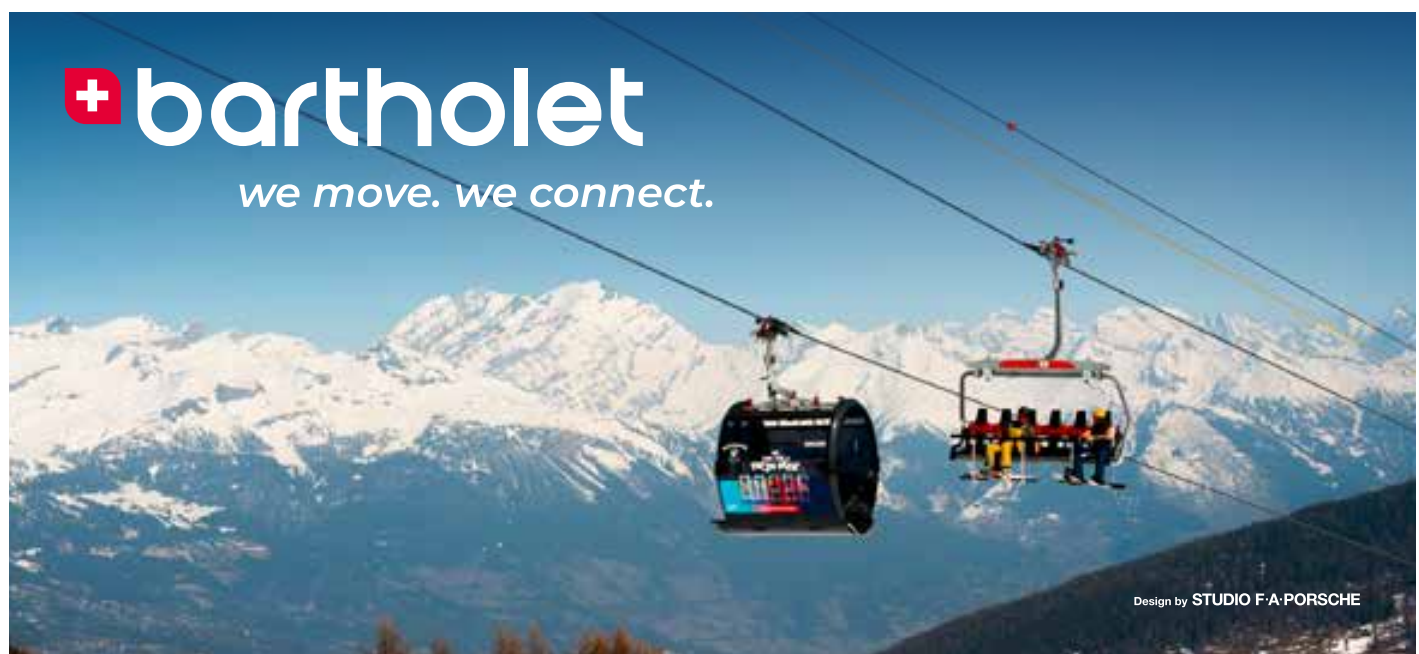
SERVICES REMEC AG

Software Solutions

- *SAMBESI* Comprehensive Solution
 - Dashboard
 - Maintenance
 - Events
 - Operating Log
 - Risk Management
 - GIS Map
 - Cost Management
 - Contract Management
 - Administration
 - Spare Parts
 - Documents
 - Reports
- KASSANDRA – Guest Forecasts
- POLLUX – Destination Simulation

Services

- Technical Management of Ropeways
- Visual Wire Rope Inspection Winspect®
- Consulting and Training



Design by STUDIO F·A·PORSCHÉ

SKILINE ADVENTURE: TURNING GUEST ENGAGEMENT INTO MEASURABLE VALUE

Alturos Destinations introduces a scalable system that transforms passive ski days into structured, revenue-driven digital adventures within the Skiline app. This is not an add-on. It is a strategic engagement engine built to steer guest behaviour in real time.

In an increasingly competitive mountain tourism market, infrastructure alone is no longer a differentiator. Destinations must actively design experiences that influence behaviour, extend dwell time, and generate incremental revenue. With its Gamification framework, Alturos Destinations introduces a scalable system that transforms passive ski days into structured, revenue-driven digital adventures within the Skiline app. This is not an add-on. It is a strategic engagement engine built to steer guest behaviour in real time.

From infrastructure to Interaction

Gamification enables cable car companies to create adventures – structured, app-based challenges that guests actively start within the native iOS and Android applications.

Two proven mechanics are available: *Linear adventures* guide guests through a predefined sequence of actions – ideal for activating specific lift routes, panoramic circuits, or themed experiences. Logical connectors allow operational flexibility, for example when parallel lifts are involved.

Points-based adventures assign measurable value to defined actions. Once guests reach a target score, rewards are granted instantly. Real-time calculation ensures that vertical meter milestones, ski-day thresholds, or media interactions trigger immediate recognition and push notifications.

Notably, the system deliberately excludes leaderboards. Instead of rewarding a narrow elite, it incentivizes broad participation. The objective is volume, not vanity metrics – a design choice that significantly increases completion rates and overall engagement.

FACT BOX ALTUROS

Company: Alturos Destinations

Founded: 2002

Headquarter: Pfäffikon, Switzerland

Customer Network: Austrian Federal Railways (ÖBB), Zillertal Valley, Ski Amadé, Swiss Federal Railways (SBB), Valais, Jungfrau – Top of Europe, Chamonix-Mont-Blanc

Core Focus: Digital solutions for tourism and destination management

Key Products: Skiline, Skimovie, DestinationOS

Market Reach: Global, with strong presence in the Alps

Website: www.alturos.com

Mail: sales@alturos.com

LinkedIn: [alturos-destinations](https://www.linkedin.com/company/alturos-destinations)



