

WIR

The Customer Magazine of the Doppelmayr Group

Issue 2/2022

47th Year/No. 216

 Doppelmayr®


GARAVENTA

Innovation in the ropeway industry

TRI-Line sets new benchmarks

By Cable Liner to Luton Airport

Three-minute rail-to-air link

Environmentally friendly solution at Bardon Hill

RopeCon® supports renaturation



TRI-Line: compact and visionary

The innovative continuous-movement system impresses with many benefits and a transport capacity of up to 8,000 passengers per hour and direction.



Three minutes from railroad station to airport

The Luton DART carries travelers quickly, comfortably and sustainably from the railroad station to London Luton Airport.



Ecology on constant duty

At Offsetdruckerei Schwarzach, the LTW logistics center has been expanded to include another high-bay warehouse – ecological requirements were key.



Powerful features of clair

A comprehensive update of the resort management software clair brings new functions for the maintenance of ropeway installations.



New Ropeway Training Center in Uetendorf

Doppelmayr/Garaventa is extending its training offer – the focus is on aerial tramways and funiculars.

Where we direct our focus



When we look back, we see what we have accomplished. We look back proudly at our successes, ambitiously at unlocked potential, and we grow with challenges.

When we look forward, we see the goals we have set, opportunities we need to exploit, and a future we want to shape.

We live in the here and now and direct our focus on the essential. Because we choose what direction our path will take – and, above all, how we will get to our destination.

Every individual project with every individual customer that is completed by every individual employee is the result of such decisions.

We take conscious decisions with creativity, with courage and with experience, because we bear the responsibility for what we do. As partners and colleagues.

The current issue of our customer magazine reflects all these aspects. We are proud of every individual project that we can present to our readers. New developments highlight the potential for future mobility with ropeways and a strong team enables us to expand our options.

Standing side by side with our customers, we're ready for what's to come.

Thomas Pichler

István Szalai

Executive Directors Doppelmayr Holding SE



This summer, 48 apprentices and trainees laid the foundation for a promising future career in ropeway engineering. On September 1, 28 young people – 24 boys and four girls – began their training at Doppelmayr in Wolfurt. The fact that Doppelmayr ranks among the region’s most popular apprenticeship providers is borne out once again by the renewed conferring of the

Apprenticeship Excellence certification by the Provincial Government of Vorarlberg. In total, there are currently 102 apprentices training for five trades at the site in Wolfurt. At Garaventa, eight new apprentices started out on their career paths – including design technicians, ropeway mechatronics technicians, polymechanics technicians, and system and appara-

tus builders. Frey AG Stans and CWA saw three apprentices launch into a promising future. In the summer, four apprentices also began their three-year training at Gassner Stahlbau as well as two at Doppelmayr Italy.



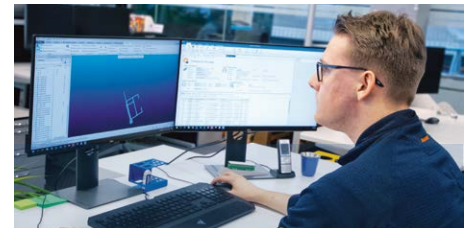
28 new apprentices at Doppelmayr Seilbahnen GmbH, Wolfurt (AUT)

- 10 steel construction engineering
- 4 mechanical engineering
- 6 machining engineering
- 2 mechatronics
- 6 electrical engineering



8 new apprentices at Garaventa AG Goldau, Uetendorf (CHE)

- 2 polymechanics
- 1 metal fabrication
- 1 ropeway mechatronics
- 3 design engineering
- 1 business administration



3 new apprentices at CWA Constructions SA/Corp., Olten (CHE)

- 1 system and apparatus building
- 1 logistics
- 1 design engineering



2 new apprentices at Doppelmayr Italia Srl. Lana (ITA)

- 1 mechanical engineering
- 1 engineering department



4 new apprentices at Gassner Stahlbau GmbH, Bürs (AUT)

- 3 mechanical engineering
- 1 welding engineering



3 new apprentices at Frey AG Stans, Oberdorf (CHE)

- 2 electronics
- 1 automation



Positive performance in fiscal 2021/22

Doppelmayr Holding SE achieved sales revenues of 886 million euros in the fiscal year 2021/22. This means an increase of roughly 16 percent over the previous year. 2021/22 was shaped by numerous major ropeway construction projects and novel innovations. Customers worldwide invested in the expansion of their mobility offers – in both the tourism and urban sectors. In the area of intralogistics, the company successfully completed over 60 individual projects.

Promising outlook for 2022/23

Doppelmayr Holding SE is optimistic about the future: The order position for fiscal 2022/23 is very gratifying. In North America in particular, the ropeway sector is seeing a huge surge in investment in ski resorts. The implementation of ropeway projects is also gathering pace in other regions of the world. The recent contract

for another ropeway line in Mexico City is a positive sign in favor of sustainable urban mobility using ropeways.

The fiscal year in figures



➤ The 2022 Year Book provides insights into the ropeway projects completed in the last fiscal.



[View now](#)

Employee numbers are stated in FTEs (full-time equivalents)

14 million passengers in 10 years



It's now a decade since London's urban cable car first went into service under the name of the Emirates Air Line – a milestone for public transport in the UK's capital. The ropeway links the Royal Victoria Dock with the Greenwich Peninsula where the legendary O2 Arena is located. Its opening took place in time for the 2012 Summer Olympic Games. Now, after 10 years of service, the operator Doppelmayr

Cable Car can look back on a successful record: 14 million passengers have to date enjoyed a trip across the Thames providing an exceptional view of London's skyline. The anniversary also marks the start of a new sponsorship. As from October 2022, the installation will be officially renamed as the IFS Cloud Cable Car after its new sponsor.

The anniversary in figures



Energy Saving Tips for Ropeways

High energy prices are causing a difficult situation worldwide. Our 10-point checklist will enable you to reduce the power consumption of your ropeway installation without jeopardizing its operational safety and reliability. By making small optimizations, you can save valuable kilowatt hours, both in processes as well as in heating and ventilation. The greatest potential for saving energy is offered by reducing the ropeway's rope speed.



PROCESSES:



SPEED

Peak loads



At the start of operations, ramp up your installations in stages in order to avoid expensive peak loads.

Maintenance



Ensure optimal V-belt tensioning and air pressure in tires in order to minimize slippage and therefore reduce system interventions for carrier spacing and torque support.

Loading conveyor



On days with lower capacity utilization and reduced rope speed, you can dispense with the loading conveyor. Cover it with snow for this purpose.

Cleanliness



Keep the cooling ribs on the drive motor clean so that the motor fan can work less.

Reducing speed offers the greatest potential for saving energy. At 50 percent rope speed, energy consumption is roughly halved.

Important: Depending on the specific installation, a minimum drive speed may be mandatory to prevent damage to the gear unit.



The measures listed here are to be understood as suggestions. They are to be implemented at the responsibility of the lift operator in light of the current, specific conditions on site and in compliance with any local regulations.

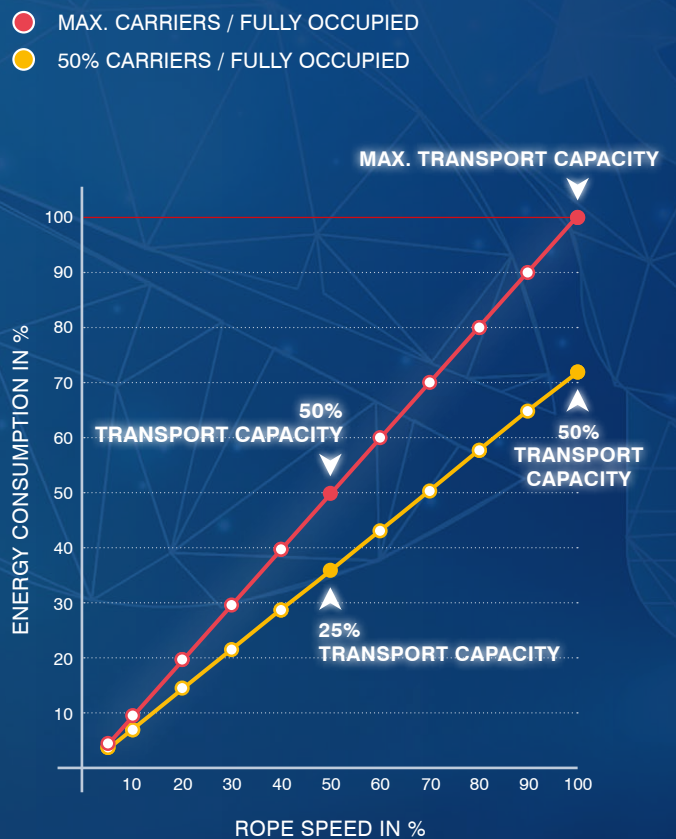
Contact Doppelmayr
customer support
for further information
on ropeways
and energy.

