

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

quota neve is sent to:

- Italian and foreign ropeway installation concessionaires
- Ropeway operations directors
- Italian and foreign manufacturers or commercial companies operating in the magazine's areas of interest
- Ski schools
- Mountain tourism promotion agencies
- Industry professionals in Italy and abroad.

Together we move the future

Behind every innovation are people who share a vision, courage and experience. It is thanks to them that today's successes and tomorrow's challenges take shape.

doppelmayr.com



More than 147 Passenger Ropeways Worldwide in 2025

GIORGIO MARCHELLI

Statistics in the ropeway industry continue to be neither systematically compiled nor widely shared with industry professionals, although the situation varies from country to country.

For more than 20 years, Quota Neve has published an annual Italian survey of passenger ropeway installations built during the previous year, appearing in its January–February issue. Although this survey is not intended to be exhaustive, it is regarded as reliable, significant and of considerable interest. It cannot claim to be complete because, as a non-official publication, quota neve cannot compel companies to provide information. Nevertheless, the initiative remains valuable: an incomplete dataset is preferable to having no data at all.

To avoid counting the same installation in different years, every installation is checked to ensure that it has not already appeared in previous annual surveys.

Since 2000, the initiative has expanded to provide an international—virtually worldwide—overview. The methodology adopted by quota neve in Italy has been applied on a global scale. The following information is collected for each installation: location, name, type, cabin capacity, vertical rise, length and transport capacity.

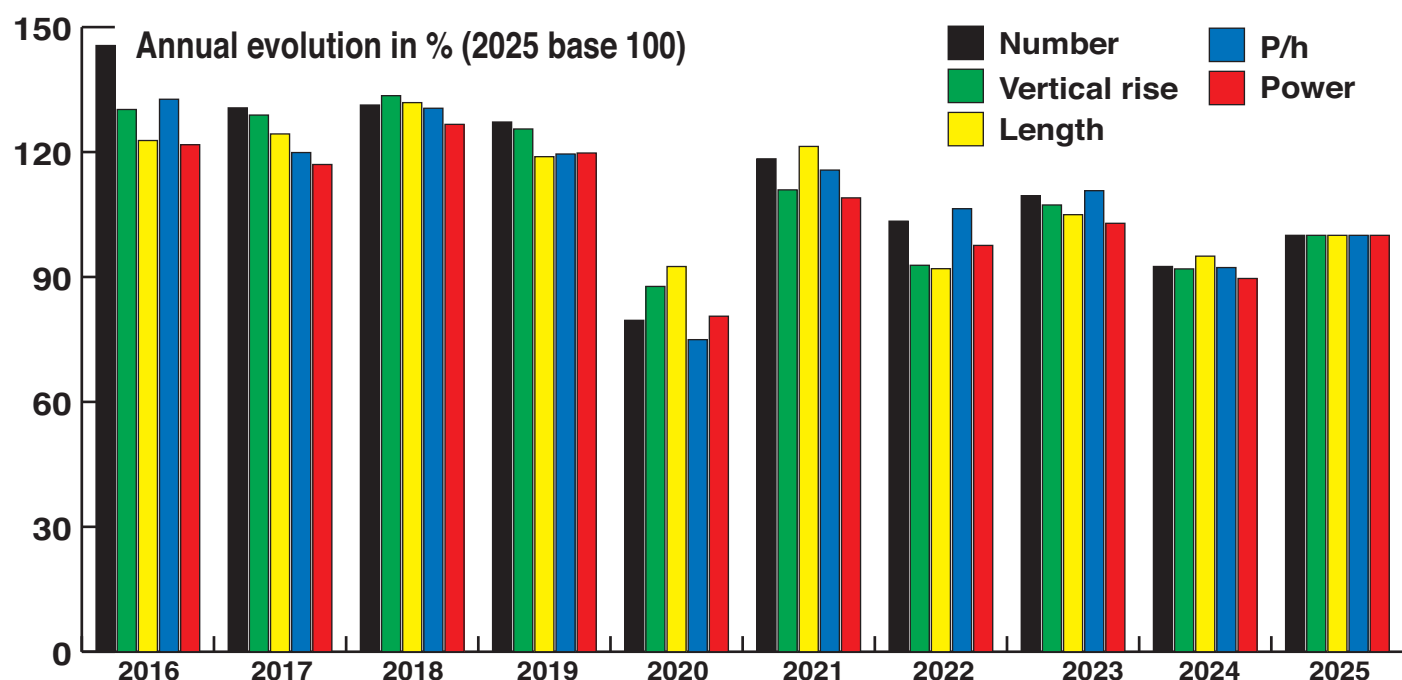
As stated above, the survey refers exclusively to passenger ropeway installations. Low-rope ski lifts, télécables, conveyor belts, material ropeways and inclined elevators are excluded because of their specific characteristics and

different evaluation criteria.

The data have been collected from direct or indirect statements by manufacturers and/or from statistics available and accessible to us. The overwhelming majority of the world's ropeway production is concentrated among a small number of Alpine manufacturers, and obtaining their data is sufficient to ensure the reliability of this survey. The two largest Alpine groups also control almost the entire North American market.

To achieve worldwide coverage, some gaps remain in Japan, China, Russia and India, where the ski area sector is still relatively isolated from international markets. Given these unavoidable omissions, we prefer to describe this work as an international data collection rather than a definitive statistical survey.

The number of new passenger ropeway installations identified as completed during 2025 amounts to 147 (136 in 2024, 161 in 2023, 152 in 2022, 172 in 2021, 117 in 2020, 187 in 2019, 193 in 2018, 192 in 2017, 214 in 2016, 188 in 2015, 166 in 2014, 223 in 2013, 197 in 2012, 218 in 2011, 216 in 2010, 203 in 2009, 215 in 2008, 257 in 2007, 357 in 2006, 334 in 2005, 310 in 2004, 270 in 2003, 254 in 2002, 239 in 2001 and 312 in 2000), representing a total transport power of 101 million vertical passenger-metres per hour (91 million in 2024, 105 million in 2023, 99 million in 2022, 106 in 2021, 82 in 2020, 122 in 2019, 129 in 2018, 119 in 2017, 124 in



2016, 124 in 2015,112 in 2014,128 in 2013, 101 in 2012, 118 in 2011, 126 in 2010, 116 in 2009, 116 in 2008, 155 in 2007, 200 in 2006, 188 in 2005, 159 in 2004, 161 in 2003, 147 in 2002, 131 in 2001 e 161 in 2000), a **total vertical rise of 46 km** (42 in 2024,49 in 2023, 43 in 2022, 50 in 2021, 40 in 2020, 58 in 2019, 61 in 2018, 59 in 2017, 60 in 2016, 63 in 2015, 54 in 2014; 65 in 2013, 54 in 2012, 58 in 2011, 68 in 2010, 57 in 2009, 63 in 2008, 77 in 2007, 103 in 2006, 99 in 2005, 82 in 2004, 76 in 2003, 75 in 2002, 66 in 2001 e 90 in 2000), a **total length of 193 km** (183 in 2024, 203 nel 2023, 178 in 2022, 234 in 2021, 117 in 2020, 230 in 2019, 255 in 2018, 240 in 2017, 221 in 2014; 237 in 2016, 233 in 2015, 252 in 2013, 211 in 2012, 234 in 2011, 262 in 2010, 217 in 2009, 237 in 2008, 292 in 2007, 400 in 2006, 423 in 2005, 319 in 2004, 301 in 2003, 278 in 2002, 246 in 2001 e 339 nel 2000), total **hourly capacity of 297 1000pph** (274 in 2024, 329 in 2023, 316 in 2022, 336 in 2021, 223 in 2020, 355 in 2019, 388 in 2018, 356 in 2017, 394 in 2016, 355, nel 2015, 324 nel 2014; 395 nel 2013, 341 nel 2012, 375 in 2011, 374 in 2010, 374 in 2009, 361 in 2008, 466 nel 2007, 622 nel 2006, 567 nel 2005, 523 nel 2004, 515 in 2003, 458 in 2002, 419 in 2001 e 507 in 2000).

All 147 installations identified as completed in 2025 are listed at the end of this article.

The principal sources used to compile the data were the annual publications issued by manufacturers presenting the installations completed during the reference year (Doppelmayr, Leitner and Poma), the Italian survey conducted by Quota Neve mentioned above, and the individual manufacturers' websites. This provides almost complete coverage of the Alpine countries, where only a few additional manufacturers remain active in the passenger ropeway sector with any significant market presence. A growing reluctance among smaller manufacturers to publish details of their projects has nevertheless been observed. In other countries, local manufacturers are

known to exist, but they play only a marginal role on the world market and generally do not participate in the major international trade fairs.

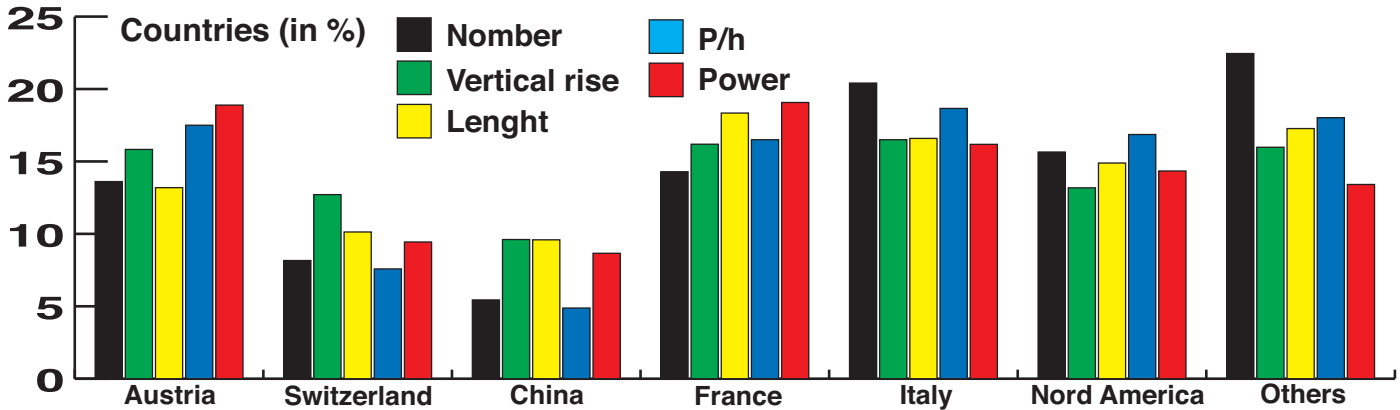
Following the principle that "an incomplete dataset is better than no data at all", we believe this analysis provides useful and representative information, particularly because it is the only survey of its kind worldwide and is estimated to cover more than 90–95% of the global market.

Another issue concerns the accuracy of the figures: they originate from company sources and may occasionally be optimistic, even unintentionally. This should simply encourage readers to interpret the data with the usual degree of caution.

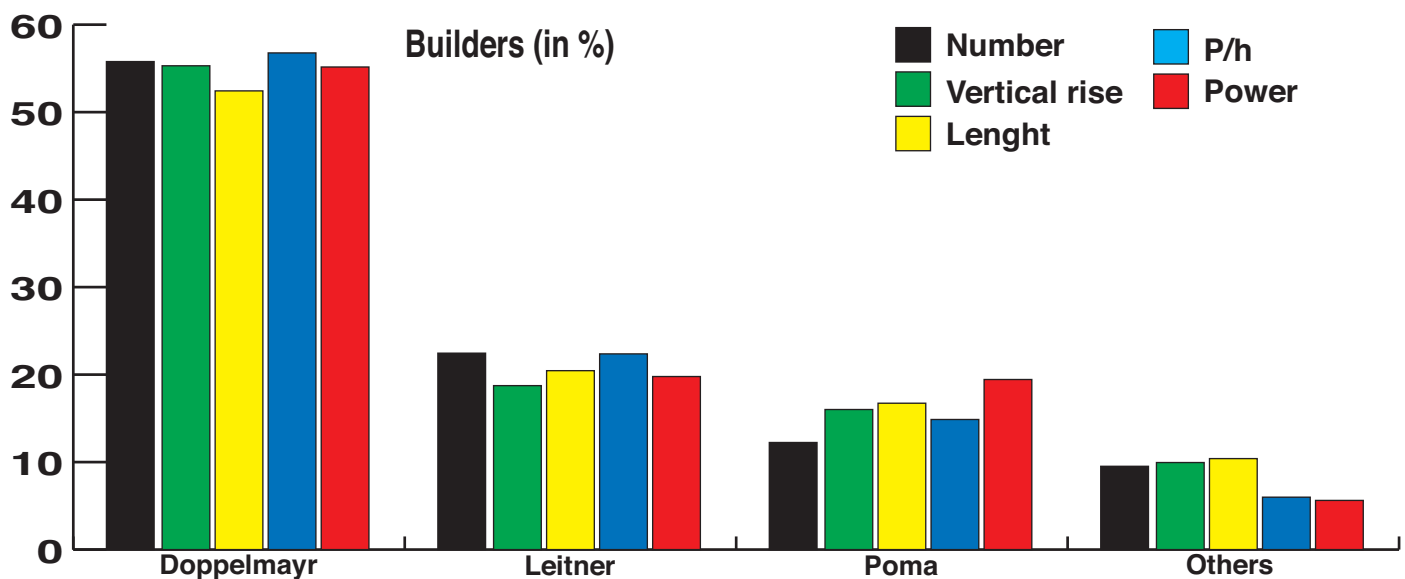
Tables and charts have been developed according to several criteria: number of installations, vertical rise, length, hourly capacity and transport power (defined as hourly capacity multiplied by the vertical rise of each installation). This approach was adopted because there is no universally accepted parameter for assessing overall market activity.

The number of installations is the simplest indicator, but giving the same weight to a beginner's ski lift and to a gondola lift with 1,000 metres of vertical rise and a capacity of several thousand passengers per hour is clearly open to criticism. In ski lift applications, transport power (vertical rise multiplied by hourly capacity) has a logical basis because it represents the potential skiing vertical made available to users. However, for lowland, connecting and urban ropeways, where vertical rise is minimal or absent, this parameter becomes much less meaningful, while line length and transport capacity become more relevant.