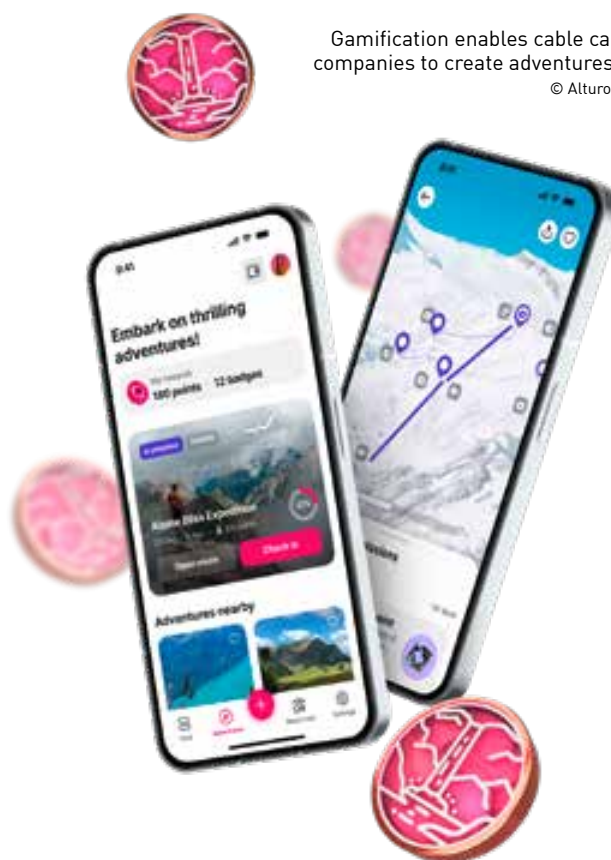
QR Code Adventure



QR Code Website

Gamification enables cable car companies to create adventures.

© Alturos



Seamless integration into resort operations

Gamification is deeply integrated into existing infrastructure. Actions can be triggered through:

- Gate entries via turnstile systems (Skidata and Axess)
- Geofence check-ins within defined GPS zones
- Media events such as photopoints, speedchecks, or skimovie installations
- Ski day milestones
- Vertical meter achievements
- QR code scan (QR code can be generated in the skiline gamification application).
- Ski safaris: using specified lifts, e.g.: a safari or circuit within a specified time
- Longest run: complete a route from start to finish by checkin in within a specified time

This integration allows skiline customers to influence guest flow strategically – activating underutilized lifts, promoting sponsor zones, or driving traffic to high-margin attractions. In points-based adventures, actions are generally rewarded once per level, ensuring balanced incentive structures.

A structured reward architecture

The motivational framework follows established engagement psychology: Badges function as frequent micro-rewards and should be distributed generously to sustain momentum. Awards represent high-value achievements, typically unlocked at the end of a level. These can optionally be redeemed for physical incentives, enabling direct upselling or sponsor-backed benefits.

Levels extend engagement across multiple visits, encouraging return behaviour and longer stays. Each adventure includes fully branded content – images, descriptions, and geolocations – supplied by the destination. Since the latest core update, all calculations occur in real time, enabling immediate reward distribution and automated communication.

Advanced tools for strategic mountain engagements

For customers seeking deeper segmentation and loyalty mechanics, advanced features provide additional leverage:

- **Custom variables:** Create complex reward logic (e.g., badge unlocks only after visiting both a summit and a hut).
- **Targeted content:** Restrict adventures to specific CRM-defined user groups, ideal for VIP clubs or premium passes.
- **Synchronized adventures:** Mirror progress between Skiline and proprietary apps when accounts are linked.
- **QA & simulation tools:** Test scenarios and user journeys before public launch.
- **Real-time statistics:** Review the progress of the adventure, completed tasks and awards received.
- **Data export:** Use data export to address users directly and raffle off prizes.

This modular architecture ensures that Gamification scales from simple engagement concepts to fully integrated loyalty ecosystems.

Practical applications with direct ROI

Linear Lift Activation Campaign: Guests complete a defined sequence of lift entries. After every three validated accesses, a badge is awarded; after twelve, a redeemable award is unlocked. Result: optimized visitor distribution and measurable infrastructure utilization.



Multi-Attraction Points Adventure: Lift rides, media installations, and defined hotspots each generate points. At threshold levels, badges and tiered awards (bronze, silver, gold) are unlocked. The highest tier may be exchanged for a physical incentive – driving incremental spending and sponsor integration. Such frameworks do more than entertain. They guide behaviour, increase per-capita revenue, and create data-backed insights into movement patterns and attraction performance.

Why it matters

Gamification converts infrastructure into an interactive marketplace. It enables destinations to:

- Influence guest movement in real time
- Increase interaction with revenue-generating installations
- Extend average length of stay
- Integrate sponsorship assets natively
- Generate granular behavioural data
- Strengthen brand perception as an innovation leader

In a market where differentiation is increasingly experience-driven, structured digital engagement becomes a competitive necessity. With Adventure, Alturos Destinations provides more than a gamification feature. It delivers a controllable, measurable engagement framework – one that aligns guest motivation with business objectives. For forward-thinking ski resorts, the question is no longer whether to gamify the mountain, but how strategically this concept can be deployed.



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PISTENBULLY: NEW SMARTCUT TILLER

At the end of the day, guests see only one thing: a perfect slope. For those responsible for the slopes, however, it's the journey that counts – efficiency, cost-effectiveness, and technology must be just as important as the result. This is exactly where the new SmartCut groomer comes in.

Listen, test, think ahead: development based on practical experience

The starting point for the new *SmartCut* tiller development was not the drawing board, but practical experience. Over several seasons, the pre-development team at Kässbohrer listened intensively: feedback from customers, experience from daily use, and input from sales and service were consistently brought together. Through close collaboration, different approaches, state-of-the-art development methods, and numerous test runs, the vision of a snow groomer that optimally meets the requirements of modern slope preparation emerged step by step. The result is a ready-for-market production that will be installed as standard in all vehicles from the 2026/27 winter season.

DR. CHRISTIAN OBERWINKLER

Chief Technology Officer (CTO):



"For us, the new SmartCut groomer is the logical next step in slope preparation. It combines visibly better slope appearance with greater efficiency and noticeable relief for the technology. Thanks to the optimized milling geometry and SmartCut technology, we can cut snow and ice more precisely, require less power, and produce finer milled material. More uniform, stable slopes with reduced wear and lower energy consumption – the fact that we will be using this technology as standard from the coming winter season underlines our commitment to making innovation the norm. We were only able to achieve this result through the consistent involvement of our customers throughout the entire development period, combined with the latest simulation methods."

Innovation that sets standards

With the introduction of this standard feature, Kässbohrer is sending a clear signal. State-of-the-art tilling technology is becoming standard and provides another decisive argument in favor of the *PistenBully*. Operators automatically benefit from greater precision, efficiency, and durability – advantages that pay off measurably in daily use.

Visibly better: finer tilled material for perfect cord structures

The focus is on significantly improved slope quality. The new *SmartCut* tiller with an optimized overall system consisting of a cutter bar and finisher comb produces particularly fine-milled snow that is evenly distributed and enables a clean, stable finish. The result is more homogeneous and resilient slopes – visible to every guest and noticeable to every skier.

