

quota neve



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Editor-in-Chief:
Giorgio Marchelli

Editorial Office:
Viviana Patscheider
Gherardo Marchelli
Giorgia Marchelli

Publisher: quota neve s.a.s.
Management, Administration,
Advertising: via Prati 12
20145 Milano
tel. +39 02 4983120
e-mail: red@quotaneve.it
www.quotaneve.it

Mountain Editorial Office:
via del Castello 83
32043 Cortina d'Ampezzo
tel. +39 0436 2301 - +39 335 586 41 21
e-mail: red@quotaneve.it

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- Ski schools
- Mountain tourism promotion agencies
- Industry professionals in Italy and abroad.

The Titlis accident

On Wednesday, March 18, 2026, a cabin of the Titlis Xpress gondola lift in Engelberg detached from the rope and rolled downhill along the snow-covered slope. The only passenger on board, a 61-year-old woman from the region, was killed.

The gondola lift involved is an 8-passenger Garaventa (Doppelmayr) installation dating from 2015, connecting Trübsee (1,784 m) to Stand (2,428 m), with a vertical rise of 644 m, a length of 1,996 m, an operating speed of 6.0 m/sec and a capacity of 2,475 pph; the grips are DT 108 models equipped with torsion springs.

The day had been forecast as windy and, according to the operator, the staff had decided to suspend operations, reduce the speed and return the cabins and passengers to the stations. The accident reportedly occurred as these procedures were beginning.

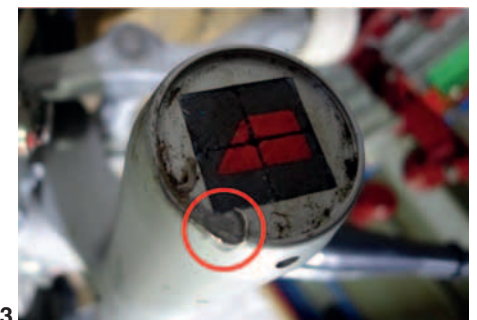
According to the manufacturer (Garaventa CEO Arno Innauen), the accident was triggered by an "unexpected strong gust of wind". The violent gust is said to have caused the cabin to swing to such an extent that it collided with a tower; in particular, part of the grip head became caught on the rope catcher and support designed to retain the rope in the event of derailment. Evidence of this impact and entanglement has been found, and the force involved was sufficient to tear the grip off the rope.

A similar accident occurred on October 20, 2019, on the Rotenfluebahn at Mythen in Switzerland, involving an empty cabin and therefore attracting less media attention. Following that event, Garaventa developed a relatively simple retrofit option: a conical steel deflector mounted on the torsion-spring head to prevent entanglement with the rope catcher by allowing it to slide



sideways. Garaventa offered this upgrade on a voluntary basis in 2022. The upgrade was not implemented by Titlis Bergbahnen. According to an

expert, the cost of the modification would have been approximately CHF 20,000 for a gondola lift equipped with 140 cabins.



MAINTENANCE AND REPAIR OF MOTORS AND PUMPS FOR ROPEWAY INSTALLATIONS AND PUMPING STATIONS



1. The cabin rolling down the slope
 2. The conical deflector proposed by Garaventa
 3. Impact marks on the rope catcher and on the DT 108 grip
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Mountain Planet 2026

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Mountain Planet 2026 held at Alpexpo in Grenoble from April 21 to 23, 2026, welcomed 21,000 visitors (+5% compared to the previous edition) from 70 countries and 428 exhibitors representing 1,000 brands.

Numerous conferences and professional meetings were held during the event. Among the conferences was the now traditional presentation by Swiss consultant Laurent Vanat on the "International Report on Skiing 2026", which highlighted that approximately 399 million skier visits (+7.8% compared to the previous survey) were recorded worldwide during the latest season (2024/25), generated by around 150 million skiers.

The next edition of Mountain Planet will take place in Grenoble from April 11 to 13, 2028.

Below are some of the highlights from the 2026 edition within the magazine's field of interest.

Doppelmayr, as a group, showcased recent developments from a wide range of disciplines.

Visitors were able, for example, to discover more about AURO with its latest innovation AURO Assist, the TRI-Line system, the Connect drive system and the latest digital customer service solutions, as well as the clair resort management platform. Customized cabins from current flagship projects and the Bike Cab for bicycle transport completed the exhibition experience.

More specifically.

Visitors were able to sit inside the latest version of the STELLA cabin in the Hoch-Ybrig (CH) design or discover the exceptional interior fittings of the OMEGA V-10 XL, already in operation on the urban Câble C1 installation in the Île-de-France region within the Paris metropolitan public transport network. The 3S ATRIA cabin for Grand Montets (F) also attracted considerable attention.

With AURO (Autonomous Ropeway Operation), the autonomous operation system for ropeways, the Doppelmayr Group has introduced a milestone innovation to the market. The latest development is

AURO Assist, a support system for operators at the bottom station of chairlifts, using artificial intelligence to analyze passenger boarding behavior. This ensures that only chairs with correctly seated passengers are dispatched onto the line.

TRI-Line is Doppelmayr's latest and most innovative 3S technology. It combines the advantages of the tri-cable system with those of the D-Line generation of ropeways. The core of the system is the newly developed eight-roller carriage. TRI-Line is a true all-rounder for every field of application: long spans, large vertical rises, high wind stability and an unparalleled transport capacity of 8,000 passengers per hour per direction are among its defining features, all while maintaining a minimal foot-

1. Entrance to Mountain Planet 2026

2. Interior of Mountain Planet 2026

3. Cabin section of the Doppelmayr stand

4. Doppelmayr 3S Atria cabin for Grands Montets

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print thanks to its compact design. With the Bike Cab, Doppelmayr presented for the first time at a French trade fair the most elegant way to transport bicycles by gondola lift. Up to eight bicycles can be carried in one Bike Cab.

As a digital assistant, clair supports operations and maintenance management within ski resorts. This platform solution brings together resort infrastructure within one centralized system and provides operating companies with tools to increase the reliability and availability of their installations.

Connect is the reliable control system of the Doppelmayr Group. It offers numerous functional advantages and focuses on user requirements thanks to its intuitive and clear ropeway operating interface. In addition to stations and line equipment, a central aspect is naturally the passenger area, especially the cabin. Functions such as communication, lighting, ventilation and infotainment offer numerous possibilities for customizing cabin interiors. Ideally, these functions are integrated and centrally connected to the ropeway control system.

Leitner focused especially on ROPE-RA®, the new standard for monocable circulating ropeways.

A central element is the LeitControl 2.0 control system, distinguished by a modern application-oriented operating philosophy and web-based technological architecture. It enables intuitive control and efficient operation of installations regardless of location.

Complementary technologies such as LeitPilot are also employed. Thanks to real-time monitoring of boarding and unloading areas, the

system enables autonomous station operation and contributes significantly to the efficiency and operational safety of modern ropeways. State-of-the-art safety technologies, including LIDAR sensors for monitoring the vehicle pit area, create the basis for automated operating processes even without station staff.

ROPERA® integrates these technological developments into a holistic approach, combining essential requirements such as performance and low noise, efficiency and sustainability, occupational safety and ease of maintenance, as well as optimized lifecycle costs, thereby defining the next generation of ropeways. As a result, the new standard is playing an increasingly important role in the practical implementation of projects.

Poma celebrated its 90th anniversary by presenting a new “PURE” cabin, which in some way aims to reinterpret the legendary SP4 (the “egg” cabin introduced in 1966). More than an egg, PURE takes the form of a large transparent capsule or cocoon that reinvents the cabin concept in response to new uses.

Its advanced industrial design achieves an exceptional recyclability rate of 95%. The use of UV-trea-



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1. Stand Leitner
2. Porsche Design cabin at the Bartholet stand

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ted polycarbonate enhances the structural cladding through innovative tonal variations. Functionally, this material naturally limits heat buildup and is complemented by a ventilation system that draws air in at the base, circulates it through the structure and expels it through the roof. This approach improves thermal comfort while reducing energy demand. PURE also offers great modularity in interior layouts, with configurations adapted to different passenger flows and uses, including year-round operation. Maximum glazed surface area and beveled corners eliminate visible structure in favor of volume and panoramic views, creating a continuous seamless line up to the suspension arm support. Inside, high-quality design elements, lighting and audio systems complement passenger communication and safety equipment.

Poma also presented LIFE – Large Impact for Efficiency, defined as a new generation of ropeway transport. The impression is that this is simply the French version of ROPERA®, the HTI standard aimed at unifying detachable grip technologies within the group.

On February 1, 2026, the Group completed the merger of Poma with its historic units Poma Savoie

(mechanical manufacturing) and Poma Mont-Blanc (control systems, electrical equipment and automation), together with subsidiaries SIGMA (cabin manufacturing) and COMAG (assembly and maintenance). With 1,650 employees and revenue of 520 million euros, Poma positions itself as a strategic regional partner combining industrial performance, innovation and strong local roots.

MND Ropeways displayed the Orizon cabin featuring the logo of the Chimgan resort in Uzbekistan.

The MND Group, particularly through its Ropeways, Snow and Leisure divisions, is involved in this location to create one of the first international four-season mountain tourism destinations in Central Asia. The project includes: a 10-passenger detachable gondola; an 80-passenger reversible aerial tramway linking the gondola top station to the summit of Mount Chimgan at 3,309 meters altitude; two fixed-grip four-seater chairlifts; six conveyor belts for skiers and pedestrians, with covered galleries serving the beginner area and four-season leisure zone; an automated snow-making system covering part of the ski area; a themed alpine coaster, two giant zip lines, an adventure



tower, a tubing area, 14 avalanche preventive release systems, dynamic signage systems, lighting for certain slopes and ski area safety equipment. By the end of 2026, all resort infrastructures will be delivered and operational. The future aerial tramway will enter service in 2027.

Graffer particularly highlighted the 10-passenger cabin used in the construction of the Cortina gondola as a legacy project by SIMiCo within the framework of the recent Winter Olympics. The cabin, as well as the internationally certified components (CE), are imported from the Turkish company Anadolu Teleferik.

CCM Finotello had a large stand displaying the typical elements of

1. Stand Poma
2. Pure cabin at the Poma stand
3. Orizon cabin at the MND stand featuring Chimgan branding
4. Graffer stand with Anadolu Teleferik cabin intended for installation in Cortina



CCM production and, in particular, a new product for Mountain Planet 2026: a double-effect sheave assembly for four-seater chairlifts. Presence in Grenoble was motivated by particularly active contacts on both the French and Italian markets, where CCM has a strong presence; therefore many productive meetings with historic customers as well as new approaches took place, leading to numerous requests for quotations that will certainly result in contract signings.

Fatzer presented its latest achievements, representing a significant step toward the future.

With "Next Generation Lifecycle Management", a solution was developed enabling ropeway manufacturers and operators to manage and maintain their installations more efficiently while ensuring optimal performance and safety.

Fatzer Smart Service is an innovative platform providing real-time monitoring.

1. Stand CCM Finotello
2. Stand Immoos
3. Stand Calag



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ring, diagnostics and maintenance services for ropeway systems. This intelligent solution maximizes uptime, minimizes downtime and optimizes resource utilization.

Another development is the partnership with TRUcompany AG. Thanks to this collaboration, even more comprehensive services and support can be offered to customers, perfectly tailored to their needs.

Teufelberger-Redaelli focused its presence in Grenoble on the launch of AIM with live booth demonstrations.

With the clearly defined approach "One partner. Full service. Built on partnership. Measured in success.", Teufelberger convincingly demonstrated its role as a full-service provider: a reliable partner accompanying customers throughout the entire lifecycle of ropeway installations.

Prinoth presented an electric snow groomer redefining performance in the large segment: the Leitwolf E-Motion, a fully electric large snow groomer designed to operate at the highest levels, with capacity, operational continuity and productivity comparable to benchmark vehicles.

The project was born from a concrete market need: until now, the large

snow groomer segment lacked an electric machine capable of delivering performance aligned with diesel models. The Leitwolf E-Motion addresses this need not by revolutionizing the machine concept, but by evolving an already widely proven platform.

Developed by Prinoth, the Leitwolf E-Motion represents the electric evolution of a successful platform. The goal is not to introduce an experimental vehicle, but to maintain the reliability, ergonomics and operational behavior already familiar to operators while transferring them to a new electric traction architecture.

According to the manufacturer, performance is at least equivalent to that of a conventional Leitwolf, with operating speeds up to 20 km/h and approximately five hours of autonomy under real working conditions. Fast charging, capable of restoring battery capacity from 10% to 80% in approximately one hour, enables flexible management of operational windows and reduces downtime.

Within the current market landscape, electrified slope grooming solutions are mainly positioned in lower segments or use hybrid architectures limiting operational continuity. The Leitwolf E-Motion, by contrast, positions itself as a fully electric snow groomer for the most demanding applications, maintaining a 4.5-meter working width — currently the

widest available — a key factor for productivity and finishing quality on large surfaces.

Advanced thermal and energy management systems support performance, ensuring consistent output even during extended shifts. The particularly low noise level also improves operator comfort, especially during nighttime work or in complex environments.

The debut of the Leitwolf E-Motion is part of the path initiated by the partnership announced in 2024 between Compagnie des Alpes and Prinoth aimed at industrializing electric snow groomers in this category.

The project now enters the operational phase: Compagnie des Alpes becomes the first customer for the Leitwolf E-Motion, with three units entering service by the end of the year in the group's resorts. This confirms the vehicle's orientation toward daily and intensive use rather than merely demonstrative operation.

From an operational and economic perspective, reduced maintenance, greater overall efficiency and competitive total cost of ownership are indicated, although details of final configurations have not yet been disclosed.

Kässbohrer presented its latest vehicle technologies and solutions for efficient, sustainable and economical ski resort management.

1. Stand Fatzer

2. Stand Teufelberger - Redaelli

3. Prinoth Leitwolf E-Motion





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Special attention was focused on several points.

With the fully electric PB 100 E and the PB 600 E+ hybrid diesel model, Kässbohrer presented its continuously refined "green line". Both vehicles guarantee low-emission slope grooming, reduced noise and significantly lower energy consumption while maintaining high performance.

The PB 800 W, a top-range vehicle for extreme conditions, was exhibited. Thanks to the more powerful engine, five driven axles, longer chassis and larger blade, it moves much more snow in less time even on critical slopes and with large snow volumes.

1. Kässbohrer PB SmartCut tiller 2. Kässbohrer PB KFX for easy and rapid tiller replacement

The PB 600 Polar W GreenTech was designed for versatile applications also outside the winter season. Now equipped with a winch, it can be used with special equipment, for example for slope mulching, creating optimal conditions for the next season.

The new generation of SmartCut tillers offers improved snow quality, optimized power transmission and greater efficiency with reduced consumption. This is complemented by the exclusive KFX quick-change system: convenient attach-

ment and detachment of the tiller in 20 seconds from the driver's cabin saves up to 20% of time and fuel, reduces impact damage and simplifies grooming in confined spaces.

One of the main attractions at the stand was SnowSat LiDAR. Visitors were able to experience live the latest generation of snow depth measurement and terrain analysis systems. SnowSat LiDAR measures snow depth up to 50 meters ahead of and beside the vehicle. This allows drivers to identify low-snow areas from a distance and react promptly. The result is optimized snow distribution and therefore significant savings in energy, time

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1 and resources in overall slope management.

xelom exhibited at Mountain Planet for the first time the only snow groomer designed from scratch for electric traction. This vehicle combines high performance, sustainability and reduced operating costs, assuming a responsible role in future-oriented mobility.

TechnoAlpin presented a complete

portfolio of solutions including the TT snow gun and the TLx lance series, particularly the new dual-head TL8, as well as the advanced ATASSpro control system. The digital ecosystem was further enriched with the presentation of the ATASSpro mobile app, the SNOWMASTER decision-making tool and the new BEATMaster app, which helps optimize maintenance operations through improved monitoring and performance analysis.

Demaclenko presented TITAN 5.0. The machine maintains its proven design while introducing numerous technological innovations directly affecting the key factors for efficient snowmaking: TITAN 5.0 produces more snow with better quality — especially at marginal temperatures (+20%) — while consuming significantly less energy (-4%).