HEATING & VENTILATION:

- Ventilation of low-voltage room**
 Use windows and access doors for fresh air instead of the ventilation system. Make sure that any access restrictions are nonetheless maintained.
- Ropeway ventilation**
 Open top-hung and sliding windows in the station enclosure to utilize natural convection. This will enable you to avoid the early operation of forced ventilation.
- Seat heating**
 The HMI gives you the option of reducing the heating output when weather conditions and passenger volumes allow.
- Gutter heating**
 When the weather is dry, you can dispense with gutter heating.
- Conveyor pit heating**
 Ensure requirements-based heating in dry weather.

Power Diagram


The comparison of adjusting rope speed vs. adjusting carrier numbers shows that speed has a significantly higher influence on energy consumption.





The TRI-Line sets new benchmarks in modern ropeway construction

Doppelmayr is heralding the next era in ropeways with the TRI-Line. This new and innovative continuous-movement system impresses with a series of visionary benefits that combine the advantages of the proven D-Line with those of the high-capacity tricable (3S) system. In addition to compact stations and ropeway components, the TRI-Line boasts a transport capacity of up to 8,000 passengers per hour and direction.



**The best of D-Line
and 3S system**

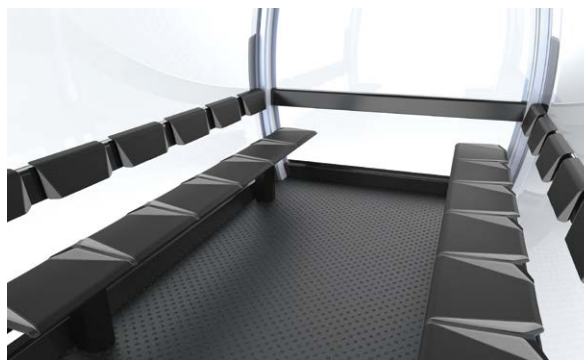
Barrier-free

Digitalized

Autonomous

**8,000 passengers
per hour and direction**

The modular seating concept and electrically operated doors on both sides provide passengers with plenty of space and comfort as well as optimally organized passenger flows in the stations.



High-capacity, compact and visionary – these and many others are the impressive features of the Doppelmayr TRI-Line. As an innovation in the ropeway industry, it is the ideal product for a wide range of applications. In winter and summer on the mountain, but above all in urban environments, the TRI-Line sets new benchmarks for mobility planning. The benefits of the new system from Doppelmayr impressively come into their own at the point where other systems reach their limits.

Combining the best


“The TRI-Line is a further development of our 3S system. It combines the benefits of the D-Line with those of the 3S lift,” explains TRI-Line development manager Peter Luger. Its design is based on the D-Line and features compact stations. In comparison with the 3S installations, these take up considerably less space and have a significantly shorter construction time. In addition, the TRI-Line uses proven components from the D-Line – which means, for example, that the Doppelmayr Direct Drive can be used effectively on this new

system. Another major feature of the TRI-Line is its high wind stability. This is ensured by the two track ropes, which provide a stable running surface, a haul rope and the track rope supports. In this case, three ropes are better than two. As with the D-Line, tubular towers are used on the TRI-Line. As well as reducing the space required, this brings advantages in the construction phase such as the suitability of components for air transport and short installation times.

Comfort and high capacity

In terms of form and function, the TRI-Line cabin is seamlessly incorporated into the design line of the OMEGA V and the ATRIA. The modular seating concept is designed for all applications. It provides passengers with plenty of space and comfort for winter and all-year operations as well as for the urban environment. Up to 20 people can be carried in each cabin. Twelve people can enjoy the trip while seated on individual seats. In addition, the

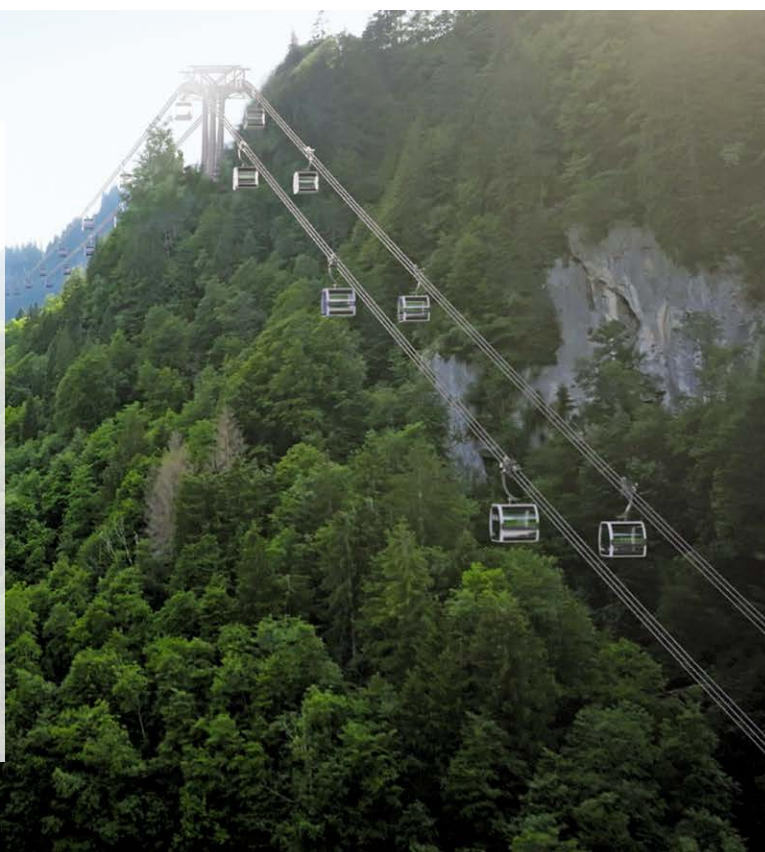


 Find more info on TRI-Line in a special edition of Insights:



Benefits at a glance

- High capacity:** The capacity of up to 8,000 passengers per hour and direction is unique in the ropeway industry.
- Compact:** The TRI-Line is based on the D-Line – with compact stations and ropeway components.
- Barrier-free:** Cabin entry and exit are barrier-free. Having electrically operated doors on both sides of the cabin opens up entirely new possibilities for passenger flow management.
- Digitalized:** The TRI-Line is a connected ropeway system. All cabin functions can be integrated and controlled directly.
- Visionary:** Autonomous ropeway operation is possible with the AURO concept.



cabins are entirely barrier-free with level walk-in and exit and electrically operated doors on both sides. Having doors on both sides of the cabins means that passenger flows can be optimally organized in the stations. Another impressive feature is the high transport capacity of up to 8,000 passengers per hour and direction. Needless to say, autonomous ropeway operation with the AURO concept is also possible with the TRI-Line.

Carriage as technical highlight

The centerpiece of the TRI-Line development is based on an entirely new and innovative approach to the design of the carriage. Using the D-Line detachable grip is a key feature and creates a host of advantages: "This has made it possible to create a very simple and maintenance-friendly carriage. The individual components make for straightforward handling. Another advantage is the simple rope guidance in the stations. That enables us to use the compact D-Line stations and their components. From an engineering perspective, the carriage is an absolute highlight," says Peter Luger.