Maximum efficiency with minimum power requirement

A newly developed cutter bar tooth with optimized geometry and two sharp cutting edges ensures particularly efficient grooming of the slope. The lower resistance reduces the power requirement. Even on the first pass, ice and hard snow are effectively broken up, eliminating the need for double passes and increasing the overall efficiency of slope maintenance. At the same time, *SmartCut* technology allows you to work with reduced tilling depth and lower contact pressure – without compromising slope quality. To exploit the full savings potential, the tiller must be adjusted to suit the situation.



The optimized geometry of the cutter bar teeth, each with two sharp cutting edges, breaks up snow and ice particularly evenly.



Greater efficiency. Higher quality. As standard. The new SmartCut tiller from PistenBully. © Kässbohrer

Gentle on material and slopes

The new tiller also sets new standards in terms of technology. The optimized geometry of the cutter bar ensures smooth running, reduces mechanical stress, and minimizes wear. The technology is noticeably relieved – sustainable preparation in the best sense of the word.

Clean finish – even in curves

The three-stage finisher comb ensures optimal distribution of the groomed snow and maximum directional stability, even in curves. Even in challenging terrain, the result is uniform without smearing. For the driver, this means more comfort, less contact pressure, and the ability to work at higher speeds without compromising on quality.

The result counts. And it's impressive.

More even, more stable slopes with a perfect corduroy structure make the new *SmartCut* tiller a key component of modern slope preparation. Available as standard in the *PistenBully* from the coming winter season – developed from practical experience, for practical use – with the aim of getting the best out of every slope.

GREEN SUCCESS STORY FROM USA: BOYNE RESORTS RELIES ON PISTENBULLY 600 E+

Boyne Resorts is comprised of 10 ski areas across the North American continent, with even more adventure destinations in their portfolio. Boyne also happens to have North America's largest fleet of PistenBully 600E+s, a machine they consider to be crucial to their success. Read the interview.

Boyne Resorts relies on PistenBully 600 E+ for sustainable slope maintenance. We spoke with Jeremy **Cooper**, Vice President of Mountain Sports Development, to talk about their 30-plus-year relationship with PistenBully and Boyne Resorts' sustainability goals for the future.

SI: *What motivated Boyne Resorts to invest in a large fleet of PistenBully E+ machines?*

Jeremy Cooper: Boyne Resorts has recently launched a 2030 project called the Forever Project. We are trying to get to net zero/carbon neutral by 2030. The PistenBully 600E+ machines will contribute to that goal. We will buy offsets for the diesel, and we are heavily working on renewable diesel at all of our resorts.

What feedback have you received from your operators and teams working with the PistenBully E+?

The 600E+ is a workhorse that will push, push, push. I joke that you could set the throttle in one of those machines, and it wouldn't stop until it fell into the ocean. Power and torque are huge benefits, but the technology of diesel and electric is really unique. For our team, it's not just how efficient and sustainable it is, but the fact that the machine itself has so much power – just like electric cars have instant torque and high horsepower.



Jeremy Cooper, Vice President of Mountain Sports Development, is impressed by the performance of the PistenBully 600 E+.

The PistenBully 600 E+ in action: electric drive meets maximum performance for perfectly groomed slopes.



What other PistenBully tools or technology assist in the success of the PistenBully 600E+?

As conditions become more volatile and unpredictable each year, we need to be more efficient with how we make and use snow. For this reason, Brighton Resort, Loon Mountain, Sunday River, Big Sky, The Highlands, Summit at Snoqualmie, and Cypress Mountain all have machines equipped with SnowSat.

At Boyne, we've taken the angle that SnowSat is not just a grooming tool but a snowmaking tool. We can be so much more efficient and not waste water or resources. Snoqualmie is a great example. They have two PistenBully 600E+ machines. Two years ago, everything

melted all at once. But for Snoqualmie, because of how they used SnowSat, every bit of snow was right where it needed to be, with almost equal coverage, saving the season.

Looking ahead, how do you see electric grooming shaping the future of your resorts?

This will definitely be part of our Forever Project at Boyne Resorts. Electric snow groomers like the PistenBully 600E+ will only get more and more efficient. With the push to be greener and more sustainable, we are paying attention heavily. It is certainly the future. That hybrid-style cat or full-electric is the direction we are going.



Quiet but powerful: the PistenBully 600 E+ combines high performance with significantly reduced noise levels. © Kässbohrer



Sustainable travel: The electric snow groomer ensures efficient slope preparation and reduces emissions on site.



With strong engine performance, intuitive control and flexible tiller technology, Leitwolf ensures efficient slope preparation in all conditions. © Prinoth

PRINOTH AT MOUNTAIN PLANET 2026: LEADING SOLUTIONS FOR THE WINTER

In Grenoble, the international ropeway and ski industry will focus on the long-term viability of alpine destinations. Rising demands for economic performance and sustainability call for strategic vision and innovation: Prinoth will showcase solutions to today's and future challenges.

In an increasingly complex mountain environment, Prinoth is pursuing a clear, future-oriented strategy. The company's objective is not only to support ski areas in daily operations, but also to act as a long-term strategic partner. With a strong emphasis on sustainability, operational efficiency, and investment security, Prinoth develops technologies designed to deliver reliable, measurable results – even under the most demanding conditions.

Leitwolf and Bison at Mountain Planet 2026

At Mountain Planet 2026, visitors will experience how this vision translates into practice. The exhibited *Leitwolf* will feature upgraded attachments for blade and tracks, along with a newly developed automatic winch system designed to further enhance precision, traction, and overall efficiency. The showcase will be complemented by a *Bison* equipped with a transport cabin, highlighting expanded application possibilities and the versatility of modern snow groomers.

Prinoth Connect: Efficient Snow, Fleet, and Snowmaking Management

In the digital space, Prinoth will also demonstrate its commitment to innovation with *Prinoth Connect*, a digital services that increases transparency, streamlines processes, and significantly improves operational coordination within ski areas. The *Prinoth Snowpark Services* and comprehensive Customer Service offering further reflect a holistic approach that supports ski resorts throughout every phase of their operations.

Save the date: New product launch

A key highlight of the exhibition will be the exclusive preview of a new solution with the potential to mark a significant step forward in the field of slope grooming. More than just a new product, it's an opening up new perspectives in terms of sustainability and operational efficiency. **The official unveiling will take place on April 21 at 11:30 a.m. at the Prinoth booth** – a presentation expected to be one of the standout moments of the trade show.

