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# NSAA 2010 in Orlando



For Rafi Stoffmann (right) and Samuel Kramer; the American market has plenty of potential for IDE.



John C. Gilbert (left) and Peter Müller (right) from Kässbohrer met John Hammond from Sugarbush Resort.



Rico Wehrli (left) and Raimund Baumgartner presenting the CWA project for Las Vegas



Jean Charles Farauo and Ingo Karl promoting the 2011 O.I.T.A.F. Congress in Rio



Damien Laymond of Magnestick presenting his solution for child safety on chairlifts



Swiss quality represented by Fatzer's Max Baumann (left) and Garaventa's Maurice Andrey

Photos: C. Ammann



Ed Dietzel (left), Johan Erling (middle) and Ken Showalter promoting Areco snowmaking at the trade show



Markus Pitscheider and Aline Lopes providing information about the 2011 O.I.T.A.F. World Congress in Rio



In spite of the orange shades, there was no hiding for three leading figures of the ropeway world: Paul Mathews (left), Michael Doppelmayr and Mark Bee (right).



Good vibes at the TechnoAlpin stand courtesy of Geir Vik (2nd right) and Karlheinz Terrabonna (far right)



ChairKid, Neveplast and Meingast with plenty to celebrate on the US market: Robert Meingast, Manfred Huber, Marc C. Wood, Ryan Locher and Niccolò Bertocchi.



Prinoth's Beast is making a big impression in the US. In the picture: Jim Coughlin, Werner Amort, Greg Clowers, Christian Martin and Oskar Schenk



Not just the right man in the cockpit at Axes: Wolfram Kocznar (right) – seen here with Peter Dermutz (left) and Guy Desrosiers – flew his own aircraft to Orlando.



Regis-Antoine Decolasse (left) and Bob Russel of Johnson Controls with a personal welcome for their clients at the NSAA Trade Show



From the left: Jean Gauthier, Rick Spear and Francis Charamel looking very happy about Poma Sigma's prestigious project for New York.



From the left: Marketing ideas for ski areas were provided by Peter Kobayashi, Coral Fraser, Peter Machalek and Grant Metson of adblocmedia.

# From ancient temples to modern sports events

Leitner gaining ground in Turkey



Photos: Leitner

**More than two thousand** years ago, Pergamon was one of the most important cities at the close of Greek antiquity. This is reflected by the fact that the city gave its name to “parchment”. Pergamon was also the final destination of the long and difficult march back by Greek soldiers from a war against Persia as described by the “war correspondent” Xenophon. And Pergamon was the birthplace of Galen, the prominent physician whose clientele included gladiators and athletes for the Olympic Games.

Today, Pergamon is located in modern-day Turkey, where it is known as Bergama. The ancient acropolis with its prized archaeological finds is a popular tourist destination. But transportation problems began when modern coaches with their heavy loads started damaging the roads and the archeological site itself. As an alternative, an eight-passenger gondola was proposed as part of a general visitor concept complete with restaurant, shop, and souvenir stand.

Overall responsibility for the Bergama Rope-way Project was entrusted to the Turkish

company Akropolis A.S. For the turnkey gondola installation, they in turn found a reliable partner in Leitner. Originally, another company was awarded the contract to build the gondola, but it backed out at short notice. As there were official deadlines to be met, Leitner set about saving the project by completing it in a record construction time of just three months.

## From ancient gladiator fights and Olympic Games to modern sports

The Turkish city of Erzurum will be hosting the Universiade, the World Student Winter Games in 2011. The Palandoken ski area there is famous for its immensely long ski trails. A new ski resort is being built for the event, with several new lifts and ski trails, and Leitner is currently in the process of constructing two new quad chairlifts, Konakli D and Konakli E, which will be handed over as turnkey installations. Two more quad chairlifts are currently in the tendering stage. In

spite of some very difficult conditions with regard to access roads, power supply and local capacities, it has been possible to make good progress with the construction work in the hinterland of Anatolia, and the lifts will be ready in time for the coming winter season.

## Leitner constructing an urban cableway

In addition, Leitner is building an urban cableway in the coastal city of Ordu on the Black Sea. The eight-seater gondola will connect the city with the district of Boztepe, which is situated 300 meters (a thousand feet) above sea-level. When finished, the cableway will be operated as a public transport service for both the local people and tourists. The installation is interesting from the technical point of view because it has an unsupported span of 800 meters (half a mile).