First TRI-Line in Switzerland

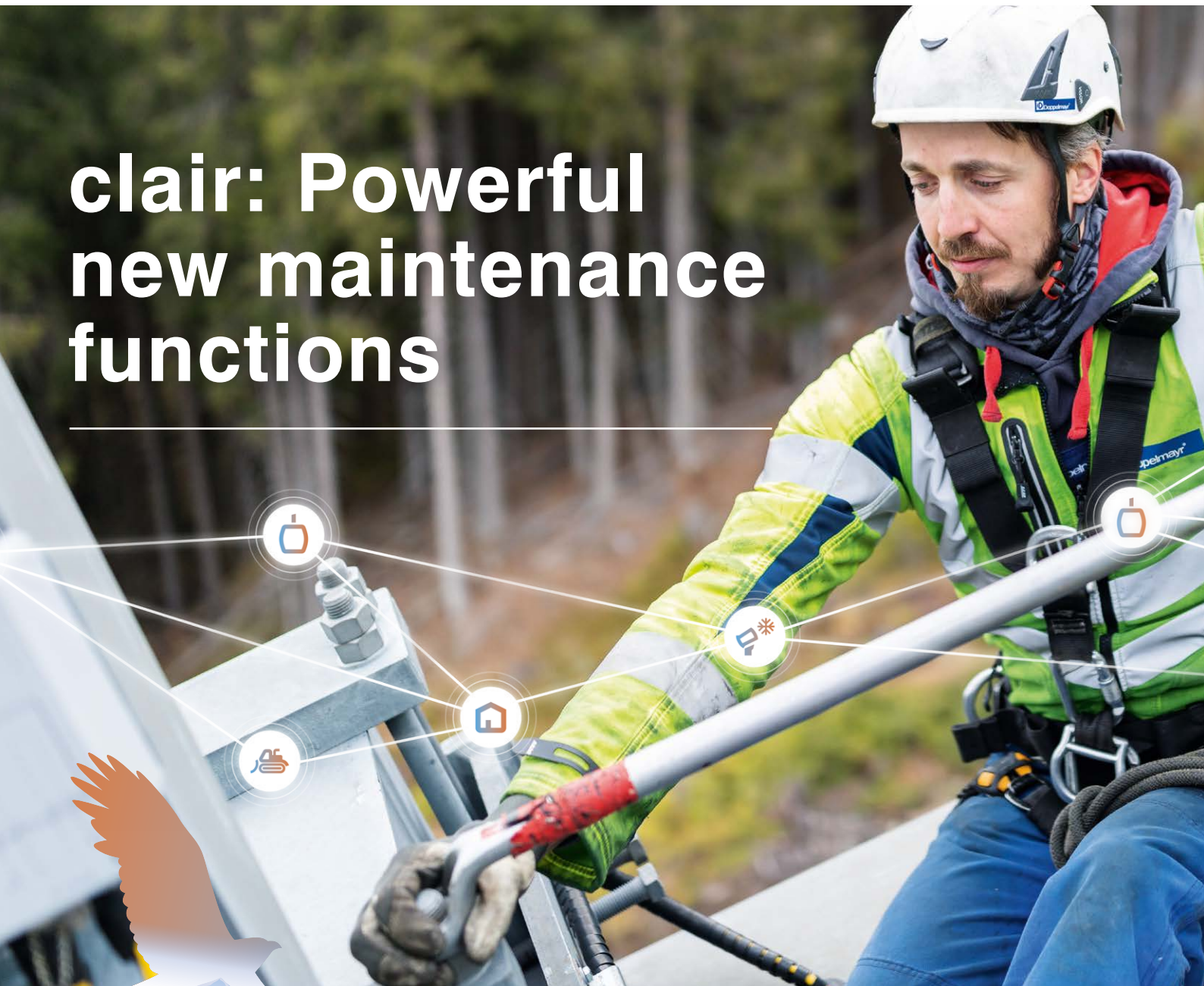
The first TRI-Line worldwide is under construction in Hoch-Ybrig in Switzerland. It will replace a 55-year-old aerial tramway. In winter and summer, the region in Hoch-Ybrig attracts large numbers of visitors from Zurich and the surrounding areas for skiing or hiking. As an all-year destination, the region offers guests a broad spectrum of activities, which is why the ropeway and its availability play a key role. "With the TRI-Line, we've found a ropeway system that meets all our requirements – and does so for a reasonable price. While a monicable gondola would have been an option from a technical point of view, it would have entailed various challenges with our particular terrain and therefore been difficult to build. The 3S lift, as an alternative, was beyond our budget. The TRI-Line is compact and can cope with our wind conditions thanks to the 3S benefits, which is a decisive criterion for our important feeder lift. Thanks to the new cabins with their comfortable seats and the generously proportioned glazing, we can now offer our guests a far higher level of comfort," says Urs Keller, CEO in Hoch-Ybrig.



» The TRI-Line is a groundbreaking further development of the 3S system. We achieve extremely long rope spans, which is very important above all in the case of challenging mountain terrain. In cities, we occupy an extremely small footprint because we use a small number of tower locations and the station buildings are very compact. With the extremely high transport capacity of up to 8,000 passengers an hour and direction, this system opens up scope for entirely new applications and projects. At the same time, it was just as important for us to keep an eye on the costs to ensure that this high-end ropeway system is also possible for projects with a more limited budget.

Thomas Pichler, Executive Director, Doppelmayr Holding SE

clair: Powerful new maintenance functions



A comprehensive update for the resort management software clair lightens the load when it comes to ropeway maintenance.



The new functions make it easier to improve the planning, documentation and monitoring of maintenance tasks. clair helps operators to ensure the availability of their installations, further increase safety, and keep costs under control.

Saša Maretić,
clair Product Manager



Running and maintaining technical installations in a resort entails a host of jobs. Retaining an overview during the daily routine is challenging but necessary. After all, safe and efficient operations are the top priority both for the operator and for guests. In order to make it easier to master the vast array of requirements, Doppelmayr developed the resort management software clair. This digital solution helps resort operators to keep an eye on work activities centrally and to simplify the planning and documentation of operating and

maintenance activities. In fall 2022, clair customers can look forward to a comprehensive update with extended maintenance functions.

Helpful new functions

With the new functions, clair triggers a reminder about upcoming activities at the right point in time – depending on service intervals or the number of operating hours. Attention was paid to practical details during development. Seasonal shutdowns, for example, are automatically included when calculating maintenance

Software features



IoT (Internet of Things): Reading data from the ropeway control system



Dashboards: Visualization of readout data with just a few clicks



Electronic operations log
(officially approved in Austria)



Time-saving onboarding
thanks to easy import of existing task checklists



High IT security through certified cloud solution



intervals. Another new and extensive functionality is the configuration of individual maintenance reports. This enables fast status reports. Configuration is simple and flexible. Criteria like activity type, status, components, users or user groups, for example, can be selected.

User-friendly operation

In times of high personnel turnover, it is particularly important for software handling to be intuitive and readily understandable. For this reason, special attention has been and contin-

ues to be focused on a well-thought-out user concept when developing clair. "Activities can be selected simply and quickly, and assigned to the appropriate personnel with a just few mouse clicks," says Saša Maretić.

That's clair

clair can be used to manage not only ropeway installations but also many other infrastructural units like snow cannons, buildings or trail grooming equipment. This software therefore assists ropeway operators with the maintenance and operation of all other technical installations in resorts – such as access systems, fire protection equipment or vehicles. Users can create these themselves in the system and manage, allocate, document and monitor the associated tasks. clair enables, for example, the electronic administration of ropeway operations logs. Approval for this application has been granted by the top ropeway authority in Austria, which comes under the Federal Ministry of the Environment.

A real game-changer for Luton Airport

WIR spoke with Graham Olver, Chief Executive Officer of Luton Rising



WIR. What is the significance of the Cable Liner for London's transport system?

Graham Olver: By providing a seamless transfer, the Luton DART will enable rail journeys of around 30 minutes from London St. Pancras International to the terminal at London Luton Airport. With a journey time of just over three minutes, the Luton DART is a real game-changer for passengers wanting to get to and leave our airport by rail. Notably, the journey from Central London to London Luton will become among the fastest for rail access to any of the London airports.

WIR. What are your expectations in terms of increasing the airport's attractiveness?

Graham Olver: The Luton DART is flexibly

designed to support our airport's sustainable growth not only to 18 million passengers per year but beyond, capable of serving a second terminal in the future. Already the fifth-biggest UK airport, the world-class passenger experience provided by the Luton DART will make our airport even more attractive.

WIR. What role did the topic of sustainability play in this project?

Graham Olver: Our airport, our community, our planet. That's the phrase that encompasses Luton Rising's purpose and ambition. Electrically-powered, the Luton DART will be emissions-efficient at the point of delivery. Operationally, we have the capability to – and will – reduce the number of Luton DART services when the demand is lower in order to reduce

carbon emissions and energy usage.

WIR. It was agreed with Doppelmayr Cable Car that they would take charge of operations for a period of five years, with an option to extend the agreement by another five years. What do you consider as the benefits of this cooperation?

Graham Olver: Well, successful partnerships are of the utmost importance to Luton Rising. When choosing the companies that we want to work with, we look far beyond purely financial terms and seek out partners that can help deliver a successful future not only for our airport but the whole town and all its people. Working with Doppelmayr has provided an exciting opportunity for your company to establish its UK presence in Luton. We hugely welcome this commitment.

WIR. What additional investments is Luton Rising planning for the next few years?

Graham Olver: So many, and that's because our company is so much more than an airport. It is our duty to plan for economic and employment growth, and to ensure that local people are well-placed to take up the new jobs that are created. That's why we are investing in a new £6m skills hub for Luton right now. The environment is also right at the top of our agenda. We have developed a groundbreaking Green Controlled Growth framework that will monitor, measure and set independent limits for the major impacts of noise, air quality, carbon emissions and surface access. For the first time in the UK, this will place environmental issues on an equal footing with economic benefits when planning an airport's expansion.

WIR. Many thanks for the interview.



Just over three minutes from train to plane

Luton DART | Luton (GBR)
Luton Rising

↗ 2,080 m 👤 2,720 PPHPD 🚆 2 4-car trains ⌚ 14 m/s ⌚ 3 min



The Luton DART gives rail travelers a fast, seamless and sustainable link from the railroad station to London Luton Airport.