Given these considerations, no single parameter has been selected as the most representative. Readers may therefore choose whichever indicator they consider the most meaningful. In several charts (for example those comparing countries or manufacturers), the different indicators tend to balance one another, resulting in bars of similar relative height. This does not apply to installation types, since surface lifts differ fundamentally from



VALUES					Countries	PERCENTAGES				
Num	Vert.	Lengh.	P/h	Power		Num	Vert.	Lengh.	P/h	Power
20	7.290	25.468	51.954	19.198.478	A	13,61	15,83	13,19	17,50	18,89
12	5.852	19.563	22.500	9.593.100	CH	8,16	12,71	10,13	7,58	9,44
8	4.426	18.522	14.500	8.800.200	CHN	5,44	9,61	9,59	4,88	8,66
21	7.455	35.405	48.990	19.382.640	F	14,29	16,19	18,34	16,50	19,07
30	7.598	32.030	55.417	16.447.152	I	20,41	16,50	16,59	18,66	16,18
23	6.068	28.751	50.060	14.575.123	N.A.	15,65	13,18	14,89	16,86	14,34
33	7.356	33.357	53.489	13.633.560	Altri	22,45	15,98	17,27	18,02	13,41
147	46.045	193.096	296.910	101.630.253		100,00	100,00	100,00	100,00	100,00



VALUES					Countries	PERCENTAGES				
Num	Vert.	Lengh.	P/h	Power		Num	Vert.	Lengh.	P/h	Power
8225.465	101.231	168.5575	6.055.686	Doppelmayr	55,78	55,30	52,43	56,77	55,16	19,78
33	8.628	39.484	66.418	20.103.552	Leitner	22,45	18,74	20,45	22,37	19,44
18	7.371	32.308	44.140	19.761.640	Poma	12,24	16,01	16,73	14,87	5,62
14	4.581	20.073	17.795	5.709.375	Altri	9,52	9,95	10,40	5,99	5,62
147	46.045	193.096	296.910	101.630.253		100,00	100,00	100,00	100,00	100,00

reversible aerial tramways in terms of vertical rise and length, just as detachable lifts differ from fixed-grip lifts in hourly capacity.

Because the various indicators (number, vertical rise, length, hourly capacity and transport power) differ greatly in magnitude, the tables and charts express each as a percentage of its respective total, allowing meaningful comparisons between different parameters.

Countries

Countries are identified using their international vehicle registration codes. For both the tables and the charts, preference has been given to the four principal Alpine countries, together with North America (NA) and China, as they account for approximately 70% of all installations and more than 80% of total transport power, although these percentages have been steadily declining in recent years due to the growth of other markets.

Country	No.	Vertical	Length	Pph	Power
KG	2	769	2,713	4,800	1,845,600
N	2	696	4,066	4,868	1,844,400
Germany	6	942	3,871	9,441	1,617,422
Azerbaijan	1	876	3,003	1,600	1,401,600
New Zealand	2	509	1,779	4,211	1,294,430
Sweden	8	881	4,713	8,704	1,036,189
Australia	1	309	1,294	3,000	927,000
Colombia	1	283	2,328	2,100	594,300
Finland	1	192	980	2,800	537,600
Spain	1	327	824	1,613	527,451
Poland	1	170	722	2,750	467,500
Slovakia	1	190	1,004	2,400	456,000
Greece	2	367	1,574	2,212	433,088
Uzbekistan	1	352	2,084	800	281,600
Chile	1	180	982	1,200	216,000
Romania	1	312	560	490	152,880
Oman	1	1	860	500	500
33	7,356	33,357	53,489	13,633.560	

A	Austria	NZ	New Zealand
AUS	Australia	OM	Oman
AZ	Azerbaijan	PL	Poland
CH	Svizzera	RCH	Chile
CHN	Cina	FIN	Finland
CND	Canada	GR	Greece
CO	Colombia	I	Italia
D	Germany	KG	Kirghizistan
E	Spain	N	Norway
		USA	USA
		UZ	Uzbekistan

Manufacturers

The chart highlights the totals achieved by the major manufacturers, which together account for approximately 90% of global production within the scope of this survey.

In 2025, the Doppelmayr Group further strengthened its already dominant market position, exceeding 50% of the global total in every measured indicator.

The other manufacturers included in the survey are:

Manufacturer	No.	Vertical	Length	Pph	Power
Bartholet	6	2,907	13,027	8,300	3,624,100
CCM	4	1,089	4,268	4,795	1,343,575
MND	2	376	1,310	2,900	553,600
Graffer	2	209	1,800	1,468	188,100
14	4,581	20,405	17,463	5,709,375	

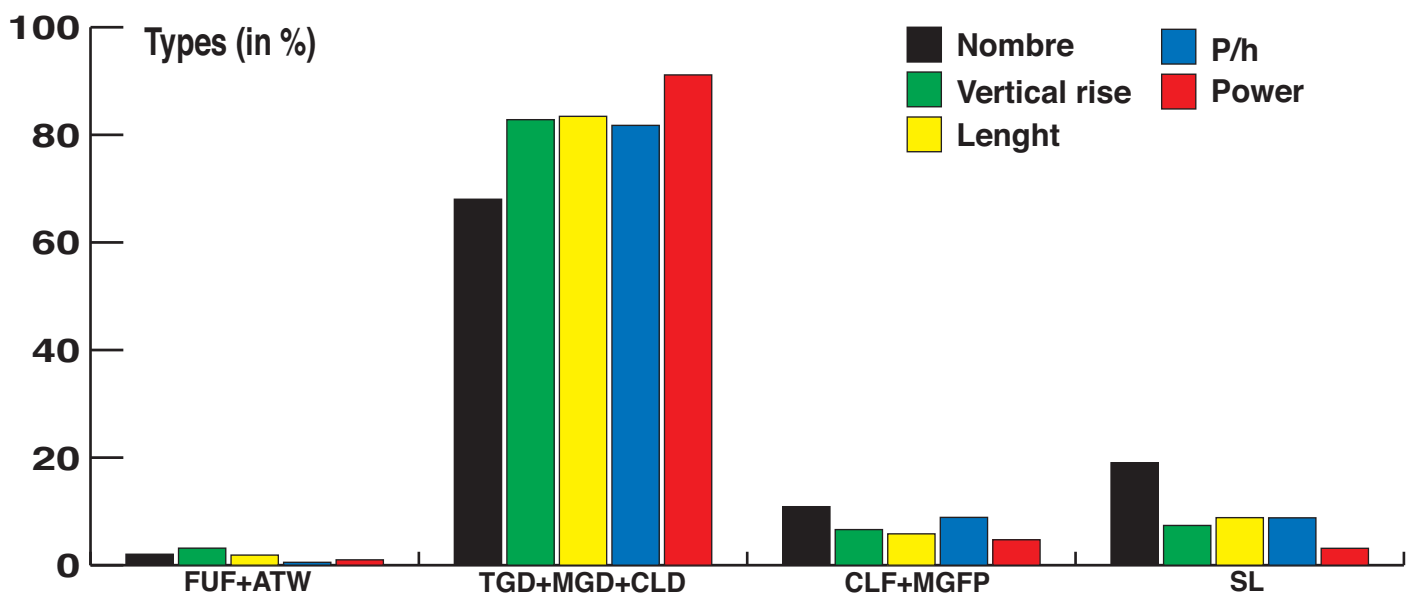
Installation Types

The 2025 figures confirm the continuing trend towards detachable ropeway systems, particularly 6-seat detachable chairlifts and 10-passenger detachable gondola lifts.

Detachable installations account for more than 60% of all installations completed during 2025 and represent 91% of total transport power.

The detailed breakdown by installation type is as follows:

Types codes	
ATW Reversible Aerial Tramway	MGD Detachable Gondola
CLD Detachable Chairlift	MFGP Pulsé
CLF Fixed-Grip Chairlifts	SL Surface Lifts
INE Inclined elevator	TGD Tricable gondola



VALUES					PERCENTAGES					
Num	Vert.	Lengh.	P/h	Power	Countries	Num	Vert.	Lengh.	P/h	Power
3	1.459	3.638	1.610	1.016.720	FUF + ATW	2,04	3,17	1,88	0,54	1,00
100	38.136	161.122	242.753	92.622.525	TGD+MGD+CLD	68,03	82,82	83,44	81,76	91,14
16	3.048	11.265	26.402	4.803.689	CLF + MGFP	10,88	6,62	5,83	8,89	4,73
28	3.402	17.071	26.145	3.187.319	SL	19,05	7,39	8,84	8,81	3,14
147	46.045	193.096	296.910	101.630.253		100,00	100,00	100,00	100,00	100,00

Type	Places	Num.	Vertical	Length	P/h	Power	Length (in m)			
FUF	100	1	1.035	2.774	800	828.000	F	La Plagne	Poma	4.511
ATW		2	424	864	810	188.720	CHN	Anqing City	Doppelmayr	3.153
TGD		2	1.404	4.310	4.600	3.507.200	AZ	Shahdag	Doppelmayr	3.003
MGD	12	1	54	3.000	1.500	81.000	CHN	Shangrao City	Doppelmayr	2.965
MGD	10	40	15.819	74.347	96.560	38.936.630	CH	Lauterbrunnen	Doppelmayr	2.774
MGD	8	14	7.767	27.256	25.040	14.539.700	F	Oz-en-Oisans	Poma	2.593
MGD	6	1	108	698	1.500	162.000	I	Campitello di F.	Doppelmayr	2.572
CLD	8	8	2.025	8.917	27.600	7.091.800	CH	Monte Tamaro	Bartholet	2.527
CLD	6	29	9.415	35.185	74.953	24.753.595	F	Les Arcs	Poma	2.045
CLD	4	5	1.544	7.409	11.000	3.550.600	CHN	xiling	Poma	1.990
MGFP4x3x8		1	336	980	458	153.888				
CLF	6	1	68	437	1.814	123.352				
CLF	4	12	2.220	8.558	21.451	3.845.464				
CLF	3	1	335	873	1.799	602.665				
CLF	2	1	89	417	880	78.320				
SL	2	12	1.709	8.345	13.397	1.891.566				
SL	1	16	1.693	8.726	12.748	1.295.753				
		147	46.045	193.096	296.910	101.630.253				

The 10 installations with the highest values in individual aspects are:

Vertical rise (in m)			
CH	Monte Tamaro	Bartholet	1.052
CH	Lauterbrunnen	Doppelmayr	1.035
CHN	Shangrao City	Doppelmayr	1.012
I	Campitello di F.	Doppelmayr	980
F	Les Arcs	Poma	919
AZ	Shahdag	Doppelmayr	876
CHN	Anqing City	Doppelmayr	813
CHN	xiling	Poma	786
F	La Plagne	Poma	781
F	Oz-en-Oisans	Poma	756

Hourly capacity (in persons)			
F	Les Gets	Poma	4.200
A	Ischgl	Doppelmayr	4.200
N	Trysil	Leitner	4.000
A	Sölden	Doppelmayr	4.000
A	Sölden	Doppelmayr	3.800
CH	Zermatt	Leitner	3.400
I	Arabba	Leitner	3.400
F	Alpe d'Huez	Poma	3.400
D	Garmisch-P	Doppelmayr	3.400
A	Ischgl	Doppelmayr	3.400

Transport capacity (hourly capacity x vertical rise in m)			
I	Campitello di F.	Doppelmayr	2.744.000
CHN	Shangrao City	Doppelmayr	2.530.000
F	La Plagne	Poma	2.452.340
F	Oz-en-Oisans	Poma	2.041.200
F	Orcière M. 1850	Poma	1.917.000
A	Zell am Ziller	Doppelmayr	1.915.220
CHN	xiling	Poma	1.886.400
F	Châtel	Poma	1.797.000
A	Altenmarkt im P.	Doppelmayr	1.702.000
F	Les Arcs	Poma	1.654.200

The 147 ropeways surveyed

Coun.	Locality	Manufacturer	Type	P.	Vert.	Lenght.	P/h	Coun.	Locality	Manufacturer	Type	P.	Vert.	Lenght.	P/h
A	Altenmarkt im P.	Doppelmayr	MGD	10	740	2.122	2.300	D	Garmisch-P	Doppelmayr	CLD	8	167	894	3.400
A	Bürserberg	Doppelmayr	MGD	10	617	1.830	2.500	D	Philippseut	Leitner	CLD	6	299	1.211	1.600
A	Haus im E.	Leitner	MGD	10	530	1.595	2.800	D	Steinach	Doppelmayr	CLD	6	151	500	2.198
A	Naßfeld	Doppelmayr	MGD	10	475	1.675	3.000	D	Philippseut	Leitner	CLF	4	105	475	1.400
A	Berwang	Doppelmayr	MGD	10	286	877	2.400	D	Schneizlreuth	Doppelmayr	SL	2	108	487	523
A	Zell am Ziller	Doppelmayr	MGD	8	731	1.892	2.620	E	Cerler	Doppelmayr	CLF	4	327	824	1.613
A	Zell am Ziller	Doppelmayr	MGD	8	434	1.739	2.620	F	Ajaccio	Poma	MGD	12	54	3.000	1.500
A	Rennweg am K.	Doppelmayr	MGD	8	564	1.599	2.000	F	La Plagne	Poma	MGD	10	781	4.511	3.140
A	Sölden	Doppelmayr	CLD	8	389	1.696	3.800	F	Oz-en-Oisans	Poma	MGD	10	756	2.593	2.700
A	Sölden	Doppelmayr	CLD	8	262	1.086	4.000	F	Les Arcs	Poma	MGD	10	919	2.045	1.800
A	Ischgl	Doppelmayr	CLD	8	238	1.265	4.200	F	Meribel Motaret	Leitner	MGD	10	533	1.936	2.600
A	Schladming	Doppelmayr	CLD	8	266	792	3.000	F	Courchevel	Poma	MGD	10	479	1.698	2.400
A	Ischgl	Doppelmayr	CLD	8	139	348	3.400	F	Les Gets	Poma	MGD	10	268	785	4.200
A	Waidring	Doppelmayr	CLD	6	547	1.881	2.400	F	Alpe d'Huez	Poma	MGD	10	285	1.684	3.400
A	Damüls	Doppelmayr	CLD	6	267	1.374	2.800	F	Combloux	Doppelmayr	MGD	10	340	1.940	2.150
A	Gosau	Leitner	CLD	6	258	951	2.414	F	Val Thorens	Doppelmayr	MGD	10	319	1.128	1.800
A	Gosau	Leitner	CLD	6	145	573	2.221	F	Île-de-France	Doppelmayr	MGD	10	38	1.308	2.000
A	Fieberbrunn	Doppelmayr	CLF	6	68	437	1.814	F	Île-de-France	Doppelmayr	MGD	10	5	1.340	2.000
A	Feichten	Leitner	SL	2	133	630	1.197	F	Île-de-France	Doppelmayr	MGD	10	0	1.774	2.000
A	St. Corona am W.	Doppelmayr	SL	1	201	1.106	468	F	Orcière M. 1850	Poma	CLD	6	639	1.975	3.000
AUS	Perisher	Doppelmayr	CLD	6	309	1.294	3.000	F	Châtel	Poma	CLD	6	599	1.715	3.000
AZ	Shahdag	Doppelmayr	MGD	10	876	3.003	1.600	F	Les Carroz d'A.	Poma	CLD	6	417	1.442	2.600
CDN	Coldwater	Doppelmayr	CLD	6	111	679	3.000	F	Crest Voland	Poma	CLD	6	375	1.548	2.600
CDN	Lake Luise	Doppelmayr	CLD	4	329	1.702	2.000	F	Tignes	Leitner	CLD	6	301	1.052	2.400
CDN	Mont-Tremblant	Doppelmayr	CLF	4	57	425	1.821	F	Sauze	CCM	CLF	4	298	1.598	2.000
CH	Lauterbrunnen	Doppelmayr	FUF	1001	0.35	2.774	800	F	Orcière M. 1850	Poma	SL	1	30	154	800
CH	Unteriberg	Doppelmayr	TGD	18	424	1.738	1.800	F	Font Romeu	Leitner	SL	1	19	179	900
CH	Anzère	Doppelmayr	MGD	10	580	1.643	2.000	FIN	Iso Syöte	Leitner	CLD	6	192	980	2.800
CH	Laax Flims	Bartholet	MGD	10	409	1.652	1.500	GR	Anilio	Leitner	CLD	6	218	991	1.500
CH	Laax Flims	Bartholet	MGD	10	92	358	1.500	GR	Anilio	Leitner	SL	1	149	583	712
CH	Monte Tamaro	Bartholet	MGD	81	0.52	2.527	800	I	Campitello di F.	Doppelmayr	TGD	30	980	2.572	2.800
CH	Laax	Doppelmayr	MGD	8	356	1.159	2.000	I	San Leonardo	Leitner	MGD	10	499	2.140	2.400
CH	Laax	Doppelmayr	MGD	8	452	2.484	1.500	I	Arabba	Leitner	MGD	10	339	1.288	3.400
CH	Zermatt	Leitner	CLD	8	374	1.832	3.400	I	Folgaria	Leitner	MGD	10	469	2.726	2.000
CH	St. Moritz	Leitner	CLD	6	501	1.703	2.400	I	Pila	Leitner	MGD	10	365	2.344	2.400
CH	Sedrun	Doppelmayr	CLD	6	347	881	2.400	I	Pampeago	Doppelmayr	MGD	10	254	1.085	2.700
CH	Sedrun	Doppelmayr	CLD	6	230	812	2.400	I	Castelrotto	Leitner	MGD	10	428	1.627	1.600
CHN	Mailing	Bartholet	MGD	10	533	4.235	1.500	I	Cortina d'A.	Doppelmayr	MGD	10	224	1.310	3.000
CHN	Mailing	Bartholet	MGD	10	166	1.321	1.500	I	Carezza	Leitner	MGD	10	199	1.328	2.400
CHN	Shangrao City	Doppelmayr	MGD	81	0.12	2.965	2.500	I	Madonna di C.	Doppelmayr	MGD	10	150	832	2.600
CHN	Xiling	Poma	MGD	8	786	1.990	2.400	I	Livigno	Doppelmayr	CLD	6	472	1.324	3.000
CHN	Anqing City	Doppelmayr	MGD	8	813	3.153	2.000	I	Artesina	Leitner	CLD	6	341	1.530	2.700
CHN	Shao Hua	Bartholet	MGD	8	655	2.934	1.500	I	Speikboden	Leitner	CLD	6	364	1.252	2.400
CHN	Shaoyang City	Doppelmayr	MGD	8	353	1.226	1.600	I	Colfosco	Leitner	CLD	6	304	1.065	2.600
CHN	luiong	Poma	MGD	6	108	698	1.500	i	Lizzano in B.	CCM	CLF	4	345	1.052	1.200
CO	Manizales	Leitner	MGD	10	283	2.328	2.100	I	P. San Pellegino	Doppelmayr	CLF	4	229	731	1.790
D	Oberried	Doppelmayr	ATW	15	112	304	320	I	Livigno	MND	CLF	4	200	650	1.800