For Leitner, Turkey is becoming an increasingly important market, where there is demand for know-how in both winter tourism and urban transportation systems.

# IX

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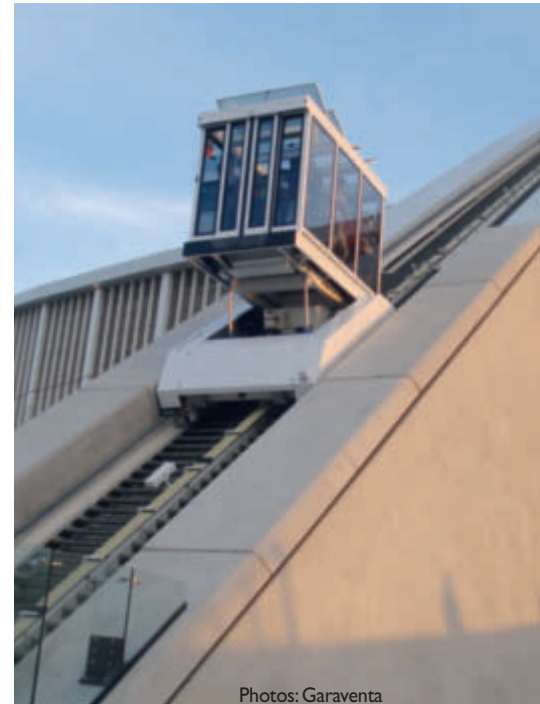
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# Funicular for World Cup stadium

Garaventa funicular with Gangloff cabin offers a bird's eye view of the stadium.



The Garaventa funicular is integrated in the supporting arch of Durban's new Moses Mabhida Stadium.



Photos: Garaventa

**As everybody must know** by now, the 2010 Football World Cup is taking place in South Africa. One of the venues is the Moses Mabhida Stadium in Durban, a brand-new facility that can hold 70,000 spectators – and has a single-track funicular built by Garaventa integrated in the roof support structure. The Moses Mabhida Stadium is a highly striking design: The main supporting structure is a breathtaking Y-shaped steel arch to which the stand roofs are anchored with steel ropes. The arch also carries the guideway for the 25-passenger funicular, which enables visitors to

ride up to a viewing platform and also serves maintenance purposes. During the World Cup, the funicular is not operating, however.

## Cabin with self-leveling floor

The cabin, which is almost entirely enclosed in glass, has hydraulic self-leveling. The winch drive is located at the bottom of the track in a hollow section of the arch footing. The top station at the apex underneath the viewing platform houses the return sheave for the haul rope.

The 25-passenger cabin from Gangloff has plastic-coated wheels running on two H beams.

## Innovative undercarriage with plastic-coated wheels

Garaventa designed a new undercarriage for the funicular cabin, which is unusual in that it runs on H beams instead of conventional rails. The wheels are coated with a soft plastic for enhanced damping. Lateral guide rollers fitted to the track support are used to stabilize cabin movement.

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**Autoren und Mitarbeiter ● Authors and Contributors:** Burgi Triendl-Schwetz, Innsbruck; Dr. Ing. Heinrich Brugger, Bozen; Dr. Gabor Kovacs, Zürich;

Ing. Reijo Riila, Helsinki; Resham Raj Dhakal, Nepal

**Frankreich ● France:** Alain Soury-Lavergne, 40 chemin de Malanot, F-38700 Corenc, Tel. +33(0)476 88 03 10, E-Mail: a.soury-lavergne@experts-judiciaires.org

**Italien ● Italy:** Dr. Ing. Heinrich Brugger, Claudia de Medicistr. 19, I-39100 Bozen, Tel. +39/0471/300 347, Mob.+39 347 5907305, E-Mail: h.brugger@alice.it

**USA – Canada:** Beat von Allmen, 2871 South 2870 East, Salt Lake City, Utah 84109, Tel. +1/801/468 26 62, E-Mail: beat@alpentech.net

**Tschechien, Slowakei und Polen ● Czech Republic, Slovakia, Poland:** Dipl.-Ing. Roman Gric, Haškova 14, CZ-638 00 Brno-Lesná, Tel. +420/5/41 637 297, E-Mail: gric@seznam.cz

**GUS ● CIS:** Dr. David Pataraia, Shertavastr. 18/16, Tbilissi-1060, Georgien, Tel. & Fax +995/32/373785, E-Mail: david.pataraia@gmail.com; Maya Semivolosova