London Luton Airport faced a challenge: How could more people be persuaded to use rail services instead of their cars to get to the airport? After all, despite all the supposed convenience, individual car journeys are not only harmful to the environment but also increase traffic volumes, making journey times unreliable. An alternative needed to be found that was sufficiently attractive to encourage people to switch. The solution: a Cable Liner fast transit from Doppelmayr Cable Car.

The trip as an experience

The Luton DART covers the roughly two-kilometer stretch between the mainline Luton

Airport Parkway railroad station and the airport terminal in just over three minutes. This means that the Luton DART offers a faster and more reliable alternative to the existing bus shuttles, and makes the trip by rail significantly more convenient for passengers. This driverless system also scores over other means of transport in terms of energy efficiency. In addition, the trip on the modern vehicle is an experience in itself, with the added benefits of comfortable seating and air conditioning. The service will run an average of every four minutes at peak times – so passengers can relax and don't have to worry about traffic jams.

Dealing with impacts from Covid and Brexit

Doppelmayr impressed the team of airport owner Luton Rising with its expertise and many years of experience. The company had already

successfully completed the UK's first Cable Liner at Birmingham Airport. Construction of the Luton system nonetheless posed some additional challenges. First, there was the UK's departure from the European Union – commonly known as 'Brexit' – then came Covid-19. Despite these obstacles, and working alongside the VolkerFitzpatrick-Kier joint venture responsible for the civil engineering program, Doppelmayr successfully handed over the finished Cable Liner to the customer in October 2021. The official opening date is due to be announced shortly, following the completion of ongoing operational, regulatory, and health and safety testing on the system. Doppelmayr Cable Car UK Limited will be running the installation for the next five years, with an option to extend the agreement by another five years.



This investment will encourage and transform the experience of those traveling to the airport by rail, thereby helping to reduce congestion on the roads, and confirms our confidence in Luton's potential for economic and employment growth.

**Councilor Javeria Hussain,
Chair of Luton Rising**



South America's first aerial ropeway with air-conditioning



10-MGD Teleférico do Juazeiro | Juazeiro (BRA)
 Governo do Estado do Ceará

 1,979 m
  221 m
  Initial phase: 1,000 PPH | Final phase: 2,000 PPH
  5.0 m/s
  5 min
 Initial phase: 26 | Final phase: 52
  D-Line
  03/2022



Juazeiro in Brazil boasts another attraction. A new, air-conditioned Doppelmayr D-Line brings visitors to the popular pilgrimage site Padre Cícero in seven minutes.

Undertaking a pilgrimage without having to brave the exhausting heat is now possible for visitors to the popular pilgrimage site Juazeiro do Norte in northeastern Brazil thanks to the new gondola lift from Doppelmayr. The Teleférico do Juazeiro offers a comfortable trip in air-conditioned 10-passenger cabins for the many annual visitors to the statue of the Brazilian priest Padre Cícero, who is also the city's patron saint.

Up to 2,000 visitors an hour

The new gondola, Teleférico do Juazeiro, carries up to 1,000 passengers an hour directly up to the hill. The capacity can be increased to

up to 2,000 visitors in a subsequent expansion stage. The gondola climbs 220 vertical meters over a total length of 1,970 meters.

Major contribution to tourism development

In the initial construction phase, 26 air-conditioned 10-passenger OMEGA V cabins provide a safe, comfortable ride for visitors all year round. They are also the first air-conditioned cabins on an aerial ropeway on the South American continent. An additional 26 cabins can be ordered as part of an expansion stage at a later date.

At the same time, the installation represents an important contribution toward the development of tourism in the region, as the gondola increases the attractiveness of a visit to the pilgrimage site many times over. Up to now, it was only possible to reach the plateau on which the

27-meter statue of Padre Cícero stands on foot or by bus traveling along a narrow serpentine road – in tropical temperatures with up to 60 percent humidity. Hundreds of thousands of people nonetheless visit the site annually, and now the new aerial ropeway will enable more visitors, including those who are perhaps not so good on their feet, to make the pilgrimage.



Our region offers an extremely rich cultural diversity. With this modern installation that features advanced technology and a high level of comfort, we're sure to inspire even more tourists to visit our region, including those from beyond Brazil's borders. **Artur Bruno, Minister for the Environment**

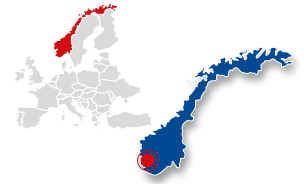




Extensive modernization of an iconic funicular

120-FUL Fløibanen, Norway | Bergen (NOR)
Fløibanen AS

↗ 847 m ↕ 302 m ♿ 1,530 PPH ⌚ 7.0 m/s 📍 5 ✂️ 04/2022



In Norway, the completely overhauled Fløibanen funicular brings passengers up to Bergen's local mountain at an elevation of 320 meters – and the famous funicular is now also entirely barrier-free.

The Fløibanen funicular railway is one of the most well-known attractions in Norway's second-largest city Bergen. It has been in service since 1918 and underwent comprehensive upgrades in 1954, 1974 and 2002. The funicular is very popular with local residents and tourists, and

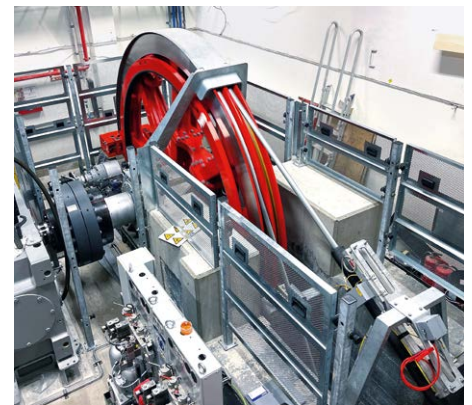
brings its guests from the lower terminal in the heart of Bergen up to the top of the 320-meter Mount Fløyen in seven minutes. Here, visitors get to enjoy a breathtaking view of the port city and the surrounding fjord and mountain landscape.

Barrier-free use

With the help of specialists from Garaventa AG, a thorough modernization of the installation was completed in seven months. Great importance was attached to barrier-free design with this project. All entrances are disabled-friendly and allow all passengers to travel in comfort, including those with baby strollers or wheelchairs. The funicular line was extended by five meters to make access to the viewing platform possible without having to climb stairs or take an elevator.

Comprehensive upgrade

The funicular stops at three intermediate stations along the line between Bergen and Fløyen, and is also a popular means of public transport for commuters. The Fløibanen has become increasingly important in recent years following the boom in cruise tourism. Capacity has been increased from 100 to 120 passengers per trip in order to reduce waiting times. The increase in travel speed from six to seven meters per second has also made a noticeable difference – the funicular can now do a through



trip from Bergen to Fløyen in 173 seconds. The cars sport a finish in Norway's national colors red and blue. Thanks to the glass roof, passengers can enjoy vistas of Bergen's surroundings during the trip.



We're very pleased with Garaventa and the fact that we were able to make use of the time during the pandemic to carry out this rebuild. And the most important thing: We did it on time and on budget.

Anita Nybø,
CEO, Fløibanen AS

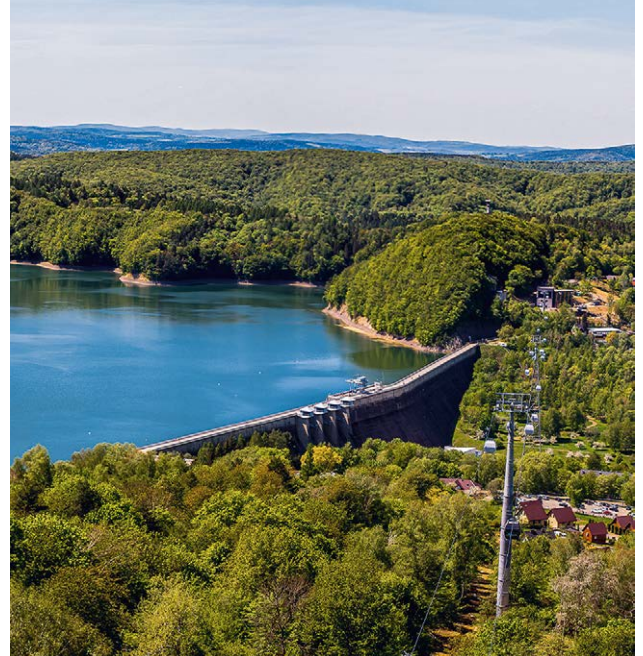


Gondola at Lake Solina

8-MGD Solina | Solina, Bieszczady Region (POL)
PKL and PFR Group



 1,503 m  109 m  1,200 PPH  6.0 m/s  25 (final phase: 34) 8-passenger cabins  07/2022



Since July 2022, the popular vacation area at the Solina reservoir in Poland has had yet another attraction to offer from the PKL and PFR Group: a new gondola lift from Doppelmayr that brings tourists on an unforgettable trip up to Jawor Mountain.