The highlights of TITAN 5.0 are: redesigned nozzle ring, optimized air cooling, new compressor technology, advanced interfaces and electronics, and transport-oriented design.

Demaclenko also presented SNOW-PRO 60. Based on the proven SNOW-PRO technology, the 60 model is also insensitive to water quality variations and therefore does not require salt addition, a decisive advantage compared to other all-weather solutions on the market.

Thanks to the reduced refrigerant

1. Stand xelom

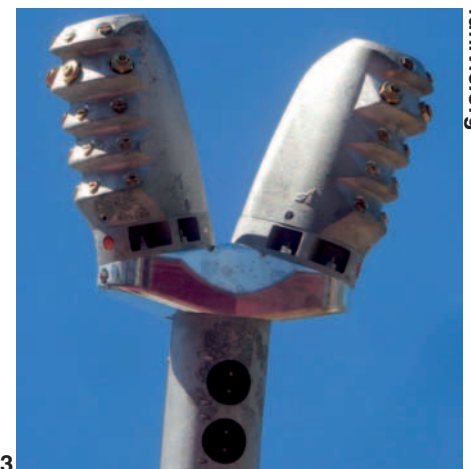
2. TechnoAlpin stand with the TT snow gun in the foreground

3. TechnoAlpin dual-head TL8

4. Demaclenko Titan 5.0

5. Snow section of the MND stand

6. Supersnow 900



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charge, no annual leak test is required. The refrigerant used is also future-proof, being fully compliant with the EU phase-out directive. The enlarged rotary valve prevents clogging, significantly reducing maintenance interventions. The modular design concept makes the system particularly suitable for ski resorts wishing to begin with a limited investment using a single unit and then gradually and flexibly expand their machine fleet.

SNOWPRO 60 was developed in cooperation with KTI-Plersch Kältetechnik GmbH. Since 2022, Demaclenko has been the official commercial partner of KTI, the German company headquartered in Balzheim with subsidiaries worldwide. The company is considered a world leader in the sector and invented the first turnkey containerized refrigeration unit. This expertise has been transferred to all-weather snowmaking, leading to the development of SNOWPRO units. Within the framework of the strategic partnership, Demaclenko focuses not only on sales but also on developing international after-sales service.

Sunkid celebrated at its stand the 30th anniversary of the "Moving Carpet", with more than 4,200 systems already installed.



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Visitors were able to test the original Moving Carpet in the current "Type N" generation and receive advice about the most versatile transport solution for all beginner areas on snow, as well as bike parks, toboggan runs, tubing facilities and water parks.

This year, the dual-system project for the Olympic "Aerials and Moguls Park" in Livigno (Italy), like other previous major event projects (such as conveyor belts for Paris 2024 or Tokyo 2020), demonstrated how the Sunkid Moving Carpet covers the broadest possible range: as a customized system, it offers both winter sports beginners and top-level athletes safe and comfortable transport. Another attraction at the Sunkid stand was the Mountain Coaster. Visitors had the opportunity to sit in this modern and comfortable alpine coaster. In many locations, the current 2.0 generation operates year-round. A playground structure from the "Wood'n'Fun" range invited younger visitors to discover and try it.

MND Safety presented O'BelIX™ 1.8, the most powerful removable non-explosive avalanche preventive release system. O'BelIX™ 1.8 allows efficient intervention on the most demanding slopes, combining high firing power (+40% compared to



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O'BelIX™ 1.2) and great autonomy (up to 60 shots without reloading).

O'BelIX™ 1.8 enables effective operation on the most challenging slopes while guaranteeing a high level of safety for operators.

On the occasion of this launch, MND reorganized its removable solutions range:

O'BelIX™ 1.2 becomes the new standard version of the range with autonomy up to 24 shots, replacing previous O'BelIX™ and O'BelIX™ Option+ versions;

O'BelIX™ 1.8 becomes the new benchmark in terms of power and autonomy.

Axess prominently presented the Axess ALPHA GATE 700, representing the latest evolution in access control technology. Developed for high-frequency environments, the gate combines performance and style. It is designed to meet the growing demands of modern ski resorts, where visual appearance is becoming a key success factor.

1. Stand Sunkid

2. MND Safety presents O'BelIX™ 1.8

3. Axess Alpha Gate 700

4. Stand Skidata



4

33 new ropeway installations built in Italy in 2025

GIORGIO MARCHELLI

The statistics concerning high-capacity public ropeway installations built in Italy in 2025 and entering service by the end of the year or at the beginning of 2026 have reached their twenty-eighth edition (previous editions were normally published in quota neve in the January-February issue).

This time publication was postponed to the May-June issue because Leitner, one of the two main manufacturers, delayed releasing its 2025 data.

The survey is carried out by quota neve among Italian manufacturers and is mainly based on the data supplied by them. The research was conducted in December, when certain situations should already have been almost fully defined. Although publication was postponed as long as possible, it may still happen that some installations whose data are published, for various reasons and as occurred in previous years, do not enter service during this winter season (lack of authorizations or other causes). Since these installations are already mentioned this year, they will not appear in future statistics. This is the only safeguard available to Quota Neve to avoid publishing data for a lift merely ordered and then publishing the same data again the following year once the installation is finally built, and perhaps again the year after for further reasons.

This introduction is intended to encourage readers to use a certain degree of caution when considering the data,

which are valid but not necessarily absolute, as they depend both on events not yet completely finalized at the time of communication and on the precision of the individual contributors, which is not always complete or aligned with readers' expectations.

For 2025, Leitner data were partly obtained from the manufacturer and partly from other sources: they should nevertheless be correct.

The main table reports the most characteristic data of the installations (vertical rise, length and hourly capacity), integrated with the power factor (vertical rise $\times$ hourly capacity), or transport potential. The power factor is the indicator most commonly used to compare lifts with different characteristics. It is a useful indicator, although it has its shortcomings, especially in installations with zero or almost zero vertical rise and therefore zero or almost zero power.

At times manufacturers declare capacities lower than the design capacity of the installation; whenever this was identified, the design value was inserted as being more accurate.

The statistics are limited to new or substantially rebuilt public-service installations and do not address the very important subject of partial modernizations, which represent a significant share of manufacturers' activity. Modernization works and relocations, since they do not create a new installation, are not included in these statistics;

at the same time, statistics relating to modifications and partial renewals encounter such difficulties that they discourage compilation.

Likewise, installations not intended for public service are excluded, such as private ropeways serving dams, repeater stations, etc.

For inclined elevators, only those using funicular technology are considered, not those based on elevator systems.

There is also no reference to conveyor belts, which are increasingly replacing surface lifts, especially those intended for "school" or "baby" use. Their exclusion from the statistics is the result of a deliberate choice: conveyor belts involve different issues from ropeway installations in general (for example hourly capacity); for the same reasons, hand-tows had previously been excluded from the statistics in order to maintain consistency in the subject matter.

The 2025 installations in Italy

There are 33 new public transport ropeway installations reported as built in 2025 for the Italian market.

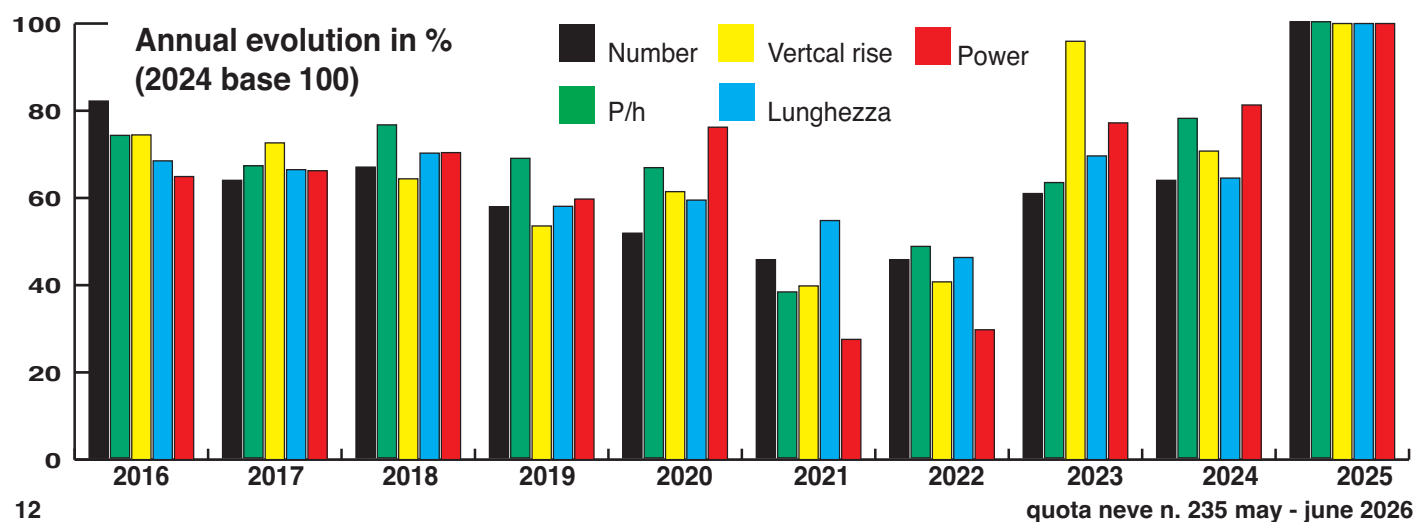
The most recent sequence has been:

'25 '24 '23 '22 '21 '20 '19 '18
33 21 20 15 15 17 19 22

Using the power factor (in millions) as an indicator, the sequence is as follows:

'25 '24 '23 '22 '21 '20 '19
17.5 14.2 13.5 5.2 4.8 13.3 10.5

The sequence for average hourly



Installations built in Italy during 2025

Prov	Location	Lift name	Manufacturer	Type	Places	P/h	Vert.	Lengh.	Power
CLF	Lizzano in B.	Polla - Lago Scaffaiolo	CCM	CLF	4	1.200	345	1.052	414.000
CLF	Viaggiano	Madonna di Viggiano	CCM	CLF	2	880	89	417	78.320
SL	Pian Benot	Colle delle Lance	CCM	SL	1	715	357	1.201	255.255
TN	Campitello di F.	Campitello - Col Rodella	Doppelmayr	TGD	30	2.800	980	2.571	2.744.000
TN	Madonna di C.	C. C. Magno - M. Montagnoli	Doppelmayr	MGD	10	2.600	150	832	390.000
TN	Pampeago	Latemar - P. Pampeago	Doppelmayr	MGD	10	2.700	254	1.085	685.800
BL	Cortina d'A.	Lacedel - Socrepes	Doppelmayr	MGD	10	3.000	224	1.310	672.000
MC	Ussita	Frontignano - Cornaccione	Doppelmayr	MGD	10	1.800	559	2.069	1.006.200
SO	Livigno	Blesaccia II	Doppelmayr	CLD	6	3.000	472	1.323	1.416.000
SO	Santa Caterina V.	La Fonte - Le Priore	Doppelmayr	CLD	4	1.780	487	1.199	866.860
TN	Andalo	Meriz - Malga di Fai	Doppelmayr	CLF	4	1.600	100	515	160.000
SO	Livigno	Baby Lac Salin	Doppelmayr	CLF	4	2.290	48	240	109.920
TN	Moena	Cima Uomo	Doppelmayr	CLF	4	1.790	229	731	409.910
SO	Livigno	Amerikan	Doppelmayr	SL	1	895	103	393	92.185
MC	Sarnano	Santa Maria Maddalna 2	Doppelmayr	SL	1	727	155	534	112.685
MC	Sarnano	Santa Maria Maddalna 5	Doppelmayr	SL	1	726	83	329	60.258
BZ	Stelvio	Geister I	Graffer	SL	1	900	34	518	30.600
BZ	Stelvio	Geister II	Graffer	SL	1	900	175	950	157.500
BZ	San Leonardo	La Crusc 1	Leitner	MGD	10	2.400	498	2.075	1.195.200
BL	Arabba	Lezuo - Belvedere	Leitner	MGD	10	3.400	339	1.235	1.152.600
TN	Folgaria	Francolini	Leitner	MGD	10	1.800	442	2.800	795.600
BZ	Nova Levante	Franzin	Leitner	MGD	10	2.400	199	1.308	477.600
BZ	Castelrotto	Marinzen	Leitner	MGD	10	1.600	431	1.615	689.600
BZ	Speikboden	Glück	Leitner	CLD	6	2.400	360	1.199	864.000
BZ	Colfosco	Forcelles	Leitner	CLD	6	2.600	303	1.014	787.800
CN	Artesina	Turra - Cima Durand	Leitner	CLD	6	2.400	340	1.530	816.000
BO	Corno alle Scale	Cavone - Rocce	Leitner	CLF	2	1.200	226	846	271.200
BZ	San Cassiano	Codes	Leitner	SL	1	900	48	289	43.200
BZ	Braies	Kameriot	Leitner	SL	1	900	147	742	132.300
BZ	Sesto Pusteria	Passo Monte Croce	Leitner	SL	1	900	151	579	135.900
BZ	Rio Pusteria	Brunner	Leitner	SL	1	900	88	447	79.200
BG	Monte Pora	Magnolini	Leitner	SL	1	720	55	480	39.600
SO	Livigno	Livigno Snow Park	MND	CLF	4	1.800	200	650	360.000
						56.623	8.671	34.078	17.501.293

capacity is:

'25	'23	'22	'21	'20	'19	'18
1,716	2,099	1,787	1,831	1,436	2,216	2,047

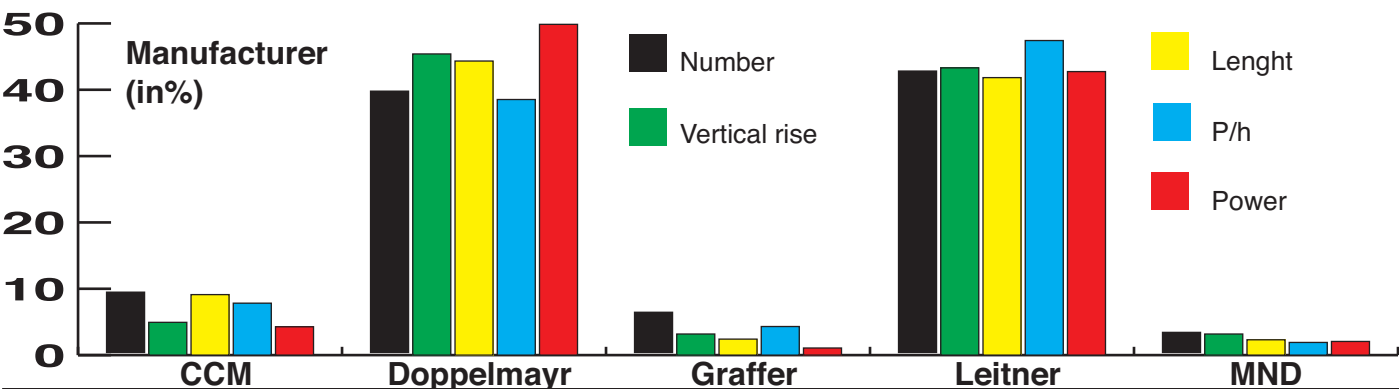
Another indicator is the number of installations with a power factor equal to or greater than one million (vertical rise x hourly capacity). The yearly

sequence is:

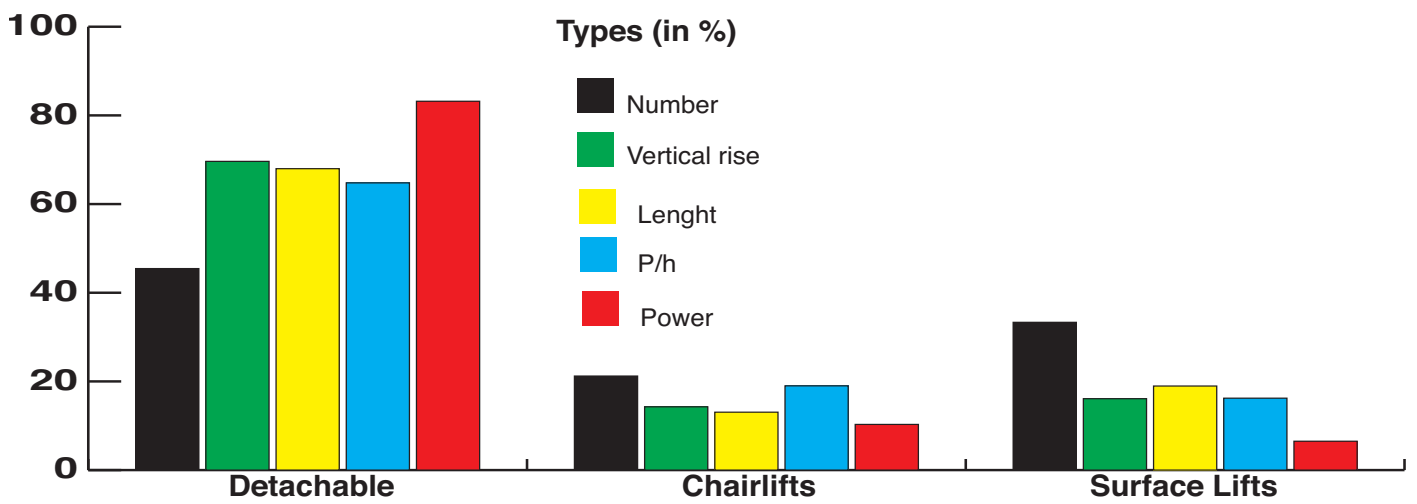
'25	'24	'23	'22	'21	'20	'19
5	4	6	1	1	3	3

International information collected by quota neve provides the following results (quota neve no. 231, September-October 2025).