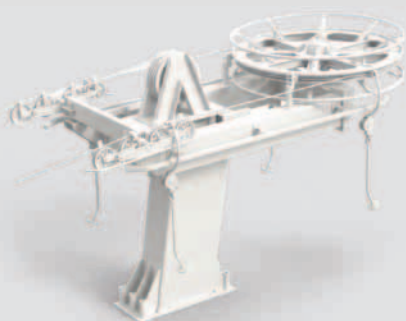
Coun.	Locality	Manufacturer	Type	P.	Vert.	Lenght.	P/h	Coun.	Locality	Manufacturer	Type	P.	Vert.	Lenght.	P/h
I	Fai d. Paganella	Doppelmayr	CLF	4	100	515	1.800	S	Kurz_tnik	Doppelmayr	SL	2	64	455	1.195
I	Sella Nevea	Leitner	CLF	4	75	358	1.770	S	Sälen	Doppelmayr	SL	2	61	335	1.198
I	Livigno	Doppelmayr	CLF	4	48	240	2.291	S	Sälen	Doppelmayr	SL	1	53	464	693
I	Viaggiano	CCM	CLF	2	89	417	880	S	Syssleback	Doppelmayr	SL	1	51	325	694
I	Pian Benot	CCM	SL	1	357	1.201	715	SK	Štrbské Pleso	Leitner	CLD	8	190	1.004	2.400
I	Stelvio	Graffer	SL	1	175	950	900	USA	Deer Valley	Doppelmayr	MGD	10	502	2.149	3.000
I	Sesto Pusteria	Leitner	SL	1	152	602	892	USA	Big Sky	Doppelmayr	MGD	10	457	2.511	3.270
I	Braies	Leitner	SL	1	136	758	900	USA	Park City	Poma	MGD	10	336	1.888	3.000
I	Livigno	Doppelmayr	SL	1	103	393	895	USA	Deer Valley	Doppelmayr	MGD	10	281	2.617	3.000
I	Maranza	Leitner	SL	1	77	454	900	USA	Saluda	Poma	MGD	8	27	522	1.500
I	Monte Pora	Leitner	SL	1	45	474	893	USA	Snowmass	Poma	CLD	6	473	2.326	2.800
I	San Cassiano	Leitner	SL	1	45	294	891	USA	Killington	Doppelmayr	CLD	6	366	1.054	3.000
I	Stelvio	Graffer	SL	1	34	518	900	USA	Princeton	Doppelmayr	CLD	6	288	1.315	2.600
KG	Almaty	Doppelmayr	MGD	10	609	1.843	2.400	USA	Deer Valley	Doppelmayr	CLD	6	192	928	2.970
KG	Aimaty	Doppelmayr	CLD	6	160	870	2.400	USA	Park City	Doppelmayr	CLD	4	474	1.219	2.400
N	Trysil	Leitner	MGD	10	396	2.418	4.000	USA	Park City	Doppelmayr	CLD	4	469	1.698	2.400
N	Gålå	Doppelmayr	SL	2	300	1.648	868	USA	Park City	Doppelmayr	CLD	4	233	1.056	2.400
NZ	Cardrona	Doppelmayr	CLD	6	379	1.237	3.000	USA	Snowbasin	Poma	CLD	4	39	1.734	1.800
NZ	W_naka	Doppelmayr	SL	2	130	542	1.211	USA	Pipestem	Doppelmayr	MGFP	4x3x833	6980	458	
OM	Muscat	Doppelmayr	MGD	10	1	860	500	USA	White Pass	Doppelmayr	CLF	4	218	834	2.399
PL	Krynica - Z.	Doppelmayr	CLD	6	170	722	2.750	USA	Maggie Valley	Doppelmayr	CLF	4	218	856	1.567
RCH	Santiago de C.	Doppelmayr	MGD	8	180	982	1.200	USA	Snowmass	Doppelmayr	CLF	3	335	873	1.799
RO	Bra_ov	Doppelmayr	ATW	25	312	560	490	USA	Waterville	MND	SL	2	176	660	1.100
S	Vemdalen	Doppelmayr	SL	2	196	915	1.398	USA	Farmington	Doppelmayr	SL	2	85	454	1.181
S	Åre	Leitner	SL	2	164	803	1.428	USA	Big Sky	Doppelmayr	SL	1	66	271	595
S	Sälen	Doppelmayr	SL	2	146	708	1.049	UZ	Miraki	Doppelmayr	MGD	8	352	2.084	80
S	Sälen	Doppelmayr	SL	2	146	708	1.049								

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Two new Garaventa funiculars provide access to Vietnam's highest mountain

Garaventa has completed two new funiculars on Indochina's highest mountain, Fansipan in Vietnam. The installations expand the existing access to the summit area and improve visitor flow between the various attractions.

Fansipan in northern Vietnam, at 3,143 metres, is the highest mountain in Indochina. Access to the summit area is provided by several ropeways operated by the Doppelmayr Group. From Sa Pa, a funicular railway leads to the valley station of the Fansipan Legend 3S ropeway, which transports visitors to the summit area. From there, the Fansipan Peak funicular railway provides access to the mountain summit. Due to the high number of visitors, the infrastructure has now been expanded to include two new funiculars: the Fansipan Coaster and the Fansipan Top. Both facilities were officially opened on 11 July 2026.

Sharply varying gradients, challenging implementation

The Fansipan Coaster is characterised by its exceptional route profile with sharply varying gradients. Whilst the lower section is comparatively flat, the route rises significantly towards the end. This combination placed high demands on the system's design and required special technical solutions for the rope guidance. The two vehicles (CWA) were also specially adapted to the route's unusual characteristics. The seating



Fansipan Coaster - Garaventa ©



Fansipan Coaster - Garaventa ©



Fansipan Coaster - Garaventa ©



Fansipan Coaster - Garaventa ©



arrangement takes account of the varying gradients and ensures that passengers enjoy the same level of comfort whether travelling uphill or downhill.

The Fansipan Top has a constant gradient and is designed as a compact, single-car funicular. Die beiden Standseilbahnen verfügen über unterschiedliche Antriebskonzepte, die auf die jeweiligen Anforderungen abgestimmt wurden. Während die Fansipan Coaster über einen Adhäsionsantrieb in der Bergstation verfügt, wird das Fahrzeug der Fansipan Top über eine Winde angetrieben.

The two funiculars have different drive

systems, each tailored to the specific requirements. Whilst the Fansipan Coaster has an adhesion drive at the mountain station, the Fansipan Top's carriage is driven by a winch.

The construction of the installations placed high demands on planning and logistics. Access to the construction site was limited due to its high altitude. Materials and components had to be transported up the moun-

tain via the existing Fansipan Legend 3S ropeway and then taken to their final destinations from there using numerous material ropeways.

The Doppelmayr Group and the Sun Group have already jointly implemented numerous ropeways in Sa Pa and throughout Vietnam. As a centre of excellence for specialised ropeways, Garaventa was responsible for the construction of the two new funiculars.

TECHNICAL DATA

		Fansipan Coaster	Fansipan Top
Vertical rise	m	58	38
Inclined length	m	186	53
Capacity	p/h	1.000	1.000
Speed	m/sec	3	2
People in the cabin		51	60



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Montréal olympic stadium tower funicular renewed



The single-cabin funicular serving the tower of Montréal's Olympic Stadium has been replaced after 38 years of operation (since 1987) and 1,305,447 round trips. The project was carried out by the Doppelmayr Group through its subsidiaries Garaventa and CWA. Originally estimated at CAD 25 million, the cost of the operation is now valued at CAD 38 million. The project forms part of a broader modernization program for the Olympic Stadium, which also includes a new roof, bringing the total budget to CAD 122 million.

The stadium tower, which also serves as the anchoring structure for the roof-supporting cables, is the tallest inclined tower in the world.

The 165-metre-long funicular is equipped with a cabin accommodating 60 passengers. The previous cabin, with the same capacity, was articulated over two levels, whereas the new cabin features a single-level layout, providing more interior space and significantly improved panoramic visibility. The cabin also incorporates several new features, including an audio system and heated windows that eliminate fog,



1. The tower and the stadium
2. The uncovered track
3. The new cabin, exterior view
4. The new cabin, interior view



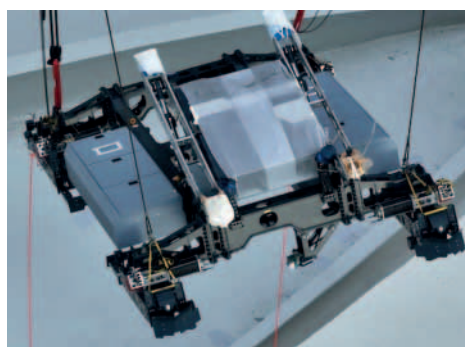
1. The previous cabin
2. The new carriage
3. The rooftop observation terrace
4. The adrenaline walkway

snow and ice, ensuring unobstructed views in both summer and winter.

The new auxiliary drive will operate at a speed of 2.8 m/sec, compared with 1.4 m/sec for the previous system. Another major improvement concerns passenger safety: should the cabin stop along the line, a new hydraulic system will allow it to descend safely by gravity to the lower station. This

represents a significant enhancement, considering that in the past the intervention of the fire brigade was required to evacuate stranded passengers. The funicular is almost entirely new, with the exception of the sheaves and guide rails, which were inspected and retained, while the stations have been refurbished.

At the top of the tower, a new observation terrace has been opened to the public for the first time. In addition, more adventurous visitors will be able to experience a perimeter walkway without guardrails, secured



only by a lifeline and safety harness. With these improvements, the operators hope to attract 400,000 visitors per year, representing an increase of approximately 60% compared with previous years. Montréal Olympic Stadium already welcomes around 4 million visitors annually and remains one of Montréal's leading tourist attractions.



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The Salzbergbahn funicular in Hallstatt



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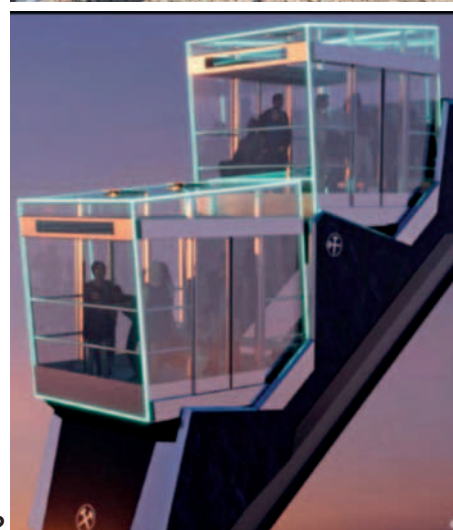
On August 29, 2026, the new Salzbergbahn funicular and the renovated Salzwelten Hallstatt complex (Upper Austria, Austria) began operation. The project, carried out primarily by the Doppelmayr Group (Garaventa for the electromechanical equipment and Carvatech for the cars), Salzwelten Hallstatt and the Hasenauer.Architekten architectural firm, involved a total investment of

approximately €34 million.

The funicular replaces the previous installation built by Waagner Biro in 1980, with two 24-passenger cars, a vertical rise of 325 m, a length of 548 m, a capacity of 500 pph and a speed of 5.0 m/sec. By its final run on August 31, 2025, the previous installation had carried more than ten million passengers. The replacement was not prompted by ageing techno-



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logy, increasing maintenance costs and a capacity no longer sufficient for current visitor flows; most recently, the Salzberg infrastructure recorded more than 490,000 visitors per year. Therefore, this was not the replacement of a century-old museum installation, but rather of a modern infrastructure that was simply no longer sufficient for Hallstatt today.