Lake Solina is located in the southeast of Poland, not far from the Bieszczady National

Park, one of the most popular vacation areas in Poland. In addition to its stunning natural surroundings, the region offers possibilities for wind surfing and other water sports. There are also numerous hiking and biking trails nearby. Since July 2022, the region has boasted another tourist highlight, with an attractive gondola lift as its main feature. Tourists use the 1.5-kilometer-long ropeway to reach Jawor Mountain and to enjoy the vistas of the surrounding Bieszczady Mountains.

Investment in tourism

The experience on the 8-passenger gondola begins at the Plaza station, which is located directly at the lakeshore. During the five-minute trip up to the mountain opposite, passengers can enjoy a breathtaking view of the lake, the dam and the surrounding hills. A 50-meter viewing tower, a café and a restaurant offering regional specialties await them at the top station. Another highlight is the Mysterious Solina theme park.

Poland's highest ropeway tower

Doppelmayr built this major project jointly with Polish ropeway operator Polskie Koleje Linowe (PKL). During the 10-month construction period, the teams from Doppelmayr Poland and Doppelmayr Wolfurt worked closely with

local managers. The installation incorporates five towers – one of which is Poland's highest ropeway tower rising up almost 72 meters. The gondola runs all year round and has a capacity of 1,200 passengers an hour.



The new ropeway in Solina is an innovative project that makes this location unique and creates fantastic experiences for all the family.
Patryk Białokozowicz,
Member of the Board
of Directors, PKL





Once LTW – again LTW



The customer: Offsetdruckerei Schwarzach – a well-established supplier of packaging solutions for the international consumer goods industry. **The task: to expand the logistics center created by LTW in 2011 to include a high-bay warehouse ten years later.**

A major expansion of the premises belonging to Offsetdruckerei Schwarzach had already been envisioned back in 2010, the aim being to double product capacity. But that was not all: The Schwarzach-based company also had high environmental standards for the new center.

Ecology on constant duty

When implementing the project, LTW adopted a series of measures to reduce the ecological footprint. The first of these was a geothermal energy concept involving 8.7 km of borehole heat exchangers for heating and cooling the industrial complex. The second was the conscious choice of wood as the construction material for the high-bay warehouse. The proud result: an 880-ton reduction in CO₂. A further advantage: the enormously short construction period of five months from signing

the contract. In addition, the stacker cranes of the time already incorporated an energy recovery capability. The energy released with every downward movement of the lifting carriage is converted into electricity and fed back into the grid.

Expansion during ongoing operation

Over ten years later in 2022, the company once again faced a similar challenge. The site in Schwarzach was again bursting at the seams. For this reason, the expansion to include a second high-bay warehouse was planned – but this time using steel.

The three biggest challenges confronting this expansion? First: The requirements to be met by the warehouse were even more complex as many different pallet sizes have to be stored – and each pallet type has different dimensions and therefore different requirements. Second: The complex interfacing of the software. The more complex a warehouse is, the greater the number of interfaces to be mastered. Third: The complete expansion had to be performed during ongoing operation. That not only called for meticulous planning but also perfect coordination

between the packaging manufacturer and LTW.

The solution

The new high-bay warehouse provides space for another 5,900 pallets, which can be stored and retrieved by two stacker cranes. Thanks to the expansion of warehouse management and control system, the level of automation has been further increased. The pallet size is already identified at goods inward. The pallet is then sent directly on the right route and, depending on its size, stored either in the new or in the old high-bay warehouse.



If friction costs energy, then right from the start, we are saving a massive amount of energy just thanks to the smooth operation of all material flows and interfaces – not to mention our personal energy.

**Johannes Knapp,
Managing Director,
Offsetdruckerei Schwarzach**



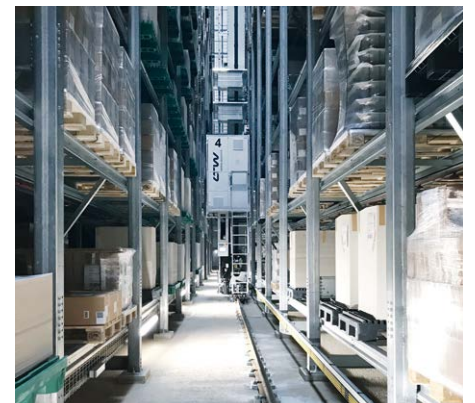
Technical specifications

HIGH-BAY WAREHOUSE 2011

- Racking in silo structure (wood)
- Normal temperature: +5 to +35 °C
- 3 aisle-bound stacker cranes
- Approx. 10,500 pallet spaces
- Payload 1,000 kg
- Warehouse management system and interface to customer's ERP system

HIGH-BAY WAREHOUSE 2022

- Racking in silo structure (steel)
- Normal temperature: +5 to +35 °C
- 2 new aisle-bound stacker cranes
- Approx. 5,900 pallet spaces
- Payload 1,200 kg
- Expansion of warehouse management and control system





Mountain playground in a class of its own

The Andermatt mountain experience in the Swiss canton of Uri has a new attraction. In the mountain playground known as the Matti Family Paradise, the Swiss mountains have been given a special stage setting.

Playgrounds make children's hearts skip a beat. In the Swiss ski resort Andermatt-Sedrun, a themed playground of a special kind has been created. For the younger guests, the focus is on swinging, climbing, sliding, trampolining, discovering and generally letting off as much steam as possible. Here, they get to experience the world of the Swiss mountains in a special way because on Nätschen nature plays a key role. Input Projektentwicklungs-GmbH provided the ideal partner. They supported the project from the initial idea to the concept, planning and quotation procedure and through to the implementation and proud handover – all of which was achieved in the record time of just four months.

The region's picturesque mountains and nature provided the inspiration for the versatile Alpine playground. Themes like sports, exer-

cise and adventure in the outdoors were also incorporated into the concept. The playground equipment was carefully selected and designed in line with the basic themes. Children get to slide out of a giant hiking backpack, balance on their way past chamois, and climb on a hiking boot that has climbing holds. These features enable them to playfully try out their mountain fitness. The lovingly constructed playground equipment has rapidly become an eye-catcher and a popular photo motif. The climbing wall with auto belay devices has four routes ranging from easy to difficult. It provides an added attraction for the playground and has proved to be a big hit.

Nature as leitmotif

All equipment and stations share a common theme. The materials used also reflect the overall concept. Almost all the frames are made of wood – plastic and metal were dispensed with as far as possible. As a result, the playground harmonizes perfectly with the surrounding mountain panorama and also makes a valuable contribution toward sustainability.



Have the courage to try something new! The smiling faces of our guests who inquisitively explore the Matti Family Paradise provide the most gratifying confirmation.

The concept is the perfect fit for us and our region.

Ignaz Zopp,
General Manager, SkiArena
Andermatt-Sedrun



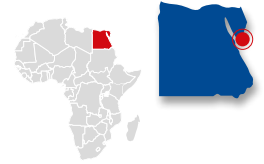
Matti Family Paradise

Location: Andermatt, Switzerland
Customer: SkiArena Andermatt-Sedrun
Opened: Summer 2022

By funicular straight to the sea

20-FUL Four Seasons Hotel at Sharm El Sheikh | Sharm El Sheikh (EGY)
Four Seasons Resort Sharm El Sheikh Egypt

↗ 142 m ↕ 19 m 👤 200 PPH ⌚ 1.3 m/s 🚆 1 ✂️ 02/2022



The Four Seasons Resort in Egypt's Sharm El Sheikh has lots to offer – including a comfortable transport solution at the heart of the hotel complex. The funicular railway invites hotel guests to a comfortable ride from the hotel to the beach or the pool bar.

Sun, sand and sea: At the popular Egyptian tourist destination Sharm El Sheikh, guests enjoy a wide offer. The Four Seasons Resort – one of the biggest hotel complexes in the region – aims to ensure that guests can relax as much as possible. And to make sure they don't overexert themselves, there is a comfortable funicular to take them the 142-meter distance and 19-meter climb from the hotel to the beach and the pool bar. The resort decided on a second funicular as part of an expansion of the complex – the original part of the hotel already has an installation of this kind in operation.

Cars in maritime look

In terms of its visual design, the new funicular is after the style of the existing installation. The car is inspired by boat building as a reflection of the local maritime setting. Special attention was also focused on the technical details. Electrical cabinets and hydraulic installations are sealed to prevent damage from sand and sea air. Also, the strong fluctuations in grade are compensated by a hydraulic leveling system. To offer passengers a pleasant ride experience, the cylinder positions are regulated by means of a car position indicator.