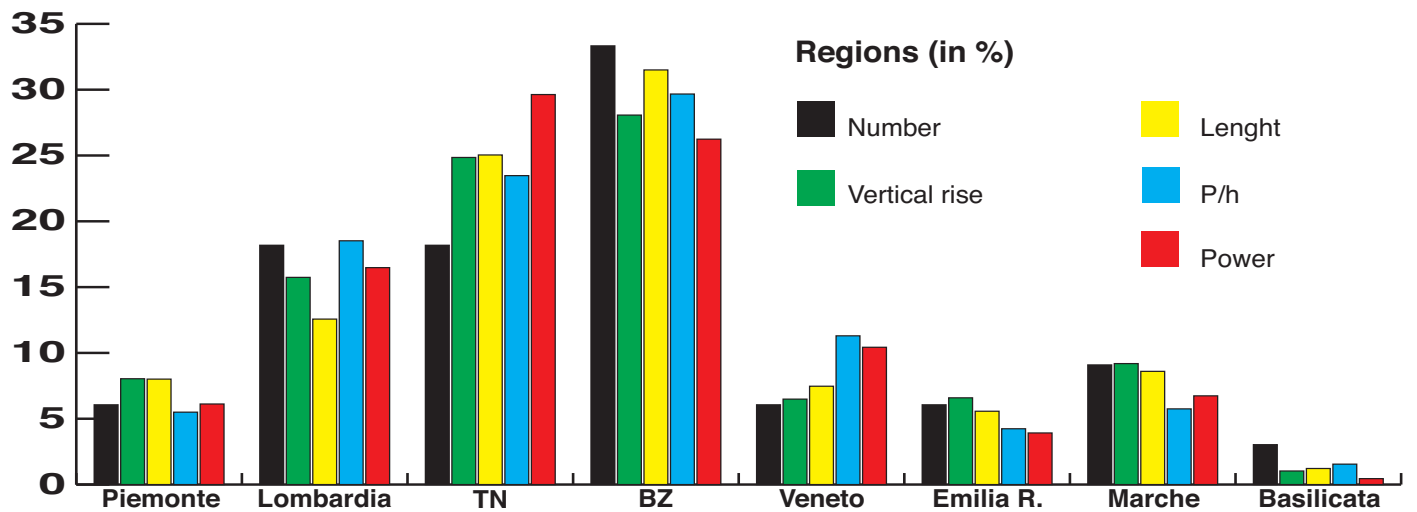
In **Austria**, 16 installations were built in 2024 (19 in 2023, 17 in 2022, 21 in 2021, 18 in 2020). The power factor amounted to 12.2 million (11.7 in 2023, 15.9 in 2022, 25.0 in 2021, 11.7 in 2020).
In **France**, 18 installations were built



Values						Percentages				
Num	Vert.	Lengh.	P/h	Power	Manufacturers	Num	Vert.	Lengh.	P/h	Power
3	2.795	791	2.670	747.575	CCM	9,09	4,94	9,12	7,83	4,27
13	25.708	3.844	13.131	8.725.818	Doppelmayr	39,39	45,40	44,33	38,53	49,86
2	1.800	209	1.468	188.100	Graffer	6,06	3,18	2,41	4,31	1,07
14	24.520	3.627	16.159	7.479.800	Leitner	42,42	43,30	41,83	47,42	42,74
1	1.800	200	650	360.000	MND	3,03	3,18	2,31	1,91	2,06
33	56.623	8.671	34.078	17.501.293		100,00	100,00	100,00	100,00	100,00



Values						Percentages				
Num	Vert.	Lengh.	P/h	Power	Types	Num	Vert.	Lengh.	P/h	Power
0	0	0	0	0	Reversibles	0,00	0,00	0,00	0,00	0,00
15	6.038	23.165	36.680	14.559.260	Detachables	45,45	69,63	67,98	64,78	83,19
7	1.237	4.451	10.760	1.803.350	Chairlifts	21,21	14,27	13,06	19,00	10,30
11	1.396	6.462	9.183	1.138.683	Ski Lifts	33,33	16,10	18,96	16,22	6,51
33	8.671	34.078	56.623	17.501.293		100,00	100,00	100,00	100,00	100,00



Values						Percentages				
Num	Vert.	Lengh.	P/h	Power	Regions	Num	Vert.	Lengh.	P/h	Power
0	0	0	0	0	Aosta	0,00	0,00	0,00	0,00	0,00
2	697	2.731	3.115	1.071.255	Piemonte	6,06	8,04	8,01	5,50	6,12
6	1.365	4.285	10.485	2.884.565	Lombardia	18,18	15,74	12,57	18,52	16,48
6	2.155	8.534	13.290	5.185.310	TN	18,18	24,85	25,04	23,47	29,63
11	2.434	10.736	16.800	4.592.900	BZ	33,33	28,07	31,50	29,67	26,24
2	563	2.545	6.400	1.824.600	Veneto	6,06	6,49	7,47	11,30	10,43
0	0	0	0	0	Friuli V.G.	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Liguria	0,00	0,00	0,00	0,00	0,00
2	571	1.898	2.400	685.200	Emilia Romagna	6,06	6,59	5,57	4,24	3,92
0	0	0	0	0	Toscana	0,00	0,00	0,00	0,00	0,00
3	797	2.932	3.253	1.179.143	Marche	9,09	9,19	8,60	5,75	6,74
0	0	0	0	0	Umbria	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Abruzzi	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Molise	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Campania	0,00	0,00	0,00	0,00	0,00
1	89	417	880	78.320	Basilicata	3,03	1,03	1,22	1,55	0,45
0	0	0	0	0	Calabria	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Sicilia	0,00	0,00	0,00	0,00	0,00
0	0	0	0	0	Sardegna	0,00	0,00	0,00	0,00	0,00
33	8.671	34.078	56.623	17.501.293		100,00	100,00	100,00	100,00	100,00

in 2024 (16 in 2023, 20 in 2022, 16 in 2021, 12 in 2020). The power factor was 19.0 million (19.9 in 2023, 19.1 in 2022, 19.3 in 2021, 9.8 in 2020, 22.9 in 2019, 25.8 in 2018, 15.1 in 2017).

In **North America**, 28 installations were built in 2024 (37 in 2023, 33 in 2022, 20 in 2021, 15 in 2020). The power factor was 19.8 million (27.3 in 2023, 23.4 in 2022, 10.6 in 2021, 7.7 in 2020).

In **Switzerland**, 9 installations were built in 2024 (7 in 2023, 9 in 2022, 9 in 2021, 11 in 2020). The power factor was 4.2 million (3.8 in 2023, 6.5 in 2022, 6.0 in 2021, 8.7 in 2020).

Types

The number of **surface lifts** over the last eight years has been:

'25	'24	'23	'22	'21	'20	'19	'18
11	4	3	7	3	4	5	6

The number of **fixed-grip chairlifts** has been:

'25	'24	'23	'22	'21	'20	'19	'18
7	3	6	5	1	2	2	0

Fixed-grip chairlifts are divided into:

	'25	'24	'23	'22	'21	'20	'19	'18
4-seater	5	3	3	4	0	2	0	1
3-seater	0	0	0	0	0	0	0	0
2-seater	2	0	3	1	1	0	0	1

Given the spread of mixed installations (chairs and cabins), the tradi-

onal distinction between detachable chairlifts and gondolas has been replaced by the more realistic category of detachable-grip systems.

The **detachable systems** built in 2025 were distributed as follows:

	'25	'24	'23	'22	'21	'20	'19	'18
TGD 30	1	0	0	0	0	0	0	0
CLD 4	1	1	0	0	0	0	0	0
CLD 6	4	7	2	4	0	3	7	8
CLD 8	0	2	0	1	2	0	2	0
MGD 6	0	0	0	0	0	0	0	0
MGD 8	0	0	0	0	1	0	1	1
MGD 10	9	4	10	2	4	7	5	5
MGD 15	0	0	0	0	0	1	0	0
Mixed	0	0	0	0	1	1	0	0
2S	0	0	0	0	0	0	0	0

In 2025, the sequence for **aerial ropeways with intermittent movement** was:

'25	'24	'23	'22	'21	'20	'19	'18
0	0	3	0	1	1	0	0

No **funiculars** were built in 2025. The sequence for funiculars is:

'25	'24	'23	'22	'21	'20	'19	'18
0	0	0	0	0	0	0	0

Regions

In 2025, the Autonomous Province of Trento maintained the leading position, while Region Lombardy recorded a

strong increase thanks to the Olympic boost and particularly in terms of the power factor.

The dominance of the Alpine regions in terms of power factor was confirmed in 2025 at 88.9% (90.2% in 2024, 96.9% in 2023, 100% in 2022, 93.91% in 2021, 94.12% in 2020, 99.48% in 2019, 91.13% in 2018, 92.36% in 2017, 71.55%).

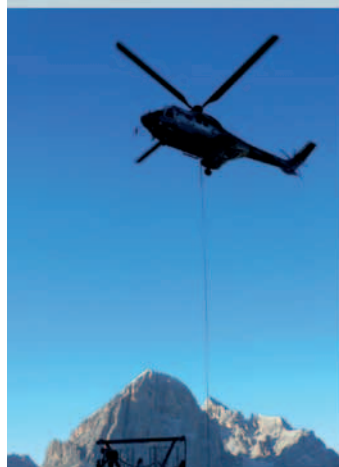
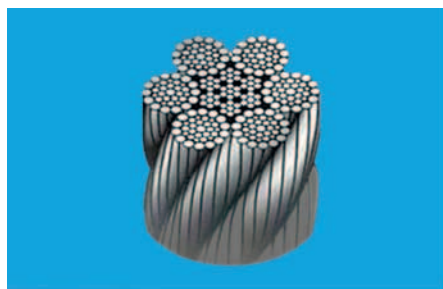
Manufacturers

In 2025, Doppelmayr showed clear predominance in terms of power factor, vertical rise and capacity.

The return of Graffer and MND to these statistics is also noteworthy. Works relating to refurbishments, relocations of installations dismantled by the original owner, and non-public-service installations are not considered, even though these activities, especially for smaller manufacturers, may represent a major part of their business.

Type of acronyms

SL	Skilift
CLF	Fixed-grip chairlift
CLD	Chairlift detachable
MGDd	Gondola



Special transport and assembly operations



Installation and overhaul of ropeway systems



Maintenance of lifting equipment in shipyards and power plants



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Revenues of the main Italian ropeway companies

The classification is based on the ATECO code (a system used for statistical and administrative purposes), specifically code 49.39.01 (with primary activity: operation of funiculars, ski lifts and chairlifts, provided they are not part of urban or suburban transport systems). The reference year is 2024.

A total of 315 companies are listed, with an overall turnover in Italy of €1,229,185,772. However, this does not represent the full picture: non-corporate entities (i.e. not joint-stock or limited liability companies) are excluded, and some corporate entities are also missing (for example, 4 out of the 5 companies managing Ski Carosello Corvara).

The survey is not homogeneous in terms of revenue composition for complementary activities (such as catering, for example Arabba Funivie) or parallel activities (for example Impianti Colfosco).

Unified management entities (such as Ski Carosello Corvara) are not included, and participations in other companies within the sector (for example SITCanazei) are not taken into account.

The list that follows is not translated from Italian.

Funivie Madonna Di Campiglio Spa	€ 52.734.335
Funivie Folgarida Marilleva Spa	€ 45.374.920
S.i.t.Canazei Spa ...	€ 42.412.503
Cervino Spa	€ 42.246.266
3 Zinnen Spa (San Candido)	€ 39.013.098
Sestrieres Spa	€ 32.923.997
Funivia Plan De Coronas Srl (Brunico)	€ 32.762.930
Impianti Colfosco Spa (Corvara)	€ 26.087.693
Mottolino Spa (Livigno)	€ 26.016.314
Funivie Arabba Spa	€ 23.656.248
Funivie S.Vigilio Di Marebbe Spa	€ 23.143.547
Monterosa Spa (Gressoney la T.)	€ 21.476.915
Piz De' Sella Spa (Selva V.)	€ 20.719.426
Obereggen Latemar Spa	€ 20.449.585
Carosello 3000 S.r.l. (Livigno)	€ 19.418.165
Funivia Siusi-Alpe Di Siusi Spa	€ 18.830.294
Funivie Valdaora Spa	€ 18.006.516
Courmayeur Mont Blanc Spa	€ 17.626.473
Pila Spa	€ 16.142.497
Paganella 2001 Spa (Andalo)	€ 16.107.187
Sitas S.p.a. (Livigno)	€ 15.833.314
Funivie Seceda Spa (Ortisei)	€ 15.606.600
S.i.t. - Spa (Ponte di Legno)	€ 15.158.560
Funivie Monte Bianco S.p.a. (Courmayeur)	€ 14.955.134
Funivie Pinzolo Spa	€ 14.515.692
Schoeneben Spa (Curon Venosta)	€ 14.196.378
Funivie Rabanser Srl (Alpe di Siusi)	€ 14.008.953
Gitschberg Jochtal S.p.a. (Rio di Pusteria)	€ 13.704.004
Funivie Piccolo San Bernardo Spa (La Thuile)	€ 13.323.772
Dantercepies Spa (Selva V.)	€ 13.116.547