The new funicular has two 60-passenger cars, each featuring two compartments, large windows and a design reminiscent of a salt crystal, but



3

1. The vehicle

2. Vehicle on a steep gradient

3. Lower station and line



above all an automatic levelling system: the passenger compartments are horizontal at both terminal stations and therefore barrier-free; they remain horizontal throughout the entire journey, thus ensuring maximum comfort despite a track inclination of up to 42 degrees. The track, practically entirely elevated, consists of 44 prefabricated elements manufactured by Garaventa resting on 43 supports (up to 28 m high) and their respective foundations. More than 20 truckloads, totalling approximately 380 tonnes of material, were required for the new track structure. The steel structure also includes a continuous service walkway consisting of 2,197 gratings, each secured with at least four screws: a simple calculation gives a total of at least 8,788 screw connections.

The construction site made use of a material ropeway to transport materials from the valley to the track; the installation was also used during the dismantling of the previous funicular, handling a further approximately 700 tonnes. For the first 40 metres, materials were transported in three successive phases by a Super Puma transport helicopter.

Initial work began on April 22, 2025, while the old funicular continued to carry visitors until the end of August; afterwards, visits to other salt mines in the area were offered.

The winch (approximately 40 tonnes) reached the upper station via a forest road. The two drive sheaves each measure more than 3.60 metres in diameter and weigh approximately 5.5 tonnes. The tensioning device (approximately 7 tonnes) is located at the lower station. The most demanding individual transport operation

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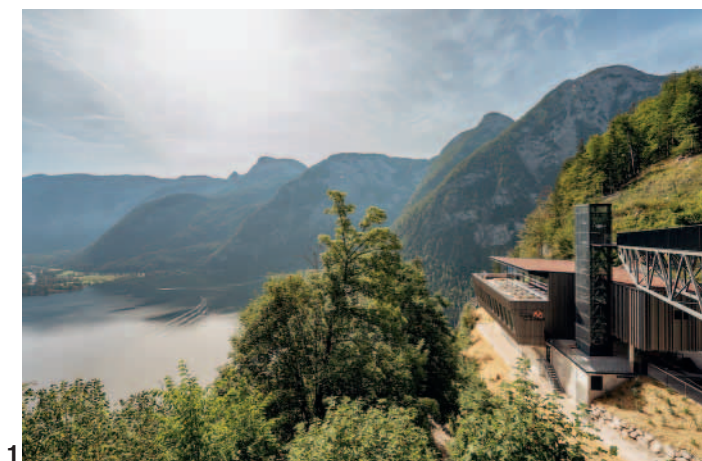
FROM ROCK TO BIKE TRAIL

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involved the two cars (15.5 tonnes each). The vehicles consist of a steel load-bearing frame with an aluminium superstructure and large glazed surfaces; they are also equipped with emergency brakes, automatic door drives, ventilation, and indirect and exterior LED lighting.

Particular attention was also paid to the architectural design of the new stations. Thanks to its compact structure, the new lower station (515 m) blends into Hallstatt's UNESCO World Heritage landscape. The ground floor, featuring a wooden

façade, houses the ropeway technology, state-of-the-art ticketing systems and an information point. The transparent upper floor, complemented by a large visitor terrace, provides ample space for guests. Bright interiors and clear sightlines make orientation easier and enhance visitor comfort. The circulation areas flow seamlessly into the spacious flagship store, while the open and transparent architectural concept maintains a visual connection with the surrounding historic environment from every perspective.

The upper station (840 m) has been carefully integrated into its historic surroundings. The cantilevered glazed boarding platform is framed by wooden slats. On the upper floor, a bistro with a large terrace offers

spectacular views of the surrounding mountain landscape and connects directly to the adventure trail in the upper valley.

With the new funicular and the renovated Salzwellen complex, the necessary conditions have been created to ensure that Hallstatt's more than 7,000 years of salt-mining history remain accessible and meaningful for future generations.

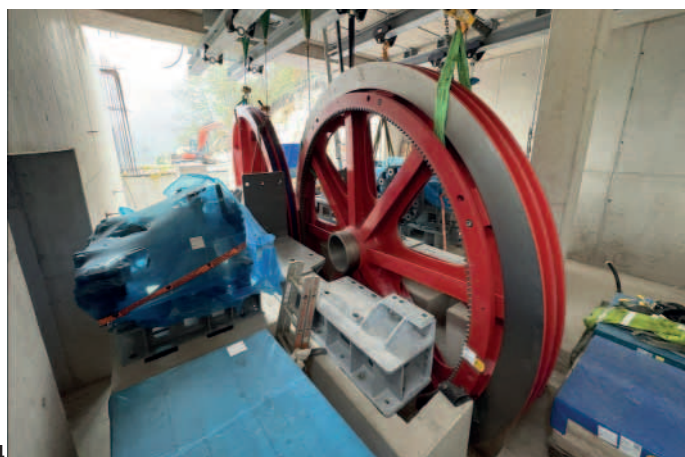
TECHNICAL DATA

Vertical rise	m	325
Length	m	593
Cars		2
Passengers per car		60
Max. speed.	m/sec	5,5
Capacity	p/h	1.000
Haul rope Ø	mm	45
Ballast rope Ø	mm	22

1. The restaurant at the upper station
2. Interior fittings of the stations
3. Line during installation
4. Winch during assembly



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DoloMeet Home Card: a card for second-home owners

For the first time, the Madonna di Campiglio Tourist Board is introducing a destination pass specifically designed for people who enjoy the area at different times throughout the year. The new seasonal digital card (introductory price: €89) includes access to lift facilities, sustainable mobility services, activities and experiences. Valid from early July until 27 September 2026, it also offers special benefits for the entire family.

For the first time, the Madonna di Campiglio Tourist Board is dedicating a tailor-made product to second-home owners, people whose connection with the destination goes beyond regular visits and is often based on genuine affection for the area. The new DoloMeet Home Card transforms a second home into the perfect starting point for enjoying the destination every day throughout the summer season. In other words, it is a pass that allows holders to discover and rediscover the area encompassing Madonna di Campiglio, Pinzolo, Val Rendena, Giudicarie Centrali and Valle del Chiese.

The initiative stems from the desire to reward a group of visitors who have chosen this destination, its valleys and villages as their place of the heart for many years, often returning season after season, but who until now had never benefited from a dedicated offer.

One Card, Everything Included

The DoloMeet Home Card includes, in a single digital pass:

- 10 return trips per person on the summer lift facilities of Madonna di Campiglio and Pinzolo;
- 10 journeys per person on the area's tourist and sustainable mobility services, including the shuttle buses operating in Madonna di Campiglio and in the valleys of the Adamello Brenta Nature Park, the Pinzolo-Giustino-Carisolo tourist train, and the Tione-Carisolo and Carisolo-Dimaro bike buses (including bicycle transport);
- 10 activities per person, freely selectable from guided hikes with Alpine Guides, e-MTB excursions, activities organized by the Adamello Brenta Nature Park, cultural visits, horse-riding experiences and nature wellness programmes;

- One seasonal admission per person to a choice of sports facilities, cultural attractions or discounts on golf, tennis, padel and paragliding;
- Additional activities and special discounts.

The card can be purchased online at campigliodolomiti.it/it/dolomeet-guest-card/dolomeet-home-card, after completing a self-declaration form confirming ownership of a second home within the destination. It is then activated by entering the code provided into the Mio Trentino app.

Special family benefits are also available: children up to 8 years of age, when accompanied by a paying adult, receive the DoloMeet Home Card free of charge, while unaccompanied children and teenagers benefit from discounts of 50% and 30%, respectively.

"Second-home owners are special ambassadors for our destination," says Matteo Bonapace, Director of the Madonna di Campiglio Tourist Board. "The card represents another step towards building an even stronger and more lasting relationship with people who, in many ways, are already part of our community."

A Project Made Possible by the Local Community

The development of the card has been made possible thanks to the collaboration of numerous local service providers, who deserve special thanks for extending the favourable access conditions already available through the destination cards to Home Card holders as well, particularly Madonna di Campiglio Lift Company and Pinzolo Lift Company.

Full details of the services included, the weekly programme of activities and purchasing procedures are available on the Tourist Board's website at campigliodolomiti.it/it/dolomeet-guest-card/dolomeet-home-card.



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Building sustainable trails using the ground itself: the Paganella Bike Park experience with Seppi M. machines

From rock to flow trail, without bringing in external material. This is the daily challenge faced by the Trail Zone team at Paganella Bike Park, where the terrain leaves little room for improvisation. Here, the construction and maintenance of bike trails require a combination of expertise, organization and machines capable of transforming the material available directly on site into a stable, well-draining and durable surface.

Bike trails have in recent years become an almost indispensable tourist attraction for people visiting the mountains in summer, as well as being of major importance for the operation of lift systems outside the winter season.

To understand how a modern trail is created and what role Seppi M. equipment plays, we followed a working day in Andalo with Ezio Cattani, maintenance manager of Paganella Bike Park in Trentino and owner of Trail Zone, a company specializing in trail construction and maintenance.

Twenty years of evolution in trail building

"I've been doing this job for about

twenty years now," Ezio explains. "For the first ten years, we worked almost exclusively by hand: rake, shovel, pickaxe and sledgehammer. Over the last ten years, however, trail building has evolved thanks to the use of machinery."

Today, the machinery fleet includes excavators, loaders, tractors, forestry mulchers and, above all, stone crushers. This transformation has not replaced manual work, but has made it more effective, allowing more complex projects to be tackled and improving the final quality of the trail.

When innovation starts on the job site

The collaboration with Seppi M. arose from a specific need. *"Eight or ten years ago, I asked Seppi for a stone crusher specifically designed for trail building, because there was nothing similar on the market."*

After about a year of development, that request resulted in the first prototype, just 75 centimeters wide, designed to work even in the narrowest sections of the trails.

The positive experience subsequently led to the introduction of a second machine, the 1.50-meter Seppi

Minisoil cl stone crusher, used for opening new trails and for major Reshape and Rebuild work, and finally the Seppi Max 50 le with Microsoil rc stone crusher, which is now the company's most widely used machine.

With a working width of 105 cm and an overall width of 135 cm, the Max 50 le with Microsoil rc represents the ideal compromise between productivity and maneuverability, making it suitable both for the construction of new trails and for maintenance work.

Building a trail in Paganella: when rock becomes a resource

What makes Paganella distinctive is its terrain. *"Here we have a layer of fine material just 10–15 centimeters deep. Underneath, there is practically nothing but rock."* This makes it impossible to follow traditional techniques based on the use of natural soil. For this reason, the construction process has been completely adapted to the geological characteristics of the area.

1. Before working with the Max 50 le with Microsoil rc
2. Max 50 le with Microsoil rc



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The construction of a new trail begins with clearing the route, carried out manually or with a forestry mulcher. An excavator then removes the turf and surface vegetation, which is retained for possible reuse.

At this point, the hydraulic breaker comes into play and is essential for breaking up the exposed rock. Only after this initial operation are the Seppi M. stone crushers used, transforming the coarse material into a fine aggregate that can be used directly to construct the trail surface.

"We make between three and six passes with the stone crusher,

depending on the material and the result we need to achieve."

Further work with the excavator follows to define the shape of the trail, followed by additional passes with the Minisoil cl stone crusher and finally the Max 50 le with Microsoil rc, which produces the finer material required for the final shaping.

The final phase remains in the hands of the crew, who finish the trail manually with rakes and complete

1. Seppi Minisoil cl and Max 50 le with Microsoil rc

2. Max 50 le with Microsoil rc



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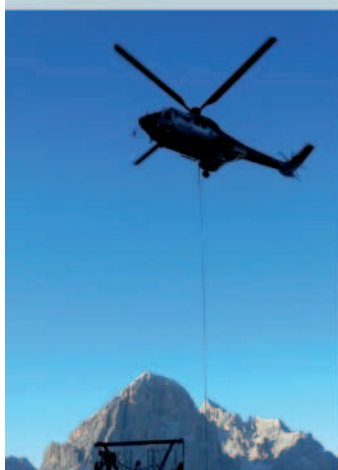
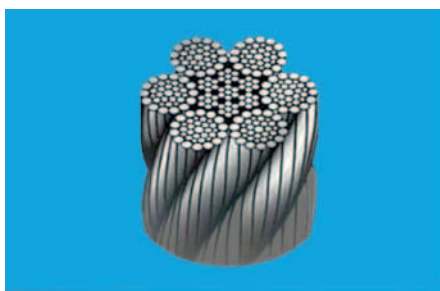
the work with a vibratory plate to ensure proper compaction.

Material produced on site: less transport, greater sustainability

One of the most significant changes introduced by the use of stone crushers concerns material management.

"Today, we no longer bring in material from outside for stabilization because we can produce it directly on site."

The resulting material can be mixed with the available topsoil or with other components found on site until the desired particle size and consistency



Special transport and assembly operations



Installation and overhaul of ropeway systems



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are achieved. Only in certain situations are specific stabilizers, such as dust-control products, used to further improve surface cohesion.

The result is a drastic reduction in material transport, with both economic and environmental benefits: fewer trucks, less material handling and a more sustainable job site.

A job site organized like a production line

For major projects, Trail Zone has developed a highly efficient work organization.

“On the most recent trails, we have worked practically as a production line.”

At the front, two excavators equipped with hydraulic breakers are at work. Between them operates the first stone crusher, producing the material required for the subsequent operations. Behind them are two more excavators dedicated to shaping the trail, while the Max 50 lc with Microsoil rc completes the final crushing stage and prepares the material for final shaping.

Four excavators and two stone crushers therefore work in coordination,

1. Minisoil cl

2. Max 50 lc with Microsoil rc

reducing downtime and maintaining a continuous workflow.

Construction and maintenance: very different requirements

The differences between construction and maintenance are also clearly reflected in the figures.

When constructing a new trail, average progress ranges from 35 to 70 meters per day, depending on the terrain and the presence of rock. For reshape or rebuild work, on the other hand, it is possible to achieve 200–400 meters per day, normally using just one stone crusher, one excavator and a vibratory plate.

The composition of the crews also varies considerably: during construction, up to six operators may work simultaneously, while two people are often sufficient for routine maintenance.

The quality of a trail is also measured after the rain

Building a good trail does not simply mean creating a fun line. Durability depends above all on the trail's ability to manage water. *“Erosion is controlled first and foremost through proper layout. Water must leave the trail as quickly as possible.”*

Proper design, combined with well-crushed and adequately compacted material, makes it possible to limit erosion and reduce maintenance requirements over time.

The right machine as part of the process

The experience of Paganella Bike Park demonstrates how modern trail building does not depend on a single machine, but on the integration of design, expertise and specialized equipment.

Seppi M. stone crushers are not simply one stage of the process: they make it possible to make use of material already available on site, reduce transport, improve the quality of the trail surface and speed up the work.

This approach combines operational efficiency, sustainability and respect for the mountain environment, offering Bike Park and Trail Network operators a practical solution for creating durable, high-performance trails.