Construction challenges

Space restrictions posed a challenge during construction of the installation. The amount of ground clearance beneath the car is relatively low as the roadway for the caddies crosses the track and therefore does not permit any un-

venness. In addition, the stations must not have any trip hazards so the gaps in the flooring had to be kept as small as possible, which in turn had a major impact on the design. A large number of technical components had to be fitted to the car: track rope brakes including hydraulics, the hydraulic leveling system with long cylinders, the connection with the haul rope, and the complete control system. Another special feature of the installation: The haul rope is installed underground, as is the power rail for the entire alignment.



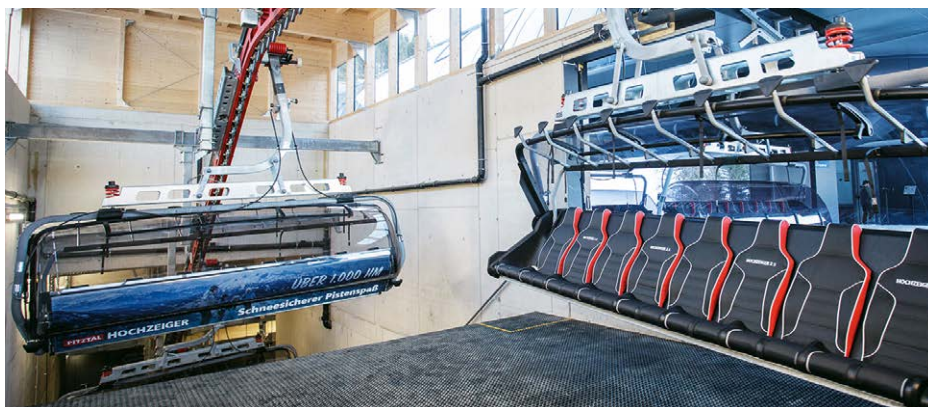


Mountain fun in winter and summer

8-CLD-B Hochzeiger 2.5 | Jerzens (Pitztal), Tyrol (AUT)
Hochzeiger Bergbahnen Pitztal AG.



 1,296 m
  501 m
  3,200 PPH
  5.5 m/s
  4.5 min
 Winter: 56 8-passenger chairs; Summer: 17 chairs and 17 bike carriers
  11/2021



The Hochzeiger 2.5 chairlift has been operating since the 2021/22 winter season and carries its passengers safely up to an elevation of 2,500 meters.

Tyrol's Pitztal region attracts large numbers of mountain sports enthusiasts all year round. In addition to winter sports, there are many summer activities on offer here, such as hiking trails and climbing routes, trail runs and mountain bike trails. The 8-passenger chairlift Hochzeiger 2.5 has been operating since November 2021 and replaces the Rotmoosbahn quad chair built in 1989.

First D-Line in the Pitztal

Doppelmayr built the first D-Line for the oper-

ating company Hochzeiger Bergbahnen over a two-year period. The cutting-edge chairlift is equipped with seat heating, bubbles and lockable restraining bars. The Doppelmayr Direct Drive ensures low-noise operation. The alignment runs in the direction of the Hochzeiger, from which the lift takes its name. Throughout the trip, guests have the summit cross at 2,560 meters in view. Trip time is four and one-half minutes during winter operation and roughly seven minutes in the summer. Once at the top station, visitors can look forward to stunning vistas of Pitztal's mountain landscape. In view of its exposed location, the top station is fitted with weather protection doors. These can also be controlled from the bottom station, which houses the parking facility for

the chairs. This enables fast and efficient carrier launching and parking operations. The location of the new top station immediately below the summit cross meant that the trail offer for guests could also be expanded.

Special features of summer operation

Doppelmayr developed special bike carriers for summer operation to meet the customer's requirements. From summer 2023, it will be possible to use these to transport bikes and mountain carts. This will give sports fans fast and comfortable access to their downhill thrills. In the winter, the lift has 56 chairs in use and in the summer runs with 17 chairs plus 17 bike carriers, which are mounted alternately.



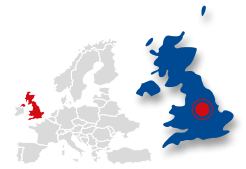
Functionality, comfort and safety are the hallmarks of the 2.5. It helps to provide a major boost to the attractiveness of our ski area. Above all, because we can address the particular needs of our summer guests with this lift.

Thomas Fleischhacker,
Managing Director,
Hochzeiger Bergbahnen
Pitztal AG



RopeCon® supports restoration of quarry pit

RopeCon® Bardon Hill | Coalville, Leicestershire (GBR)
Aggregate Industries UK Ltd.



Section 1: ↗ 469 / 500 m ↕ -148 / -68 m 📦 1,000 t/h ⌚ 3.3 m/s ⚙️ -380 / -150 kW ✂️ 2022
Section 2: ↗ 100 m ↕ 0 / 11 m 📦 1,000 t/h ⌚ 2.6 m/s ⚙️ 5 / 50 kW ✂️ 2022



At Bardon Hill, an innovative solution featuring a RopeCon® system has been built that significantly reduces CO₂ emissions and environmental impact.

Bardon Hill Quarry is one of the UK's oldest continuously operated quarries. It is located near Leicester in the county of Leicestershire. Restoring exhausted pits is a major factor in modern

quarrying activities and includes emplacement of the overburden from the active quarry to restore the landscape. To ensure efficient transportation, Doppelmayr developed the UK's first RopeCon® system for Aggregate Industries UK Ltd. The material transport system is used to convey the extracted overburden material and will carry up to 1,000 tons an hour.

Simultaneous conveying and emplacement activities

The proven RopeCon® system, a combination of ropeway technology and conventional conveying technology, will span 850 m across the entire pit with track ropes. The belt, which transports the overburden, moves on these steel wire track ropes and the material can be transferred onto a second belt directly in the rope span. This second belt is reversible and therefore allows simultaneous conveying and emplacement activities. The RopeCon® system also offers the ability to control the drop height, which minimizes the impact of noise and dust during the system's operation.

Eco-friendly

In order to make this restoration as eco-friendly as possible, Aggregate Industries UK Ltd. decided in favor of a RopeCon® system from Doppelmayr. This solution significantly reduces CO₂ emissions and environmental impact compared with road haulage or the footprint associated with a conventional surface conveyor system. In addition, the electric power generated with the RopeCon® can be used to operate other conveyor systems at the site.



Bardon Hill Quarry is a strategically important site. Our goal was to make the restoration as environmentally friendly as possible and that's precisely what we've achieved with the solution from Doppelmayr.

**Shane Tompkin,
Works Manager,
Bardon Hill Quarry**



New aerial tramway for the Vigiljoch



A tight time schedule has been set for the creation of an autonomous reversible aerial tramway in Italy, which will provide a more efficient link between the Vigiljoch (Monte San Vigilio) and the city of Lana.

The Vigiljoch tramway in South Tyrol's skiing and hiking region of the same name has been providing a reliable service since 1955. Now the time has come for a new aerial tramway

that is state of the art – with twice the capacity, enhanced wind stability and cabins that incorporate modern equipment and fittings. In addition, the lower terminal will in future be unmanned, i.e. it will run without an operating crew. In order to stay true to the tramway's roots, the upper and lower terminals dating from 1912 are to be retained. The installation is of central importance to the region as it brings large numbers of tourists to the Vigiljoch all

year round. The mountain offers several bike trails, good paragliding spots, historic buildings and ski runs.

Construction during the winter months

The biggest challenge facing the construction teams is the tight schedule. The old tramway is to be demolished by October 2022 and the opening of the new installation is already planned for June 2023. This means that a large part of the work will have to be carried out in the cold winter months at elevations of 300 to 1,200 meters.



New gondola on the sunny side of the Chopok



A high-capacity and wind-stable feeder lift is under construction in the Slovakian ski area Jasná: the 15-passenger gondola Biela Pút-Priehyba.

The Jasná ski area places its trust in proven quality. In collaboration with Doppelmayr, a third detachable gondola with 15-passenger cabins is being built at the resort. The system impressed the customer not only because of the generous amount of space in the cabins

but also and above all due to its wind stability. This is a major criterion as the Chopok – a popular destination in the heart of Slovakia – is very prone to wind. The new lift will act as a feeder for the Priehyba-Chopok Funitel, which in turn is a key installation up to the peak of the Chopok and consequently leads to the sunny side of the mountain.

Flexibility during construction

One of the big challenges during construction

was the tight time frame. Despite the fact that implementation had already begun in fall 2021 with the construction of the foundations for the towers and the top station, the building work on the bottom station could not start until mid-March 2022. The reason for this was the long winter and heavy snowfalls that made it necessary to use the construction site as a parking lot for guests during the winter season. The new lift will have a two-story parking garage in the bottom station. Construction of the station above the garage was performed with very close coordination between Doppelmayr, the customer and the building contractors. The work called for a high level of flexibility from all parties involved to ensure that installation work could go ahead precisely on time as construction progressed in the limited space available. The fine coordination has paid off and the lift will be fully operational for the 2022/23 winter season.