Carosello Tonale Spa (Passo Tonale)	€ 12.414.746
Skiarea Miara Srl (San Vigilio di M.)	€ 12.370.156
Societa' Impianti Bormio Spa	€ 12.192.310
Ista Spa (Cortina d'A.)	€ 11.899.724
Catinaccio Impianti A Fune Spa (Val di Fassa)	€ 11.518.192
Seilbahnen Sulden G.m.b.h. (Solda)	€ 11.508.375
Plose Ski Spa (Bressanone)	€ 10.839.538
Incremento Turistico Alpe Di Pampeago	€ 10.776.045
Funivie Alpe Cermis - Spa	€ 10.721.696
Funivie Malcesine - Monte Baldo	€ 10.563.162
Funivia Klausberg Spa (Valle Aurina)	€ 10.472.964
Impianti Falcade - Col Margherita Spa	€ 10.384.727
Imprese Turistiche Barziesi Spa	€ 10.360.398
S.i.f. Impianti Funiviari - Lusia Spa (Moena)	€ 10.312.351
Merano 2000 Funivie Spa	€ 9.907.995
Racines-Giovo Srl	€ 9.703.338
Coldereiser Srl. (Selva V.)	€ 9.512.415
Speikboden Spa (Campo Tures)	€ 9.404.028
Faloria Spa (Cortina d'A.)	€ 9.112.092
Funivie Ghiacciai Val Senales Spa	€ 8.910.887
Funivie Seggiovie San Martino (di Castrozza) Srl	€ 8.626.870
Folgaris Ski Spa	€ 8.387.814
Funivia Al Bernina F.a.b. Srl (Chiesa in Valmalenco)	€ 8.276.179
Pordoi Spa (Arabba)	€ 8.224.905
Tofana Srl (Cortina d'A.)	€ 8.077.405
Alleghe Funivie Spa	€ 7.634.733
Funivie Valle Bianca Spa (Andalo)	€ 7.522.991
Funivie Ciampinoi Spa (Selva V.)	€ 7.212.853
S.i.t. - Bellamonte Spa	€ 7.117.523
Funivie Saslong Spa (Selva V.)	€ 7.048.724
Funivia Ciampac e Contrin - Spa (Canazei)	€ 6.682.432
Funivie Buffaure Spa (Val di Fassa)	€ 6.531.801
Latemar Carezza Srl	€ 6.120.606
San Martino (di Castrozza) Rolle Spa	€ 5.934.269
Pejo Funivie Spa	€ 5.791.871
Impianti a fune Col Di Lana Spa (Arabba)	€ 5.516.474
Monterosa 2000 Spa (Alagna V.)	€ 5.440.092
Prato Nevoso S.p.a.	€ 5.331.096
Sci. - S. Caterina Impianti - Spa	€ 5.121.821
S.i.t.a. Spa (Aprica) ...	€ 4.967.340
Valdizoldo Funivie Spa	€ 4.658.178
Nuova Montecavallo S.r.l. (Vipiteno)	€ 4.566.093
Seggiovie S.Croce Spa (Badia)	€ 4.564.005
I.r.t.a. Spa (Castione della Presolana)	€ 4.109.975
S.in.val. Srl (Edolo)	€ 4.074.152
Funi-piz-bahnen-Srl (Castelrotto)	€ 3.729.703
Hewa Srl (Castelrotto)	€ 3.554.766
Turismo e Tempo Libero Srl (Malles V.)	€ 3.492.145
Monte Magnola Impianti Srl (Ovindoli)	€ 3.486.980
Trento Funivie Spa	€ 3.476.934
Seggiovie Carezza-Catinaccio Spa	€ 3.447.711

Sciovie E Seggiovie Val d'Ultimo Srl	€ 3.424.220	Giogo San Vigilio Srl (Lana)	€ 1.588.712
S.a.c.m.i.f. Engineering - Srl (Anacapri)	€ 3.309.460	Seilbahnanlagen Hirzer Srl (Scena)	€ 1.587.377
Reinswalder Bergbahnen Ag (Sarentino)	€ 3.219.019	Funivie Bolognolaski Srl (Bagnola)	€ 1.585.213
Livigno S.r.l.	€ 3.065.842	Fiorentini Folgaria S.r.l.	€ 1.580.330
Val Fiorentina Spa (Selva di Cadore)	€ 3.046.812	Immobiliare Lino's - S.r.l. (Livigno)	€ 1.551.499
Funivia Col Margherita Spa (Moena)	€ 2.988.803	Ski Area San Rocco S.r.l. (Livigno)	€ 1.485.569
Lagazuoi Spa (Cortina d'A.)	€ 2.934.284	Seggiovie Sompunt Spa (Corvara)	€ 1.435.016
Telecabina Florian Srl (Alpe di Siusi)	€ 2.901.101	Sifas spa (Stelvio)	€ 1.419.744
Brentonico Ski Srl	€ 2.896.530	Sciliar Schlern Srl	€ 1.340.846
Rsi S.r.l. (Colere)	€ 2.859.613	Col Ski S.r.l.	€ 1.306.857
Resciesa Srl (Ortisei)	€ 2.789.363	S.e.t. Societa' Elbana Teletrasporti Srl	€ 1.300.287
Funivia Pfelders Srl (Moso in P.)	€ 2.761.371	Macugnaga Trasporti E Servizi S. Cooperativa	€ 1.291.770
Funivie Lagorai Spa (P. Brocon - Valsugana)	€ 2.692.759	Funivie Rella Srl (Folgaria)	€ 1.240.965
Rittner Horn Bergbahnen Ag (Renon)	€ 2.500.983	Melette 2000 Srl (Gallio)	€ 1.231.495
Funicolari Ladurns Srl (Brennero)	€ 2.495.439	Societa' Impianti Valdidentro Spa	€ 1.218.788
Gherdeina Ronda Spa (Santa Cristina V.)	€ 2.390.020	Vigezzo & Friends S.r.l. (Valle Formazza)	€ 1.101.413
Centro Turistico Gran Sasso Spa	€ 2.319.365	Pra Di Tori - S.r.l. (Carezza)	€ 1.091.507
Val Di Luce Spa (Abetone)	€ 2.240.184	Alta Quota Srl (Pescasseroli)	€ 1.089.471
Societa' Abetone Funivie S.a.f. Spa	€ 2.232.893	I.r.i.s. Srl (Gromo)	€ 1.063.671
Domobianca Srl (Domodossola)	€ 2.150.447	S.i.b.a. S.p.a. (Aprica)	€ 1.028.308
Ideallifte Srl (Castelrotto)	€ 2.131.265	Maniva Ski S.r.l.	€ 1.017.885
Baradello 2000 Spa (Aprica)	€ 2.121.211	Auronzo d'Inverno Srl	€ 1.016.435
Sciovie Gardenaccia Spa (Badia)	€ 2.071.750	Coppodellorsosnow Srl (Roccaraso)	€ 987.759
Consorzio Tolomeo (Nevegal)	€ 2.021.977	Val Setus Srl (Selva V.)	€ 953.465
Portamont S.r.l. (Selva V.)	€ 2.016.624	Roana 2000 Verena Srl	€ 890.952
Seggiovie Costabella Srl (Selva V.)	€ 1.858.010	Sci Club Crammont Mont Blanc (Pre' Saint Didier)	€ 889.250
Padon Marmolada Srl (Rocca Pietore)	€ 1.849.745	Campo Felice Srl (Rocca di Cambio)	€ 888.506
Doganaccia 2000 Srl (Abetone)	€ 1.739.838	Fed S.r.l. (Livigno)	€ 881.056
Turismo Lavarone Srl	€ 1.725.646	Piculin Ski Srl (San Martino in Badia)	€ 851.121
Arabba Fly Srl	€ 1.676.034	Misurina Neve Srl (Auronzo di C.)	€ 814.106
Kabinenbahn Welschnofen Ag (Nova Levante)	€ 1.658.480	Tierser Seilbahn A.g. (Tires)	€ 790.221
Palafavera Srl (Val di Zoldo)	€ 1.593.128	Trafoi Srl (Stelvio)	€ 736.742

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Schilthornbahn 20XX: ropeway section completed

On April 2, 2026, the final ropeway installation of the major Schilthornbahn 20XX project entered into operation. The occasion was also used by Schilthornbahn AG to simultaneously launch its new brand identity.



For three years, intensive construction work was carried out between Stechelberg and the Schilthorn: the final milestone has now been reached. The second and final ropeway section between Birg and the Schilthorn has been inaugurated. In addition to the highly innovative reversible aerial

tramway between Stechelberg and Mürren, considered the steepest in the world, all four Funifor installations on the Mürren–Birg–Schilthorn route are now also in operation.

The three lines were installed by Garaventa, with full implementation by Garaventa for the reversible aerial tramway (Carvatech cabin), while the core components of the funitels were built by Doppelmayr Italia at its Lana (Italy) facility, with Carvatech cabins (Doppelmayr Group). These are four reversible funitel systems, arranged on two parallel lines and designed to operate in shuttle mode.

The project has not been without criticism: costs have reached 114 million Swiss francs, compared to the originally planned 45 million. This has resulted in a full round-trip ticket price of 115 Swiss francs for adults, second only to Jungfrauoch and Matterhorn Glacier Paradise. Moreover, the restaurant capacity has not been adapted to the new transport capacity. "A new era begins!" said Johannes Stöckli, Chairman of the Board of Schilthornbahn AG. "The completion of the final line represents a historic moment for the Schilthornbahn. The fact that we were able to realize this major



1. The new brand
2. The line within the Mürren ski map
3. Cabins of the first section, on the left with the mobile container for freight and luggage transport
4. The Stechelberg station



1. Funifor cabin on the second section
2. Birg from the south, top left Schilthorn
3. Birg from the north

project according to schedule is far from a given. All the greater is our satisfaction with what has been achieved and the work of everyone involved."

Director Christoph Egger also expressed his satisfaction: "Today is a day of great joy, but also of relief. After years of intensive construction, we are proud to successfully complete this important project."



New stations with distinctive architectural features

Not only the ropeways, but also the stations in Stechelberg, Mürren, Birg and

on the Schilthorn are entirely new. Characteristic elements include the light copper façades of the "finger docks", which create a uniform and




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recognizable style across all stations. Equally striking is the visible ropeway technology with magenta-colored sheaves, recalling elements of the historic Gimmelwald station, whose technical development in the 1960s was considered particularly innovative. Inside the stations, the extensive use of wood and large glazed surfaces create a bright atmosphere and offer open views of the surrounding natural landscape.

the Bern-based agency Stämpfli Kommunikation, the company has developed a more defined brand foundation. The change is particularly visible in the visual identity: the traditional magenta color is complemented by a warm shade of red. The wordmark "Schilthorn-Piz Gloria" is now accompanied by a graphic symbol, the "Peak", a stylized S in the shape of a mountain. The new typography also

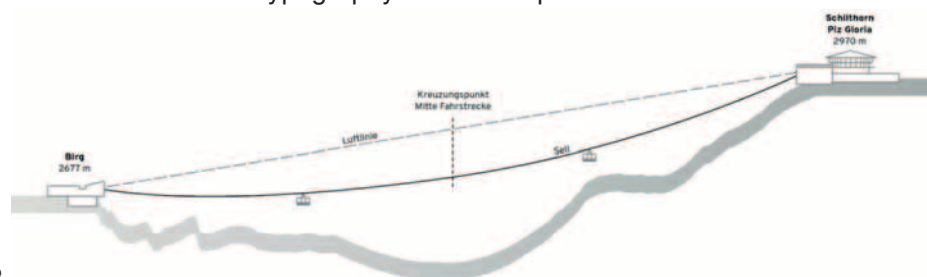
reflects the angular morphology of the Schilthorn region, while the visual language draws inspiration from the dynamic and often rapidly changing weather conditions. The new design will be gradually implemented in daily operations. With the introduction of new staff uniforms at the start of the 2026/27 winter season, the rebranding process will be completed.

Further developments at the stations

While the ropeway infrastructure has been completed, additional works will be carried out at the stations in the coming months. In Mürren, a new sports shop with an integrated bar will be built by June at the boarding and alighting level of the new 2 ropeways.

New installation, new identity

Schilthornbahn has also taken the completion of the works as an opportunity to launch a new brand identity. At its core are the "Legendary Moments", the unique experiences that guests can enjoy on the Schilthorn. In close collaboration with



1. Schilthorn - Piz Gloria
2. Line of the third section
3. Funifor cabin of the third section

TECHNICAL DATA	Stechelberg - Mürren	Mürren - Brig	Brig - Schilthorn	
Bottom elevation	m	866	1.641	2.677
Top elevation	m	1.641	2.677	2.960
Vertical rise	m	775	1.035	283
Length	m	1.194	2.775	1.753
Speed	m/sec	7,0	12,0	12,0
Capacity	p/h	800	800	1.245
Persons per cabin		85	100	100
Towers		2	1	0
Ø carrying rope	mm	58	64	64
Ø haul rope	mm	42,5	30	30
Main drive	kW	900	2x1.200	900/1,189

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A free ski area in a park



Cam Lawrence from Denver, a skateboarder in summer, one day found a snowboard in the trash. He didn't have the money to pay the 200 dollars required for a lift pass in Colorado. However, he discovered Ruby Hill, a public park with small hills that, when it snowed, allowed him to ride. Over time, others joined him, forming a small community. Lawrence then built his own features, albeit in a rudimentary way.

Far from being driven away or forced to remove everything, he was contacted by the City of Denver to develop a more ambitious project so that anyone with limited means could also try snowboarding or skiing. Just over 100 kilometers from the city lies the Winter Park Resort ski area. It is operated by Alterra Mountain Co, but municipally owned by Denver, which promoted a sponsorship project between the two sites. As a result, a couple of snow guns were installed to maintain skiable conditions for

three winter months, along with a full step-down setup. A team of shapers also regularly comes to assist

with maintenance and provide technical expertise.

The Denver Department of Parks and Recreation has offered free ski and snowboard lessons, bringing in Olympic athletes to run small training camps. As a result, no fewer than 12,000 people ride at Ruby Hill each year.

To use the features, visitors must walk up the hill. Lawrence now aims to make Ruby Hill Rail Yard more accessible and inclusive by installing a lift. To achieve this, he has just launched a fundraising campaign.

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The strange story of an Olympic ropeway installation

GIORGIO MARCHELLI



Cortina d'Ampezzo lies in a particularly wide Alpine valley with slopes that initially have a relatively gentle gradient. Over the centuries, this led to the development of numerous farming hamlets close to cultivated land. At the centre stood the administrative and commercial core, the main church and the cemetery (the word Cortina in Ladin means cemetery).

This settlement pattern, later expanded by hotels and second homes, has resulted in heavy reliance on automobile travel along a network of roads, creating difficulties for an efficient urban bus or ski bus service. Traffic tends to converge on the town centre, which has undergone extensive urban development, often at the expense of road infrastructure and parking facilities.

More recently, driven by the Olympic promotion of the area, by the evolution of skiing techniques (black and dark-red slopes are no longer feared but increasingly sought after), and by changing tourism demand, Cortina's substantial stock of medium- and

large-sized hotels has been acquired and renovated by major hotel chains, predominantly international five-star brands. Interesting prospects are expected in terms of consistently high occupancy rates and, consequently, positive economic impacts for both lift operators and commercial activities.

In this context, a development project was conceived involving a multi-storey car park built along the escarp-

ment descending towards the valley's main watercourse (the Boite stream), with 750 parking spaces, in an area adjacent to the Apollonio tennis courts (the natural ice stadium before the 1956 Olympics). From the car park, a mechanised people-mover system was to depart (similar to airport systems or those operating in Ortisei and Ischgl), with an intermediate destination in the city centre



Above: map of Cortina, with the installation shown in red and the downhill-race finish area shown in black (approximate location)
Below: rendering of the first design concept



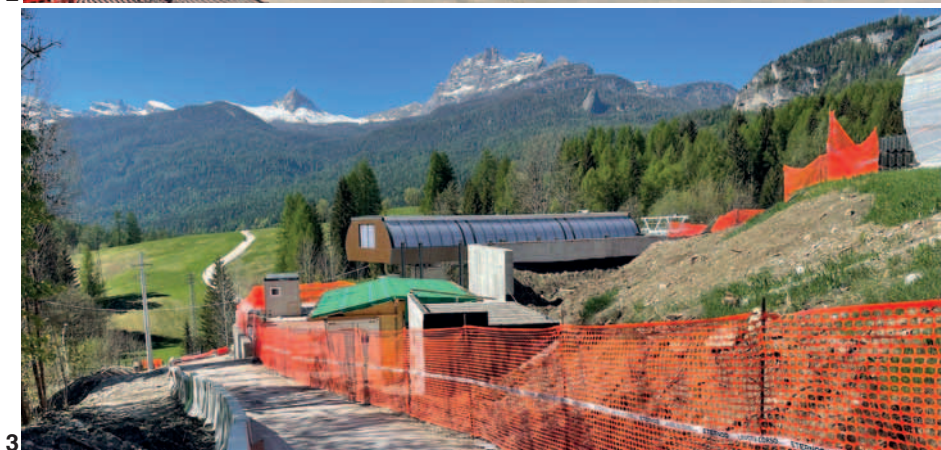
(near the church) and a terminal at the Faloria cable car (the historic access point to the eastern ski sector of the valley, with a capacity of 700 pph). The system was planned to extend for approximately 600 m with a vertical rise of around 50 m and an estimated cost of EUR 127 million.