Construction phases of a bike trail in rocky terrain
 Opening and clearing the corridor
 Removal of the turf
 Breaking up the rock with a hydraulic breaker
 First pass with the Seppi M. stone crusher
 Preliminary shaping with an excavator
 Further crushing passes until the desired particle size is achieved
 Final shaping with an excavator and Seppi Max 50
 Manual finishing
 Compaction with a vibratory plate
 Result: a trail surface built almost entirely with material produced directly on site, stable, well-draining and ready to withstand the test of time.



2

From Airolo to Andermatt by ropeway

The Swiss Cantons of Ticino, Uri and Graubünden, through the San Gottardo Programme (PSG), have approved funding for a preliminary feasibility study of the Porta Gottardo project, which aims to connect Airolo and Andermatt by means of ropeway installations. The study will be financed equally by the public and private sectors, with each contributing 50%.

The study will examine the foundations and prospects of the Porta Gottardo project, which seeks to promote entrepreneurial development across the wider region between the Urseren Valley and the Leventina Valley, generating positive effects for the Tre Valli area and the Surselva, already connected to Andermatt. The objective is "to achieve sustainable tourism development in the Gotthard region, with year-round use of the area and more sustainable mobility, while respecting the region's landscape, environmental and cultural values." The study results are expected at the beginning of 2027.

The Porta Gottardo project can rely on "broad cross-sector support, involving public authorities and economic stakeholders on both sides of the Gotthard massif."

A key factor is that the operating concessions for the Airolo and Andermatt lift systems will expire in around ten years. Both destinations will then face substantial investments to renew their infrastructure. At the same time, in a context increasingly affected by climate change, Airolo in particular can no longer rely on the annual snow conditions required to make further stand-alone investment in winter tourism financially sustainable. This has led to the idea of assessing the feasibility of developing a joint project capable of linking the two destinations, creating a large ski area that would integrate Airolo and the Canton of Ticino into an international tourism circuit while providing Andermatt with further opportunities for expansion.



Blue: existing ropeway installations.
Red and orange: proposed ropeway installations.

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The First Bartholet RopeTwin System Enters Service

With the commissioning of the modernized Rodi–Tremorgio aerial tramway, the first RopeTwin system developed by Bartholet Ropeways AG has officially entered service. The project marks a significant milestone for the company's new system platform.

Since 6 June 2026, the refurbished reversible aerial tramway has connected the Rodi-Fiesso district in the municipality of Prato Leventina (Canton Ticino, Switzerland), at an elevation of 940 m, with Lake Tremorgio, located at 1,830 m, in just five minutes. The mountain lake, described as "a jewel, a sapphire set in a rocky basin", is one of the region's most impressive natural attractions and serves as the starting point for numerous hiking trails. As part of a comprehensive modernization project, the existing station buildings were retained, while all ropeway equipment and the control system were completely renewed.

A key feature of the new installation is the optimization of the line layout. The two former lattice towers were replaced by a single 42-metre-high tubular steel tower, dividing the line into two sections of approximately 650 metres each. The new alignment improves the operating characteristics of the ropeway and ensures particularly smooth and stable operation. The upper station, accessible only by helicopter, presented particular challenges. Planning, logistics and installation required the highest level of precision and close coordination among all project participants.

The project at Rodi marks the first application of RopeTwin, the new modular platform for small reversible bi-cable aerial tramways. The system is distinguished by its compact design, high flexibility and service-oriented construction. Its objective is to increase operational reliability and availability, sustainably reduce maintenance costs and, at the same time, provide a wide range of application



possibilities.

The new installation is equipped with two cabins, each accommodating eight passengers, and operates daily during the summer season. It provides

des comfortable and efficient access to one of Switzerland's most beautiful mountain lakes while further enhancing the region's attractiveness as a tourist destination.



In Val Senales, a pilot project for snow preservation using innovative geotextiles

MINI TAKES CARE, the project dedicated to snow preservation through the use of innovative geotextiles made from certified biodegradable cellulosic fibres, has selected Alpin Arena Senales as its partner for launching this new initiative in Italy for the first time.

The collaboration applies research and technology to one of the most pressing challenges facing Alpine ecosystems: snow preservation and the responsible management of high-altitude natural resources.

Preserving snow and ice throughout the summer season is essential to ensure the stability of Alpine ecosystems and to safeguard the snow resource that underpins the sustainable development of winter tourism. Protecting the snowpack and glacier ice helps counteract the effects of global warming and reduce the impact of climate change on mountain environments, while preserving fragile habitats and contributing to the regulation of water resources.

The geotextiles used in the project, manufactured by the Austrian company Lenzing AG, whose innovation received the CNMI Sustainable Fashion Awards 2024, are made from TÜV AUSTRIA-certified cellulosic fibres. They are biodegradable in soil, freshwater and marine environments, and are compostable under both home and industrial composting conditions. These materials provide excellent thermal insulation properties and resistance to the extreme weather conditions typical of high-altitude environments, while significantly reducing environmental impact compared with conventional fossil-based geotextiles.

In addition to evaluating the technical performance of the materials—including thermal insulation, reduction of snow loss, durability and resistance to weathering—the pilot project places particular emphasis on eliminating the release of microplastics into fragile Alpine ecosystems, a crucial

issue for the protection of mountain environments and watercourses.

The use of these innovative geotextiles also makes it possible to achieve a significant reduction in both CO₂ emissions and water consumption during the manufacturing process, thanks to the use of renewable and biodegradable cellulosic fibres.

The project therefore represents a concrete example of how innovation and sustainability can work together to protect the most vulnerable natural environments.

Through this partnership, MINI and Alpin Arena Senales reaffirm the importance of cooperation between companies, local communities and mountain regions in developing practi-

cal and responsible solutions to safeguard Alpine ecosystems and support a sustainable future for winter tourism.

A distinctive feature of the project is its circular approach: once they have completed their service life, the geotextiles are recovered and recycled into new fibres and yarns for further textile applications.

Thanks to the collaboration with the Marchi & Fildi Group from Biella and the support of SAFE, the company responsible for the traceable collection of the materials, a virtuous recovery and reuse cycle is being established, representing a significant breakthrough for the technical textile industry and for environmental sustainability.



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Europe's highest habitable tower opens on Mount Titlis



At an altitude of 3,020 metres, a new tourist attraction has opened with the aim of strengthening visitor numbers in the Engelberg region.

The new Titlis Tower is the transformation of a 56-metre-high former radio transmitter dating from the 1980s. The existing steel tower structure has been expanded with two horizontal glass volumes and four vertical circulation towers (two lifts and two staircases).

After three years of construction, the facility has become the highest habitable tower in Europe, overlooking the glacier and located 200 metres from the upper station of the lift system. Designed by the architectural firm Herzog & de Meuron, the complex features a panoramic platform accessible for CHF 19 (with a capacity of up to 500 visitors), two luxury glazed volumes housing the 125-seat Joseph's restaurant led by an award-winning chef, and a Rolex watch boutique. At the top is the Horizon Deck, a panoramic terrace offering 360-degree views of the surrounding Alps. The project forms part of a broader redevelopment strategy by Titlis Bergbahnen, integrating infrastructure and visitor facilities within a unified

architectural concept. Also included in the overall development is the new upper terminal, known as Peak Station, which will replace the 1960s infrastructure and is scheduled to open in spring 2029. A tunnel will connect the upper station to the tower. The overall project is valued at CHF 150 million. Its objective is to position Mount Titlis as one of the leading year-round Alpine destinations and to offer an internationally competitive visitor experience.



Last year, the site welcomed 1.2 million visitors. With the new infrastructure, management hopes to increase this figure to 1.5 million visitors by 2035.

The entire Titlis project pursues ambitious sustainability goals. A highly efficient building envelope, together with the systematic use of waste heat and solar energy, will significantly reduce energy consumption. Once the new mountain station is completed, CO₂ emissions will be reduced by 95%, from 280 tonnes per year to

Above: Titlis Tower
Right: rendering with the new upper station



just 12 tonnes per year.

Construction at this altitude represented a major challenge. Winds can become extremely violent within minutes, while summer thunderstorms can interrupt work almost instantaneously.

Around one hundred workers faced often extreme weather conditions on a daily basis. At such an elevation, every working day depends on the whims of the weather. The construction site can operate effectively for only eight months per year; for the remainder of the year, storms and polar temperatures make any activity impossible. On Titlis, as much as two metres of snow can fall in a single night. The next day, everything disappears beneath the snow and has to be located again. That is the real challenge.

The greatest difficulty was transporting materials. Nearly 120,000 tonnes were brought to the summit or transported back down to the valley. Materials first arrived in the valley by truck before being airlifted by helicopter or transported using the cable car cabins. A logistics team of around thirty people coordinated these operations: every night, between 90 and 140 tonnes of material moved between the valley and the construction site. Approximately three days were required for materials to reach the summit.

The construction site also had to coexist with ongoing tourist operations. The cable car continued to operate throughout the works, requiring strict safety procedures. Every movement of machinery near the ropeway lines was monitored by a dedicated supervisor who could order the immediate shutdown of equipment if necessary.



Doppelmayr Group reports continued growth. Business year 2025/26 sees increase in sales revenues and headcount

In the 2025/26 business year, the Doppelmayr Group continued to grow, driven by major international projects, strong core markets, and innovative technologies. Sales revenues increased to 1.3 billion euros, up 9.1 percent from the previous year. The Group also continued to expand its international workforce. This positive development confirms the company's strong position in ropeway solutions for tourism and urban mobility, as well as intralogistics.

Executive Board Doppelmayr



The Doppelmayr Group looks back on a successful business year 2025/26. Despite geopolitical challenges and a demanding market environment, the company maintained its strong position in international markets. The Doppelmayr Group's revenue increased by 9.1 percent to 1.3 billion euros.

Demand for ropeways for winter sports, year-round tourism, and urban mobility solutions remains at a high level. Key projects during the fiscal year included the urban ropeway in Paris, the Campitello-Col Rodella installation in Italy, the Big Sky Explorer Gondola and Mayflower East Village Gondola in the United States, and the first TRI-

Line installation in Hoch-Ybrig, Switzerland. The successful implementation of these and numerous other projects made a significant contribution to the company's positive business performance.

Employees as a key success factor

Employees remain the foundation of the company's success. With their commitment, technical expertise, and innovative strength, they help successfully deliver projects around the world on a daily basis. To meet strong demand and ensure high quality over the long term, teams were expanded further in the 2025/26 business year. The number of Doppelmayr Group employees

rose by 5.4 percent to 3,987 employees (FTEs).

Innovations for the mobility of tomorrow

As a technology and innovation leader, the Doppelmayr Group continuously invests in the development of its products and digital solutions. In the 2025/26 business year, a major focus was placed on TRI-Line technology, the advancement of autonomous and assisted operating functions for ropeways, and digital solutions to increase efficiency. The first TRI-Line is now in operation at the Hoch-Ybrig ski resort. Sölden and Ischgl are using AURO for their new chairlifts, both autonomously in the top station and with assisted operation in the bottom station.

International markets remain growth drivers

The core markets of Austria, the wider Alpine region, and North America continued to develop positively. Asia also plays an important role, particularly in the area of year-round tourism. In the urban ropeway segment, the Paris ropeway was completed during the reporting year, while additional projects in Latin America are currently in planning and implementation.

Outlook

Conditions in international markets remain challenging. With its strong market position, innovative technologies, and broad international footprint, the Doppelmayr Group considers itself well equipped for the future. In the years ahead, the company will continue to invest strategically in research and development, digitalization, and the further development of its sites and employees.



Statements from the Executive Board, Doppelmayr Group Management

Thomas Pichler

"Our markets once again proved very robust in the business year 2025/26. We successfully implemented numerous extraordinary projects extending from Austria and the entire Alpine region to North America and Asia. This broad international positioning provides stability while also opening up new opportunities for further growth."

Michael Köb

"With sales revenue of 1.3 billion euros, the Doppelmayr Group has once again proven its strong market position. The positive revenue development shows that our long-term focus, financial stability, and consistent implementation of international projects provide the right foundation for sustainable corporate development."

Arno Inauen

"Innovation begins where proven technology and new digital possibilities coalesce. Digitalization and artificial intelligence offer new opportunities for ropeway operation. Our goal is to apply innovative technologies in ways that improve safety, efficiency, and comfort in equal measure."

Gerhard Gassner

"The Doppelmayr Group's success is built on the people who contribute their knowledge and experience on a daily basis. That is why we continue to invest in our sites, modern working environments, and the development of our teams. In doing so, we create the conditions needed to continue developing the best solutions for our customers in the future."

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"With sales revenue of 1.3 billion euros, the Doppelmayr Group has once again proven its strong market position. The positive revenue development shows that our long-term focus, financial stability, and consistent implementation of international projects provide the right foundation for sustainable corporate development."



2025/26 business year (April 1–March 31)

Sales revenues:	1.3 billion euros (+9.1%)
Employees worldwide (FTEs):	3,987 (+5.4%)

Presolana Ski Arena 365: after the success of the summer, attention turns to autumn with many bookings

Just over two months after its inauguration on June 13, Presolana Ski Arena 365 takes stock of its first summer. And the results are extremely positive.

Created through the partnership between Neveplast and Neve Srl, owner of Presolana Ski, the project has brought a new opportunity to Passo della Presolana to enjoy and practice skiing and snowboarding even during the months without snow, offering a facility dedicated both to competitive training and to the general public. Following the success of the first few months, attention is already turning to autumn, with a calendar already full of bookings.

Ski clubs from all over Italy and Europe

During these first few months, numerous ski clubs have come to Presolana for training sessions, taking advantage of the opportunity to work on technique and maintain their feel for skiing even during the summer.

This interest immediately extended beyond Italy, with groups and athletes arriving from Switzerland, Austria, France and Germany. Italian participation was equally significant: in addition to local ski clubs from Lombardy, many clubs came from Valle d'Aosta, Trentino-Alto Adige, Veneto, Liguria, Lazio and Campania. Ski Club Monterosa, Val d'Ayas and Valtournenche, Crammont, Ski Club Valais Capo Alpin, Ski Club Ponte di Legno, Terminillo and Ski Club Napoli, to name just a few.

Alongside the ski clubs, Presolana Ski Arena 365 also hosted teams belonging to Regional Committees, including the Central Alps Committee, with alpine skiing and snowboard cross athletes. This significant presence confirmed that the slope can also represent a valuable training tool for high-level athletes.



The high temperatures and the early closure of the glaciers during August also made planning on-snow training more difficult. For many clubs, Presolana Ski Arena 365 therefore represented a practical solution for ensuring continuity in their training.