Off to the green heart of Santiago de Chile

A new gondola lift in Santiago de Chile will offer visitors a unique ride experience.

A new tourist installation is being built in Chile's capital, Santiago, which will connect the national zoo at the bottom station with the new Eco Park Chile Nativo at the intermediate station and the top of the hill in the city's Parque Metropolitano. This will provide visitors with a convenient and sustainable means of reach-

ing the three ropeway stations with their many attractions, including the fantastic animal world at the zoo, biking and hiking routes in the park, picnic opportunities, and the exceptional view of the capital. The new ropeway will therefore be a gateway to relaxation and re-energization as well as sports and entertainment.

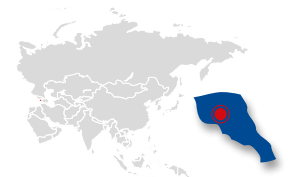
One-kilometer-long journey

The new gondola lift will have 24 8-passenger

cabins fitted with bike racks for bike transport – a bonus feature for downhill riders. The almost one-kilometer journey on the ropeway will offer a unique ride experience with breathtaking panoramic views as far as the majestic Andes that form the city's backdrop. Following the neighboring Teleférico Bicentenario, this is the second ropeway project for Doppelmayr in Santiago de Chile. The opening is scheduled for the end of 2023.



Three ropeways for the new Myler Mountain Resort in Armenia



The new multifunctional ski resort Myler Mountain Resort is being developed in Armenia – Doppelmayr was chosen to build three D-Line installations for this pioneering project.

North of the Armenian capital Yerevan, in the village of Yeghipatrush, a new ski resort is being created. Tigran Hautyunyan had the idea for this back in 1997. The childhood dream of the founder of the Myler Mountain Resort project became a clear goal: to create a ski resort in Armenia that meets international standards. The region has enormous potential in terms of its geographical location and climatic conditions. A master plan includes various developments at Myler Mountain Resort up until 2035.

In the long term, these developments are set to attract numerous mountain sports enthusiasts from home and abroad.

Three ropeways from Doppelmayr

In the first phase of the Myler Mountain Resort project, the main focus of investments will be on the construction of infrastructure. Doppelmayr has been selected as the partner for implementing the ropeway installations. Three D-Line installations will be built: a 6-seater bubble chairlift and two 10-seater gondola lifts. The master plan envisions a year-round offer for guests. The ropeways will therefore also be in operation throughout the year. The opening is planned for November 2023.





A warm welcome to Carvatech!

Vehicle body and ropeway carrier manufacturer Carvatech joined the Doppelmayr Group in October.

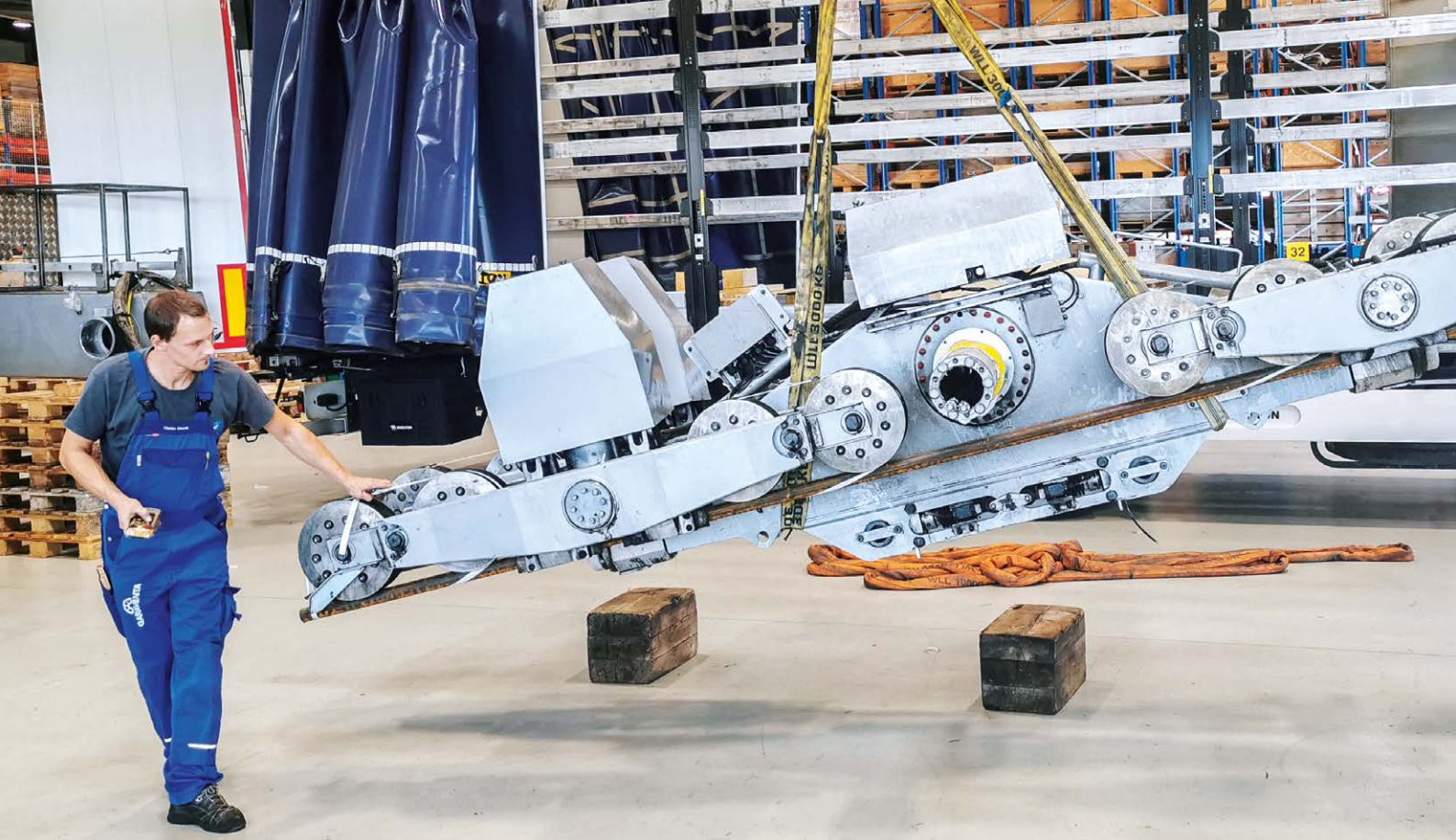
Doppelmayr welcomes the Upper Austrian company Carvatech and its workforce as new members of the team. The vehicle body and ropeway carrier manufacturer is no stranger to the Group. Doppelmayr and Carvatech have worked together for many years on numerous aerial tramway, funicular and monocable gondola projects. In future, the strengths of the two companies will be combined even more intensively. Previous Carvatech owners Robert Vockenhuber and Reinhard Aschauer are enthusiastic about the acquisition: "When looking to secure ownership succession following our retirement, the top priority was to place our company in good hands. In hands that promise stability and success. We are firmly convinced that we have achieved that goal."

Expertise in vehicle bodymaking

Carvatech will remain an independent brand. Thomas Pichler, executive director of Doppelmayr Holding SE, explains the thinking behind the move and looks forward to taking collaboration to a new level: "With Carvatech and CWA under one umbrella, we will strengthen our utmost expertise in carrier engineering and vehicle bodymaking on the world market within our Group. We are convinced that the integration will create new impetus and valuable synergies for our business."

From left to right:
Robert Vockenhuber
 (Managing Partner, Carvatech)
Michael Köb
 (CFO, Doppelmayr Seilbahnen GmbH)
Reinhard Aschauer
 (Managing Partner, Carvatech)
 and **Thomas Pichler**
 (Executive Director, Doppelmayr Holding SE)





New Ropeway Training Center in Uetendorf

With the Ropeway Training Center in Uetendorf, the Doppelmayr Group is expanding its training offer for ropeway personnel. The focus is on reversible aerial tramways and funicular railways.

» With the new Ropeway Training Center, our customers will benefit from top-class training in the area of aerial tramways and funiculars, where theoretical knowledge is combined with practical implementation on real ropeway components. **Heinz Kieliger, Head of Customer Support at Garaventa**



Well-trained personnel are a success factor for ropeway operators. Companies are able to reap the full potential of their installations when employees know all the tweaks and details. Competent care of the ropeways also reduces operating costs. This is why Doppelmayr/Garaventa supports customers with the training of ropeway personnel. Following the opening of the Ropeway Training Center in Dornbirn in 2020, Doppelmayr/Garaventa is now expanding its training offer to include aerial tramways and funiculars. Since May 2022, the Garaventa subsidiary in the Swiss village of Uetendorf has been home to a new Ropeway Training Center.