Prinoth booth as a hub for dialogue

Beyond the technology, the Prinoth booth will serve as a hub for dialogue and expert exchange. The booth will serve as a space dedicated to dialogue, professional networking, and tailored consultations, addressing key topics such as sustainability, profitability, operational quality, and the value of investments.

For operators seeking to optimize processes, reduce operating costs, and strategically develop their destinations, a visit to Prinoth is highly recommended. Mountain Planet 2026 offers the ideal opportunity to experience innovations firsthand, explore concrete solutions, and gain valuable insights for the seasons ahead.

Prinoth looks forward
to welcoming visitors
at Mountain Planet 2026: Booth
1099 (indoor) and 61 (outdoor).



Bison with transport cabin – perfect for for two main purposes – transporting people and carrying materials. © Prinoth

Looking Back:

A strong NSAA 2026 season

The momentum heading into Mountain Planet builds on a successful 2026 NSAA winter trade show season. Both NSAA West at Snowbird Resort and NSAA East at Killington Resort saw strong attendance and highly engaged participants, underscoring the industry's resilience and forward-thinking mindset.

At NSAA West in Snowbird, more than 690 industry professionals gathered for technical sessions, equipment demonstrations, and open dialogue on the evolving demands of snow operations. Despite limited natural snowfall across the western United States, participation and engagement remained high. Prinoth was actively involved throughout the event, engaging with operators and industry partners on topics such as grooming efficiency, sustainability, and

the role of advanced vehicle technology in modern resort operations. A highlight of the event was the HTI Group-hosted VIP dinner, where invited guests experienced a memorable ride in the Bison Transport Cabin to a summit location. The unique setting combined impressive mountain views with networking opportunities.

NSAA East at Killington Resort continued the strong momentum. More than 620 attendees from across the East, Midwest, and Canada gathered for technical discussions and on-snow demonstrations. Fresh snowfall created ideal conditions for the Prinoth-sponsored First Tracks experience, giving operators the opportunity to start the day on freshly groomed slopes while exchanging insights on grooming strategies, snowmaking coordination, and operational efficiency. The event concluded with a well-attended HTI

Group VIP dinner at Killington Peak Lodge, where HKD Snowmakers also announced the winner of the "I Am a Snowmaker" contest, honoring the professionals who play a critical role in delivering reliable winter operations.

Together, the NSAA events once again demonstrated the strong collaboration within the industry and the shared commitment to innovation and operational excellence.

For Prinoth, the events provided valuable opportunities to engage directly with customers and partners, gather feedback from the field, and continue advancing solutions that support efficient and sustainable mountain operations. This momentum now leads directly to Mountain Planet 2026, where Prinoth will once again present its latest technologies and contribute to shaping the future of the mountain industry.

ENERGY EFFICIENCY WITHOUT COMPROMISING ON PERFORMANCE

Modular, retrofittable and with the available adapter also usable for existing snow systems of other vendors. The Bachler snowmaking systems are characterized by maximum energy efficiency without compromising on snow production.

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TURNING OLD (SNOW) INTO NEW: PROVEN TECHNOLOGY, NEW FIELD OF APPLICATION

Snowfarming is being practiced more and more frequently. However, the snow often no longer binds, and sinking ankle-deep becomes unavoidable. Snowglue LiMES from Bächler Top Track AG makes the snow load-bearing again.

All ski resorts that practice snowfarming are unfortunately very familiar with the following situation: the snow has reached the final stage before turning into slush and barely binds anymore – about as little as table salt. Skiing or snowboarding on it is unpleasant. Grooming machines also sink deep into it, and preparing slopes and jumps is hardly possible, as the snow can only be pushed uphill with great effort and does not hold on the slope. With *Snowglue LiMES*, the Swiss specialist for snow management and snowmaking, Bächler, now provides the solution.

Innovative snow production

Snowglue LiMES is based on the *LiMES technology* used in indoor snowmaking and makes it possible to restore the load-bearing capacity of old snow stored over the summer – already at a wet-bulb temperature (WBT) of 0°C. To achieve this, snow from the previous season is mixed with the very fine snow produced by *LiMES*.

Successful tests in indoor ski slopes

The Bächler team discovered the phenomenon at the indoor ski slope in Wittenburg, Germany. The snow that skiers pushed down in the hall had to be removed and disposed of from time to



The SLF institute conducted tests with Snowglue LiMES snow and confirmed the effectiveness of the technology. © SLF



Snowglue LiMES from Bächler makes old snow load-bearing again. © Bächler

time, as people would sink up to 20 centimeters deep. After the first tests with *Snowglue LiMES*, this snow re-bonded and regained its load-bearing capacity. The same phenomenon was observed in the biathlon hall in Oberhof. Since then, Oberhof and Wittenburg have relied exclusively on *LiMES technology* for snow production and preservation.

SLF: Outdoor tests and measurements

Subsequently, in collaboration with the WSL Institute for Snow and Avalanche Research (SLF) under the direction of Dr. Fabian **Wolfspurger**, tests and measurements were carried out at the Titisee-Neustadt ski jump. First, the values of the old snow were recorded. Then, overnight, the *Snowglue LiMES snow* was applied and worked in the following morning. Additionally, two comparison areas were included using

the same procedure. Significant improvements appeared after two to three hours. Eight to twelve hours later, the process was largely complete, and further changes were minimal.

Result: snow becomes noticeably firmer

The results confirmed the hardening effect achieved by mixing fresh *LiMES snow* with old snow stored over the summer. The old snow combined with *Snowglue LiMES* reached approximately twice the penetration hardness of pure old snow three hours after milling. The most important process in strengthening dry snow is sintering – the bonding of snow grains. The very large specific surface area (43 mm⁻¹) of the fine-grained *LiMES snow* measured on site plays a crucial role in enabling the sintering of the old snow to occur again.

DR. FABIAN WOLFSPERGER

Research Engineer
WSL Institute for Snow and Avalanche Research SLF

“With roughly ten percent additional Snowglue LiMES snow, coarse-grained old snow can once again be made load-bearing.”



IN THE INTERVIEW: Claus Dangel CEO, Bächler Top Track AG



Claus Dangel
CEO Bächler

“A COMPARISON IS DIFFICULT,
AS THERE IS NOTHING COMPARABLE.”

SI Magazine: *Mr. Dangel, how did Bächler develop the Snowglue LiMES technology?*

Claus Dangel: We developed the *LiMES technology* to be able to produce technical snow outdoors under extreme conditions at 0° WBT. This worked – but the energy required and the amount of snow produced were not proportional for us. So we decided not to bring the product to the outdoor market initially. Contributing to this decision was also the fact that the prototypes were completed in summer and the tests took place indoors. It quickly became clear that *LiMES* performs excellently in indoor settings and can produce snow with practically no increase in hall temperature. This is unique for indoor snowmaking. Thus, we launched *LiMES* for indoor snow production. The next step is its application in snowfarming.

