

# UFP

The Doppelmayr Group  
Magazine

1/2026

## Urban mobility

From theory to practice

## Merger

Garaventa integrates Frey Stans

## Projects worldwide

USA – Germany – Mexico



LIMEIL





# Urban mobility now and in the future

The importance of ropeways in the context of urban mobility is clearly growing. The latest issue of UP magazine once again highlights this trend. In Latin America, for example, urban ropeways have long been standard – and the infrastructure continues to expand. Europe is also following suit. While funiculars are widely used for urban applications in Switzerland, Europe's longest urban ropeway, the Câble C1 gondola, is the new showcase installation in the Île-de-France region, which is part of the Paris metropolitan area. Christophe Surowiec, the project manager for this system at Île-de-France Mobilités, provides some fascinating insights in an interview.

We take a look at the first lift designed purely for bikes as well as Germany's first AURO installation. Our innovative projects around the entire globe show how the industry has advanced and how rapidly it is developing. Always focusing on the goal of sustainable passenger transport – both now and in the future.

There have also been some interesting new developments within the Doppelmayr Group. Our site in China celebrated its 30<sup>th</sup> anniversary and the integration of Frey Stans into Garaventa has led to the creation of a strong unit that combines the expertise of 540 employees. As usual, we also look ahead to upcoming projects. Because, in the future, we shall continue to meet new challenges with commitment and professionalism. With this in mind, we wish you an enjoyable read!

The wide range of topics covered in this issue of UP once again illustrates how varied and innovative the world of ropeways is today.



Gerhard Gassner

Michael Köb

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**Spectacular RopeCon® installation**

Efficient, quiet and environmentally friendly: In France, an impressive RopeCon® installation is currently being built as part of the cross-border tunnel construction project TELT (Lyon–Turin) – which at 57.5 kilometers is destined to become the world's longest railroad tunnel. The first towers were erected at the end of 2025 and six track ropes with diameters of 52 mm, 47 mm and 37 mm installed. The lower and middle rope pair provide guidance for the conveyor belt. The upper rope pair give the system additional stability. Once completed, the new RopeCon® is to transport up to 1,350 tons of excavation material per hour over a distance of roughly 850 meters. It will then serve a segment prefabrication plant efficiently and continuously as well as a stockpile for the temporary storage of recyclable material – while simultaneously ensuring a significant reduction in truck transport. The route crosses a public road, existing buildings, and the Arc River.



# The city as a network: systematic multimodality



From the mobility requirement to comparing options and implementation: the ideal planning process as the common thread in modern mobility development.



Our cities are confronted with huge challenges: Densely populated areas, increasing traffic volumes, limited road space, and high environmental standards all call for solutions. Existing transportation systems often hit their limits, while new urban neighborhoods and changing commuter flows are redefining mobility needs.

Modern mobility planning therefore seeks solutions that relieve existing networks, create new connections, and shorten travel times. At the same time, these measures need to be sustainable and allow implementation without major changes to the existing infrastructure. A special emphasis is placed on systems that are entirely barrier-free in design, feature quiet electric operation, and can be realized within a comparatively short time frame. Urban ropeways are gaining importance in this context – not as a replacement for conventional systems but rather as a complementary building block within a multimodal transport network.

## Same planning process for all modes of transport

The pathway to a solution of this kind follows an established, ideal planning process that requires the same steps, irrespective of the means of transport. The starting point is the political decision to improve mobility and launch the planning process. The process begins with a requirements analysis that systematically examines the mobility supply and demand. This is where the data basis and the quality of the data are crucial. The goal is to identify relevant connections, estimate the demand, and derive mobility objectives. These objectives should define what concrete improvements are to be achieved and what the requirements are in terms of capacity, sustainability, operational efficiency, and urban integration.

These findings are then used as the foundation for a system-neutral analysis of the alternatives comparing different modes of transport. This is done on the basis of the previously defined requirements and taking into account traffic benefits, technical feasibility, approvability, environmental impact, and urban planning consequences. This phase ends with a political decision on the solution and an in-depth feasibility study. The next step involves the invitations to bid for planning, approval, construction, and implementation. Another crucial part of the process is engaging the public at an early stage in order to take local perspectives into account and build acceptance.



**German guide as a helpful reference**

A look at Germany shows how such an approach can provide orientation. The German Federal Ministry for Digital and Transport (BMDV) published its guide “Urban Cable Cars in Public Transport” in November 2022. This is intended as a comprehensive reference tool for cities, transport providers, and planners. The guide covers the entire planning process from the initial project idea and conceptual planning to the construction and operation of a system. It has a clear objective: to ensure that urban ropeways are examined as fully-fledged modes of public transport, on an equal footing with buses, streetcars and subways.

This structured approach provides the basis for informed decisions. Ropeways undergo the same review process as other modes of transport. The conclusion: The added value of ropeways lies primarily in supplementing existing networks, bridging gaps, opening up new areas for development, and providing useful connections to multimodal hubs. The project workflow recommended in the guide is based on the ideal process described above and ensures that the end result is a robust, transparent decision that improves mobility and connection quality.

**France leads the way**

A look at France shows what this ideal scenario might look like in practice. December 2025 saw the opening of the Câble C1, the first urban ropeway in the Paris metropolitan area and one of Europe’s first ropeways to be fully integrated into the public transport network. It links four municipalities in the Val-de-Marne department and provides their residents with faster, more efficient, and more reliable public transport connections on a daily basis. The project was handled exactly in accordance with the planning stages described: A detailed requirements analysis was followed by a system-neutral comparison of various modes of transport, which ultimately led to the decision in favor of the ropeway due to its system advantages. The contract was awarded and smoothly implemented by Doppelmayr following a formal bidding process. Further details of the project can be found on the next pages.

Paris impressively demonstrates how clearly structured planning based on a political mandate can lead to successful implementation, and how urban ropeways can provide a meaningful contribution to multimodal urban mobility as a response to the challenges facing our cities.

Conventional forms of mobility at street level are reaching their capacity limits in metropolitan areas. Ropeways take urban mobility to a new level.



**Project Steps and Timeline**  
based on the Câble C1 example



# »The Câble C1 is a blueprint for Europe«

With the Câble C1 ropeway line, Île-de-France Mobilités has opened a new chapter in urban mobility south of Paris (Val-de-Marne). In an interview, Christophe Surowiec, the project manager for this installation at Île-de-France Mobilités, talks about the emotional moment when the line was opened, the reasons behind the decision in favor of the ropeway system, the encouraging passenger statistics during the first weeks of operation, and about the possible role of urban ropeways in European metropolitan regions.

© Île-de-France Mobilités - Sajin / E. Perret

**Mr. Surowiec, do you still remember the moment when the line went into service? How did that day feel for you?**

Very intense and, to be honest, very emotional too. It was the moment when years of work suddenly became visible and tangible. When you watch the first passengers boarding the cabins and enjoying the trip, and see the system working exactly as planned, that fills the entire project team with immense pride.

**The Câble C1 is seen as a milestone for Île-de-France Mobilités and the integration of this part of the Val-de-Marne department. How did the project pan out from the idea to implementation?**

The development was motivated by a very clear objective: We wanted to close a serious mobility gap. In the southeast of Paris, there are many urban transport routes between municipalities (national roads, departmental roads, railroad intersections, high-speed lines, etc.) that are difficult or slow to navigate using conventional means of transport. It became clear at an early stage that a ropeway would have huge benefits here – both with regard to the topography and in terms of urban planning. From the feasibility study to public dialogues and implementation, it was an intensive but very constructive process.

**Why was the decision ultimately made in favor of an urban ropeway rather than a bus or street-car?**

Aerial ropeways have several decisive advantages in this context: They don't depend on the road system, don't occupy a lot of room on the ground, and can be built within a comparatively short time frame. These are huge benefits, especially in densely built-up areas, as obstacles like railroad tracks or roads can easily be crossed in the air. In addition, they're fast, quiet, entirely barrier-free, and have low energy consumption. All criteria that played a major role for Île-de-France Mobilités.

**What specific benefits do passengers now experience in their everyday lives?**

First and foremost, a time saving of at least 20 minutes and reliability. The Câble C1 connects five stations over a route length of 4.5 kilometers with a journey time of roughly 18 minutes – and it does so consistently, with no jams and no delays. Added to this is a completely new mobility experience: The ride is quiet, comfortable, and offers unique views of the urban environment. A lot of users tell us that they find the ropeway practical and enjoyable.

**The initial operating figures are very positive. Did you expect this response?**

We were optimistic, but reality has exceeded our expectations. On February 4, we surpassed the 500,000-passenger mark. Daily passenger volumes of around 12,500 in the first month clearly show that the service is being well received. That not only confirms the technical performance of the installation but also the accuracy of the original requirements analysis. For us, this is a strong signal that urban ropeways are highly relevant as an everyday means of transport.