Some testimonials

Julien Gens – coach, Ski Club Val D'Ayas – Valle d'Aosta: *"What surprised us most was the speed and the sensation, which is very similar to skiing on hard, slippery snow. It is also a very useful technical training tool because it makes it possible to identify and correct mistakes, as well as offering an interesting alternative for training without having to undertake long journeys."*

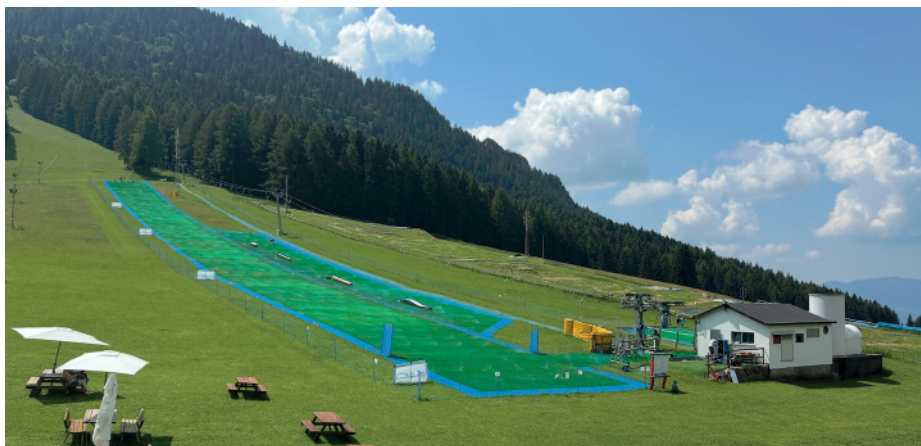
Sabrina Fanchini – coach, Ski Club Rongai – Lombardy: *"We had a very good experience. The youngsters were able to maintain continuity in their training and we feel they have made a lot of progress. Now we are curious to get back on snow and see*

how much of the work carried out in Presolana we will be able to transfer to the winter season."

Michele Morelli – coach, Ski Club Terminillo – Lazio: *"We arrived with high expectations, but the reality exceeded them. The slope is extremely high-performing and allows an extraordinary number of repetitions: each youngster managed to complete around 60 runs in one day, something that would be difficult to imagine on a glacier. It is a surface that demands precision and very clean skiing, making it extremely useful from a technical point of view. The organization and hospitality were also excellent. For those of us who travel from far away to train for four days, it is very important to find a staff that can provide guidance and advice, also to ensure that our athletes have a good experience beyond skiing."*

One of the most pleasant surprises of the summer was the almost incognito arrival, thanks to the collaboration with Sunkid, a Neveplast partner, of





two true legends of world skiing: Benni Raich and Marlies Schild. One of the most successful couples ever, together they boast no fewer than 25 medals from the Olympic Games and World Championships. Accompanied by two of their children and a group of young athletes from the Skigymnasium Stams, they came to Presolana Ski Arena 365 to try the slope firsthand, looking for new training solutions to alternate with glacier training.

Benjamin Raich and Marlies Schild: *"We were pleasantly surprised. The slope can be an excellent tool for continuing to train during the summer and also represents a very interesting opportunity for younger skiers during periods when skiing on snow is not possible. In summer, all of us are looking for places where we can train in the best possible conditions."*

A real snowpark for freestyle and snowboarding

One of the most interesting surprises of this first summer was the response to the freestyle area: a genuine snowpark equipped with rails and boxes, which proved popular both with beginners, who were able to approach the discipline and try their first tricks, and with snowboard clubs and more experienced athletes who came to Presolana to train.

The contests organized during the summer also attracted strong participation, helping to make the snowpark a lively venue capable of appealing especially to younger visitors. Freestyle is particularly well suited to a project such as Presolana Ski Arena 365: it does not require major vertical drops or particularly large spaces and makes it possible to create technical features on which to train and have fun throughout the year.

The success achieved during these first few months is now leading to consideration of a further expansion

of the freestyle area.

The success of opening to the public

The positive results are not limited to competitive activities. Another major source of satisfaction came from opening to the public on Wednesdays and Sundays, bringing people with different levels of experience and different goals onto the slope: from those putting on skis for the first time to those who simply wanted to have fun or *"shake off some of the rust"* ahead of winter. Many took advantage of the presence of ski instructors from the Magica Presolana ski school to take a few lessons.

The often cool climate at Passo della Presolana also helped make the experience enjoyable, offering an original and dynamic way to enjoy the mountains during the summer.

A home for EVERYONE

Presolana Ski Arena 365 truly is a home for all winter sports enthusiasts: this summer it also welcomed athletes from Enjoyski Sport with physical and sensory disabilities, who were able to train both in free skiing and on courses set with gates. It is an accessible venue, thanks also to the large parking area directly below the slope and the ski lift, which makes the facility easier to use even for athletes in wheelchairs.

A mountain alive twelve months a year

Lorenzo Pasinetti, CEO of Presolana Ski: *"I honestly did not expect a response on this scale. We were impressed by the interest shown by ski clubs coming from across Europe and all over Italy. Seeing so many young people, such a lively slope and our Presolana so colorful during the summer was wonderful. Projects like this make a tangible contribution to extending tourism beyond the traditional seasons and make it possible*



to enjoy the mountains in summer through sporting activities that can also attract a younger audience."

Nicolò Bertocchi, CEO of Neveplast: *"What pleased me most was seeing the success of the days open to the public. We perhaps expected a more lukewarm response, but instead we saw so many people arriving to try it, learn and have fun. It is an important confirmation: skiing on Neveplast can be fun and truly for everyone. This is our company's mission: to make skiing accessible to everyone and in every season."*

Tailor-made hospitality

The collaboration with Scuola Sci Magica Presolana and Scuola Sci Mood Sport was fundamental to the success of the first summer. Thanks to their professionalism and knowledge of the area, the two ski schools worked together and will continue to collaborate in welcoming ski clubs, managing bookings and providing every organization with the support needed to make the most of the Presolana experience.

One of the main added values is the *"turnkey"* service: not only the slope and training sessions, with the possibility of providing gates and a timing system, but also support with accommodation, catering, athletic preparation and dry-land training in the gym.

The aim is to offer ski clubs a genuine, complete training camp, making Presolana a point of reference for skiing and snowboarding 365 days a year.

After a first summer rich in visitors and satisfaction, Presolana Ski Arena 365 is looking ahead to the coming months with an autumn calendar already full of bookings, confirming its intention to establish the project as a true home for skiing and snowboarding throughout the year, open to everyone who loves snow and winter sports.

San Martino di C. - Passo Rolle ropeway link presented



Tracciato previsto

The construction project for the new ropeway connection between San Martino di Castrozza and Passo Rolle was officially presented on 21 July 2026 in San Martino di Castrozza. The project represents a strategic investment for the tourism development and mobility of the Primiero area.

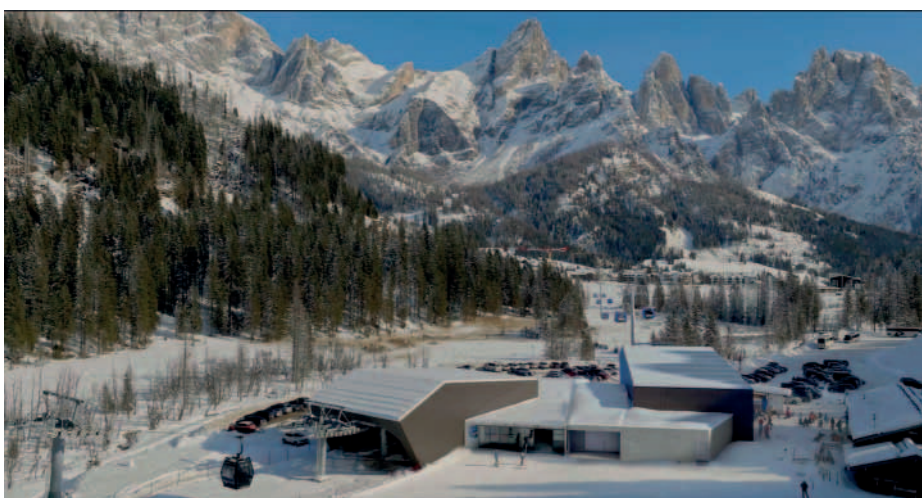
Funded by the Autonomous Province of Trento through Trentino Sviluppo, the project involves an investment of approximately €55 million for the construction of two integrated 10-passenger gondola lifts along a 4.6-kilometre route.

The system, comprising four main stations, will allow passengers to travel from Bellaria in San Martino di Castrozza to Passo Rolle in 13 minutes, without changing cabins, permanently linking the ski areas of Tognola, Ces, Val Cigolera and Passo Rolle into a single interconnected ski circuit.

The installation will have a transport capacity of 1,500 passengers per hour, expandable to 1,800 pph, and will operate during both the winter and summer seasons.

The heart of the new system will be located at Prà delle Nasse in San Martino di C., where a two-level service centre will be built, featuring a ticket office, information point, rental facilities, ski school, retail outlets and food & beverage services.

The project will provide an alternative to road transport, reducing traffic pressure in an area of outstanding



1. San Martino di C. ski map
2. Planned route
3. Bellaria Station (1,472 m); on the left, the Colbricon Express valley station
4. Nasse Station (1,480 m)
5. Fosse Station (1,972 m)

natural value and helping make the destination more accessible, attractive and competitive throughout the year. Completion of the works and commissioning are scheduled for 2029.

The technical solutions have been specifically developed to adapt the infrastructure to a complex and environmentally sensitive setting. These include the fully underground Fosse di Sopra station, a single 290-metre span across Prà delle Nasse (a Special Area of Conservation), and the on-site reuse of approximately 100,000 cubic metres of excavated material.

The route will connect Bellaria, Prà delle Nasse, Fosse di Sopra and Passo Rolle, with four main stations and an intermediate Sass Maor technical stop for downhill passengers only, intended for skiers heading to the Cimon beginner ski area.

The first section, from Bellaria to Prà delle Nasse, will serve as the main interchange hub between private transport, public transport and the ropeway system. The following section will reach Fosse di Sopra, where the technical centre of the entire connection will be built. Completely underground to minimise its visual impact, the station will house the two independent drive systems, the technical rooms, the snow groomer garage and the shared vehicle storage facility. From here, the second gondola lift will continue to Passo Rolle.

A total of 33 towers will be installed, while two medium-voltage power lines currently intersecting the route will be placed underground.

The tender, launched by APAC on behalf of Trentino Sviluppo, was awarded in 2024 to the consortium led by Leitner S.p.A., together with Collini Lavori S.p.A., Misconel S.r.l. and Grisenti S.r.l., as well as the engineering firms and professionals involved in the project's technical activities.

The entire procedure was coordinated by Trentino Sviluppo, with the support of the Provincial departments responsible for environmental protection, landscape, forestry, hydraulic engineering, archaeology, transport infrastructure and civil protection.



1. Fosse Station (1,972 m)
2. Sass Maor Station (2,026 m)
3. Passo Rolle
4. Passo Rolle Station (2,026 m)

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Guatemala City is implementing the world's highest capacity urban ropeway from Doppelmayr

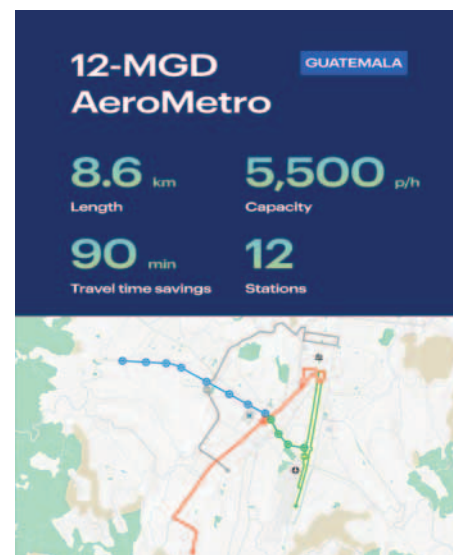
Guatemala City is starting a new chapter in the history of public transportation with the launch of the AeroMetro project. It is not only the first urban ropeway system in the country but also one of the largest of its kind in the world—both in operational capacity and infrastructure. The Doppelmayr Group is the chosen partner for realizing this game-changing new public transport mode.



Consisting of two lines with a total length of 8.6 kilometers and twelve stations, the urban ropeway solution AeroMetro will connect Guatemala City with the municipality of Mixco, NorthWest of the Guatemalan capital. With the ability to transport 5,500 passengers per hour and direction per line, it will be another powerful urban ropeway system built by the Doppelmayr Group. The detachable gondola lifts will have 495 cabins, each offering space for twelve passengers, ensuring both efficiency and comfort. Both lines are planned to be completed in 2028.

“Building ropeways in vibrant cities like Guatemala City is an honour for the entire Doppelmayr team. We are proud to have once again been chosen as a partner in realizing an iconic example of modern transportation. This ropeway system will improve mobility for

many people,” says Thomas Pichler, Member of the Doppelmayr Group’s Executive Board.



Social and environmental impact

The AeroMetro will have a positive impact on the lives of everybody who is travelling between Mixco and Guatemala City every day. It significantly reduces commute times during peak hours from up to two hours to just 32 minutes. The barrier-free ropeway is fully integrated into the urban public transport system, connecting directly to the local Bus Rapid Transport (BRT) system. It will operate for 17 hours a day, 360 days a year. The system is 100% electric, enabling a significant reduction in pollutant emissions compared to other modes of public transport.

“The AeroMetro demonstrates how technology and sustainability can transform our cities. It will deliver efficiency and connectivity and greatly improve citizens’ quality of life by reducing commute times and pollution,” said Konstantinos Panagiotou, CEO of Doppelmayr Guatemala.

Urban transformation with a vision for the future

By connecting densely populated areas with important economic, educational and healthcare cen-

ters, including a hospital and the airport, AeroMetro is changing the way thousands of people travel every day. It offers reliable transportation on a new level to communities that have been underserved by traditional infrastructure in the past. It is not just a transport solution, but a tool for urban transformation. This project marks a significant step for Guatemala towards a more equitable and resilient urban



model, where access to safe, fast, inclusive and sustainable transport becomes a right for all. *“AeroMetro marks a new chapter for transportation in Guatemala City and the entire metropolitan area. This project demonstrates that, when local governments and the private sector work together with a shared vision, it is possible to develop infrastructure that improves the lives of thousands of people every day,”* said Ricardo Quiñónez, mayor of Guatemala City.

Urban ropeways gain momentum across Latin America

With this project, Guatemala marks a milestone by becoming the first country in the region to implement a high-capacity urban ropeway system for public transportation expanding the presence of this technology in Latin American. Since the commissioning of

Doppelmayr’s first urban ropeway in Venezuela in 2009, the technology has become firmly established throughout the region as a sustainable and efficient mobility solution. Across Latin America, the Doppelmayr Group is shaping urban mobility in Bolivia, Brazil, Chile, Colombia, Guatemala, Mexico, and Venezuela. Around 65 kilometers of Doppelmayr ropeways are already in operation, with a further 50 kilometers under construction. These figures underscore Latin America’s leading role in the integration of ropeway technology into urban mobility concepts. By complementing existing transport infrastructure, ropeways are helping cities improve connectivity, reduce travel times, and provide reliable access to densely populated and topographically challenging areas.