What is Snowglue LiMES based on?

The technology is based on Bächler's patented *NESSy technology*, with a slightly adjusted mixing ratio.

How does LiMES differ from other methods?

A comparison is difficult, as there is nothing comparable. Until now, one had to rely on natural snow or temperatures

below -2° WBT for technical snow production, in order to gradually restore the load-bearing capacity of snow stored over the summer. Since *LiMES* can produce snow already at 0° WBT, snow can be processed much earlier.

How should Snowglue LiMES be applied?

Normally, the snow stored over the summer is spread out, and then a new layer of snow with *Snowglue LiMES* is applied and worked in. In principle, it is also possible to “treat” the old snow in the storage area, although this makes the incorporation of the new snow somewhat more difficult.

How expensive is the technology?

The conditions on site and the existing infrastructure always need to be considered. If the basic equipment, such as a large compressor, is already available, we are talking about a low five-figure amount for *Snowglue LiMES*.

What economic advantage does LiMES offer operators?

As in many sectors today, it is about being able to offer services as early as possible – or simply for a longer period – and this is also true in the snow industry. At competition venues, there is the additional

factor of ensuring operational reliability and being able to start preparations early.

Can LiMES be used with any type of snow (e.g., technical snow)?

It can be used without restriction with natural or technical snow.

How does the technology affect the quality of meltwater?

It has no impact on the quality of the meltwater, since the technical snow from *Snowglue LiMES* is produced only from water and air pressure. As with all Bächler snowmaking systems, no artificial additives are used.

How often does LiMES need to be applied?

In principle, a single treatment is sufficient. Of course, the weather plays the main role. However, it is possible, for example after a warm spell, to reapply *Snowglue LiMES* to melting snow and restore its load-bearing capacity.

How is LiMES blended into the snow?

After the *Snowglue LiMES* snow layer has been applied, the area is treated as usual with a snow groomer and the milling machine, working the new *Snowglue LiMES* snow into the existing snow.



SLF measurements show that snow quality improves significantly just two to three hours after applying Snowglue LiMES. © SLF

THE NEW 6-BAND X-TRACK CHAIN: MINIMAL SNOW COVER? MAXIMUM EFFICIENCY.

The new 6-band X-Track chain from Kässbohrer impresses with precision that inspires. The “footwear” for PistenBullys proves maximum efficiency with minimal snow cover.

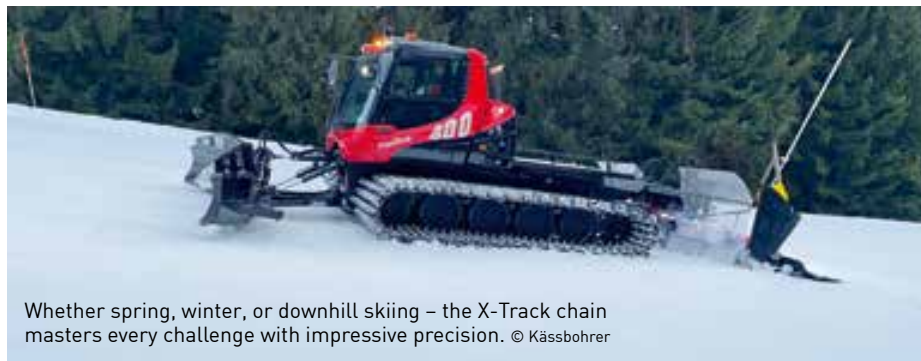
In the early hours of the morning, when the sun slowly rises over the slopes of the Allgäu, Germany, Thomas **Neyer** is already on the slopes. As the head of the ski slopes in Steibis, he knows what it means to make perfect tracks, even in critical conditions. Since he started using the new 6-band X-Track chain, his verdict is clear: “More than satisfied!” That’s how he describes what he and his team are now achieving on the slopes.

Outstanding performance with little snow cover

What used to be a challenge on days with little snow is now mastered with impressive ease by the X-Track chain. The slope surface is significantly more stable, and the snow stays where it belongs. “Whether cross-country trails or slopes – the tracks last noticeably longer,” confirms Thomas Neyer. And on the problematic slope edges in spring, where snow drifts used to be a daily occurrence, the slopes now have a new, smooth appearance. “Almost like a World Cup slope – as smooth as glass!” enthuses Neyer. The secret lies in the strong compaction and intelligent design of the chain. Less ejection, more snow remains in place – that’s what makes the difference.

Efficient, fuel-efficient, and environmentally friendly

The new 1,420 mm X-Track chain is a technical masterpiece that meets the challenges of modern ski resorts with



Whether spring, winter, or downhill skiing – the X-Track chain masters every challenge with impressive precision. © Kässbohrer

impressive flexibility. It has been developed to deliver optimal results even with little snow cover. It really comes into its own in valley areas, on connecting routes, or when moving snow guns. The reduced penetration depth into the snow reduces heat input – a noticeable advantage not only for slope quality, but also for fuel consumption and thus the environmental balance due to the shallower milling depth.

Complete processing with minimal passes

What immediately impresses is the even processing of the surface. The track is so wide that hardly any passes are necessary when driving in a staggered pattern. This protects the turf, reduces dirt contamination – and makes *PistenBully* a true precision machine. The combination of reinforced, stable bars and spike ice grippers ensures excellent lateral support and climbing performance, even on hard or icy snow cover. The driver not only experiences driving comfort, but

also safety and control, which make working on the mountain noticeably more pleasant.

Suitable for year-round use – ready for any challenge

And best of all: the X-Track chain is ready for year-round use. Whether on winter slopes or summer access roads, it remains reliable in use without the need for chain changes. With flexible configuration (no spikes, half or full configuration) and the option of mounting additional spike ice grippers, it adapts perfectly to the conditions, even on steep passages.

A tool that makes the difference

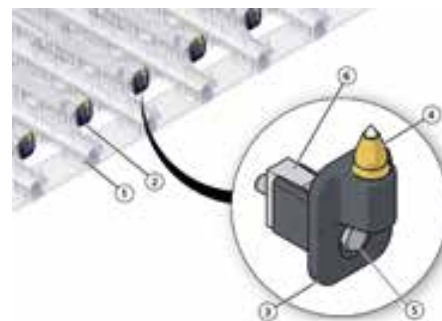
For many drivers and slope managers, it is more than just a means of propulsion – it is a tool that makes the difference between a good and an exceptional slope. The 6-band X-Track chain not only offers technological finesse, but also the peace of mind of being prepared for any weather and snow conditions.