**What role did public acceptance play during the project phase?**

It was huge. Continuous and transparent communication at an early stage during the various project phases was crucial. For many people, ropeways are something new in the urban context, so it's important to allay any fears regarding noise and the proximity to residential buildings as well as explaining the benefits in a way that everyone can understand. What we're seeing right now is that many of those who were initially skeptics have become enthusiastic passengers. That's particularly gratifying.

**In your view, what does the Câble C1 mean for the future development of mobility in metropolitan areas?**

It shows that all modes of transport can be considered if the environment and geographical conditions of an area allow – the focus is always on the benefits for the passengers. Ropeways are not a replacement for existing systems but a meaningful addition, like here in Île-de-France. They pick up where other modes of transport hit their limits. In times of expanding cities and growing demands in terms of climate protection, solutions of this kind are becoming increasingly important.

I'm convinced that ropeways will become an integral part of urban mobility development. Not everywhere, but precisely in places where they can leverage their strengths. The Câble C1 provides an excellent example and, as such, hopefully also a blueprint for other regions in Europe as well as worldwide.

## Christophe Surowiec

Câble C1 Project Manager  
Île-de-France Mobilités

Christophe Surowiec is project manager in the infrastructure department at Île-de-France Mobilités and responsible for one of the most innovative transport projects in Europe, the Câble C1. He has a long track record in the conception, planning, and implementation of complex infrastructure projects at the interface of technology, public transportation, and urban development.

# Câble C1 redefines urban mobility

The Câble C1 line marks the beginning of a new era of urban mobility in Île-de-France. This modern ropeway system provides several municipalities with a fast, barrier-free, and sustainable connection that has exceeded expectations in terms of passenger numbers directly after opening.

It is the first of its kind in Île-de-France and at the same time Europe's longest urban ropeway. On December 13, 2025, the Câble C1 urban ropeway went into service in the Paris metropolitan area, heralding a new era. For the densely populated agglomeration of Val-de-Marne, the installation represents a significant step toward optimizing public transport services and noticeably improving the daily commute for residents.

The Câble C1 incorporates five stations along a 4.5-kilometer route, providing a direct connection between the southeastern suburbs of Créteil, Limeil-Brevannes, Valenton, and Villeneuve-Saint-Georges and the Metro 8 (Créteil Pointe du Lac). The new installation therefore effectively extends an important transport link in the Paris metropolitan area and creates a fast, barrier-free connection across busy traffic routes – with a journey time of just 18 minutes instead of the previous 40 minutes at normal times.



**4,500 m**  
Length

**40 m**  
Vertical rise

**6 m/s**  
Speed

**1,600 p/h**  
Capacity  
expansion possible  
up to 2,000 p/h

**18 min**  
Trip time

**105**  
OMEGA V-XL cabins  
ten seats each

**30**  
Towers

**5**  
Stations

**12/2025**  
Opened

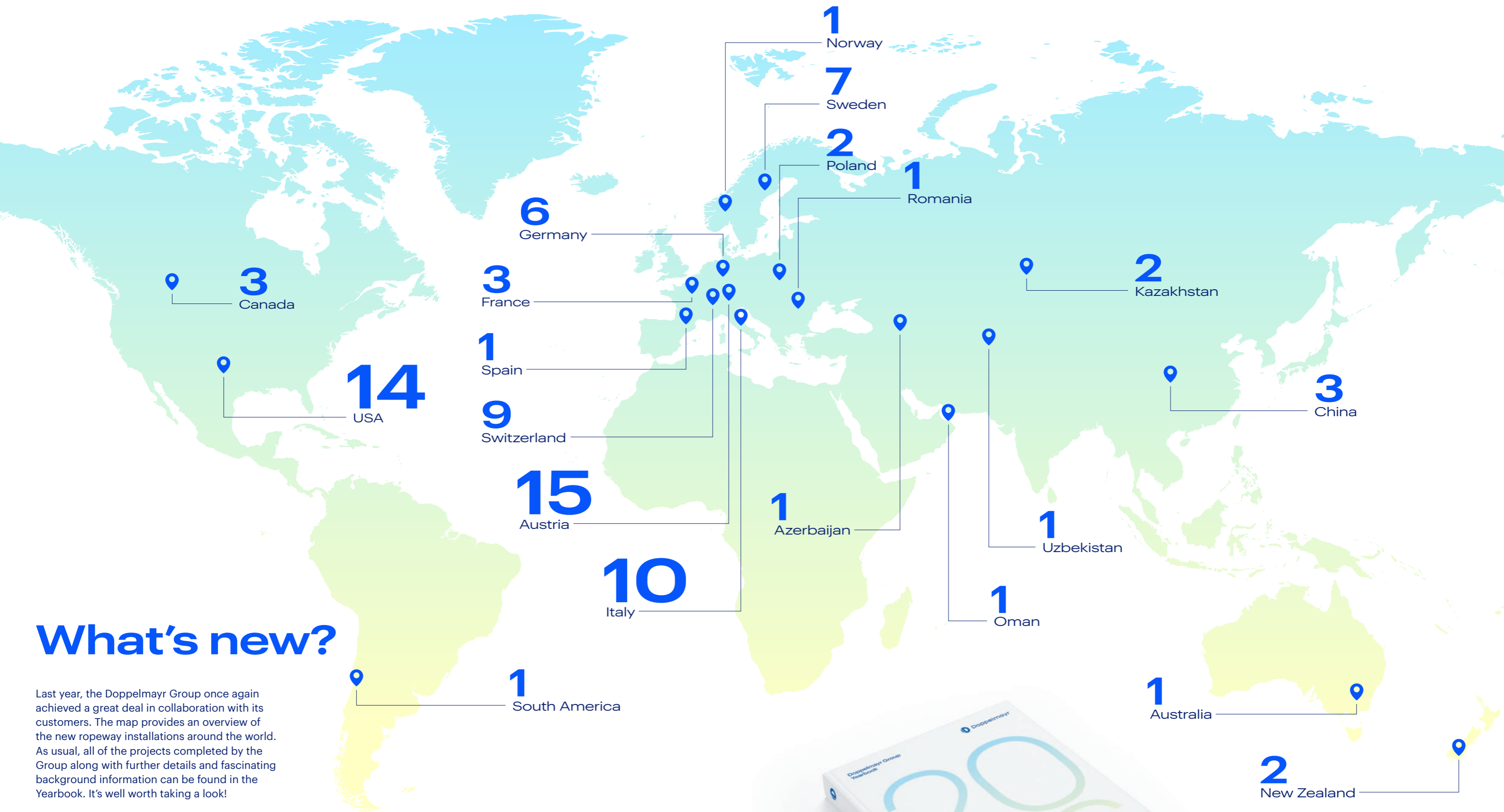
### Mobility for all

The ropeway features 105 innovative and barrier-free OMEGA V-XL cabins, each of them offering space for up to ten passengers. At peak times, the cabins run every 23 seconds, enabling seamless, efficient travel. The high service frequency and integration into the existing transport network make the Câble C1 a real added value for the area.

### Initial operating figures exceed expectations

A small structural footprint, a short construction time of three years, and straightforward integration into the

existing transport network are all hallmarks of the Câble C1 – and major advantages for the densely built-up area of Val-de-Marne. Within just a month after start-up, the Câble C1 had proved itself to be a great success, with 500,000 passengers using the urban ropeway. This averages at roughly 12,500 passengers a day and surpasses original projections. The strong demand underlines once again the potential of ropeways as an attractive, sustainable addition to conventional modes of transport in metropolitan areas.



## What's new?

Last year, the Doppelmayr Group once again achieved a great deal in collaboration with its customers. The map provides an overview of the new ropeway installations around the world. As usual, all of the projects completed by the Group along with further details and fascinating background information can be found in the Yearbook. It's well worth taking a look!



Check out the 2026 Yearbook here



# Rope elongation analysis for greater planning certainty

The Doppelmayr Group has launched a new service. Analyzing rope elongation brings a host of benefits for ropeway operators.



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

### Objective projections replace subjective assessments

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

### Forecasting for optimal planning

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

### Continuous monitoring

One-off analyses offer huge potential. But things get really interesting when multiple analyses enable monitoring. In future, automatic data collection using sensors will further enhance the service for operators. At the customer's request, this can provide the basis for helpful visualizations and even more accurate forecasts. Intuitive trend graphics and a recommended date for the next rope shortening assist personnel by giving them a better understanding of maintenance requirements at a glance.

### Booking and provision via the new customer portal

The new rope elongation analysis service is booked via the new Doppelmayr Group customer portal with a one-off payment, provided in the form of a transparent report, and continuously developed. It is available in all markets where the new customer portal has already been rolled out. At the present time, Austria, Germany, Switzerland, Italy and France are covered. Other markets will gradually follow.