FACTBOX		Line 1	Line 2	Total
Lenght	km	2,1	6,5	8,6
Capacity	p/h	5.500	5.500	5.500
Speed	m/sec	6,5	6,5	6,5
Stations		4	8	12

SKI RESORTS

Südtirol Skiarena is born

The Südtirol Skiarena consortium was presented on August 12, 2026, in Reinswald (Sarntal), a regional brand bringing together 18 ski areas (including one partner in Austria and one in Switzerland) to offer an active mountain experience all year round. The initiative offers a single pass providing access to 555.7 kilometres of slopes and 118 lifts, reaching a maximum altitude of 3,250 metres, as well as 98 mountain huts and alpine lodges. The model focuses on sustainability, integrated mobility with public transport, high service standards and discounted rates for families and young people. The network comprises a total of 18 ski areas, including 16 resorts in South Tyrol, one in the Austrian Tyrol (Nauders am Reschenpass) and one in the Swiss canton of Graubünden (Minschuns in Val Müstair). Compared with the previous Ortler Skiarena network, which consisted of 15 resorts, three new ski areas have joined the circuit: Racines-Giovo (Upper Eisack Valley), Speikboden (Ahrntal Valley/Skiworld Ahrntal) and

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Klausberg (Ahrntal Valley/Skiworld Ahrntal). They join the consortium’s long-established resorts: Solda all’Ortles and Alpin Arena Senales (both offering glacier ski areas at altitudes of up to 3,250 metres), Belpiano-Malga San Valentino, Watles, Trafoi, Merano 2000, Plan Val Passiria (Pfellers), Schwemmalm, Monte San Vigilio, Corno del Renon, Reinswald, Monte Cavallo and Ladurns. The main innovation lies in moving beyond the traditional winter-only ski pass: the new Südtirol Skipass is marketed as an annual all-season pass, which can be used both for skiing during the winter season and for summer access to the lifts by hikers and bikers. For the period from November 1, 2026 to October 30, 2027, the Südtirol Skiarena pass is offered at the following prices (with advance sales available until October 30, 2026): Adults (1961–2008): €705 (€599 in advance); Seniors (up to 1960): €669 (€569 in advance); Young people (2009–2012): €422 (€359 in advance); Children (2013–2020): €352 (€299 in advance).

Face Nord gondola lift in Val Thorens

In France, Doppelmayr has built a 10-passenger AURO gondola lift for SETAM (Société Téléphériques Tarentaise Maurienne), representing an investment of approximately €15 million. The installation was designed for a capacity of 1,800 pph and is currently operating at 1,450 pph.

This represents an interesting confirmation for a resort and a company that, back in 2007, were pioneers in the operation of a gondola lift—in that case consisting of two sections—with no personnel present in the stations.

The installation runs at particularly high altitudes (2,681 m–3,002 m) and essentially doubles the line of the fixed-grip, reversible “de Thorens” funitel (built by BMF in 2011, with four 40-passenger cabins [20+20], providing a capacity of 1,710 pph), whose capacity was increasingly proving insufficient to meet customer demand on this side of the ski area.

Above, ski map of Val Thorens and 3Vallées

Center, Omega V cabins
Below, bottom station





1



1



2



2

The line reaches the ridge and, on the Val Thorens side, serves the Asters and Face Nord slopes, but above all the panoramic Lory slope, which provides a strategic connection with the Orelle sector via a blue run accessible to skiers of all levels and enjoying growing popularity. Both terminal stations are enclosed due to the high altitude. Speed and capacity were deliberately reduced to limit the length of the accelera-

1. Top station

2. Top station of the gondola lift and funitel

3. Line viewed from above

4. Cabin interior

5. Disembarking at the top station



3

TECHNICAL DATA

Vertical rise	m	319
Length	m	1.128
Capacity	p/h	1.800
Speed	m/sec	5,5
Towers		10
Rope ø	mm	48

tion/deceleration beams, thereby minimizing the environmental impact in a sensitive area. This also makes it possible to have a limited number of cabins that can be stored inside the stations during storms or when the lift is not operating, eliminating the need for a dedicated garage.

Boarding and disembarking take place along the station turnaround.



4



5

TR9 and TR10: the newly upgraded TR series once again sets the standards

With the complete upgrade of the TR9 and TR10 models, TechnoAlpin further refines its series of fan guns. The new generation focuses on solutions that significantly simplify day-to-day work in ski areas: more intuitive controls, optimized transport and storage options, and even more efficient use of resources. This further evolution is based directly on customer feedback. The experience of users who work with the machines every day provided valuable insights and made it possible to implement specific optimization opportunities in a targeted manner.

All controls on one side

The new arrangement of the controls is immediately noticeable: on the upgraded TR9 and TR10 models, the display, electrical cabinet, lifting mechanism and swivel system are now all located on the same side of the machine. This means that all the main controls are clearly grouped together and easily accessible during operation or maintenance.

Reliability has also been improved with the new configuration. The emergency stop switch, previously positioned above the display, is no longer required: the main switch is now located directly in the display work area. At the same time, this solution prevents accumulated or sliding snow from unintentionally activating the emergency stop switch.

New carriage for greater flexibility

The newly designed carriage combines compact dimensions with high stability. Its stabilizers can be extended or retracted depending on the operating situation: when retracted, they take up approximately 30% less space than on previous models. This offers advantages during transport, as more machines can be loaded onto a single truck, while at the same time reducing the space required for summer storage.

Where secure support is particularly important, for example when positioning the machine on steeply sloping terrain, the stabilizers are

extended. Compared with previous models, the stabilizers can be extended further, providing greater stability. In this way, the machine can be flexibly adapted to the terrain conditions, from a compact configuration for transport to safe operation even on more challenging surfaces.

Lower energy consumption and digital control system

The TR9 and TR10 models have also been further optimized in terms of resource use. The upgraded models produce the same amount of snow with lower energy consumption while at the same time ensuring effective pressure boosting at any altitude. In this way, they help ski areas make their snowmaking systems highly efficient while reducing resource consumption.

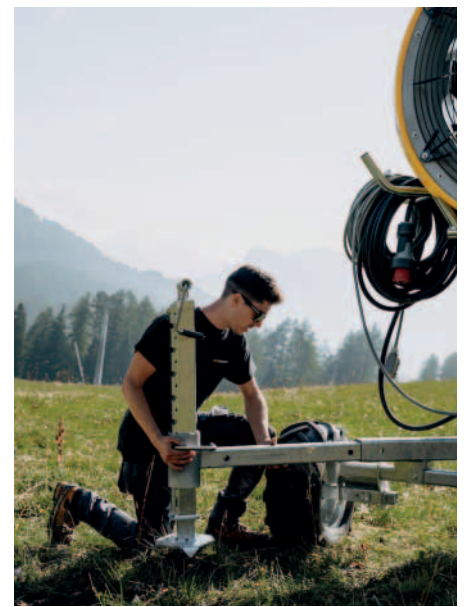
Field experience confirms this: the machines are predominantly managed via the ATASSpro control system. A Bluetooth connection is also available for on-site maintenance work or in locations without an Internet connection. For this





making hours during the initial phase occur at wet-bulb temperatures between -2°C and -5°C. It is precisely under these challenging conditions that high performance makes the difference.

The TR series uses high-quality nozzles and nucleators with ruby inserts, which can be configured differently according to specific requirements. The system is complemented by an air cooler with an exceptionally large cooling surface. In this way, the TR9 and TR10 provide a reliable basis for efficient snow production even under more challenging temperature conditions.



reason, mobile machines will also be available to order without a display in the future. This not only reduces costs for the ski area operator, but also follows a simple principle: the most sustainable resource is the one that does not need to be used.

High performance even in extreme temperature conditions

Regular analyses conducted by TechnoAlpin show that most snow-

Standardized components for simpler logistics

One of the strengths of the TR series is its high degree of standardization: approximately 90% of the components are identical both within the TR series and compared with the TT series models. This simplifies spare parts procurement and inventory management for customers, while also offering advantages for internal logistics.

This comprehensive upgrade combines proven performance characteristics with practical improvements resulting from field experience. The TR9 and TR10 models therefore become even easier to operate, more flexible to transport and more efficient in use, once again setting new standards in terms of ease of operation, operational safety and resource optimization.

SKI RESORTS

Best ski report 2026

The results of the largest on-mountain survey ever conducted across the Alps have been presented.

More than 41,000 guests were interviewed directly on the ski slopes of the Alps (random sampling using a supervised self-completion questionnaire) by 24 interviewers over 248 survey days in mountain restaurants and alpine huts across the leading ski resorts in Austria, Switzerland, Italy, France and Germany.

This was the seventh edition of the survey (2012, 2014, 2016, 2018, 2020, 2023 and 2026), covering more than 20 evaluation categories, ranging from slope quality to value for money. The overall average satisfaction rating reached 7.95 points on a

scale from 1 to 10.

The management of an ever-growing number of skiers clearly emerged as one of the industry's key challenges.

The six main criteria for choosing a ski resort

Slope quality
Snow reliability
Slope safety
Size of the ski area and variety of slopes
Friendliness of the staff
Comfort of the lift facilities

The issues that will shape the future

Value for money
Slope safety
Comfort of lifts and cableways
Limiting the number of visitors

Real-time information on ski area conditions

TOP 10 Ranking (Overall satisfaction)

Rank	Destination	Score
1	Zermatt	8.46
2	Val d'Isère	8.40
3	Tignes	8.31
3	Les Arcs	8.31
5	Alta Badia	8.28
6	Aletsch Arena	8.24
7	Kronplatz	8.22
7	Serfaus-Fiss-Ladis	8.22
9	Val Gardena/Alpe di Siusi	8.18
10	Mayrhofen	8.16

Highlights

Zermatt has been awarded the title of Best Ski Resort for the fifth time, while also securing the distinction for three consecutive editions (2020, 2023 and 2026).

Category winners are:

Serfaus-Fiss-Ladis – Children and family offering;
Laax – Fun parks and snowboarding;
Ischgl – Après-ski;
Solda (Sulden) – Value for money, retaining first place for the seventh consecutive edition.

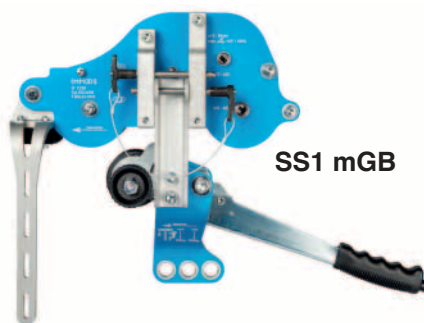
Rescue trolleys and drive systems

An overview of the main solutions for safe and efficient rescue operations on ropeway installations

Since 1997, Immoos has been developing and manufacturing innovative rescue and safety systems for the ropeway industry.

With the development of self-propelled rescue trolleys, Immoos has revolutionised terrestrial evacuation from ropeway installations, setting new standards. The continuous refinement of rope-travelling technology has made Immoos the global market leader.

In the past, evacuation from ropeway installations depended heavily on the coordination of several rescuers. Moving along the rope required complex safety systems and communication between the rescuer and the safety personnel, which was not always straightforward. This resulted in longer intervention times, greater



SS1 mGB

personnel and equipment requirements, and a higher risk of communication errors.

With the development of Immoos self-propelled rescue trolleys, it became possible for a single rescuer to travel independently along the rope without a safety rope and without the assistance of a second safety operator. This laid the foundation for the

innovative one-person rescue system, which is now regarded as the standard on many ropeway installations.

Immoos rescue trolleys are universally applicable and offer decisive advantages over conventional rescue systems:

Independence from vehicle spacing and line length;

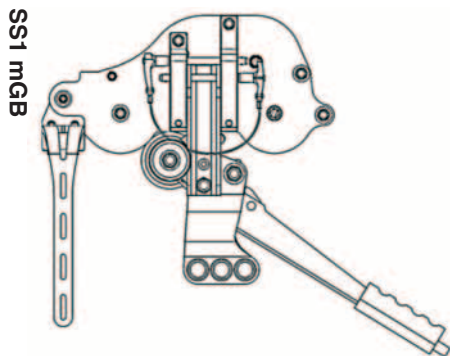
Reduced equipment and material requirements;

Suitable for use even in difficult terrain;

Significantly reduced personnel requirements;

Maximum safety through minimised communication interfaces.

The ability to carry out rescue operations with only one person significantly increases efficiency while simultaneously reducing potential sources of error during operations.

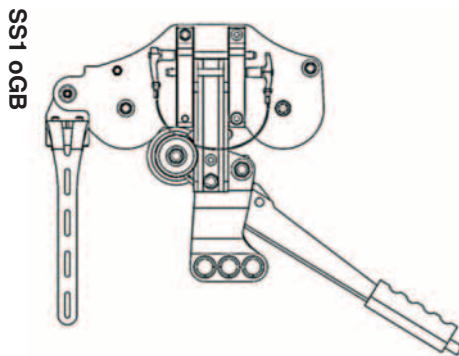


SS1 mGB

Rescue trolleys for every application

The basic model

The SS1 mGB is the basic model of the Immoos rescue trolley range. It is designed for rope gradients of up to 105% and features an automatic centrifugal brake that regulates the travelling speed to approximately 1.8 m/s. The device is suitable for stranded ropes with diameters ranging from 12 to 60 mm, covering the majority of applications. It also forms the basis of the revolutionary one-person rescue system.



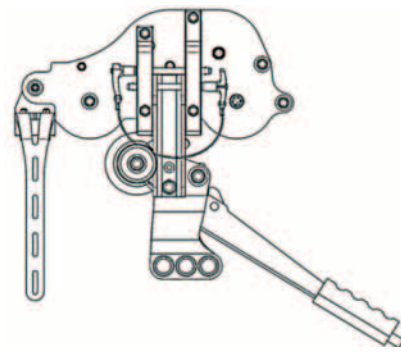
SS1 oGB

For gentle rope sections

The SS1 oGB is a simplified version without a centrifugal brake, specifically developed for applications on ropes with low gradients. Its lightweight design makes the device easier to handle, allowing particularly simple and efficient operation.

For large rope diameters

The SS2 mGB is based on the proven SS1 mGB concept but has been specifically designed for larger rope diameters of up to 75 mm. It is therefore the ideal solution for large ropeway installations with more



SS2 mGB

demanding operational requirements.

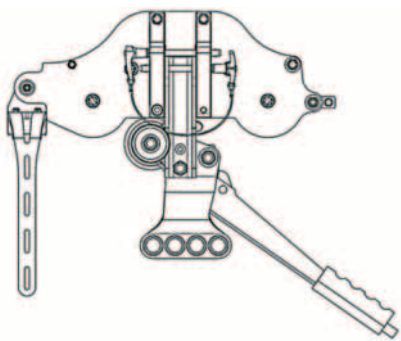
For demanding applications

The SS20 AWD has been developed for intensive and regular use. It is particularly suitable for applications with additional drive systems, such as the Milwaukee Special Drive or the EDS. Its robust construction ensures maximum durability even under the most demanding operating conditions.