XTrack 1,420 mm is the all-season chain solution for medium alpine applications with optional spike ice grippers for icier conditions.



Slope manager Thomas Neyer in action: In Steibis, the new X-Track chain convincingly demonstrates what it is capable of.



The XTrack chain comes standard with half (single) configuration, but is also available with full (double) configuration as an option.



Austria: The 4-star Mauterndorf campsite, located next to the Großeckbahn valley station. © Auszeit-XL Mauterndorf

FROM CAMPSITES TO CABLE CARS: A NEW ERA FOR MOUNTAIN RESORTS

At the latest since COVID-19, the camping boom has been omnipresent across Europe – in spring, summer, and autumn. But guests are also arriving with motorhomes and campers during the winter. Is this a global opportunity for the ski resort industry?

“Among cable car operators, camping in the vicinity of valley stations is a major, albeit controversial, topic,” begins Bernd **Scharfegger** of the Rax Aerial Seaway (Austria). The logic behind it is simple: parking areas are repurposed into pitches, or vacant land near a valley station is developed into campsites or motorhome parks, which are then managed either seasonally or year-round. While many austrian ropeway companies – such as Leogang (summer), Hinterstoder, Wurzeralm, the Pitztal Glacier, and the Tyrolean Zugspitzbahn – already benefit from camping facilities in the immediate vicinity, there remains further potential for “smart” offerings.

Born out of necessity

“We view camping positively. Yet, we only established the ‘Park ‘n’ Camp’ site next

to the Rax valley station out of necessity, because campers using a nearby meadow could no longer be tolerated,” Scharfegger explains. This situation threatened the loss of a guest segment vital to the region. “So, we decided to allow camping in the cable car parking lot. Due to high demand, it soon became necessary to install basic infrastructure, including sanitary facilities and power hookups,” the operator recalls. Simultaneously, alternative parking spaces were created for day guests. With the Rax site, they have succeeded more than ever in attracting guests who bring added value to the region (via lift ticket sales, local gastronomy, etc.).

Location right at the valley station

Part of the success is the location: from ‘Park ‘n’ Camp,’ guests can walk to the cable car station, start hikes directly from the valley, access the Schwarza Valley cycle path, or explore the nearby Höllental with its numerous climbing opportunities. “Some of our guests also attend the Reichenau Festival,” Bernd Scharfegger notes with satisfaction. “Park ‘n’ Camp” is open from May to October. Winter use is possible, though infrastructure – with the exception of power – is not available then.

“Currently, we generate 80% of our cable car business in the summer half-year. However, activities like snowshoeing are making winter increasingly important. If this trend continues, we may

make the camping offer fully winter-compatible,” says Scharfegger, who celebrate this year the centenary of the Rax Aerial tramway.

Top-Tier camping at the base

“The 4-star Mauterndorf campsite, located directly next to the Großeckbahn valley station, is extremely positive for us year-round. It is ideal that guests can reach the station on foot,” explains Philipp **Steinlechner**, Managing Director of the Großeck-Speiereck mountain lifts. “To make the path from the campsite to the station comfortable and step-free, we installed an elevator,” adds Peter **Schitter**, operator of the Mauterndorf campsite. “Winter camping is very popular with families because of the ideal location at the valley station, which also houses the practice area and ski center. Skiing campers without children are more mobile; thanks to ski bus connections, they also head to Obertauern or Katschberg,” Schitter says, describing his clientele.

“In Mauterndorf, we have observed a significant increase in campers since 2020, which currently seems to be leveling off at a high level,” analyzes Steinlechner. In summer, the cable car also benefits from camping guests, though perhaps not quite as strongly, as the region’s overall offerings provide many alternatives to the mountain lift experience.

By Oliver Pichler

CAMPING IN AUSTRIA

- 8.8 million overnight stays 2025 (+3.46%) – a new all-time high and the fifth record-breaking year in a row.
- July and August remain peak months.
- During the summer season, there is a visible trend toward off-peak travel.
- Winter camping is gaining in popularity: in November & December 2025, the number of overnight stays rose once again by 12 to 13 percent compared to the previous year.



Following its successful premiere at InterAlpin 2025 in Innsbruck, Cable Car Solutions 3CS will continue as an international thematic platform and congress format at Mountain Planet in Grenoble in April 2026. © InterAlpin

CITY CABLE CAR SOLUTIONS 3CS: URBAN TRANSPORT PLATFORM AT MOUNTAIN PLANET

Cities worldwide face mobility challenges where cable cars offer innovative solutions. Following its premiere at InterAlpin 2025, the international platform 3CS will debut at Mountain Planet in Grenoble from 21 to 23 April 2026, with the main event on 22 April.

Cable car systems are increasingly recognized as a vital part of modern urban transport, offering a potential solution to many mobility challenges. City Cable Car Solutions 3CS serves as an international platform for industry experts to collaborate.

City Cable Car Solutions 3CS:

Theme platform for a growing market

City Cable Car Solutions 3CS was launched by Congress Messe Innsbruck, organiser of InterAlpin, the world's leading trade fair for alpine technologies. Proximity to the cable car industry and continuous exchange with manufacturers, operators and planners formed the basis for the development of an independent congress and conference format specifically dedicated to the requirements of urban mobility.

The background to this is a rapidly growing international market: projects in cities such as La Paz, Mexico City and Paris impressively demonstrate how cable cars can be used as low-emission, space-efficient and high-performance transport systems.

City Cable Car Solutions 3C Spicks up on these developments and offers a structured platform for knowledge transfer.

Premiere at InterAlpin 2025

As a thematic platform, 3CS is aimed at an interdisciplinary audience of experts: manufacturers of cable car technologies, transport companies, urban and transport planners, authorities and political decision-makers. The focus is on concrete best practice examples,

completed projects and new approaches to integrating cable car systems into existing urban transport networks. The aim is to provide a basis for decision-making, share experiences and open up new ways of thinking about sustainable urban mobility.

The premiere at InterAlpin 2025 already demonstrated the high level of international interest in such an exchange format – an impulse that is now being consistently pursued in cooperation with Mountain Planet.