»From our perspective, the entire operation was entirely straightforward, highly efficient, and went smoothly from start to finish. The collaboration between the specialists from the Doppelmayr Group and our local team was excellent – it was largely due to their professionalism that we not only met all the deadlines, but actually completed the project ahead of schedule.«

**Peter Magnus**  
Operations Manager, Koblenz Cable Car

© Seilbahn Koblenz

# Ropes with great significance

At the beginning of the year, Garaventa carried out a comprehensive service contract on the Koblenz Cable Car. A newly developed rope winch was used for this purpose.

The Koblenz Cable Car is Germany's first 3S gondola lift supplied by the Doppelmayr Group. It was built for the Federal Horticultural Show and has connected the park along the banks of the Rhine with the Ehrenbreitstein Fortress since 2010. It has 16 cabins and achieves a capacity of up to 3,800 passengers an hour in each direction. As the installation is in operation for around 2,700 hours a year, the demands placed on the ropes are correspondingly high. In early January 2026, Garaventa therefore carried out extensive rope work on the Koblenz Cable Car. The track ropes of both tracks were repositioned and the haul rope replaced for the first time. The goal was to safeguard the installation technically for the coming years.

### Track rope repositioning and haul rope replacement

The 54-millimeter-thick track ropes were repositioned on schedule without having to remove the track rope supports. Track 1 was repositioned by 16.5 meters and Track 2 by 19 meters downhill. The differences in repositioning length were due to the fact that the station saddles on the two tracks are not the same length. Electromagnetic testing of the ropes was performed during the maintenance work. The track rope supports were then relocated uphill accordingly to redistribute the stress points. Alongside the other work performed, the haul rope was replaced for the first time. The previous 6-strand rope had been in service for 16 years and safely carried millions of passengers across the Rhine during that time.

The replacement is a new 8-strand haul rope offering even smoother running and a longer service life.

### Special technology under demanding conditions

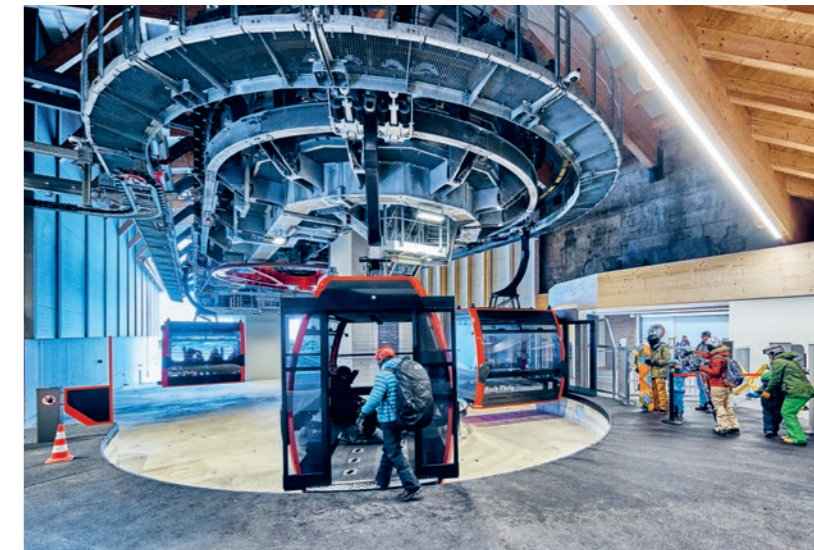
Garaventa deployed a newly developed ZECK winch for the rope work in Koblenz. This features a modular design, is lighter in weight than earlier models, and permits twist-free pulling and braking of the rope with forces of up to 15 tons. The alignment crosses a busy road and a railroad track as well as the Rhine, all of which were entirely unaffected by any of the work. In spite of the challenging conditions, everything went according to plan and the Koblenz Cable Car was able to go back into service on March 14, 2026.

# The first TRI-Line is up and running

With the new Weglosen-Seebli ropeway, the Doppelmayr Group is once again making corporate history. For the first time, a lift installation featuring the newly developed TRI-Line ropeway system has gone into service in the Swiss ski and hiking region Hoch-Ybrig.



At the heart of the TRI-Line is its newly developed carriage. Two D5000 grips attach to the rope from above while eight carriage wheels – four on each track rope – ensure exceptionally smooth motion and stability.



## Autonomous operation possible

The TRI-Line also impresses on all fronts when it comes to automation. The system is AURO-compatible – AURO stands for Autonomous Ropeway Operation – and enables operation without station attendants. Depending on the specific requirements, the installation can be operated in two modes: in conventional mode, employees monitor the bottom and top station; in AURO mode, passengers board and disembark from stationary cabins via dedicated platform gates in each station. Operation is monitored and centrally controlled from the Ropeway Operation Center (ROC) located in the top station.

World premiere in Switzerland: The Weglosen-Seebli TRI-Line went into operation at the beginning of November 2025. It impresses with cutting-edge technology, barrier-free cabins, and the option of autonomous operation. Hoch-Ybrig AG took the decision to replace an outmoded feeder installation in collaboration with Garaventa. The prime reason for choosing the new system was the challenging topography and geology of the location.

## The best of two worlds

The innovative TRI-Line ropeway system was developed by Doppelmayr in Wolfurt and combines the performance of classic tricable gondolas with the proven components of the D-Line generation. At the heart of the TRI-Line is its newly developed carriage. Two D5000 grips attach to the rope from above while eight carriage wheels – four on each track rope – ensure exceptionally smooth motion and stability. This makes for consistently high ride comfort, even in strong winds. The TRI-Line therefore plays to its strengths, especially in difficult terrain. Long rope spans, large differences in elevation, and high wind loads are no obstacle.

## Reduced structural footprint

The TRI-Line scores not only on technical innovation but also in terms of its small structural footprint in comparison with other 3S systems. Thanks to compact towers and stations, the Weglosen-Seebli TRI-Line requires only two tubular towers along its 1.7-kilometer route. A striking visual highlight is the newly developed STELLA cabin from CWA. This carrier provides space for up to 18 passengers – twelve seated, six standing – and ensures barrier-free access. Large panoramic windows open up impressive vistas of the mountain landscape during the trip. Initially, 18 cabins will carry up to 1,400 passengers per hour and direction.

**1,738 m**

Inclined length

**424 m**

Vertical rise

**6 m/s**

Speed

**1,600 p/h**

Capacity in final phase

**11/2025**

Opened

# Tailored into new dimensions

With the Explorer Gondola, Big Sky Resort in Montana reaches another milestone in its ongoing resort development. The new 10-passenger gondola creates a base-to-peak connection via the Lone Peak Tram while improving skier flow and offering terrain for all skill levels.