On the western side of the car park, the proposal included a gondola lift connection to the main lift axis of the western slope at Lacedel. At the lower terminal of the gondola lift (Apollonio area), a large and articulated building was planned, providing a variety of services for users, beginning with ski rental and ski storage.

This interesting but ambitious project encountered numerous difficulties (urban planning and geological) and was ultimately abandoned. What remains is the idea of the gondola lift itself, as SIMiCo is seeking a promised Olympic “legacy” for Cortina to counterbalance the controversial bobsleigh track.

SIMiCo is led, with full authority over Olympic projects, by architect Fabio Massimo Saldini, who has an impressive background in road infrastructure and is a trusted associate of Matteo Salvini, Deputy Prime Minister of the Italian Republic and Minister of Infrastructure and Transport.

The proposal essentially consists of a 10-passenger gondola lift with a capacity of 2,400 pph, ten towers, a



1. Line between the lower station and the intermediate station, with the Powder Magazine in the foreground

2. Cabins stored above the lower station

3. The lower station viewed from above

4. The lower station, with the cabin garage under construction on the left

5. The lower station viewed from below

6. Access to the installation (2,400 pph), difficult to improve, with the electrical substation on the right



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slowing station to negotiate a curve, a length of just over one kilometre and a vertical rise of approximately 200 m. It was put out to tender with a contract value of EUR 22.8 million, but the tender received no bids.

The two major manufacturers withdrew for various reasons, ranging from tight deadlines to an alignment that was still undefined and terrain subject to movement. Above all, however, I believe they were concerned about the unreliability of the public client in defining a construction start date (a delay that indeed later occurred), which reduced the implementation schedule to the limits of feasibility. Furthermore, it appears that there was no actual project, only a concept accompanied by a few sketches.

The tender was not reissued under more favourable conditions, but the installation was instead awarded through a private negotiation procedure under conditions unknown to me.

The ropeway contractor selected was Graffer SpA, together with Ecoedile Srl and Veneto Strade SpA.

Graffer SpA acquired warehouses, drawings and other assets following the bankruptcy of Graffer Seggiovie (owned by the Graffer family), which had been one of Italy's largest and most important ropeway manufacturers and had also built the ropeway installations for the 1956 Cortina Olympics.

A key figure at Graffer SpA is Dr Sergio Lima (the company's CEO is Angelo Redaelli, while management is handled by his two sons; Lima has carved out a commercial role for himself). For forty years, Lima has been active in the Italian ski area sector in various capacities, always demonstrating a strong ability to seize commercial opportunities. He acquired Prinoth from the Rampini family before transferring it to the Leitner Group, served as Managing Director of

Poma Italia and played a major role in introducing the first European-style snowmaking systems to Italy. There was also a setback in his career, having served time in prison for bid-rigging. Among his achievements is his long-standing collaboration with and supply to some of Italy's most prestigious ski area operators.

Graffer SpA (2025 turnover: EUR 13.5 million; 26 employees) has so far been involved in the construction of a limited number of fixed-grip installations, challenging modernisation projects (for example the Chiaia funicular in Naples) and the relocation of ropeway systems.

Graffer SpA had never previously built a detachable grip installation, making the SIMiCo project in Cortina a first. This became possible through the use of internationally certified components supplied by the Turkish ropeway manufacturer Anadolu Teleferik, successor to the bankrupt STM company (which was involved in a fatal accident caused by tower failure due to missing bolts and screws). Anadolu Teleferik also manufactures detachable ropeways in Turkey (gondola lifts with up to 8-passenger cabins and chairlifts with up to 4 seats). The 10-passenger cabins are also imported from Anadolu Teleferik, representing a novelty both because of their capacity and because STM had previously used cabins manufactured by Carvatech before the latter became part of the Doppelmayr Group.

The main characteristic of this project, at least from the media's perspective, is the alignment, which crosses areas subject to landslides. In Italian, the term frana refers both to catastrophic events and to minor ground movements. Mountain slopes are frequently affected by movements caused by gravity, groundwater and soil composi-

tion. The western side of the Ampezzo valley is subject to such movements, although they have not prevented urban development. Some ropeway towers on this slope are equipped with foundations surmounted by rails along which the upper structure can be shifted to restore rope alignment.

For more than a century, the slope has also been crossed by the Great Dolomite Road, completed in 1909, which now exhibits wave-like vertical undulations at two locations due to repeated ground corrections. Moreover, engineering can provide effective solutions when sufficient time, determination and funding are available.

Within the ropeway sector, comparable examples include the upper station and station tower of the Moosfluh gondola lift in Riederalp (Switzerland), designed to absorb horizontal displacements of up to 11 m and vertical movements of up to 7 m caused by the retreat of the Aletsch Glacier; the upper station and station tower of the Gaislachkogel gondola lift in Sölden (Austria), designed to compensate for permafrost thaw using hydraulic jacks; and the Gletscherbus 3 in Hintertux (Austria), where several towers rest on a slowly moving glacier.

The media, constantly seeking audience attention, focused almost exclusively on the landslide issue, apparently forgetting everything else.

The installation was completed—or at least declared completed by SIMiCo on March 6, 2026—in just four months, an impressive achievement, especially considering that Graffer SpA does not appear to possess a factory pre-assembly facility typical of modern detachable systems, meaning that both mechanical assembly and electrical wiring were carried out on site. This rapid result was also due to a team of Swiss installers renowned for their efficiency and for not

Deviation station





Above: the upper station on the left and the roof of the lower station of the Lacedel–Socrepes gondola lift on the right

Adjacent: the upper station, with the Kraler restaurant on the left



taking Italian regulations regarding working hours too literally.

The installation, defined as essential for the Olympic Games, was not completed in time for either the Olympic or Paralympic Games.

In reality, it is only almost complete: the cabins are still stored in a parking area some distance from the lower station. Only one or a few cabins have reportedly been placed on the line for initial testing, perhaps using the rescue drive. The lower station cabin garage is still under construction. Following the declaration of completion, the construction site appears virtually abandoned, with only a single cabin on the line.

The final cost (or nearly final, since the site is completed only according to SIMiCo's definition) amounts to approximately EUR 35 million, compared with EUR 22.9 million in the original tender. The Italian Court of Auditors is currently examining this difference.

No acceptance inspection has been requested from ANSFISA, the agency responsible for ropeway safety. Furthermore, ANSFISA's requests concerning the verification of the international certifications required for certain components reportedly remain unanswered (are those certifications fully valid?).

The installation arrives at a point rather distant from the lift (Lacedel–Socrepes) that continues uphill towards the main ski slopes.

I am not a ropeway designer, but I would like reassurance that a high-level design could not have solved the problems associated with a more direct route from Apollonio to Lacedel, considering the Olympic importance of the project and Saldini's extraordinary *quota neve* n. 235 may - june 2026

powers. Such a solution would not necessarily have been a conventional gondola lift but perhaps a classic reversible aerial tramway (with a simple return station at Lacedel) or a Funitel or 3S system with two groups of larger cabins of approximately 30 passengers each, using fixed grips, similar to the installation built by Bartholet in Val Thorens.

With only a single tower—probably large and perhaps with a slight deviation to avoid flying over houses—it would have been possible to cross the river and connect the two sides of the valley, much as the earliest ropeways were originally conceived.

This solution would have had several "defects": it would have cost less than the gondola lift; operating costs would have been substantially lower; it could have been built by a smaller manufacturer rather than by the usual market leaders. However, Veneto—and therefore Italy—would first have had to recognise the concept of "integrated rescue", which has been accepted for years in several countries and is now also valid in South Tyrol and Trentino. The avoidance of flying over houses is a matter of design and perhaps of political authority (for the gondola lift, the veterinary building was compulsorily demolished).

But that is another story.

For reasons unknown to me, the lower station is no longer located on the almost flat ground (historically used as a free parking area) beside the

Apollonio tennis courts and at the top of the escarpment descending towards the Boite stream, as shown in the original preliminary project and renderings. Instead, it has been moved further south (approximately 150 m) onto steeply sloping terrain towards the watercourse, more precisely in a less inclined area occupied by the former Powder Magazine. It should be remembered that Hayden (the German name for Cortina) was a border municipality within the Austro-Hungarian Empire, making a permanent explosives depot a logical facility. The name of the installation should therefore have been changed from Apollonio–Socrepes to Polveriera–Socrepes.

The area is marginal and isolated (as befits a powder magazine), with difficult pedestrian access due to the steep gradient, the risk of ice and the limited space available because of a nearly vertical escarpment descending towards the Bigontina stream (which flows into the Boite). This situation also appears to prevent vehicle access with a roundabout or drop-off area for skiers boarding and alighting. All this occurs in a context of extremely restricted access to an installation that is expected to have a capacity of 2,400 pph.

The lack of space eliminates the planned service area for users (rental shop, ski depot, etc.), which nowadays is a standard feature of lower stations for access lifts departing from villages. One example among many: in Serfaus

(an excellent Tyrolean resort, though not on the level of Cortina), the reconstruction of the Komperdellbahn gondola lift dedicated 3,000 m² to these services, operated by Patscheider Sport. In Cortina I counted about a dozen different ski rental outlets, undoubtedly of good quality, but whose generally small or medium size makes it difficult to provide the level of service expected by a five-star clientele.

In practice, the possibility for skiers to walk from hotels in the town centre—without ski boots and without carrying skis, often along the shopping streets—has disappeared, replaced by a corresponding increase in vehicle traffic (hotel minibuses).

Another undoubtedly attractive effect has also disappeared. On the opposite side of the Apollonio tennis courts from the planned ropeway alignment stands Cortina's school complex, which also serves the upper Boite Valley. At the end of morning classes, there is considerable movement of ski club minibuses collecting young athletes and taking them to training areas. During the journey they eat a sandwich and change clothing and equipment. With the planned service facilities (particularly equipment storage), this daily migration could have become much simpler and traffic volumes could have been reduced.

A deviation station was built near the hamlet of Mortisa to allow a bend in the line. The deceleration and acceleration beams are relatively short, compatible with slowing down and speeding up from 6.0 m/s to 2.0 m/s, which is the speed normally used for a line deviation. Therefore, this is not a station intended for passenger boarding or alighting, which would require a speed reduction to approximately 0.5–0.2 m/s and consequently much longer beams.

The extreme confidentiality surrounding the technical details of this installation led, in the absence of information about the nature of the intermediate station, to curious and contradictory requests: on the one hand, a request to classify the Cortina–Mortisa section as a public transport service; on the other hand, a petition (March 2026) calling for passenger boarding and alighting at



the intermediate station to be prohibited in order to prevent uncontrolled parking around Mortisa.

The upper station at Socrepes (would Lacedel not have been better?) is located quite far away—approximately 300 m with around 35 m of vertical difference—from the natural continuation uphill, namely the Lacedel–Socrepes gondola lift.

A further complication is that the area between the two consists of a ski slope (which I assume cannot be relocated or reduced), making a connection by means of moving walkways virtually impossible.

As a result, the potential user base would be limited almost exclusively to skiers (although winter pedestrian traffic does exist in Cortina), apart from a small number of visitors heading to the newly rebuilt Kraler family restaurant located nearby.

One particularly disheartening aspect of this story has been the constant misinformation, bordering on mockery. A few examples follow.

The installation was supposed to be one of the key mobility infrastructures for the Olympic and Paralympic Games. In reality, the upper station is located in the middle of ski slopes, approximately 3 km away by road and around 200 m below the downhill-race grandstands. Furthermore, the next lift in the chain would have been closed

or reserved for athletes and accredited personnel and, in any case, it too ends far from the grandstands and directly on ski slopes.

The lack of availability of the still unfinished installation was blamed for the relatively low number of spectators and limited ticket revenues at the Olympic downhill races. In reality, only the grandstands in the finish area were accessible to the public; the remainder of the slope and mountain—including lifts and mountain huts—was off limits to non-accredited visitors. This was officially justified by sporting considerations and Olympic grandeur, although it was more likely intended as a security buffer against potential terrorist attacks, recalling the Munich Olympics of 1972.

According to regulations, the installation must have a dedicated parking area, and at one point it was proposed that the Acquabona parking lot, located 4.9 km from the Apollonio tennis courts along the heavily trafficked valley road, should serve this purpose.

At the lower station, I searched repeatedly for the construction-site signboard (mandatory and indicating the client, designers and other project information) but was unable to find it.

I would not be surprised if this “legacy” were ultimately rejected and the dismantling and demolition of the installation, together with environmental restoration, were required at the expense of the proponent.

Even if the installation were completed and opened to the public, it would be highly unlikely to generate a significant number of passengers (it should be remembered that it is not connected to a ski circuit allowing repeated use). At the same time, it would continue to incur the high operating costs typical of detachable-grip systems, not to mention end-of-life costs associated with dismantling, demolition and environmental restoration.

N.B. The photographs of the installation were taken on 2 May 2026.



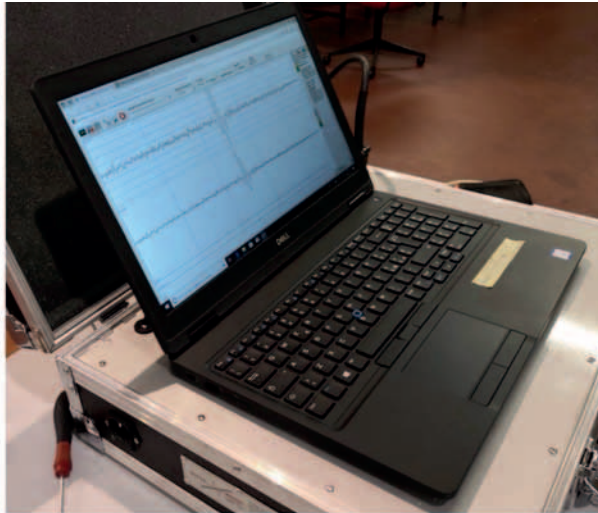
Above: the simplicity of the Funitel return station in Val Thorens
Right: the only cabin on the line, parked at the lower station

Magneto-inductive examinations on ropes: new frontiers

Dott. Ing. Giuseppe CALCAGNO, Politecnico di Torino, Dip. DIATI – Trasporti

Prof. Ing. Bruno DALLA CHIARA, Politecnico di Torino, Dip. DIATI – Trasporti

The evolution of non-destructive testing on ropes: from magneto-inductive and visual examination to expert systems support; the role of AI



As is well known, the safety of ropeway installations depends directly on the condition of the steel ropes. In ropeway and lifting installations, the rope is not simply a mechanical component but the main structural element that supports and transfers loads, guarantees movement throughout the installation and fully determines its reliability. From this statement arises the crucial importance and delicate nature of the periodic inspection of the rope condition, including wear, oxidation and corrosion, as well as, where possible and effective, the end attachments.

For at least sixty years, the principal and undisputed technical reference has been and remains the magneto-inductive method [1]; however, new technologies have for some time been shifting the frontier toward inte-

grated systems, in which the magnetic signal, inspection assisted by automated computer vision tools, expert systems and even the proposed use of artificial intelligence (AI) contribute to building a faster, documentable and repeatable diagnostic framework, deserving reflection on the role of the human expert and automatic systems. These systems may imitate experience, but without assuming responsibility or taking initiatives; nevertheless, they can provide additional support to those examining the rope.

First of all, it must be firmly stated that the issue is therefore not the replacement of the engineer or expert technician, but rather the enhancement of their analytical capability: new technologies can

reduce examination times, increase traceability of results and focus the operator's attention on the most significant anomalies. However, they are not in themselves "intelligent": they are simply very fast at processing data and correlating even extremely large numbers of variables, where required.

The magneto-inductive method (Figure 1) is based, as is known, on the ferromagnetic properties of steel: the rope is magnetically saturated over its entire length by means of an instrument equipped with powerful magnets, today at 2,000 Gauss, perhaps excessive, whereas in the past 500 Gauss was used. Any discontinuities, broken wires, corrosion, significant oxidation or reductions in section alter the induced magnetic field; these variations are detected by dedicated sensors generating visible and analyzable signals.