Industry representatives, mobility experts and public authorities exchanged perspectives on urban cable car solutions during the first 3CS sessions at InterAlpin 2025. © InterAlpin



Presentation of India's Mobility Strategy at 3CS, Interalpin 2025. © Interalpin

International cooperation: 3CS at Mountain Planet for the first time

With City Cable Car Solutions being held for the first time as part of Mountain Planet, the platform is gaining additional international reach. Mountain Planet, organised by Alpexpo in Grenoble, is considered the leading trade fair for planning and innovation in the mountains and takes place alternately with Interalpin. In future, 3CS will also follow this rhythm and be held alternately in Innsbruck and Grenoble.

The cooperation between Interalpin and Mountain Planet creates new synergies and opens up City Cable Car Solutions in particular to the French-speaking market – one of the most dynamic markets for urban cable car solutions worldwide.

Strong industry partners and long-term prospects

City Cable Car Solutions is supported by leading industry partners such as Doppelmayr and the HTI Group, providing

technical expertise. This positions 3CS as a long-term international brand that responds to the international market's need for exchange, information and networking and, together with leading industry partners, offers a professional framework for technical discourse on urban cable car solutions. The next opportunity to experience City Cable Car Solutions (3CS) live will be on April 22, 2026, at Mountain Planet in Grenoble.

Further information is available at www.citycablecar.solutions



© Congress Messe Innsbruck

The launch of City Cable Car Solution at Interalpin 2025 highlighted the growing importance of cable cars in sustainable urban mobility.



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OBERSTDORF-KLEINWALSERTAL: DRIVING FORCE FOR E-MOBILITY

With the MyMountainNature initiative, the german-austrian ski resort Oberstdorf · Kleinwalsertal is a pioneer in sustainable operations and aim to break new ground. For them, mountain e-mobility holds great potential. Board members Henrik Volpert & Johannes Krieg discuss this in an interview.

For years, the german-austrian ski resort Oberstdorf · Kleinwalsertal have been committed to ecologically sustainable operations through their MyMountain Nature initiative. As part of the Global Sustainability Ski Alliance (GSSA) founded in 2025 – a group of eight ski resorts aiming for more sustainable business practices – the German-Austrian ski area has intensified its electrification efforts, as board members Henrik **Volpert** and Johannes **Krieg** report in an interview with SI.

SI Magazine: *Why are you focusing on e-mobility?*

Volpert: We cable car operators have always been pioneers of sustainable electric mobility. Electrifying our fleet is the next logical step. Compared to other industries, however, alpine technology – meaning fully electric snow groomers, snowmobiles, and the like – is still in its infancy. We want to actively push this topic and, as a partner to the industry, gain early experience and bring the technology into daily operations on the snow. Ultimately, we expect tangible economic and operational advantages.

What specific steps have you taken?

Krieg: Following our 100 percent green electricity initiative with PV systems and hydroelectric power plants, as well as the introduction of HVO diesel for our 38 conventional snow groomers, we are now actively seeking fully electric solutions for our entire fleet. Other sectors are much further ahead here. After initial successful trials in the 2024/25 winter season, we have now purchased three fully electric snowmobiles as well as three snow groomers and snow blowers for regular operations. We had to import the snowmobiles from North America because there was no comparable offer here. For the grooming vehicles, thanks to close cooperation with TechnoAlpin, we are using Xelom Snow Cats.



Henrik Volpert
Board Member ski resort
Oberstdorf · Kleinwalsertal



Johannes Krieg
Board Member ski resort
Oberstdorf · Kleinwalsertal



Full pushing power from a standstill and low maintenance – these are the greatest advantages of fully electric snow groomers.

What has your experience been with the e-snow groomers?

Volpert: Operationally, there is a lot to be said for electric drives: the torque and sheer pushing power of fully electric vehicles are significantly superior to internal combustion models. Additionally, electric snow groomers suffer less wear and are less maintenance-intensive, which is not only cheaper but also increases availability. Most importantly, they are quieter and emission-free, which is a real advantage in our valley ski area. At the same time, vehicle development is still in its early stages. For example, the range of applications for snow groomers is still limited, and features like winches are not yet available. As early adopters, we consciously accept these challenges. I am very pleased that our mountain teams are so committed and willing to experiment – even if it occasionally tests our nerves (*laughs*).

What about the range?

Krieg: We have no problem with the operational range of five to six hours; the vehicles fully recharge at 300 kW superchargers during the drivers' breaks. Thanks to snowmaking and cable car systems, we have transformer stations everywhere on the mountain, making the charging infrastructure easy to implement. Our e-snowmobiles in particular can be flexibly charged at any lift station. We are aware that there is still potential regarding range, and we expect to see major leaps in performance in the coming years. Contrary to what people know from electric cars, the cold has not been an issue so far. We firmly believe in battery-electric solutions. A look at the bigger picture, especially toward Asia, shows that the race for the right technology was decided long ago.



Thanks to superchargers, the vehicles' batteries can be charged with up to 300 kW during work breaks.



For regular passenger cars, the ski resort has already partially switched to electric drives, but for pick-ups, they are still searching.



The ski resort imported the fully electric snowmobiles from North America because they could not find any suitable options in Europe.

What strategic advantages do you see in e-mobility?

Volpert: Take the snow groomer fleet: conventional groomers are dead capital outside the winter season. Electric vehicles with their 300+ kWh batteries, however, can be used year-round as battery storage – essentially a “grid on the mountain”. The future applications seem endless: as a power supply for maintaining snowmakers, as energy storage to bypass price peaks on the energy market, as a buffer for the hydroelectric plant, or as emergency power backup to avoid having to keep diesel generators on hand. Theoretically, we could operate the Nebelhorn almost autonomously for an entire summer day using five snow groomers as energy storage. Furthermore, the entire fuel logistics on the mountain are eliminated, not to mention the ecological benefit.

How does the e-mobility offensive fit into the GSSA?

Krieg: Within the GSSA, we work on various topics in working groups. Regarding e-mobility, Kronplatz (South Tyrol), SkiStar (Sweden, Norway), and ourselves are primarily in charge. We are also in close exchange with Compagnie des Alpes (France). It is important that we remain brand-independent and allow every manufacturer to test their vehicles with us. We want to encourage the supply industry to increase the variety and quality of their e-vehicles and have a great interest in healthy competition. Our industry colleagues who are not yet involved expect us to lead the way as early adopters and provide momentum.

What further steps will you take?

Krieg: Mature fully electric models already exist for tractors and other specialized vehicles; we will be making purchases there soon. For pick-ups for our maintenance and work teams, we are still looking for suitable European suppliers, as short uphill and downhill trips are predestined for electric drives. Ultimately, it will certainly take some time before sufficient and fully functional electric alternatives are available for all vehicle types. Technical availability and vehicle quality during tough mountain use remain the dominant decision criteria.