**2,511 m**  
Inclined length

**7.1 m/s**  
Speed

**457 m**  
Vertical rise

**8 min**  
Trip time

**3,270 p/h**  
Capacity

**12/2025**  
Opening

### Technology and design as one

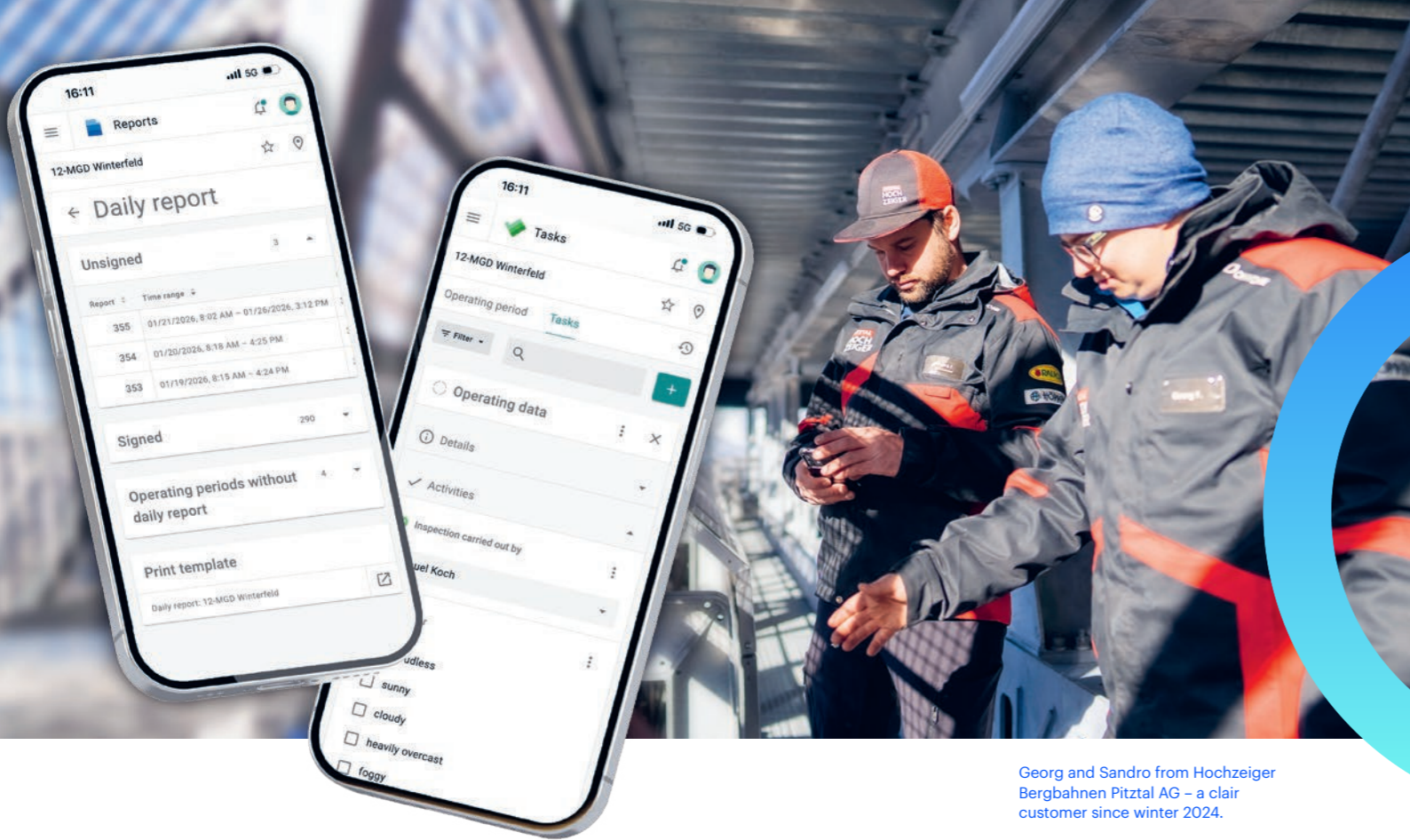
As a flagship installation for Big Sky, the Explorer Gondola is the first ropeway in North America featuring the cubic D-Line station design R2. The compact construction with clear lines defines the architectural look. In summer operations, bike cabins expand the range of uses and strengthen the year-round offering. With a line speed of 7.1 m/s, the installation is among the highest-performing in its category. It is powered by the nearly silent Doppelmayr Direct Drive – efficient, low-maintenance, and energy-optimized. The thoughtfully positioned mid station serves mostly beginner and intermediate terrain, giving newer skiers the opportunity to enjoy a true alpine environment while advanced terrain continues higher on the mountain.

### A connection with symbolic power

From the summit station, guests reach the legendary Lone Peak Tram directly. From there, the breathtaking view extends across three states and two national parks. With the Explorer Gondola, Big Sky now has a new ropeway that improves skier flow within the resort, enhances the guest experience, and positions the ski area as an innovation hub in the North American market.

With the completion of the Explorer Gondola, the resort's Big Sky 2025 initiative has been fully realized. For the first time, this installation creates a spectacular connection from Mountain Village directly to the iconic summit station of the Lone Peak Tram. With 83 individually configured OMEGA V cabins from CWA – each for ten passengers – the Explorer

Gondola sets new standards for comfort and features. Generous panoramic windows open wide views of Montana's mountain landscape, and heated individual seats ensure a pleasant ride even on cold days. For the first time in North America, the ski rack TWISTIN is also being used, allowing equipment to be stowed even more efficiently and safely.



Georg and Sandro from Hochzeiger Bergbahnen Pitztal AG – a clair customer since winter 2024.

## Secure in the cloud with a host of benefits

- No hardware
- No IT processes
- Fast implementation
- Fast expansion
- Automatic updates
- Data security through provider
- Accessible anywhere

## Now even handier: clair as an app

With the new clair app, the proven web-based solution is now optimized for mobile use and can be accessed anywhere. For customers, that means: Your own operation is always with you in your pocket whenever you need it.



clair has been consistently further developed. In addition to its successful use on desktops, notebooks or tablets, the application has now been optimized for portrait format on smartphones. Direct access is provided via your cell phone. Existing customers will automatically be given the option to install the clair app next time they log in. For René from Oberstdorf Kleinwalsertal Bergbahnen – a clair customer since winter 2023 – the benefits are clearly the main focus: “clair is for everyone who wants to go home after work with a clear conscience that

they haven’t forgotten anything.” With the new app, clair is now even closer to the everyday work routine, offering mobility, efficiency, and a consistently practical approach.

### Synchronized in the background, flexible in day-to-day work

The technological basis enables access to resort data from any device. As a SaaS (Software-as-a-Service) solution in the cloud, clair ensures that all data is synchronized in the background and up to date at all times. What is new is the added convenience and flexibility. Thanks to the app, information is no longer only available at your desk but wherever it is

needed. During the working day, this means that notifications can be checked out when you are on the move, tasks can be supplemented with photo documentation for clarity, and reports on equipment or other administrative documents can be scanned directly using your smartphone and stored in the knowledge base. Comments can be recorded immediately, reports digitally signed, and processes completed without time loss. There are also a host of other applications that are now possible – the best thing to do is to try these out for yourself. The step from web application to app is just a tap away.



Further information



Cloud software solutions like clair focus on the highest security standards, clear responsibilities, and full data sovereignty for the customer. This means they have long been in line with the technical and legal standards of modern corporate management.

clair uses modern cloud infrastructure. This means that computing power and storage are supplied by the software provider, and the customer licenses the finished solution. Installation on the end device is not necessary. clair is immediately ready to use and can be accessed from any internet-enabled device – with no additional IT infrastructure and costs.

### Win-win: less effort, more security

For local operations, that means no investments in hardware, no rising costs

for storage or computing capacity, no modifications of existing IT infrastructure, and no in-house update processes as these are imported automatically. Security standards are constantly updated and compliance with statutory requirements – such as GDPR or cyber security guidelines – maintained. The license costs are transparent and, in addition to the outlined functions, include server operation, storage, maintenance and further development. New clair software modules can be flexibly added and licenses adjusted at any time.

### Sovereignty: Customers manage their own data

The data belongs exclusively to the customer. They manage it in the software and decide what happens with it. The provider acts as a contractor without ownership rights. Data has to be disclosed or deleted on request. With the complete no-worries package, the provider takes care of all tasks related to databases, backups, and protection mechanisms.

# 68,000 pallets in the new high-bay warehouse

LTW Intralogistics has implemented a fully automated high-bay warehouse solution at the new Gebrüder Weiss site, establishing cutting-edge standards.

Gebrüder Weiss  
Wolfurt (AUT)  
Gebrüder Weiss GmbH



In 2025, Gebrüder Weiss set the course for the future with the construction of a new central logistics and IT center in Wolfurt. The company had reached the capacity limits of its existing structures at the previous site. The aim of the new building in the immediate vicinity of the freight station was therefore to streamline processes, make efficient use of space, and secure further growth for the long term. As a full-service provider, LTW implemented a fully automated high-bay warehouse as an integrated overall solution.

### Top-performance intralogistics from a single source

The installation, which was designed as a compact construction, provides space for roughly 68,000 pallets. 13 stacker cranes, each with a payload of 1,000 kilograms,

double-deep storage, and some 1,150 meters of track system ensure that the limited floor space is put to maximum use. The racking is supplemented with high-performance conveyor technology including LTW Carrys. Two Carry systems with a total of 33 vehicles perform the in-house pallet transport, running on a track length of 720 meters. The complete installation is controlled by the LTW Intralogistics software, which intelligently integrates all processes. The built-in camera function automatically recognizes pallet labels, enabling fully automated shipment labeling with a capacity of up to 200 pallets per hour.

### Future-proof, efficient and expandable

The new logistics and IT center gives Gebrüder Weiss a powerful basis for long-term growth. Automation reduces error rates, increases security of supply

for customers, and significantly optimizes internal processes. At the same time, the installation is modular in design and allows for expansion at a later date – a crucial factor in a dynamic logistics environment. “Thanks to the professional support from LTW Intralogistics, the automation technology was implemented on schedule. Our partner’s professional approach to the job was evident throughout all phases of the project,” says Stefan Oberhauser, site manager responsible for the Vorarlberg region and logistics at Gebrüder Weiss. With the centralized solution in Wolfurt, this project impressively demonstrates how cutting-edge intralogistics, intelligent software, and long-term partnership come together to ensure greater productivity.

8-CLD-B Mitterhausalm I  
Schladming (AUT)  
Planai-Hochwurzen-Bahnen GmbH



## Better connection to the Planai

Doppelmayr has built a high-performance, top-comfort lift installation with a key role in Planai: the new 8-seater chairlift Mitterhausalm I. This replaces a quad chairlift, significantly reduces ride and waiting times, and improves connections within the Schladming 4-mountain ski area for the long term.

Planai made targeted investments in the quality of its infrastructure for the 2025/26 winter season. Since December 2025, the 8-seater chairlift Mitterhausalm I has replaced the Sonneck quad chairlift and now ensures an even more efficient connection within the ski area. This will enable the ski resort to meet the growing demands for comfort, transport capacity, and safety, while at the same time boosting its attractiveness.