**Rumänien und Bulgarien ● Romania and Bulgaria:** Dipl.-Ing. Petre Popa jr., str. Lunga 53 c/7, RO-500035 Brasov, Tel. & Fax +40/268/5436 98, E-Mail: petre.popa@gmail.com

**China ● China:** Dr. Ou Li, Dr. Schober-Str. 84 199, A-1130 Wien, Tel. +43/1/889 74 10, Fax+43/1/889 87 19, E-Mail: unicom@aon.at; Erwin Stricker, I-39012 MERAN-Bz, Postbox 144, Tel. +39/0473/210220,

Fax +39/0473/256220; E-Mail: erwinstricke@hotmail.com

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P D N PARTNER



UMWELTZEICHEN

## Riding into the future in historical Venice

The new Doppelmayr Cable Liner links historical Venice with the car parks and port facilities at Tronchetto.

**It is something** the thousands of visitors to Venice who arrive by car, bus or cruise ship every day have long looked forward to: a Cable Liner as a dedicated public transport system linking the arrival point with the Old Town. With a capacity of 200 passengers per trainset, this roped-hauled people mover provides a highly comfortable ride for 3,000 passengers per hour in each direction.

### Energy savings, zero emissions, fully automatic operation

The APM built by Doppelmayr and Siemens offers energy savings, zero emissions and fully automatic operation as it glides effortlessly on its elevated guideway at a speed of about 30 km/h – on rubber-tired wheels for low-noise operation. With its 870 meter long guideway,



One of the two trainsets on the elevated guideway (Photo: Doppelmayr)

which is supported on steel towers with an average height of 5 meters, the Cable Liner takes just three minutes to cover the distance from the embarkation area and car parks on Tronchetto island to the edge of Venice's historical town center.

### Rapid transit, relaxing ride

For its latest attraction, Venice has chosen a Doppelmayr rope-hauled people mover to provide its many visitors with a fast and direct link to the Old Town and offer a relaxing ride with wonderful views of Venice at the same time. The two high-tech trainsets are an extremely eco-friendly solution, which makes the short journey from the artificial island of Tronchetto to the terminus at Piazzale Roma as the gateway to the old town center a relaxing experience for every visitor to Venice. At the same time, more than any other rapid transit technology, the Cable Liner harmonizes with the city's historical style and unique atmosphere without disturbing the local inhabitants, the existing transport infrastructure or the architecture of the buildings.

## O.I.T.A.F. CONGRESS 2011

October 24 – 27, 2011 in RIO DE JANEIRO

### What is O.I.T.A.F.?

O.I.T.A.F. is the international organization on transportation by rope offering a common platform to discuss their specific problems to individual members, as well as to member organizations, ropeway supervisory authorities, ropeway manufacturers and ropeway operators. Drafting international recommendations for the construction and operation of ropeway installations is one of the main objectives the organization has set itself, with six Work Committees established to discuss problems and draft recommendations. In addition the organization, which was founded in Milan (I) in 1959, felt that it was necessary to convey to all interested parties the results of its research projects, investigations and discussions and accordingly set itself another fundamental task, namely to organize international conferences on transportation by rope to be held every six years. So far O.I.T.A.F. has organized nine such congresses and, in view of the need for the international dissemination of information and awareness-building for the ecological advantages of ropeway installations designed to carry persons or handle materials, has decided to organize the next international congress in Rio de Janeiro in 2011. This will be the second international conference to be held outside Europe (after San Francisco in 1999).

### Invitation to present technical papers on subjects to be addressed in Rio

In addition other issues, the congress is to address the subjects listed below in its working sessions. The list is meant as a suggestion for anyone with the desire, and the knowledge and experience to present a substantially innovative paper of the necessary standard. Interested applicants are required to submit a well written and ready-to-print manuscript which can as a starting point for subsequent debate on one of the following subjects:

#### 1) Transportation by rope and tourism

Subtitles

- Latin American ropeway installations as a means of transportation for tourists, YESTERDAY – TODAY – TOMORROW
- Alpine winter tourism worldwide
- Planning and operation of ski areas in the light of current trends and general conditions
- Electronic on-line ticketing systems – future trends
- etc.

#### 2) Sustainability of transportation by rope, environment, social aspects and cost efficiency

Subtitles

- Environment
- Social aspects
- Cost efficiency
- etc.