For extreme operating conditions

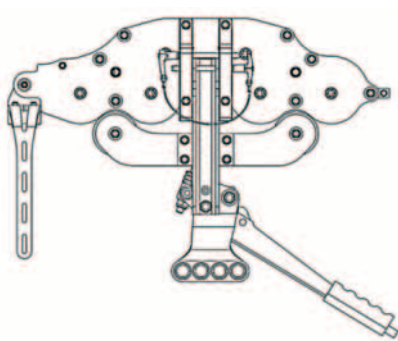
The SS40 AWD is the most powerful model in the range.

SS20 AWD



Designed for extreme operating conditions, it provides maximum reliability and durability even in the harshest environments.

SS40 AWD



Safety brake

Additional Safety Under Extreme Conditions The optional Safety Brake provides an additional level of safety



Safety brake

on particularly steep, wet or icy rope sections.

It also enables travel on fully locked ropes with gradients of up to 30°.

Drill



Drive systems

Cordless Drill

Flexible and practical

All rescue trolleys can be driven by means of a suitable adapter using commercially available cordless drills. For longer distances, the systems can also be equipped with a flange and stop pin, providing more ergonomic operation with reduced physical effort.

Milwaukee special drive

For Gradients and Passenger Transport

The Milwaukee Special Drive enables operation on gradients of up to 20°. In addition, passengers can be transported along the rope by means of a



dedicated transport trolley, where this is provided for in the relevant rescue plan.

EDS electric drive

Powerful and efficient

The Electrical Drive System (EDS) enables safe travel on gradients of up to 30°. At the same time, the system allows the controlled transport of passengers along the rope.

Its powerful electric motor and battery provide sufficient capacity to travel very long distances without the need to replace the battery.

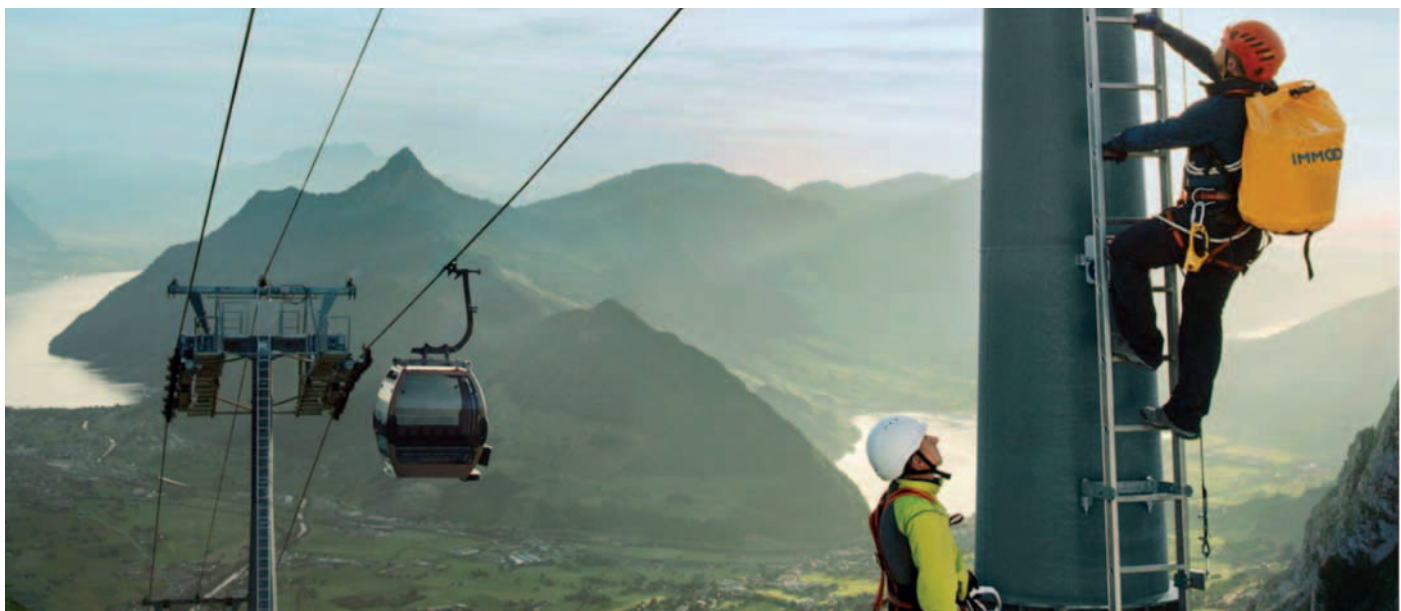
Thanks to an intelligent control system, energy can be recovered and the battery recharged during downhill travel.



EDS electric drive

Tailor-made solutions at the forefront

In addition to serial production, Immoos places great emphasis on the development of customised solutions. Every ropeway installation has specific requirements in terms of topography, rope dimensions and operational concept. Immoos analyses these conditions in detail and develops tailor-made solutions accordingly. This enables operators to integrate the systems optimally into their existing infrastructure and implement efficient and safe rescue concepts.



Mottolino becomes a benefit corporation

Recognized as Livigno's home of fun—for skiing, snowboarding, downhill, freeride and freestyle in winter, and mountain biking in summer—Mottolino has formally reinforced its commitment to people, customers, the local community and the environment. This corporate and family-driven decision reflects the company's ongoing evolution and translates into concrete initiatives focused on the local area, social inclusion, employee well-being and sustainability in the mountains.



Mottolino S.p.A., owner and operator of the Mottolino ski area, bike park and the new Mottolino headquarters in Livigno, has officially become a Benefit Corporation. Rather than marking a change of direction, this step formalizes an approach the company has pursued for many years: developing the mountain not only as a place for sport and tourism, but as an integral part of everyday life in Livigno, encompassing work, relationships, community and care for the local environment.

"For us, the mountain has never been just a tourism product, but an ecosystem made up of people, territory and relationships," comments Marco Rocca, Chief Executive Officer of Mottolino S.p.A. "Becoming a Benefit Corporation means putting in writing a way of doing business that has always been part of our identity: growing while creating not only economic value, but also social and environmental value, maintaining an authentic connection with Livigno and with the people who live here every day."

The decision comes at a key stage in the company's development, during the generational transition and within an evolution process increasingly focused on balancing economic growth, quality of the visitor experience, environmental sustainability and social impact.

"Our journey also includes cultural and organizational development," explains Valentina Rocca, Benefit Corporation Project Manager and Director of Rifugio Camanel of Mottolino S.p.A. "By becoming a Benefit Corporation, we have chosen to clearly define the

objectives, responsibilities and areas of commitment that will guide the company's future decisions. This process enables us to integrate sustainability, care for people and a long-term vision even more deeply into the way we operate."

As a result, four areas of commitment have now been formally incorporated into the company's Articles of Association: people, customers, community and the environment. These four closely interconnected areas will guide the company's development over the coming years.

The first focuses on Mottolino's employees. In recent months, the company has introduced a structured **Human Resources** programme aimed at creating a more participative and inclusive working environment by investing in training, employee listening initiatives and the quality of relationships within the various teams. The programme also includes paid team-building events, shared activities outside the workplace and tools for monitoring the company's internal climate. The underlying principle is that employee well-being has a direct impact on the quality of the guest experience.

Another key area concerns the **relationship with visitors** and the way they experience the mountains. The stated objective is not simply to provide services, but to create experiences capable of building an authentic connection with the local area and everything it represents. The idea is that visitors arriving at Mottolino should experience far more than a day on the

slopes: they should come into contact with mountain culture, the people who live there and the surrounding natural environment.

This philosophy also underpins Mottolino Vibes, the loyalty programme launched at the end of 2025, which, during its first six months of operation, has already generated €5,000 in donations for the Livigno Day Centre for People with Disabilities, transforming community participation into tangible support for the local area.

The local community is another area where the company is focusing considerable attention. This is achieved not only through institutional partnerships but also through initiatives designed to foster direct relationships and create genuine opportunities for inclusion. One example is the community dinner organized at Kosmo Restaurant, where young people from the local disability centre and their families took part in a cooking workshop and shared restaurant service together with the restaurant staff. For one evening, both the kitchen and dining room became places of meeting and participation, with all proceeds donated to the group.

On the environmental front, Mottolino is working on the sustainable redevelopment of a high-altitude mountain hut, conceived as a pilot project for low-impact alpine architecture. More than a simple renovation, the project aims to become a replicable model for contemporary mountain hospitality, combining guest comfort, energy efficiency and reduced environmental impact. The project includes the use of renewable energy sources, reduced water consumption, locally sourced materials and particular attention to landscape integration, with the goal of creating a facility in harmony with its surrounding environment.

"Choosing Benefit Corporation status formalizes a commitment that has always been part of who we are," concludes Ian Rocca, Executive Director of Mottolino S.p.A. "We hope that everyone we come into contact with will perceive our attention to quality and our respect for the local environment. Becoming a Benefit Corporation allows us to make this approach even more concrete, transparent and measurable." Starting next year, Mottolino will publish an Annual Impact Report, documenting the objectives achieved and publicly reporting the results of the initiatives undertaken.

"This is the most tangible way to ensure transparency, define clear objectives, communicate what has been achieved and continue improving."

When the job becomes extreme, Merlo delivers

When operating conditions become extreme, machines are required that can combine power, precision and reliability without compromise. It is in these situations that Merlo telehandlers have proven to be among the most highly valued and widely used machines for operators involved in complex tasks.

A particularly significant case study comes from the maintenance of the SkyWay aerial tramway, an iconic infrastructure at the foot of Mont Blanc. At the departure station in Entrèves, a hamlet of Courmayeur located at approximately 1,300 metres above sea level, the Merlo TF30.9 telehandler was selected to manage both routine and extraordinary maintenance activities, carried out twice a year during the plant's shutdown periods in May and November.

During these phases, characterized by particularly demanding environmental conditions – including low temperatures, ice, sloping terrain and complex logistics – the TF30.9 proves to be an indispensable ally. The machine is used for handling material flows, with numerous trucks to unload and organize within a few days, as well as for cleaning and maintaining the parking areas surrounding the lower station.

Equipped with forks, bucket, sweeper brush, hook and jib, the TF30.9 confirms its position among the most versatile machines in its segment. Compact in size yet capable of reaching almost 9 metres of working height with its telescopic boom and lifting loads of up to 3,000 kg, this model represents an effective combination of performance and manoeuvrability.

Since its introduction in 2015, the TF30.9 has redefined the concept of the compact telehandler, evolving over time in terms of comfort and



powertrain technology while retaining its distinctive characteristics. Among its strengths are agility, sensitive and intuitive hydraulic control, and a modulated hydrostatic transmission, all of which ensure maximum precision even during the most delicate operations.

Operators particularly appreciate the machine's ability to work in confined spaces thanks to its large steering angle and the possibility of selecting three different steering modes, allowing it to adapt to a variety of operating environments. The cab, among the most spacious in its category, provides excellent comfort and visibility—essential features in demanding mountain environments.

"Very important was the training provided directly by the Merlo Training and Research Centre, which taught

us how to make the best and safest use of our telescopic handler and all its attachments."

The story of Skyway Monte Bianco is unique: a project that required vision, rigorous engineering and flawless management of the extreme conditions imposed by high altitude. From the 1,300 metres of Entrèves to the 3,466 metres of Punta Helbronner, every phase—from construction to maintenance—is marked by unique operational challenges, where climate, logistics, safety and professional expertise become decisive factors.

In this environment, reliable and versatile solutions such as Merlo's TF30.9 demonstrate their full value, helping to ensure operational continuity and efficiency even where it is the mountain itself that sets the rules.



Manganui, the unpredictable ski area reached via a suspension bridge

Source: [nevesport.com](https://www.nevesport.com)

No one knows when the ski season will begin. Nor when it will end. Or even whether it will reopen at all. One day, the announcement simply appears that the lifts are operating. To reach the ski area, visitors must also walk for half an hour and cross a suspension bridge with a maximum height of 50 metres.

New Zealand is renowned for its spectacular landscapes and legendary mountains. The setting for films such as *The Lord of the Rings*, it is equally impressive when it comes to ski resorts. However, almost all of the country's winter resorts are located on the South Island. For enthusiasts living on the North Island, the opportunities to go skiing without flying to Queenstown are extremely limited.

Fortunately, right in the centre of the North Island stands the ancient Mount Ruapehu, which rises to an altitude of 2,797 metres. This is high enough for winter precipitation to fall as snow. Three ski areas are located on its slopes: Turoa, Whakapapa, and the small Tukino. However, unlike in Europe, snow conditions in New Zealand generally improve the farther south you travel, so these three ski areas rely on snowmaking to ensure their winter season.

On the western side of the North Island, at almost the same latitude, there is a fourth option for skiers in this part of New Zealand. It is

Manganui, a small ski area run by volunteers and served by a couple of simple lifts installed just below the summit of Mount Taranaki, another ancient volcano reaching 2,518 metres in elevation.

The highest lift at Manganui, however, only reaches 1,618 metres. Moreover, the ski area does not have a single snow gun. Between the relatively low elevation and the absence of snowmaking, snow only appears from time to time. When it does, an army of volunteers from the Stratford Mountain Club prepares the slopes and, if there are no dangerous rocks or stones, announces the opening on social media and starts the rope tows.

Despite this uncertainty, enthusiasts often manage to predict when the Manganui volunteers might reopen the lifts simply by following the weather forecasts. They therefore keep a close eye on the official announcements and, as soon as the green light is given, head straight to the slopes. This flexibility also has another advantage: whenever there is snow, regardless of the time of year, the ski area opens. On one occasion, the season started in early May, which is exceptionally early for New Zealand. On another occasion, it did not snow at all during winter, but snowfall finally arrived in spring, and while all the other ski areas had

already closed, Manganui opened its season.

To better understand the weather conditions at these latitudes, it is worth noting that Manganui's main competitor is not the three ski areas on Mount Ruapehu, but the waves at Plymouth. Whenever a storm brings snow to this small ski area, it also generates strong winds along the coast, creating waves eagerly awaited by surfers. It then becomes a matter of choosing: skis or surfboard. Snow or sea.

It snowed on Saturday, all the lifts opened on Sunday, attracting around one hundred skiers, and roughly half that number returned on Monday. By Tuesday, the snow had already disappeared. Everyone went home to wait for the next storm.

Another distinctive feature of Manganui is that there is no parking area at the base of the slopes. Visitors leave their cars at the Plateau Car Park and then walk for about 30 minutes to reach the lifts. The walk used to be even longer, but in 2024 the spectacular Manganui Suspension Bridge was inaugurated. It spans the Manganui Gorge, reaching a maximum height of 50 metres above the ground. At the entrance to the bridge, there is a freight lift where visitors can leave their skis and snowboards to be transported directly to the base of the ski area.



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