### Up to 3,000 guests an hour

With a capacity of up to 3,000 passengers per hour in its final configuration and a travel time of just under three minutes, the new lift will significantly help to relieve congestion in busy areas of the slopes.

A more even flow of guests will reduce waiting times and improve the individual skiing experience as well as overall traffic management in the ski resort.

### Even more comfortable trip to the mountain

The new chairlift also sets clear benchmarks in terms of ride comfort. Heated seats, bubbles, and comfortable upholstery ensure a pleasant ride experience in all weather conditions. A loading conveyor provides for easier boarding – particularly for children and less practiced winter sports enthusiasts. Lockable restraining bars guarantee additional safety during the trip and also contribute to the high technical standards of the installation.

792 m  
Inclined length

266 m  
Vertical rise

3,000 p/h  
Capacity

5.5 m/s  
Speed

2.92 min  
Trip time

36  
Chairs

DDD  
Drive



## Doppelmayr China celebrates its 30<sup>th</sup> anniversary

Three decades of pioneering work, growth, and technological milestones

For 30 years, Doppelmayr has been present in China with its own company. What began in the 1990s as a bold step has developed into a success story that has shaped tourism, winter sports, and international major events alike. Today, Doppelmayr China is one of the key pillars of the Group in the Asian region. On the occasion of the anniversary, more than 180 guests came together to honor three decades of commitment, innovative strength, and partnership-based cooperation. Among the guests were representatives from the world of diplomacy, business and the ropeway industry as well as long-standing customers and partners and the Doppelmayr Group's international management.

**Early market entry with foresight**  
Doppelmayr recognized the potential of the Chinese market at an early stage. The first major milestone followed in 1992 with the signing of the first ropeway contract for Mount Taishan. After intensive negotiations, the company decided in 1995 to establish a wholly owned subsidiary in China, Sanhe Doppelmayr Transportation System Company – the starting point for continuous expansion and technological

development in the country. Even at that time, the focus was clearly on ropeways for tourism applications.

### New benchmarks and international visibility

In the decades that followed, Doppelmayr China achieved numerous highlights: from the world record for the highest cable car on the Dagu Glacier at 4,860 meters in 2008 and China's first 3S cable car at Mount Lushan to the country's largest aerial tramway in Baoquan. The company gained international attention not least through the construction of all new ropeway installations for the 2022 Winter Olympic Games in Beijing. With the introduction of D-Line technology in the same year, Doppelmayr China also underlined its aspiration to bring technological innovations to the Asian market at the outset. Ropeway installations at world-famous locations such as the Great Wall of China and Mount Tianmen impressively demonstrate how mobility, technology, and the tourist experience merge. To date, Doppelmayr has realized a total of 147 installations in China. Around 30 percent of these are at ski resorts, with the majority serving mountain and day tourism.



## Garaventa and Frey Stans join forces

Combined expertise and clear structures ensure a strong unit



Management team of Garaventa AG (from left to right): Benedikt Wittwer, Heinz Kieliger, Marcel Nussbaumer, Arno Inauen, Philipp Meili, Iwan Bissig, Markus Rogenoser, Samuel Kaufmann, and Sebi Lüönd

It has been official since April 1, 2026: Frey AG Stans has been fully integrated into Garaventa AG. This step brings together two companies that have been closely linked technologically and strategically for years, creating a strong unit within the Doppelmayr Group. With some 540 employees, Garaventa is combining the know-how of both companies under one overarching organization. The Frey sites in Stans/Oberdorf and Sion have been retained and will operate as branch locations. The workforce has been seamlessly incorporated into the Garaventa team, with Benedikt Wittwer joining management. Projects, customer relationships, and partnerships will continue as usual.

**Technology from one source**  
"With the merger of Frey Stans and Garaventa, we are creating a powerful, future-focused unit. Our customers will benefit from consolidated know-how, our employees from exciting development opportunities, and our innovation capabilities will be further strengthened," says Garaventa AG's CEO Arno Inauen. For decades, Frey Stans has been synonymous with reliable ropeway control systems and technical precision.

One of the latest examples is the integration of the Connect control system for aerial tramways and funiculars and the energy storage system ESFOR, which are deployed on the world's steepest aerial tramway between Stechelberg and Mürren on the Schilthorn. This expertise is now an integral part of the Garaventa portfolio. While the Frey Stans brand will not be continued, its technologies and know-how will in future form a major part of the joint innovation strategy.

### Synergies for projects and service

Processes in project management, development, customer support, administration, and IT will become more closely meshed as a result of the integration. The objective is to offer integral ropeway solutions from one source and, in particular, to further expand the area of after-sales. The merger provides a solid foundation for the joint further development of digital solutions, more efficient project handling, and long-term competitiveness.

**6-CLD Superstar Six**  
Killington, VT (USA)  
Killington Resort

# Superstar gets a six-pack

Premiere at the »Beast in the East«: Doppelmayr has built a chairlift at the Killington ski resort (USA) for the first time.

### Technology for peak performance

With the 6-seater Superstar Six, a new chapter has begun at Killington Resort. For the first time, Doppelmayr has built a chairlift for the world-famous Vermont ski area. This installation replaces the legendary Superstar Lift, whose name pays tribute to Killington's famed Superstar Downhill World Cup event and which defined the slope of the same name for nearly four decades. The Superstar downhill run is a permanent fixture on the Women's Alpine Ski World Cup circuit and one of the most renowned race courses in North America, placing exceptionally high demands on the new installation.

The 6-seater chairlift impresses with a transport capacity of 3,000 passengers per hour and is specifically designed for the demanding weather conditions in Killington. With a sloped length of 1,054 meters, a vertical rise of 366 meters, and a line speed of 5.0 m/s, the Superstar Six provides powerful and reliable access to the famous race slope. The modern installation increases efficiency in day-to-day operations and also supports smooth flow during major events. In this way, it more than lives up to the significance of the course and the area's reputation as the "Beast in the East."

**1,054 m**  
Inclined length

**366 m**  
Vertical rise

**5 m/s**  
Speed

**3,000 p/h**  
Capacity

### Challenging conditions

Construction presented special challenges for everyone involved. Steep terrain and an early onset of winter required precise planning and close coordination among the companies involved. Thanks to the cooperative partnership, the installation went into operation even earlier than expected at the end of 2025 and has since contributed to the region's longest ski season.



**6-CLD Fellbergbahn**  
Steinach (DEU)  
Stadt Steinach



# AURO now in Germany

With the new Fellberg chairlift, the Silbersattel Adventure and Activity Park in Steinach in the Thuringian Forest is clearly putting its reputation for innovation on the German ropeway map.

**500 m**  
Inclined length

**151 m**  
Vertical rise

**4 vs. 3 m/s**  
Speed winter vs. summer

**2,198 p/h**  
Capacity winter

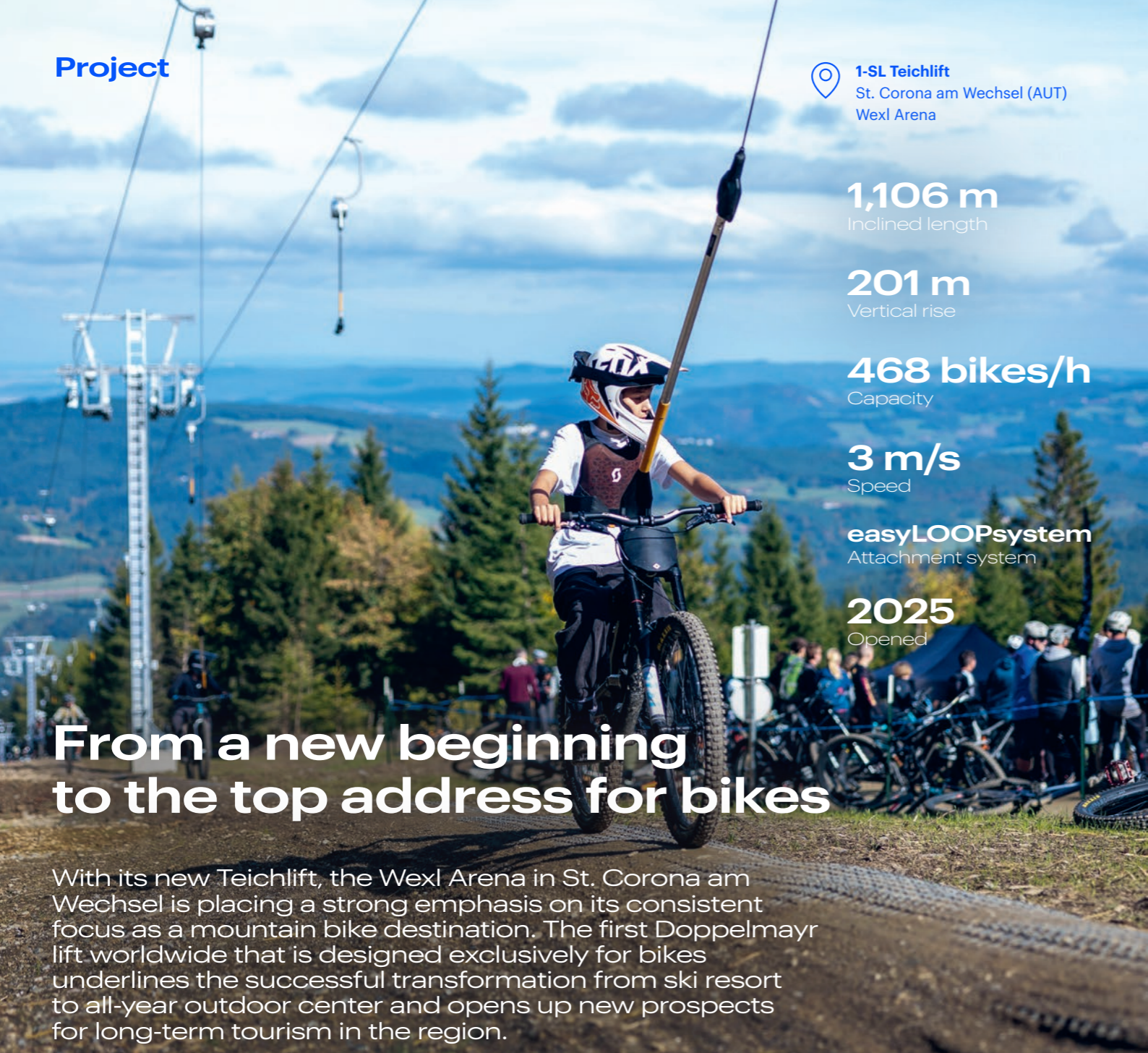
**1,099 p/h**  
Capacity summer with bikes