It should be remembered that this method, by its intrinsic nature, cannot be fully considered among quantitative methodologies, although reliable, but must still be regarded as qualitative; it remains the task of the experienced operator to decide, based on informed interpretation of the trace, whether to proceed with visual inspection, possible rope opening (Figure 2), or further analyses using instruments capable of investigating the detected issue in a more

1. A detector for magneto-inductive testing on a locked-coil rope, in laboratory conditions, with related digital recorder
2. Example of opening of two different haul ropes



precise and quantitative way.

The interpretation of traces remains and must remain a specialist activity: the signal is never merely a number, but requires knowledge of the rope, its type, its operating and maintenance history, service conditions and applicable acceptance thresholds according to standards. This reaffirms the central role of the qualified technician, whose importance is not diminished but increased by technology.

Alongside magneto-inductive testing, visual inspection also remains essential because it allows identification of surface defects, evident corrosion, strand deformations, crushing, abrasions, abnormal lubrication or external contamination. However, the limitation of traditional visual inspection is equally evident: it depends on the operator's experience, environmental conditions, lighting, observation speed, available time and human fatigue. It is precisely here that a new frontier emerges: through *computer vision*, we can envisage transforming visual inspection into more objective data that can be recorded and analyzed with tools.

A moving rope can already today be recorded using high-resolution cameras at extremely high frame rates, while controlled lighting systems can highlight surface defects and inclusions. The frames can then be analyzed by algorithms capable of detecting surface damage such as geometric or chromatic variations and external broken wires. The objective is not simply to produce photographs, but to build a "visual map" of the rope. Each image can be linked to a metric progression and to the corresponding magneto-inductive signal. The true innovation does not consist in replacing the magneto-inductive trace with the image, but in connecting the two worlds.

This step is decisive: diagnostics are no longer based on a single information channel, but on integrated interpretation carried out with full awareness.

The review of such a mass of data is

implicitly even more demanding and difficult for a human operator than visual inspection itself; in this context, *Machine Learning* models can be trained to recognize recurring patterns: broken wires, corrosion, localized wear, variations in strand lay, crushing, chromatic anomalies, accumulations of foreign material or surface alterations.

Expert systems, which in their evolution today fall under the definition of AI applied to computer vision, can perform four main functions [2]:

- a. Detection: identifying the point where a possible anomaly appears.
- b. Classification: distinguishing between corrosion, breakage, deformation or intrusion.
- c. Attention level: assigning a priority level to the detected defect.
- d. Integrated report: list of anomalies with associated images, metric positions, comparison with previous inspections and indication of areas requiring human verification.

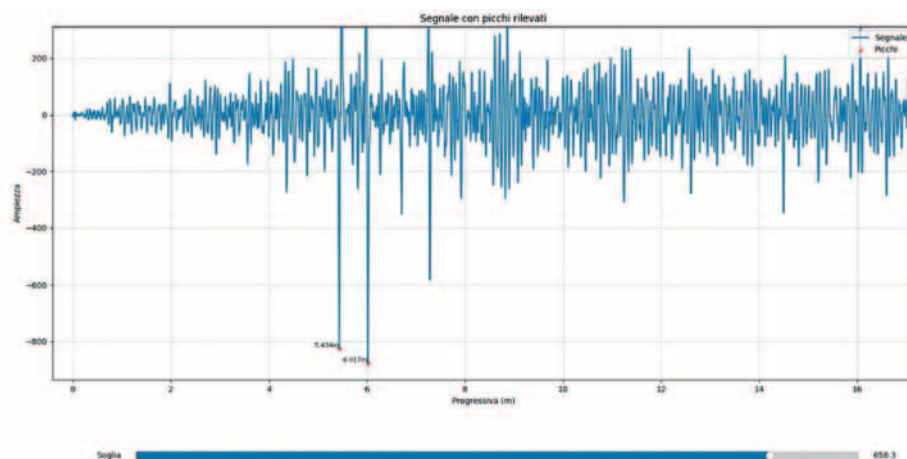
In this way, the report will no longer be merely a sequence of signals but a multilayer diagnostic document, where the technician can observe the peak in the trace, verify the image of the rope at the same point and decide whether the anomaly is consistent with a breakage, corrosion, disturbance or known structural feature. This integration may prove particularly interesting in cases where the magnetic signal alone is ambiguous. A local variation may derive from a broken wire, a surface discontinuity, a contact effect, a construction variation or an operational disturbance. The associated image can indeed help reduce uncertainty [3].

One of the most concrete and immediately applicable frontiers for LF and possibly LMA magneto-inductive examinations [4] concerns numerical trace analysis through dedicated software tools. Signals produced by an MRT (*Magnetic Rope Test*) system can be considered as measurable, filterable, comparable and classifiable data series and, in this context, computational environments such as Python, together with libraries such as NumPy, SciPy, Pandas

and Matplotlib, allow transformation of the magneto-inductive trace into a richer analytical object. The signal can be imported, normalized, filtered, segmented by progression and compared with reference thresholds. The ultimate objective is to move from purely visual interpretation to controlled numerical interpretation [5].

A particularly important aspect is the correct use of test wires as calibration references. In test traces, wires of known diameter applied in a defined area generate peaks with measurable amplitude clearly distinguishable from background noise. These peaks can constitute a practical threshold for comparing and evaluating the significance of subsequent anomalies. The algorithm can automatically calculate the amplitude of the peaks generated by the test wires, and subsequent anomalies are therefore highlighted only when their amplitude equals or exceeds the threshold derived from the test wires. This approach is particularly useful because it makes evaluation more consistent between different examinations and reduces the risk of subjective interpretations, increasing repeatability and comparability of trace history. The result can be represented in tabular or graphical form, highlighting the rope areas presenting concentrations of noteworthy events. In this way, the technician can have an ordered list of the most critical sections, with metric position, amplitude and ratio with respect to the reference threshold.

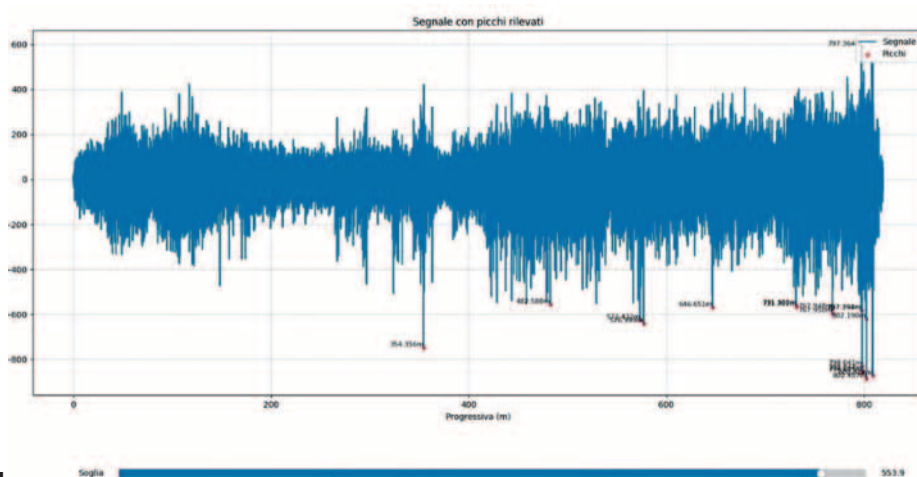
Regarding the above, it is useful to emphasize that one undeniable advantage of numerical tools is the possibility of easily comparing traces acquired at different times, since the examination must be considered in all respects a decision-making element for predictive maintenance. It is not enough merely to know whether an anomaly exists, but also to understand whether it is growing and at what rate, in order to implement appropriate countermeasures. A single anomaly may not be critical if stable, but can become so if it grows rapidly: the value of the inte-



3 grated system lies precisely in its ability to more easily follow rope evolution throughout its lifecycle. Despite these advances, the use of expert systems and today's so-called AI applied to steel ropes still presents significant implementation limits. The first limitation concerns datasets, because training a reliable model requires images and signals of real defects classified by experts, acquired under different conditions and representative of many rope types. A model trained on few cases risks correctly recognizing only anomalies already encountered and failing on less frequent defects. The second limitation concerns causality: in the inspection field it is not sufficient for an algorithm to indicate an anomaly; it is also necessary to

3. Example of Python analysis of test wires and detection of the related peaks (Politecnico di Torino)

4. Example of Python analysis of an in-service rope with amplitude peaks highlighted in the area surrounding the test wires



understand why it was identified, with what confidence and on what basis. The third limitation is technical validation: before being used as a decision-support tool in a safety context, an AI system must be tested, compared with established methods and subjected to repeatable verification procedures. For these reasons, the approach – where AI is used – must remain hybrid: AI does not autonomously determine rope condition nor define objectives independently, but supports the technician in more rapidly identifying critical areas.

The frontier of magneto-inductive rope examinations is not represented by a single technology, but by the convergence of several tools: “classic” MRT for initial qualitative analysis, visual inspection for surface or internal verification through rope opening, *computer vision* to make visual inspection – at least externally – more complete, objective and documentable, machine learning to classify signals and images, and historical databases to compare defect evolution over time.

Magneto-inductive examination remains today the primary tool for non-destructive testing of steel ropes, and its strength lies in the ability to detect internal defects and section losses not visible externally. However, the new frontier concerns integration between trace, image, AI where applicable, together with human expertise. The most credible future is an augmented inspection model, in which the technician has access to more powerful tools, richer reports and better-organized data, where the role of AI can accelerate anomaly detection, reduce inspection subjectivity and build archives comparable over time.

The final decision, however, must remain entrusted to qualified personnel capable of interpreting the data in light of experience, regulations and the actual operating conditions of the installation, assisted where necessary by direct observation (abnormal vibrations, noises, frequent stoppages more or less explainable).

The frontier, therefore, is not a rope inspected by a machine instead of a human being, but a rope observed through multiple senses amplified and objectified by technology, with the specialized technician remaining at the center of the decision-making process.

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TechnoAlpin: continuity, innovation and a vision for the future of technical snowmaking

With a forward-looking approach and strong roots in its own experience, TechnoAlpin continues to strengthen its presence on both the Italian and international markets. The year 2026 represents a period of evolution for TechnoAlpin: alongside major technological innovations and new strategic investments, the company is also facing a significant generational transition in the commercial management of the Italian market, while at the same time confirming its role as a benchmark in major international events and in defining the standards of technical snowmaking.

Snowmaster Italia



From May, Federico Zanardini will take on the role of Sales Manager for Italy. How does this change fit into TechnoAlpin's development path?

Wolfgang Psenner: After many intense years, this transition marks the beginning of a new phase for me, with a gradual withdrawal from operational activities. It is an important moment, but also a very positive one: the Italian market is solid, dynamic and characterized by highly competent customers. Over the years, we have developed complex projects and built relationships based on trust. I am convinced that this continuity will also be ensured in the future.

Federico Zanardini: The objective is precisely to continue along this path. The Italian market is strategic for TechnoAlpin and requires an increasingly efficiency- and sustainability-oriented approach. We want to continue supporting our customers not only with state-of-the-art products, but also with an integrated service that accompanies the entire lifecycle of their installations.

This transition was officially announced during the Snowmaker Days Italy. What role did the event play?

Psenner: Snowmaker Days have always represented a key opportunity for direct dialogue with the industry. This year's edition, organized between Bormio and Livigno at the end of March, brought together around 130 operators from various Italian ski areas and provided the ideal occasion to share both the organizational change and future perspectives.

Zanardini: It was also a valuable opportunity to explore topics related to the Milano Cortina 2026 Olympic Games. Participants were able to gain first-hand insight into key projects such as the snowmaking system on the Stelvio slope and the infrastructures that played a central

role during the event. Furthermore, networking and direct exchanges—both in Bormio and on the slopes of Livigno—once again demonstrated the importance of creating spaces for dialogue within the industry.

In April, TechnoAlpin was present at Mountain Planet in Grenoble. What were the main innovations presented?

Zanardini: Mountain Planet is a very important international showcase. This year we presented several innovations reflecting the company's main development directions: increased efficiency, digitalization and reliability. These included the new TL8 Double lance, the SnowFactory Tundra and the B.E.A.T.master digital platform. At the same time, we continue to develop our established solutions such as the TT and TR snow guns and our software systems, which remain a fundamental basis for many customers.

Looking at the details, what makes the TL8 Double particularly innovative?

Zanardini: The TL8 Double was developed with a clear objective: increasing production capacity while maintaining high economic efficiency. Thanks to the presence of two TL8 heads mounted on a

Wolfgang Psenner



Federico Zanardini





single tower, snow production can be doubled without duplicating the main components of the installation.

Psenner: This means greater efficiency and a very attractive investment-to-performance ratio. In addition, the system features eight regulation levels that allow the water flow to be adjusted precisely according to weather conditions, ensuring consistent snow quality. It is a solution designed to increase production capacity while maintaining high standards of reliability and operational simplicity.

Digitalization is also playing an increasingly important role. What is the contribution of B.E.A.T.master?

Zanardini: B.E.A.T.master represents a significant evolution in the way maintenance is managed. It is a digital platform that enables all activities to be planned, documented and monitored in a structured manner and accessed from any device.

Psenner: The transition from paper-based to digital management brings tangible advantages: greater transparency, improved coordination between teams and an always up-to-date overview of the status of installations. This translates into greater operational reliability.



Zanardini: Furthermore, the ability to share data and results in real time facilitates collaboration with TechnoAlpin Service and allows faster and more effective interventions.

Beyond products, what are the main developments at company level?

Psenner: A very important project is the opening, scheduled for June, of our new headquarters in Slovakia, near Žilina. The site will also include a new welding facility and will significantly increase our production capacity. It is a strategic investment that enables us to respond to growing global demand while maintaining high quality standards.

Finally, TechnoAlpin's role in major events continues to grow. What does it mean to be a partner for events such as the Olympics and World Championships?

Zanardini: Following the Milano Cortina 2026 Winter Olympic Games, we will also be Official Supplier of the 2027 Alpine World Ski Championships in Crans-Montana. This is a very important confirmation. These events provide a global showcase and demonstrate the trust that the industry places in our technologies. At the same time, they continuously encourage us to innovate and to ensure performance that always meets expectations.



Presolana Ski Arena 365 is born

Neveplast and Presolana Ski announce the launch of Presolana Ski Arena 365, the brand-new project dedicated to the training of athletes and ski clubs, ski initiation, snowboarding and freestyle activities 12 months a year, thanks to the latest generation of Neveplast surfaces (AllRide and FreeStyle).



A unique project combining innovation, territory and sport

Presolana Ski Arena 365 is located in one of the most iconic and authentic mountain destinations in Lombardy, in the heart of the Orobic Prealps, less than one hour from Bergamo and approximately 90 minutes from Milan, a symbol of innovation and host city of the Milano Cortina 2026 Winter Olympic Games. Its strategic location makes the facility easily accessible from all of Northern Italy and the entire Alpine arc.

The project stands out for its combination of key elements: cutting-edge technology (use of the newest Neveplast surfaces for alpine skiing, snowboarding and freestyle), territorial vision (enhancing Presolana as a year-round sports and tourism hub), environmental sustainability (certified materials, attention to landscape and circular economy) and sporting and social impact (training, education, inclusion and promotion of sports participation among young people).

Technical characteristics

The project covers a skiable area of approximately 4,000 m² and includes: a main slope 240 m long and 14 m wide, with an average gradient of 18%, equipped with Neveplast AllRide surface designed for skiing and snowboarding with sensations

comparable to compact snow, featuring a permanent timing system for training and time trials; a FreeStyle area with a dedicated 90 m slope equipped with five structures including boxes and rails and Neveplast FreeStyle surface, designed for jumps, tricks and technical maneuvers in complete safety; and a dedicated ski lift allowing a high number of ascents and supporting intensive, continuous and realistic training sessions.

The package offered to ski clubs and teams also includes the on-site supply of training poles. Special thanks go to LISKI, an excellence of our territory, which supplied the slalom and giant slalom poles, contributing to the quality and safety of Presolana Ski Arena 365.