Theory and practice

The training is entirely geared to special rope-

ways, with aerial tramways and funiculars as the focus of the new two-day courses. The instructors are experienced engineers and technicians, customer support specialists and operations directors as well as external experts, who use a mix of theory and practice to put across course content to the participants. The training is aimed at operating and maintenance crew and also technical directors. Content includes fundamentals, functions, wear reduction, maintenance tips and experience with a wide range of subsystems.

Training and everything that goes with it

Top-class training is not the only thing on offer for participants who book a course at the Ropeway Training Center. Garaventa's customer support team takes care of all arrangements



throughout the course. That includes the organization and all the necessary assistance for participants from arrival, board and lodging to course documents. With this comprehensive package, they can then focus entirely on acquiring new know-how. For the duration of the courses, participants are accommodated at a hotel near the site. The supporting program arranged for the evenings creates the ideal social environment for talking to other participants as well as the instructors and exchanging experiences.

In Uetendorf or worldwide

Attending a course in Uetendorf also brings other benefits. Participants are given the opportunity to get to know the Garaventa customer support team and contacts, and to talk with

many specialists such as technicians and design engineers. Visits to plant and production facilities are also possible. For those who are not able to travel to Switzerland, Doppelmayr/Garaventa offers on-site training on the customer's own installation.



In memoriam: Inge Doppelmayr

* October 6, 1936 – † November 2, 2022



Inge Doppelmayr was a warm-hearted and open person, who was instrumental in shaping Doppelmayr and the company's reputation for hospitality. From the 1970s until her passing, she performed services for the company with great social commitment, warmth and joie de vivre. She established the company guest-house, and over the years devoted her loving attention to running it and filling it with life. This provided an important foundation that enabled guests to always feel very much at ease during their visits to Wolfurt.

As a senior member of the family, Inge Doppelmayr performed representative duties during many

trips abroad, at ropeway inaugurations and during customer visits. Her unique sense of humor and her sincere warm-heartedness were highly appreciated.

Until the end, Inge nurtured contacts with Doppelmayr employees and retirees. She always attached great importance to participating in corporate events such as company celebrations or ceremonies honoring long-service employees in her capacity as a representative of the Doppelmayr family.

We shall miss Inge and cherish her memory.

Partnership with ski racer Marco Odermatt extended



For four years, Garaventa has been supporting Swiss ski racer Marco Odermatt on his incredibly successful path. Now Garaventa has extended its collaboration with the overall World Cup champion and Olympic champion, which will continue up to the end of the 2025/26 season. On this occasion, Marco Odermatt tells us about his passion for skiing and his enthusiasm for winter sports.

WIR. Marco, congratulations on your successes! What are your goals for next season?

Marco: After my overall wins in the World Cup and in the giant slalom standing, it's clear that I'd like to confirm these successes. But a lot of factors will have to come together again to achieve that. The example of my predecessor, Alexis Pinturault, shows how difficult that is. It will take another perfect and injury-free season.

WIR. Did the ski fever grip you as a small boy?

Marco: Yes, my passion for skiing began on my first ever visit to the slopes at the age of two. My father took me with him to the Klewenalp and put me on skis for the first time. Skiing was always great fun from the start.

WIR. What has been the best moment in your skiing career so far?


Marco: Standing on the podium in Adelboden was the most emotional occasion that I ever experienced in skiing. It was extremely cool to be able to sing the national anthem in front of 20,000 Swiss fans and to experience that moment. I'll never forget it.

WIR. Now for two completely different questions: What characteristics do you value most in people?

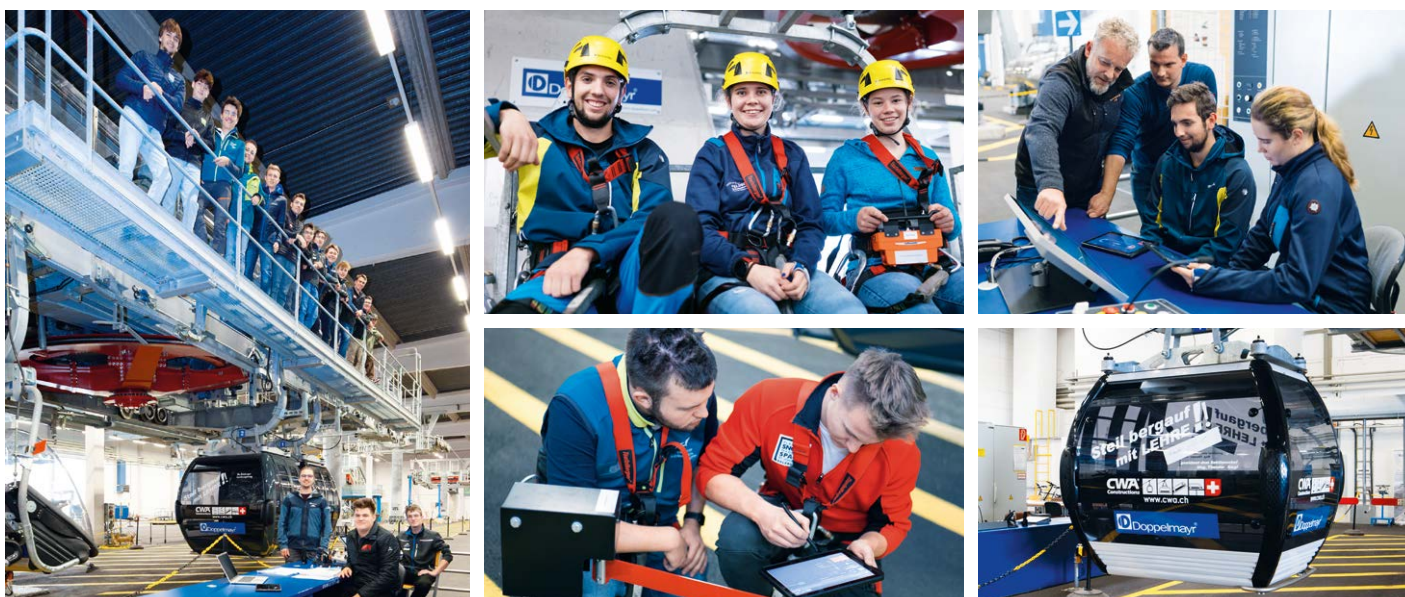
Marco: Honesty, great dedication and a zest for life.

WIR. Is there a talent that you don't possess but would like to have?

Marco: Unfortunately, I don't play any musical instrument. I think it's fantastic how musicians can affect people's hearts, make them happy, or lift them up with a few notes. Music is also an important part of my life.

 Find out more about Marco Odermatt in his video "passion in motion":





First-class training for the skilled personnel of tomorrow



Hallein Vocational College and Doppelmayr are strengthening ties in the field of technical innovations under the heading of “digitalization in education”.

Over the summer months, Doppelmayr experts got together with the team from Hallein’s Regional Vocational College in order to upgrade the training ropeway for vocational students to state of the art. The installation provides an important tool for the operations manager and apprentice training in the trades of ropeway and electrical engineer. The upgrade enhances the training offer and makes the apprenticeship even more attractive. Ultimately, it’s not only the apprentices who benefit but also the ropeway operators and their guests.

Focus on digitalization

In Hallein, a special emphasis was placed on digitalization. For this reason, the training ropeway now incorporates the cutting-edge equipment that Doppelmayr currently offers: Doppelmayr Connect, RPD Nexo and radio remote control for the line and the stations as well as a tablet with the latest resort management software clair. In order to make optimal use of all these features, Wi-Fi is available throughout the entire shop. The modernized training ropeway enables the students to learn efficient working methods when dealing with the ropeway – whether it’s through the clair applications with the digital operations log or the daily inspections using the tablet.

Collaboration with the Ropeway Training Center

The teaching staff at the vocational college have a key role to play in training the ropeway professionals of tomorrow. With this in mind, Doppelmayr offers training for teaching staff at the Ropeway Training Center in Dornbirn. Here, they can familiarize themselves with the latest ropeway components and, of course, with the Doppelmayr Connect control system with the help of competent operating personnel based on the train-the-trainer principle. Doppelmayr rounds off its training offer with special courses on maintenance at the Training Center as well as on site with the students.

Support with ropeway equipment

In addition, Doppelmayr assists the Regional Vocational College in Hallein by providing them with tools, documentation from operation and maintenance manuals, and customer training. The two also work closely to jointly identify future topics and trends – such as autonomous ropeways (AURO) or bicycle transport. Doppelmayr has equipped the vocational college with the new Sports Tow – an attachment system for surface lifts.

A big thank you goes to all our partners for their assistance and for the solution-oriented implementation of the project.



**LANDES-
BERUFSSCHULE
HALLEIN**

Legend

- Inclined length
- Vertical rise
- Capacity
- Speed
- Trip time
- Stations
- Conveying capacity
- Motor rating
- D-Line
- Opened
- Carriers

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