**AURO**  
Special feature

The innovative AURO system has now arrived in Germany. The Fellbergbahn is the first installation in the Federal Republic to be built with autonomous ropeway operation. This feature allows the lift to be operated without personnel in attendance in the top station. The detachable 6-seater chairlift replaces a 2-seater chairlift and ensures a significant boost in quality for daily operations. It provides a reliable connection for central sections of the ski and recreation area, and gives guests modern mobility options. At peak times, in particular, the new lift noticeably improves traffic flows and enhances the resort's attractiveness in winter and summer. By deciding on the AURO system, the town of Steinach deliberately opted for a future-oriented solution.

### Adapted for year-round operation

A major feature of the installation is its flexible operation. While a high transport capacity is achieved in the winter with a line speed of up to 4 m/s, summer operation provides an attractive offer for bikers and hikers. The Fellbergbahn is fitted with Bike Clips that stay attached to the chairs all year round. In the winter, the Clips are protected with covers and the stabilizers simply folded away. That saves time when changing over from ski to bike operation and does away with the need for additional storage space. In addition, mountain carts can be transported on a separate hook thanks to the CART Holder.



**1-SL Teichlift**  
St. Corona am Wechsel (AUT)  
Wexl Arena

**1,106 m**  
Inclined length

**201 m**  
Vertical rise

**468 bikes/h**  
Capacity

**3 m/s**  
Speed

**easyLOOPsystem**  
Attachment system

**2025**  
Opened

# From a new beginning to the top address for bikes

With its new Teichlift, the Wexl Arena in St. Corona am Wechsel is placing a strong emphasis on its consistent focus as a mountain bike destination. The first Doppelmayr lift worldwide that is designed exclusively for bikes underlines the successful transformation from ski resort to all-year outdoor center and opens up new prospects for long-term tourism in the region.

In the space of just ten years, the Wexl Arena in St. Corona am Wechsel has evolved from an economically restructured ski resort into a hot destination with a clear emphasis on mountain biking. A new highlight of this strategic alignment is the Teichlift, which was officially opened on September 26, 2025. As the world's first dedicated bike lift, this installation has been designed exclusively to carry mountain bikers – with no compromises. The collaboration with general contractor kosaplaner gmbh was a major success factor in this project.

**More fun on the trails**  
What began as a bold step has proven to be the foundation for the success of the Wexl Arena in establishing itself as the absolute top destination in the biking scene. The 1,106-meter-long surface lift with easyLOOPsystem brings bikes and their riders safely and comfortably uphill and provides access to six newly created trails. With a speed of three meters per second and a capacity of 468 bikes an hour, the lift shortens the uphill trip time and therefore increases the fun to be had on the trails.

**Strictly biking with great prospects**  
The Teichlift was inaugurated by Lower Austria's Provincial Governor Johanna Mikl-Leitner as part of the celebrations to mark the tenth anniversary of the Wexl Trail. After the combined summer/winter lift Erlebnisarena, which opened in 2020, the new Teichlift represents a consistent follow-up investment. It therefore stands as a shining example of a clear strategy: mountain biking as a driver for sustainable year-round tourism – with regional added value and long-term jobs.

**10-MGD Schwarzwandbahn**  
Altenmarkt im Pongau (AUT)  
Zauchensee Liftgesellschaft Benedikt Scheffer GmbH

# New ride experience in Zauchensee

The new Schwarzwand gondola brings greater comfort, higher capacity, and innovative technology to the Zauchensee ski resort. Since the end of November 2025, this modern 10-passenger D-Line lift installation has provided a new ride experience to the Gamskogel and gives guests – including pedestrians for the first time – convenient access to an elevation of 2,113 meters.

With the opening of the new Schwarzwandbahn at the end of November 2025, the Zauchensee resort has taken a major step toward the future. This cutting-edge 10-passenger D-Line gondola replaces its predecessor – which was affectionately named “Grandpa” and entered into a well-earned retirement after 40 years of service – and offers a significantly enhanced ride experience, comfortable boarding, and more room inside the cabin.

a clear gain for the operator on busy days. At the same time, the new installation opens up new options. For the first time, foot passengers also have a convenient means of reaching the summit at 2,113 meters, where they can enjoy a close-up view of the starting slope of the legendary Gamskogel World Cup course.

**Cutting-edge technology**  
The Schwarzwandbahn also sets technical benchmarks. As an AURO ropeway, both the bottom and top stations are run autonomously – and controlled via a remote ropeway operation center, where all relevant operating procedures are consolidated.

**Access for pedestrians**  
A key advantage of the new lift is its increased capacity, which has climbed from 1,700 to 2,300 passengers per hour. This means that roughly 35 percent more guests per hour can reach the Gamskogel –

**2,122 m**  
Inclined length

**740 m**  
Vertical rise

**2,300 p/h**  
Capacity

**5.5 m/s**  
Speed

**8.25 min**  
Trip time

**63**  
Cabins

**AURO**  
Special feature





# Between tradition and future

Zurich, Biel, and Ligerz-Prêles have more than just their topography in common. In all three cities, existing funicular railways have been extensively modernized and made fit for the coming decades. These projects are examples of how urban ropeway infrastructure is being further developed in Switzerland.

The Leubringen funicular in Biel is fully automated, and the vehicles and stations comply with the requirements of Switzerland's Disability Discrimination Act.



The Ligerz-Prêles funicular runs all year round as a mode of public transport.



The Rigiblick funicular is a well-known Zurich landmark and an integral part of the VBZ public transport system.

Urban mobility in Switzerland is challenging. Densely populated areas, high regulatory requirements, and diverse interests make new transport solutions difficult. At the same time, Swiss cities have had proven urban ropeway systems in the form of funiculars for over a century. Last year, three of these systems were comprehensively modernized and upgraded to the latest technical standards – three projects that show how existing infrastructure can be made fit for the future.

**Proven technology, reimagined**  
The **Rigiblick funicular** in Zurich, a railway steeped in tradition, has undergone a complete renovation. Since 1901, it has connected the Oberstrasse district with the Rigiblick viewing point – running fully automatically as an integral part of the city's transport network. After more than 45 years of operation, the vehicles, control system, and major technical components were replaced last summer. The new cars offer more space, are completely barrier-free, and are designed in the style of Zurich's Flexity tram operated by the city's transport authority (VBZ).