A permanent laboratory for training and research

Presolana Ski Arena 365 aims to become a leading technical center in Italy for pre-season training of ski clubs and national teams, video analysis and technical improvement, testing of equipment and materials with brands and partners, introductory and advanced courses for children, adults and ski schools, "snow in the city" programs and preparatory pathways leading to Lombardy ski slopes in winter, as well as events, competitions, corporate challenges and days dedicated to media and specialized magazines.

Thanks to Neveplast surfaces, developed over more than 25 years of R&D in collaboration with coaches, federation technicians, athletes and ski clubs worldwide, the slope guarantees repeatability of technical movements, stability, safety and continuity of use in every season. Neveplast has a single business focus: creating year-round ski slopes, and is present with 2,700 installations worldwide, from Alpine resorts to urban destinations and countries with warm climates: international know-how that now converges in Presolana Ski Arena 365.

Latest generation of Neveplast products

AllRide, the surface covering the main slope

AllRide represents the latest generation of Neveplast surfaces and a true

revolution in the world of synthetic ski slopes. It is not simply an upgrade, but a completely new product resulting from years of research into surface geometry, material composition and dynamic behavior under skis. AllRide enables natural carving turns, precise slalom and giant slalom training and high-quality, continuous and repeatable technical sessions regardless of weather or seasonality. Thanks to its progressive behavior and ease of use, it is also ideal for learning and enjoyment, making it perfect both for ski clubs and racing teams and for skiers of all levels. Neveplast AllRide is also particularly suitable for sports rehabilitation projects. Its glide and stability characteristics, combined with the ability to reproduce the behavior of real snow, make it ideal for functional recovery and motor rehabilitation programs for skiers and snowboarders after injuries or trauma.

FreeStyle, the surface covering the snowpark slope

FreeStyle was created with a clear goal: to develop, for the first time, a surface specifically designed for snowparks. It is not an adaptation of existing products, but a solution developed by listening to the real needs of modern freestyle. It guarantees glide, stability and safety, allowing progressive and controlled execution of tricks, jumps and maneuvers. It is ideal for boxes, rails and structures of various technical levels, with particular attention to landings, offering a realistic, consistent and year-round training experience.

Why train at Presolana Ski Arena 365

Presolana Ski Arena 365 offers high-density runs thanks to scheduled sessions and the absence of overcrowding, allowing each athlete to complete numerous descents in reduced time; controlled conditions with constant gradient and uniform surface, ideal for working on technique, edging, turn timing and speed generation in maximum safety; continuity of training, with the possibility of planning structured work cycles and video-analysis sessions; integration with athletic preparation thanks to the ease of organizing dry-land training; and activity guaranteed 365 days a year regardless of weather and snow conditions.

Sustainability and integration with the territory

The project is part of a strategy to quota neve n. 235 may - june 2026



relaunch Presolana as a modern, accessible and sustainable mountain tourism destination. It reactivates currently underused areas, enhances existing facilities and creates a new flow of visitors, athletes and schools, with positive impacts on hospitality, catering and services.

It generates stable employment and contributes to the overall redevelopment of the territory from a sporting, educational and tourism perspective, becoming a local economic driver based on innovation and the enhancement of the mountains as a place for education, well-being and research.

Presolana Ski Arena 365 was created with a strong environmental sustainability vision.

The slopes are built with Neveplast AllRide and Neveplast FreeStyle, both ISCC+ certified products made with raw materials derived 90% from non-fossil sources, demonstrating a concrete commitment toward ecological transition and reducing the environmental impact of the materials used.



The structure of the Neveplast surface also allows grass to grow beneath the artificial bristles, maintaining soil permeability. This aspect, in addition to contributing to surface glide, is a concrete demonstration of compatibility between Neveplast and nature: the sports infrastructure does not seal the ground but interacts with it.

Regeneration

At the end of their lifecycle, the surfaces can be recovered, processed and regenerated for the production of new slopes, within a circular economy system minimizing waste and extending the value of materials. The expected product lifespan, estimated between 15 and 20 years, guarantees long-term sustainability, reducing replacement needs and the overall environmental impact.

Presolana Ski Arena 365 thus represents a model of sustainable mountain development, where technology, research, aesthetics and environmental responsibility merge to offer an advanced, welcoming and ecosystem-friendly sports experience.

Misting System

The slopes are also equipped with the new Neveplast Misting System, an innovative misting system specifically designed for use on Neveplast surfaces. The system ensures homogeneous and constant lubrication of the slope, improving glide and the sensation of compact snow while using minimal amounts of water and energy. Its operating principle ensures that the surface remains humid and high-performing without users getting wet, thus guaranteeing comfort, efficiency and sustainability at every stage of use.

AIM: the new Teufelberger-Redaelli standard for intelligent rope monitoring

AIM (Alliance for Intelligent Rope Monitoring) is the innovative platform developed by Teufelberger-Redaelli and Raidyn, with the support of partners specialized in magneto-inductive inspection. The goal is to provide a complete, accurate monitoring system that can be used on any ropeway installation, whether new or existing.



Integrated technologies

The device combines a magneto-inductive sensor, capable of detecting variations in the metallic cross-section and internal defects, with a high-resolution visual system that identifies sur-

face defects and geometric variations of the rope even during operation. Contactless operation allows the rope to be inspected at nominal speed, reducing the need for slowdowns or shutdowns.

Automated analysis with AI

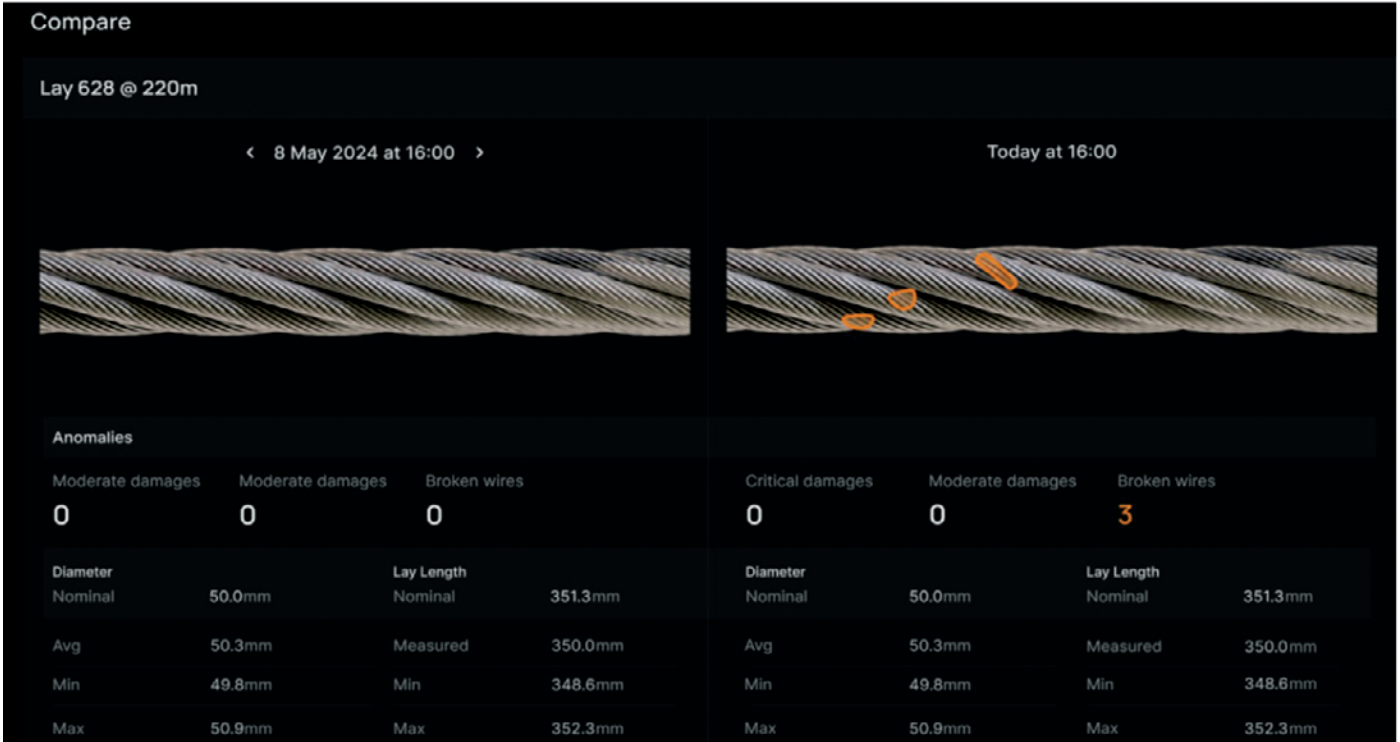
The artificial intelligence algorithm integrates data from both systems, automatically identifies anomalies and tracks their evolution over time. The inspection frequency can be configured according to the operating cycles of the installation, enabling truly predictive maintenance.

Key benefits

The system improves safety, reduces maintenance costs and minimizes downtime—an essential factor for installations with high operating volumes. It also supports operators during inspections by providing more detailed data compared to traditional visual checks.

Field validation

After an extensive laboratory testing phase, the system has been tested on several installations, confirming its robustness and reliability under real operating conditions. It now represents a new generation of diagnostic tools for the safe and efficient management of ropes in ropeway installations.



Doppelmayr Mexico inaugurated the Teleférico Uruapan

Doppelmayr, the global leader in ropeway transportation systems, has successfully launched the Uruapan ropeway, a milestone in public infrastructure developed in close collaboration with the Government of the State of Michoacán. The project represents one of the most significant social mobility initiatives of the current administration – improving access, connectivity and quality of life for thousands of residents across Uruapan.



A strategic, state-funded investment in urban mobility

With a public investment of MXN \$3,200 million (ca. 157 million EUR), the Teleférico Uruapan is a strategic, fully state-funded project designed to provide a modern, efficient and affordable public transport system. Uruapan, home to 357,000 residents and generating 8.5% of Michoacán’s GDP, now benefits from an integrated mobility solution that supports both the city’s social and economic development goals.

Fast, reliable connections across the city

Spanning eight kilometers from east to west, the urban ropeway reduces travel times to just 27 minutes, cutting typical travel times by half compared to bus rides. Furthermore, it helps to reduce long-standing challenges related to road congestion and urban segregation. The ropeway system features six strategically located stations connecting the city’s main economic, healthcare, and public service hubs:



- Hospital Regional
- Libramiento Aeropuerto
- Boulevard Industrial
- Palacio Municipal
- Centro
- Parque Nacional

By integrating healthcare facilities, public services, administrative areas, commercial zones, and major mobility corridors, the ropeway strengthens connections and improves the daily mobility for the city.

“We are very proud to have built the Teleférico Uruapan, a project that brings people closer together, shortens distances that once seemed impossible, and transforms the daily lives of thousands of families. Beyond infrastructure, this system represents new opportunities, time savings, and a better quality of life for those who use it every day. This project was developed under the highest technical, safety, and environmental standards, reflecting our commitment to sustainable, inclusive mobility designed for everyone”, said Konstantinos Panagiotou, CEO of Doppelmayr Mexico.

High-capacity, accessible public transport

The new system operates with 91 state-of-the-art OMEGA V cabins and has a capacity of up to 1,500 passengers per hour per direction, enabling it to transport approximately 54,000

people per day. To ensure broad accessibility, the fare has been set at MXN \$11 (0.54 EUR), positioning the system as an efficient, accessible, and inclusive public transportation solution for all citizens.

Driving social and environmental transformation

Beyond improving mobility, the Teleférico Uruapan is already contributing to the regeneration of public spaces and strengthening community life throughout the city.

- Community spaces: Each station incorporates public services such as an interactive museum, sports facilities, and municipal service areas, transforming stations into vibrant neighborhood hubs.
- Strengthening local commerce: The ropeway boosts local economic activity through the development of a new market in the western part of the city, creating new opportunities for small businesses and local producers.

- Safety and sustainability: The implementation of Safe Pathways (Senderos Seguros) ensures protected pedestrian access to the stations, while the ropeway’s 100% electric drive eliminates local emissions, contributing to improved air quality and a healthier urban environment in Uruapan.



TECHNICAL DATA

Vertical rise	m	123
Inclined Length	m	8.000
Capacity	p/h	1.500
Speed	m/sec	6,0
Cabins		91

The war in Iran has brought Trojena to a halt



he project to build an entire outdoor ski resort in Saudi Arabia was already encountering serious difficulties. Now, the war in Iran has led to the cancellation of key works and cast doubt on the future of Trojena.

Saudi Arabia has exercised its right to withdraw from two construction contracts considered essential for the development of Trojena. The move directly affects the Italian construction company Webuild, which had been entrusted with the construction of the three-dam system required to create a vast central lake, as well as the avant-garde architectural structure known as "The Bow". This cancellation, which came into effect on March 29, 2026, halts works that were approximately 30% complete.

For the future of the Trojena resort, this decision represents a severe blow to its technical feasibility. The central lake was the cornerstone upon which the entire project was based, as it was intended to supply the water needed for the snowmaking system designed to cover the planned 36 kilometres of ski slopes in a region where natural precipitation is extremely scarce.

The termination of Webuild's contract, together with that of the Malaysian contractor Eversendai, responsible for supplying the enormous quantities of steel required, suggests to industry experts that the original plans for completing the resort are now highly unlikely to be realised.

From a technical standpoint, Lake Trojena was an unprecedented engineering project in a desert environment. With a surface area of 2.8 kilometres, the reservoir was designed to hold up to 2.7 million cubic metres of desalinated water.

The system consisted of three concrete and rock dams, the main one featuring a wall 145 metres high and half a kilometre long. A unique aspect of its design was that the dam structure was intended to curve outward, challenging conventional hydraulic engineering principles. To supply this artificial oasis in the mountains of NEOM, the plan was to pump desalinated seawater using exclusively renewable energy sources. In addition, a sophisticated water-recovery system had been planned to create a regenerative cycle and reduce the high operating costs associated with desalination.

The cost of the Trojena project has risen to approximately USD 38 billion, effectively doubling the estimates made only two years ago. This financial pressure has forced Saudi authorities to implement drastic public spending cuts and reassess the scale

of their mega-projects under the "Vision 2030" programme, which aims to diversify the economy beyond oil.

The cancellation coincides with a statement by French Finance Minister Roland Lescure, who indicated that between 30% and 40% of the Persian Gulf's refining capacity had been damaged or destroyed by Iranian retaliatory attacks, resulting in a deficit of 11 million barrels per day on global oil markets. Lescure warned that restoring the damaged facilities could take up to three years, while restarting those that had been urgently shut down could require several months.

Despite the contract termination, Webuild has confirmed that NEOM will reimburse all accrued costs and demobilisation expenses incurred to date, fully indemnifying the construction company against the consequences of the contract cancellation.

Meanwhile, the dream of skiing on snow produced from seawater in the middle of the desert appears to be receding into an increasingly uncertain future.



Above: rendering from the Trojena project

Below: halted construction works at Trojena

HTI Group's 2025 revenue rises to €1.622 billion

The HTI Group, a global leader in the ropeway sector (Leitner, Poma, Bartholet), snow groomers, tracked vehicles and vegetation management (Prinoth and Jarraff), snow-making and dust suppression systems (Demacenko, HKD and WLP), wind energy (Leitwind), hydropower (Troyer), and digital ski resort management (Skadii), has reached a new record of €1.622 billion, marking a +15.8% increase compared to 2024, as announced in Vipiteno on April 13, 2026.

Overall growth is accompanied by

significant figures in both research and development investments and workforce expansion. The number of employees has increased to 5,000 worldwide, while investments in R&D, amounting to €42.5 million, send a very positive signal for the future. Another noteworthy figure is the €3.3 million allocated to staff training.

Looking at revenue distribution, 43% is generated in the Alpine region, 26% in North America, 11% in Asia, and 9.5% in Central and South America. The ropeway sector dominates, accounting for 60%

of total group revenue. Overall, in 2025, more than 80 new ropeway installations were built, over 1,000 snow groomers and tracked vehicles were sold, and more than 2,000 snowmaking units were delivered.