#### 3) Technology and safety

Subtitles

- Construction of ropeway installations designed to carry persons - latest developments
- The importance of material handling ropeways and recent developments

- Differences between ropes for material handling ropeways and ropes for installations designed to carry persons relating to their specific fields of application and different methods of inspection
- etc.

Conference languages:  
English, French, German, Italian, Portuguese and Spanish

## INFORMATION FOR SPEAKERS

### Submission of papers

Persons wishing to present a paper to the conference are invited to send an abstract by post, by e-mail or to the conference website ([www.oitaf2011.com.br](http://www.oitaf2011.com.br)) not later than January 31, 2011  
By post or E-Mail:

Jörg Schröttner  
Bundesministerium für Verkehr, Innovation und Technologie  
Sektion IV, Abt. Sch 3 - Seilbahnen u. Schlepplifte  
Radetzkystr. 2, A-1030 WIEN  
E-Mail: [joerg.schroettner@bmvit.gv.at](mailto:joerg.schroettner@bmvit.gv.at)  
Tel: ++43-1-711622300 Fax 711622399

or alternatively to

Peter Sedivy  
Bundesministerium für Verkehr, Innovation und Technologie  
Abt. VI/7, Radetzkystr. 2, A-1030 WIEN  
Tel. ++43-1-711622707 Fax: ++43-1-711622799  
E-Mail: [peter.sedivy@bmvit.gv.at](mailto:peter.sedivy@bmvit.gv.at)

The abstract must be of an original version of a hitherto unpublished paper on one of the subjects listed above.

### Title of the session

1. Development of transportation by rope in tourist areas
2. Sustainability of transportation by rope
3. Technology and safety

### They are also required to supply the following information:

- Title of the paper
- Title of the session
- Name of speaker
- Professional position
- e-mail address
- Telephone and fax number

### Applicants are requested to observe the following instructions:

- Format: Microsoft Word or text file
- Language: English, German, Italian or French
- Max. length: 350 words

**Simultaneous interpretation into the above mentioned conference languages will be provided in all working sessions.**

### Selection of submitted papers and deadlines

A Reading Committee has been appointed to assess the acceptability of applicants' papers on the basis of the abstracts submitted. Applicants are accordingly advised to ensure that their abstracts provide precise information on the nature and content of the definitive versions of their

papers. Prior to the final decision on the acceptance of papers, applicants may be invited by the Reading Committee to supply additional explanations or make amendments or corrections to their draft. Applicants are advised to carefully observe the deadline and to submit their abstracts no later than January 31, 2011. Abstracts submitted after the deadline cannot be accepted.

### Acceptance and publication of papers

Acceptance of papers will be communicated to authors by the end of March 2011. Authors are required to send the definitive version of their papers to reach the Secretariat of O.I.T.A.F. by the end of July 2011 at the latest. ([info@oitaf.org](mailto:info@oitaf.org) or [h.brugger@provinz.bz.it](mailto:h.brugger@provinz.bz.it))

The definitive digitized versions of the papers will be published on the O.I.T.A.F. website after the congress.

Applicants whose papers are not considered suitable for a formal presentation at the congress may nevertheless request O.I.T.A.F. to mention their papers in the bibliographic list of references.

### Presentation of papers

Speakers will normally be given a maximum of thirty minutes to present their papers. Requests for an exemption from this time limit must be addressed to the Reading Committee.

### Chair of the Reading Committee

Jörg Schröttner  
Bundesministerium für Verkehr, Innovation und Technologie  
Sektion IV, Abt. Sch. 3 – Seilbahnen und Schlepplifte  
Radetzkystr. 2, A – 1030 WIEN  
E-Mail : [joerg.schroettner@bmvit.gv.at](mailto:joerg.schroettner@bmvit.gv.at)  
Tel. ++43-1-711622300 Fax : ++43-1-711622390

or alternatively to

Peter Sedivy  
Bundesministerium für Verkehr, Innovation und Technologie  
Abt VI/7, Radetzkystr. 2, A – 1030 WIEN  
Tel. ++43-1-711622707 Fax : ++43-1-711622799  
E-Mail [peter.sedivy@bmvit.gv.at](mailto:peter.sedivy@bmvit.gv.at)

Applicants are kindly requested to indicate their requirements with regard to the necessary technical equipment (video, audio, ppt presentation, etc.) to

Marion Bronz C & M Congresses and Meetings  
Rua Marques 3 /101 - Humaitá  
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### Reimbursement of travel and accommodation expenses

Air travel (economy class) and accommodation expenses in a 3-star hotel in Rio during the whole period of the congress will be reimbursed to applicants whose papers are accepted by the Reading Committee for presentation to the congress and to chairpersons of working sessions.