The **Leubringen funicular** in Biel also underwent extensive modernization. The two cars, each weighing around ten tons, were made barrier-free, the control and power electronics were replaced, and a new haul rope was installed. At the same time, stations and access points were upgraded and adapted to today's

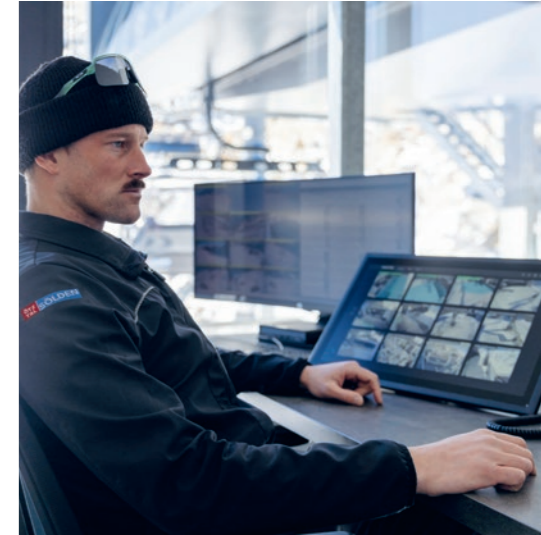
requirements. The precise assembly of the vehicles underscores the high technical demands of such renovations in urban areas.

In Ligerz-Prêles, the **Vinifuni** also underwent a comprehensive overhaul. This iconic funicular, which has connected the lake shore with the Plateau de Diesse since 1912, was completely revamped from a technical standpoint. The carriage, track rope brakes, and rope connection as well as the guidance and drive technology are now state of the art, and the vehicle itself has been given a fresh new look. In addition, the stations have been further upgraded to make them barrier-free. The funicular will thus remain an important link between the lake and the high plateau for decades to come.

**Urban mobility between aspiration and reality**  
Latin America is currently a hotspot for urban ropeways as an efficient means of transport. In Europe, on the other hand, implementation is often somewhat more complex. While there is less urgency to address traffic congestion or gridlock, at the same time, there are high requirements in terms of planning, approval, and participation. Nevertheless, interest in ropeway solutions to supplement buses and trains is growing here too – especially in areas where road and rail construction is particularly challenging.

# Two new chairlifts in Sölden

The Sölden ski resort opened two new lift installations at the beginning of last winter: Silberbrünnl and Einzeiger. Both 8-seater chairlifts mark a huge increase in capacity as well as ride comfort.





- AURO CLD
- AURO Assist
- Loading conveyor
- Lockable restraining bars
- Luxury individual seats
- Parking during passenger operations



- AURO CLD
- AURO Assist
- Loading conveyor
- Lockable restraining bars
- Luxury individual seats

**8-CLD-B Silberbrünnl**

**1,696 m**  
Inclined length

**389 m**  
Vertical rise

**6 m/s**  
Speed

**3,800 p/h**  
Capacity

**5.25 min**  
Trip time

**83**  
Chairs

**8-CLD-B Einzeiger**

**1,086 m**  
Inclined length

**262 m**  
Vertical rise

**6 m/s**  
Speed

**4,000 p/h**  
Capacity

**3.53 min**  
Trip time

**59**  
Chairs

Bergbahnen Sölden carried out a thorough modernization of two central traffic routes in the ski area for the 2025/26 winter season. With the new 8-seater D-Line chairlifts Silberbrünnl and Einzeiger, capacity has been boosted and ski guests get to the mountain with greater speed and comfort. As a consequence, both installations play a significant role in relieving busy trails and connecting areas.

**Improved guest flow and accessibility**

The **Silberbrünnl** is a lift connection that has grown historically alongside the resort. For decades, it has played an important role in repeat trips and in the direction of the glacier ski area, evolving from the original 2-seater to a 4-seater and now an 8-seater chairlift. With a capacity of 3,800 passengers per hour, a speed of 6 m/s, and a trip time of roughly five minutes, the new lift has brought noticeable improvements in traffic flow. The newly built **Einzeiger** is also designed for maximum performance and comfort. This lift achieves a capacity of up to 4,000 passengers per hour and connects central access points with highly popular areas such as the World Cup slope, the 15-kilometer downhill run, and high alpine viewing points.

**Both installations equipped with AURO**

To increase safety and reduce weather susceptibility, both lifts feature loading conveyors for comfortable boarding as well as lockable restraining bars and bubbles. Short trip times, comfortable individual seats, and the very latest technology take the skiing experience to a whole new level. Silberbrünnl and Einzeiger have opted for AURO CLD in the top station, which can therefore run without personnel in attendance. AURO Assist, on the other hand, helps the crew in the bottom station to identify any incorrectly seated passengers and stop them from reaching the line. This innovative technology boosts efficiency and passenger safety in daily operations.



# Taking resource efficiency to new heights

Sustainable thinking, modern implementation: With the new Diasbahn, the Kappl ski resort is launching into a new era. The redeployed gondola combines proven technology with contemporary design and makes a clear statement in favor of sustainable ropeway infrastructure in the Paznaun Valley.



The new Diasbahn marks the beginning of a visionary chapter in Paznaun. Winter 2025/26 saw the opening of an ultra-modern 10-passenger gondola lift in Kappl, demonstrating how sustainable redeployment and contemporary ropeway technology can go hand in hand.

Instead of opting for a completely new construction, Bergbahnen Kappl chose a resource-efficient approach and adapted a lift installation that had previously been in operation at the 2023 Federal Horticultural Show in Mannheim.



Check out the video



»With this decision, we want to contribute to protecting the environment without compromising on quality and comfort.«

**Andreas Kleinheinz**  
Chairman of Bergbahnen Kappl AG

**1,465 m**  
Inclined length

**648 m**  
Vertical rise

**6.5 m/s**  
Speed

**2,400 p/h**  
Capacity

**5.15 min**  
Trip time

**01/2026**  
Opened

### A conscious step toward sustainability

“With this decision, we want to contribute to protecting the environment without compromising on quality and comfort,” explains Andreas Kleinheinz, chairman of Bergbahnen Kappl AG. Reuse saves materials and energy and shows what sustainable innovation can mean. Before the ropeway was put into service in the Tyrolean ski resort, it was carefully dismantled in Mannheim, then inspected and technically upgraded. With its 41 ten-passenger cabins, it now ensures short trip times and considerably reduced waiting times – in winter and summer alike. Barrier-free access, high ride comfort, and modern technology represent a palpable upgrade for guests and for the region.

### Striking design, clean lines, and functionality

The stations of the installation built by Doppelmayr also create design accents. The cubic concept of the D-Line R2 station impresses architecturally with clear design language while effortlessly harmonizing with its alpine surroundings in Kappl. The station areas are configured for optimal efficiency, allowing the installation to be operated by just two employees, even when running at full capacity. Functionality and aesthetics go hand in hand here.

### Boost for the region

The opening celebrations on January 16, 2026, marked the end of an era spanning almost 40 years for the previous Dias lift. Numerous representatives from politics, tourism, and business attended the launch of the new gondola. For the Paznaun region, the Diasbahn is a strategic masterstroke as it strengthens the year-round offer and underlines the innovative strength of the Kappl ski resort.

# A piece of Austria in the Dolomites

The Austria House provides a stage for partnership and winter sports at the 2026 Olympics

**As a partner to the Austria House, Doppelmayr also played its part at the Winter Olympic Games in Northern Italy – to be precise in Cortina, which hosted competitions such as the alpine skiing, curling, and ice track events.**

During the 2026 Winter Olympics, Austria was making a visible statement with the Austria House in Cortina, emphasizing cohesion, innovative strength, and the close connection between sports, business, and tourism. The Austria House was much more than merely a meeting place during the Games. It acted as a platform for encounter and dialogue – between athletes, partners, representatives from the world of politics and



business, and international guests. Here, people celebrated, networked, discussed, and jointly shaped the future. An event of global significance such as the Olympic Games demonstrates just how much winter sports contribute to Austria's identity. The Austria House conveyed that identity to the world – and on the way there, visitors passed directly by the Doppelmayr cabin and the Doppelmayr chair.

**Partnership with lasting impact**  
For Doppelmayr, its presence in the Austria House was an expression of the company's long-standing partnership with the Austrian Olympic Committee (ÖOC).

Jürgen Pichler, head of group marketing at Doppelmayr, expressed his praise at the opening: "The Austria House is exceptionally successful. The creation of the Gala Hall in a former barn combines Austrian down-to-earthness with international standards – that's exactly what makes this place so special. The Olympic ideals of excellence, responsibility, and teamwork are very much in line with Doppelmayr's values." As a company with deep roots in the Alpine region, Doppelmayr has been closely associated with winter sports for decades. Ropeways provide the infrastructural basis for many winter sports destinations worldwide. They open up spaces, create experiences, and ensure value creation in the regions.



# Heading for the slopes together

This year's Doppelmayr family ski day took place in Sölden.



Once a year, it's time for Doppelmayr Group employees and retirees in Vorarlberg to strap on their skis and spend an unforgettable day in the snow with family and friends. This year's Doppelmayr family ski day took participants to Sölden at the end of January. Some 450 skiers and snowboarders enjoyed idyllic conditions and perfectly groomed slopes in one of the most famous ski resorts in the Alps. The trip to Sölden provided the ideal opportunity for a ride on the new Einzeiger and Silberbrünnl 8-seater chairlifts, which are equipped with cutting-edge AURO technology. Further information on these two installations can be found on pages 34/35.