How is e-mobility perceived by employees and guests?

Volpert: We are very grateful to our drivers and team leaders for acting as pioneers, being open-minded, and testing these sometimes entirely new vehicles to their limits. After all, due to the challenges on the mountain, our industry tends to be quite skeptical by nature. We bring guests and the media along through transparent communication. The feedback regarding less noise and fewer exhaust fumes is very positive, and even laypeople recognize the advantages of electric drives on the mountain. The general consensus is: If not on the mountain, where else does e-mobility make sense!

Interview: Thomas Surrer

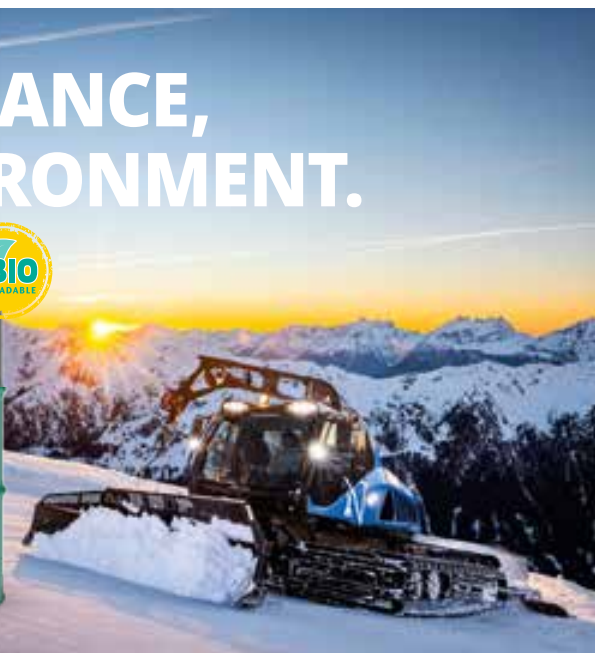
To the ski resort's website: www.ok-bergbahnen.com

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SPAIN: Ski resorts are committing big budgets



Skiers in Astún can look forward to a new cable car. © Astun

For the upcoming 2026/2027 ski season, the Spanish ski resort Astún will put its new Balsas chairlift into operation. This is reported by the media outlets Noticias and El Periodico. The fixed-grip quad chairlift is intended to strengthen the planned connection between Astún and Candanchú. In view of the foreseeable increase in skier numbers due to the gondola connection with Candanchú, the Astún ski resort considers the installation of the new chairlift necessary and has budgeted 5.3 million euros for it. The system named TF4 Balsas will be built in the western part of the ski resort and will run near the La Raca chairlift.

The valley station is located below the green Prado Blanco slope, while the mountain station is situated above the Balsas slope. The mountain station of the future connecting gondola from Candanchú will be located at an altitude of 2,022 meters. Since this is in the immediate vicinity of the valley station of the new Balsas cable car, skiers can easily reach the entrance at an altitude of 2,015 meters. The contract was awarded to the company Leitner.

The Alto Campoo ski and mountain resort is also pushing forward with investments in cable cars, a beginner zone, and snowblowers. This is reported by the media outlets Démocrata and EuropaPress. According to the reports, a permit process is currently underway to relocate the "Toboganes de El Chivo" T-bar lift and thus establish a new zone for beginners – a measure budgeted at over 270,000 euros. In parallel, the project for a 6-person chairlift is in the design phase, intended to replace the old Pidruecos lift. Plans also include a 500,000 euro tender for a snowblower to strengthen snow removal efforts.

FINLAND: New cable car at Levi Ski Resort



Levi Ski Resort in Finland continues its long-term investment program. This year, it focuses on increasing lift capacity on the south slopes, aiming to enhance the area's functionality. The new Sunny Express chairlift will boost capacity and speed up access to the main pistes. Construction will take place during the summer season, with the lift scheduled to be ready for the 2026/27 winter season. The Sunny Express will be a six-seater chairlift from the D-Line series by Doppelmayr.

Significant improvements were made on the south slopes for the 2025/26 winter season, including wider runs, upgraded LED lighting, and an optimized snowmaking system. Between 2019 and 2026, Levi Ski Resort has invested approximately 64 million euros in the development of pistes and service offerings.

© Pixabay

FRANCE: Ski resorts invested 555M euros in 2025



In 2025, French ski resorts committed 555 million euros in investments, according to the annual survey by Montagne Leaders magazine in partnership with Atout France and Domaines Skiabiles de France, as reported by Planetski. This figure is identical to the previous year and 50 percent above the ten-year average. The breakdown of 2025 investments by mountain range, excluding grooming, is as follows: 230.26 million euro in Savoie, 84 million euro in Haute-Savoie, 80.16 million euro in Isère, 71.84 million euro in the Southern Alps, 34.9 million euro in the Pyrenees, 0.88 million euro in the Vosges, 1.17 million euro in the Jura, and 5.61 million euro in the Massif Central. New ski lifts remain the largest item of expenditure, accounting for half of the total investment. © flaticon/graphicmall

USA: Upgrades for the upcoming season



Powder Haven is designed as a private ski community. © Powder Haven

Some ski resorts in the U.S. have announced upgrades planned for upcoming seasons, according to the media outlet Ski Area Management. In New York, the Olympic Regional Development Authority (ORDA) approved 15.9 million dollars in capital investments across Whiteface, Gore, and Belleayre mountains. The funds will go toward snowmaking, trail, and electrical improvements, as well as conveyor lift upgrades at Gore and Belleayre.

Utah's Powder Mountain plans a 40 million dollars investment in a terrain expansion and base-area improvements

on the public side of the resort as part of its evolving public/private operating model. The multi-year investment plan includes three lifts, a new lodge, and a 1,000-acre terrain expansion. Reed **Hastings**, the Netflix co-founder who acquired a controlling stake in the resort in 2023, has been shifting Powder Mountain toward a model in which revenue from private memberships and real estate development helps fund improvements to the public ski area.

In Wisconsin, Little Switzerland Ski Area will install two new quad chairlifts this summer, a four million dollars investment that more than doubles uphill capacity – the largest single capital project in the resort's history.

Meanwhile, Vail Resorts launched sales for the 2026-27 Epic Pass with new pricing options for customers aged 13-30, offering a 20 percent discount compared to the full adult Epic Pass. Vail Resorts also adjusted the other age brackets. The teen tier shifted to ages 13-17 from 13-18 for the 2025-26 season, while the adult tier now begins at age 31 instead of 19.

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