The year 2025 also saw significant corporate developments, including the entry of HKD Snowmakers, a company specialized in snow-making with operations in the United States and Canada. This acquisition further strengthened HTI's presence in the North American market.

ROPEWAYS

Seik joins HTI

Since the end of April 2026, the HTI Group has become the majority shareholder of the South Tyrolean company Seik, further strengthening its presence in the material transport sector.

HTI is already a key player in material handling on challenging terrain thanks to solutions such as Flyingbelt, a patented system that combines the advantages of conveyor belts and ropeway installations, Blondin cable cranes for large infrastructure projects, and rope-based systems for specialized applications.

The solutions developed by Seik integrate seamlessly with those of the HTI Group, making it possible to offer the widest and most comprehensive range of rope-based material transport solutions available worldwide: from continuous systems for large volumes to more flexible and specialized solu-

tions for complex construction sites and extreme environments.

Founded in 1991, Seik has redefined material transport with cutting-edge ropeway installations. From the first



patented motorized carriage to systems designed to operate in extreme conditions, the company based in Trodena has built a reputation founded on technical expertise, reliability, and continuous innovation.

Following its first major project in India in 2004, Seik began an international growth path that now sees it active in 16 countries. Among its most representative systems are the Skydumper, with a capacity of 40 tonnes and energy recovery, and the Skytruck, a cable crane system with a capacity of 30 tonnes used in the construction of dams and bridges. The portfolio also includes ropeways with motorized carriages, systems for alpine huts (Skycargo), rope-based dredging solutions, aerial pipelines, and customized systems such as SkyX, as well as the recent 25-ton portal crane built in Honduras, capable of reaching a working depth of 600 meters. Finally, the company is also active in the forestry sector, where it offers equipment and motorized carriages equipped with advanced technologies (Skytiger), including the latest emergency braking system on the carrying rope.

Two chairlifts for Dachstein West

Input text and images from remontees-mecaniques.net (Rodo_Af)

In 2025, Bergbahnen Dachstein Salzkammergut, as part of a major redevelopment of the area, built two Leitner chairlifts in the central part of the Dachstein West ski area (Austria – Salzburg region). The two installations provide connections in both directions between the Gosau and Annaberg sectors. The two bottom stations form a single integrated complex and share a common chair garage.

Both are detachable six-seater chairlifts equipped with heated seats, protective bubbles and safety bars with automatic opening.

The architectural design of the stations for both installations was carried out by Salzmann Ingenieure ZT GmbH of Bregenz.

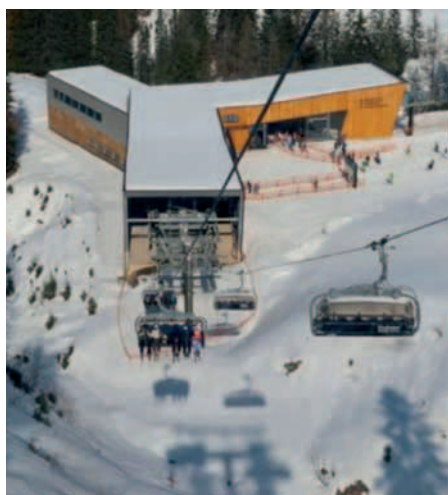
The Angeralm chairlift allows skiers coming from Gosau to reach the Annaberg sector.

It replaces a two-person drag lift dating back to 1983 and built by Steurer (1,198 p/h), significantly improving the connection in terms of both capacity and comfort.

The bottom station (1,329 m) is the drive station, and boarding is assisted by a positioning conveyor



Ski map of Dachstein West and the two connected bottom stations





1



1



2



2

1. Angeralm top station
2. Aussichtsberg top station
3. Control room
4. Connection to the garage
5. Entrance to Angeralm
6. Entrance to Aussichtsberg

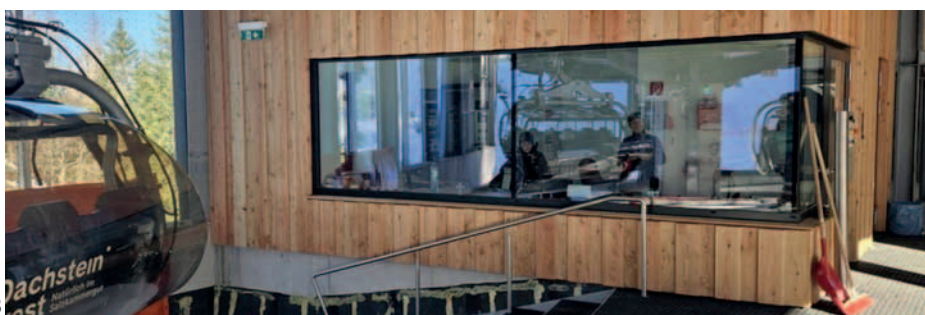
belt.

The top station (1,474 m), a tension station, is located opposite the arrival of the Donnerkogel gondola.

The Aussichtsberg chairlift allows skiers coming from Annaberg to reach the Gosau sector.

It replaces a fixed-grip four-seater chairlift dating back to 1992 and built by Felix Wopfner (2,047 p/h), significantly improving the connection in terms of both capacity and comfort.

The bottom station (1,330 m) is both drive and tension station, and boarding is assisted by a positioning conveyor belt. The top station (1,587 m) is located opposite the arrival of the Panorama-Jet gondola coming from Gosau.



3



4

TECHNICAL DATA

		Angeralm	Aussichtsberg
Vertical rise	m	145	261
Length	m	573	951
Capacity	p/h	2.221	2.414
Speed	m/sec	5,0	5,0
Chairs		30	48
Towers		8	9



5



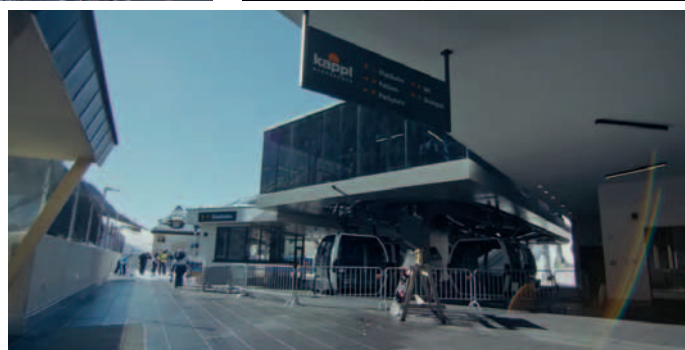
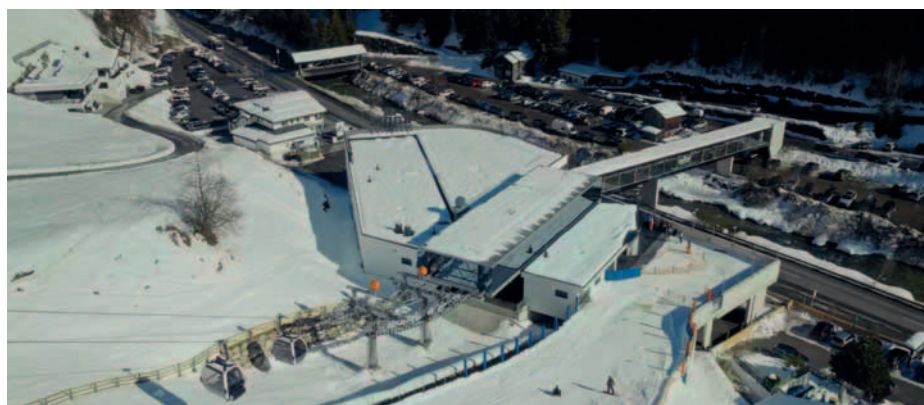
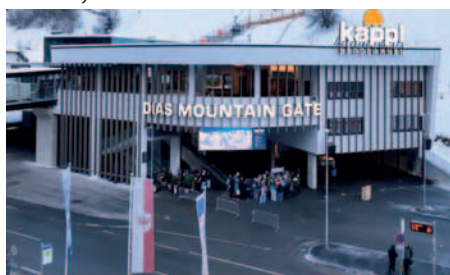
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Diasbahn gondola lift in Kappl

The Doppelmayr Diasbahn gondola lift in Kappl (A – Tyrol), equipped with 10-passenger CWA Omega V cabins and commissioned on December 12, 2025, replaces after 38 years the 1987 Doppelmayr gondola lift with 4-passenger Swoboda (Austro Panorama) cabins (1,600 pph at 5.0 m/sec, 14 towers). The installation is not entirely new, as it uses components from the gondola lift installed in Mannheim in 2023 for the “Garden Exhibition – BUGA”, which was carefully dismantled,



Above, Kappl ski map
Central, Kappl
Below, bottom station





overhauled and prepared for operation in Tyrol. This resource-conscious approach saves both materials and energy.

The installation, which offers barrier-free access and reduced travel times, represents the main access route to the Kappl ski area in both summer and winter.

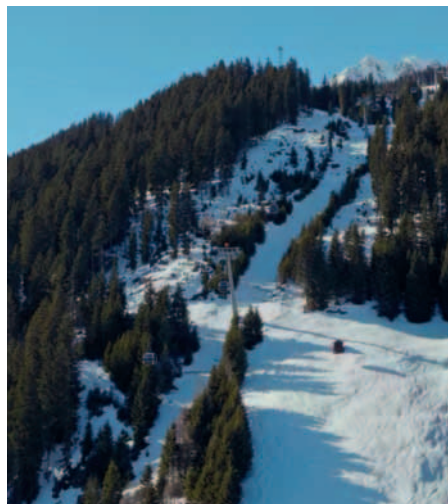
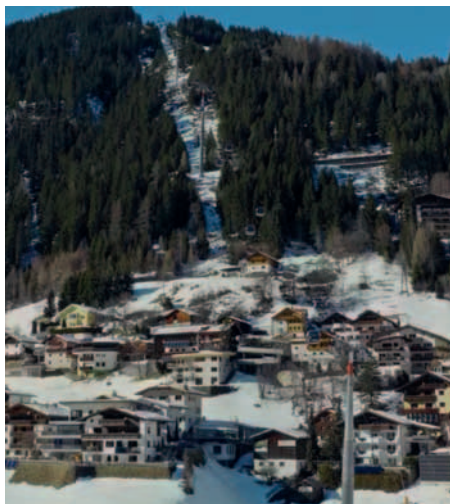
The drive station is located at the top station, with electrical control by Frey Austria. The cabin garage is also positioned at the top station next to the ropeway terminal. Tensioning is located at the bottom station.

As part of the new construction, a wooden and glass pedestrian bridge

was also built, linking the lift parking area to the bottom station by crossing above the Trisanna stream and the busy Paznaun Valley road.

The investment amounts to approximately €21.3 million, financed by

Above, top station
Below, line





1



1

the Municipality of Kappl, the Paznaun-Ischgl Tourism Association and 555 shareholders, for an estimated service life of more than 40 years.

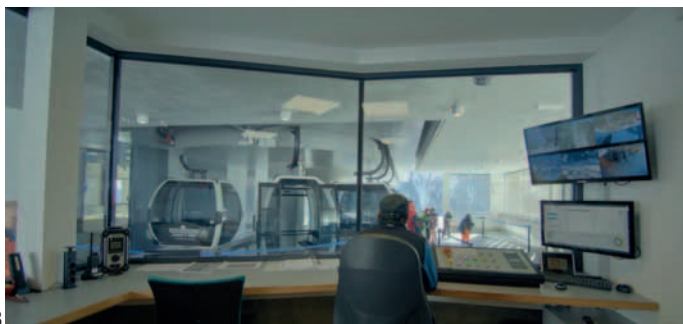
1. Boarding area
2. Cabin
3. Control room
4. Cabin garage



2

TECHNICAL DATA

Bottom station elevation	m	1.180
Top station elevation	m	1.828
Vertical rise	m	648
Length	m	1.465
Capacity	p/h	2.400
Speed	m/sec	6,5
Drive power	kW	620
Cabins		41
Towers		9



3



4

SKI RESORTS

Jannik Sinner's manager becomes the largest shareholder of Kronplatz Holding

Alex Vittur, a former tennis player born in 1984 who over time became a close friend of Jannik Sinner, convincing him to give up skiing to dedicate himself to tennis, move to Bordighera and, more recently, leave his former coach before eventually forming the highly successful partnership with Simone Vagnozzi and Darren Cahill.

Vittur founded his agency Avima Sports & Business Management, based in Brunico, which today manages everything surrounding Jannik, from sponsorships to image rights.

Vittur recently made an investment of ten million euros by acquiring around 5,000 shares of Kronplatz Holding from vice-president Thomas Gatterer,

becoming, with 13% of the capital, the largest shareholder in the company that manages the business activities linked to Kronplatz and the surrounding area (Kronplatz Mobility).

Vittur already sits on the board of directors of Kronplatz Holding and is also vice-president of the board of the company controlling the lift instal-



lations, Kronplatz Seilbahn. Kronplatz Holding, founded in October 2020, operates in four business sectors: Kronplatz Seilbahn, Kronplatz Mobility, Kronplatz Touristik and Kronplatz Gastronomie.

According to the reconstruction published by Tageszeitung, behind Vittur's rise there are differences of opinion with the current holding president, Christian Gasser, regarding the group's business strategy. With the new share package, Vittur would now control approximately 7,600 shares, compared to Gasser's approximately 5,000. The holding's board of directors was renewed only last year and will remain in office unchanged until 2028.

Rope elongation analysis for greater planning certainty

With its new service, the Doppelmayr Group is offering ropeway operators an additional option for analyzing the elongation of their haul ropes. The focus of the service is on enabling quick and objective data-driven decisions. The result: Maintenance work becomes much easier to plan.

Objective projections replace subjective assessments

Decisions on the next rope shortening are often based on a small number of data points or empirical values. This is precisely where the new service comes in. Rope elongation can be analyzed by examining the tension carriage position, the number of reverse bends, and the outdoor temperature over the previous six months. If possible, the data is automatically transferred

from the existing logbooks.

Forecasting for optimal planning

Looking back at past events provides the basis for a meaningful forecast. That gives operators advance notice of whether the rope will last the entire season without any problems or whether action needs to be taken beforehand. This lead time then permits significantly more efficient rope management.

Continuous monitoring

One-off analyses offer huge potential. But things get really interesting when multiple analyses enable monitoring. In future, automatic data collection using sensors will further enhance the service for operators. At the customer's request, this can provide the basis for helpful visualizations

and even more accurate forecasts. Intuitive trend graphics and a recommended date for the next rope shortening assist personnel by giving them a better understanding of maintenance requirements at a glance.

Booking and provision via the new customer portal

The new rope elongation analysis service is booked via the new Doppelmayr Group customer portal with a one-off payment, provided in the form of a transparent report, and continuously developed. It is available in all markets where the new customer portal has already been rolled out.

At the present time, Austria, Germany, Switzerland, Italy and France are covered. Other markets will gradually follow.

An engineer and his chairlift

In the small town of Jindera, Australia, there is an unusual curiosity: a chairlift without snow or a ski resort.

Designed and built between 2019 and 2023 by engineer Aaron Van Werkhoven, this unique installation is 400 meters long and consists of a single four-seater chair that runs continuously. There are no hurried skiers or groomed slopes here. The chairlift leads nowhere, except to the pure enjoyment of its creator. This unusual, entirely private project is neither a tourist attraction nor a billionaire's whim, but the result of a passion born during Aaron's childhood visits to the Falls Creek ski resort.

Behind this unlikely installation lies a

serious, almost industrial project. Launched in 2018 with the construction of the tower foundations, the project involved the whole family: his son Jayden in machining, his daughter Sharni in rigging operations, along with a network of friends and professionals. Despite interruptions caused by the pandemic, the chairlift was finally put into operation in January 2023, after meeting local administrative requirements regarding safety and environmental impact.

But don't try to ride it: access is strictly reserved for the owner and his family. In this Australian region where snow is virtually non-existent, this destination-less chairlift remains a unique creation—one man's decision to simply build his dream.





IMPIANTI A FUNE

EVERY JOURNEY TO THE TOP
LEAVES ONLY GOOD TRACES



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