### Contact address for additional information

Should you be interested in attending the congress or require further details or have any questions, please send an e-mail to the following contact address: [oitaf2011@cmeventos.com.br](mailto:oitaf2011@cmeventos.com.br)

See also the O.I.T.A.F. websites at [www.oitaf.org](http://www.oitaf.org)  
and [www.oitaf2011.com.br](http://www.oitaf2011.com.br).



# NZ thrill ride...

... seeks land partner for adrenalin-filled relationship

**If you like** the idea of hurtling down a gravity-defying racing track, speeding through tunnels, over dips and past spectacular mountain scenery, you are not alone. Over 3 million luge rides were taken last year, and with the market's appetite for lugeing continuing to grow at rapid speed, the race is now on to find the next luge location.

New Zealand-based Skyline Enterprises, the company behind the concept, is offering international land and resort owners in Asia, North America and Europe a unique chance to become a part of the world-wide luge craze. So what is luge? We asked International Luge Manager Bruce Thomasen to explain: "Lugeing is a gravity-fuelled go-carting adventure set on a scenic hilltop. Riders choose their own speed, have full steering control and opt for scenic or high-speed tracks. It's a real thrill ride and when they get to the end there's a skilift waiting to take them to the top to do it all over again!"

The ride enjoys wide appeal with adults and children of all ages, and since the first luge opened in New Zealand in 1986 over 20 million luge rides have been taken. Today Skyline Enterprises is one of New Zealand's largest tourism operators, hosting some 25% of all international tourists to the country. It runs four luge sites: at Rotorua, Queenstown, Singapore and Canada's Mount Tremblant, and whilst all report impressive results, Singapore hosts over 1 million rides per annum, more than any other location, plus it won the "Most Favourite Attraction Award" in only its second year of operation.

## Racing to find new location partners

This success is helping to fuel the company's desire to grow its luge portfolio, and the race is now on to find new international sites with stunning views and strong domestic and international visitor potential (at least 800,000 over a summer season). The ideal location will have other leisure and service facilities available on-site and will be able to operate all year round, although there is the option of running a summer-only attraction at those

sites with existing chairlift systems (as in the case of Mount Tremblant Luge).

The proposition for land and resort owners is an attractive one, as Mr Thomasen explains: "The company covers the capital costs for a new luge business, which can range from 3 to 5 million euros. Then we lease the site from the landowner, with rent linked to total turnover." The company has strong brand value and multiple service / host delivery awards. By operating the attraction themselves, they ensure that standards, procedures and guest safety are consistent around the world, "which means that ultimately every guest experience reflects our quality-service promise".

## Criteria make site selection a tough challenge

Finding the perfect site to match the luge attraction is no easy task. "It's all about location, location, location," says Thomasen. Firstly, to be considered your site needs a hill with a minimum vertical of 40 metres, and there needs to be enough land available to construct the track (a typical business footprint is 8000 m<sup>2</sup>, and the total area required to build the loop tracks is at least 40,000 m<sup>2</sup>.)

"We want long-lease locations that have a cluster of other family-focused attractions, retail, and food and beverage outlets nearby. Basically we want more people to come, stay longer and do more!" The set up at Sentosa Island is a good example: The luge and chairlift (Skyride) are located at the island's main entry point, ensuring a steady flow of foot traffic, plus the chairlift operates as a link be-



Photo: Skyline

tween Siloso beach and other activities, providing several reasons for people to take the Skyride. "It's a perfect illustration of how you can make the luge complement what's already there and maximise on the opportunity for visitation," says Thomasen.

## Building to suit local conditions

"Because sites are highly visual and typically in sensitive areas, including parks and reserves, major attention is placed on ensuring that the construction of the luge adds value to the visual experience and improves visitor-park interaction, rather than detracting from it." That means landscaping is an important component of every luge project. "Each location delivers unique challenges, whether it's extreme temperatures or a rigorous consent application process, but that's just part of the thrill of taking this fun-filled ride out to the rest of the world."

If you are interested in finding out more about this luge business opportunity, email [Bruce.thomasen@skyline.co.nz](mailto:Bruce.thomasen@skyline.co.nz) or call +64 21 921 771.