**A big thank you to the lift operators**

The picture-perfect ski day was made possible in no small part by Bergbahnen Sölden, who provided the ski tickets. The entire team wishes to thank them for this generous gesture. In token of their appreciation and gratitude, participants in the family ski day will jointly support a social cause in the Ötz valley with a contribution of €25 per person.



»It was the best day's skiing in my entire skiing career: perfectly groomed slopes as wide as Vorarlberg's slopes are long and the bluest of skies. The comfort and friendliness throughout the entire ski resort – whether at the ski lift or in the restaurant – made a huge impression on me and my grandson Valerian.«

**Christoph Hinteregger**  
Doppelmayr senior

»The family ski day is an annual fixture for my family and me. There are always different destinations on the agenda, and it's great to be able to try out new lifts for ourselves. With the fantastic weather and slope conditions, the day in Sölden was a personal highlight of this winter season.«

**Thomas Rindler**  
Project Management  
Doppelmayr Ropeways

»The weather was perfect and the slopes were a dream. Sölden is an impressive ski resort. It was awesome that we had the opportunity to enjoy a day's skiing with friends and family.«

**Doris Bereuter**  
Electrical Engineering  
LTW Intralogistics

Coming Soon



**10-MGD Cablebús Línea 5**  
Mexico City (MEX)  
Gobierno de la Ciudad de México



## Major contract for urban mobility

The Cablebús Línea 5 is set to expand Mexico City's ropeway infrastructure

Mexico City is home to one of the most ambitious mobility projects worldwide. With an overall length of 15.2 kilometers and twelve stations, the Cablebús Línea 5 is destined to become the world's longest urban ropeway after its planned completion in 2028. It will provide a direct connection between western parts of the capital and the Metro station Mixcoac (lines 7 and 12), enabling fast and barrier-free integration into Mexico City's existing public transport network. Shorter and direct routes as well as significantly optimized integration will halve current travel times and lead to a definite improvement in quality of life for the population.

### Efficient and barrier-free

The Cablebús Línea 5 will carry up to 3,000 passengers per hour and direction and halve the current journey time thanks to a direct alignment and constant

availability. It will not depend on the road network, only occupy a small structural footprint, and can be completed within a comparatively short time frame. That is a major advantage, particularly in densely built-up areas. The consistent implementation of barrier-free design will also ensure comfortable, safe, and reliable use for all passengers.

### Long-standing partnership for sustainable mobility

With Cablebús Línea 5, the Mexico City government is strengthening its successful cooperation with the Doppelmayr Group. Since 2021, several joint urban ropeway projects have been completed, including the Cablebús lines 1 and 3. Overall, this will create an extensive urban ropeway infrastructure in Mexico – in future exceeding a total length of 50 kilometers and offering enhanced mobility for over 350,000 passengers on a daily basis.



**15.2 km**  
Length

**12**  
Stations

**114**  
Towers

**462**  
10-passenger cabins

**3,000 p/h**  
Capacity

**>50 %**  
Time saving

**Detachable gondola lift**  
Ropeway system



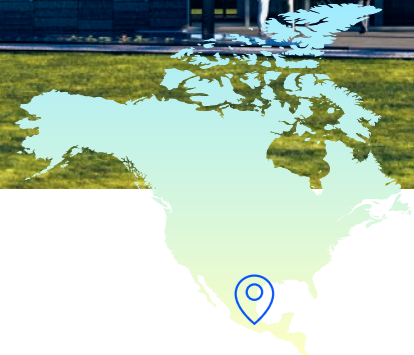
Coming Soon



## New ropeway network for Puebla

Next major contract for Doppelmayr in a Mexican metropolis

**10-MGD Teleférico de Puebla**  
Puebla (MEX)  
Gobierno del Estado de Puebla



More good news from Mexico: The government of the state of Puebla has awarded Doppelmayr the contract to develop a new urban ropeway network. The project encompasses four lines with a total of nine stations and an overall length of 13.61 kilometers. The city's 1.7 million residents can look forward to a major improvement in mobility.

### Time saving of over 50 percent

Mexico's fourth-largest city, Puebla, will see the creation of an efficient, barrier-free system that links up major urban destinations. Thanks to seamless and direct connections across congested roads, the aerial ropeway network will make daily commuting easier for thousands of people and reduce travel times by more than 50 percent. The system will incorporate 154 modern OMEGA V cabins, each offering ten seats and enabling a comfortable ride with a high service

frequency. The initial capacity will be 1,000 passengers per hour and direction, which can be increased to 2,500 in the case of growing demand.

### Efficient solution for urban structures

Connecting points will include Parque Juárez, the public transport system RUTA, Parque Biblioteca, and the Cerro Amalucan. The ropeway network in Puebla is part of a nationwide socially oriented mobility strategy aimed at relieving road traffic, reducing congestion, and offering reliable and barrier-free improvements in existing public transport systems. With this project, Doppelmayr is strengthening its presence in the area of urban ropeways in Mexico and establishing this mode of transport as an efficient solution for complex urban structures.



**13.61 km**  
Total length

**9**  
Stations

**96**  
Towers

**154**  
10-passenger cabins

**2,500 p/h**  
Capacity



**659 m**  
Inclined length

**354 m**  
Vertical rise

**6 m/s**  
Speed

**1,134 p/h**  
Capacity

**2**  
Towers

**2.73 min**  
Trip time

## Reconstruction of Gibraltar Cable Car

New ropeway promises a special experience at a popular destination

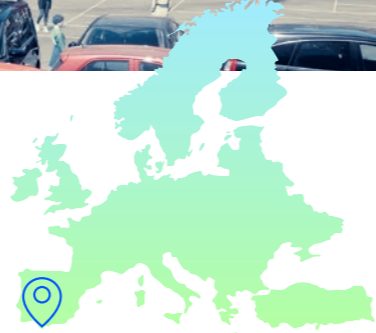
A new chapter is in the pipeline for the Rock of Gibraltar. The iconic Gibraltar Cable Car is to be completely rebuilt. Following its last trip at the start of 2026, the installation was taken out of service to make way for a modern aerial tramway fit for the future. The goal of the reconstruction is to make the popular tourist attraction state of the art in terms of both technology and design and to improve the visitor experience for the long term.

### Significantly higher capacity

The focus of the upgrade project is to deliver a clear boost to performance. Alongside redesigned stations and modern cabins to take 80 passengers, there will be a major emphasis on significantly increasing capacity. In future, more than 1,100 passengers an hour are to be carried – four times more than previously. This will noticeably shorten waiting times and allow visitor flows to the Upper Rock to be managed more efficiently. In addition, the new installation will offer marked improvements in terms of comfort and barrier-free design as well as operating safety and reliability.

### Looking out across two continents

Guests can look forward to an exceptional visitor experience when the tramway reopens. The ride provides access to spectacular panoramic views of the Strait of Gibraltar extending as far as Africa and Spain, while simultaneously enabling visitors to observe the famous Barbary macaques in their natural habitat. The tour is rounded off by a modern café and restaurant, a lounge bar with sweeping views, a shop, and a flexible event space.



**80-ATW Cable Car Gibraltar**  
Gibraltar (GIB)  
MH Bland Group of Companies



**10-MGD Führenweidli-Sillerenbühl (Direttissima)**  
Adelboden (CHE)  
Bergbahnen Adelboden AG

## To the heart of the ski resort

The Direttissima project will create a new ropeway in the Swiss ski area Adelboden-Lenk

The Adelboden-Lenk ski area can look forward to a new lift installation. The 10-passenger Führenweidli-Sillerenbühl gondola, also known as the Direttissima, will make it much easier to access the skiing, hiking and biking region. There will be a direct link from the Oey bottom station to Sillerenbühl – taking just ten minutes and therefore roughly 15 minutes faster than with the old lift connection.

### Relieving congestion at critical points

The planned 3.6-kilometer-long AURO installation belongs to the D-Line generation and will be powered by a direct drive. It will climb 713 vertical meters, feature 74 modern 10-passenger cabins, and achieve a capacity of 2,200 passengers an hour. The clear decongestion of traffic flows in the region will eliminate waiting times at critical points like the Bergläger station, particularly on busy days in the winter. The existing Bergläger-Sillerenbühl route is to be retained.

### A step toward year-round destination

The shorter trip time and enhanced comfort will increase the resort's attractiveness for families and day visitors as well as for hikers and bikers. This will also make the Sillerenbühl restaurant spontaneously accessible, and the mountain is set to gain importance as a destination for a wide range of experiences. For the Adelboden-Lenk area, the Direttissima marks a clear step toward becoming an innovative, well-connected year-round destination.



**3.6 km**  
Length

**713 m**  
Vertical rise

**7 m/s**  
Speed

**74**  
10-passenger cabins

**2,200 p/h**  
Capacity

**10 min**  
Trip time



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