

Created in 1936, **POMAGALSKI SA** has become the world's foremost manufacturer of cable transport systems in terms of product range, number of references ; more than 7500 in 68 countries ; as well as equipment quality and performance.

POMA's activity centers exclusively on the use of cable systems for transporting people, equipment and materials in the arenas of industry, tourism, urban transport, leisure parks and winter sports.

Since its creation, **POMA** has well established its presence internationally and today constitutes a worldwide network in the form of subsidiaries, licensees, and agents. **POMA** is today a unified team of more than 700 people in the world.

POMA's presence is also felt by its French subsidiaries, all situated in the Rhône-Alpine region. These subsidiaries are charged with the conception of ancillary products and services : gondola cabins, acceleration / deceleration mechanisms, automatic control systems.

If one put all the systems built by **POMA** end to end , one would link PARIS to LOS ANGELES. These systems have a total transport capacity of more than 5.8 million passengers per hour, otherwise equivalent to transporting the entire population of France every 10.10 hours.

POMA's product range includes :

TELECORDE®, surface lifts, 2 to 8-passenger fixed and detachable chairlifts, 4 to 25-seater gondola lifts, detachable cable cars, jig-back ropeways, industrial transportation ropeways, temporary ropeways, inclined elevators, " passe-piétons " shuttles, funiculars, urban shuttles, **POMA** 2000 minimetros.

POMA goes ahead



- 1 • ARIANA 6 YEN TU Vietnam. (photo JP GARDET)
- 2 • Car for 33 passengers DMC-FUNITEL VAL THORENS France.
- 3 • DOUDOUK 6-seater chair LES MENUIRES France.
- 4 • Car for 200 passengers VANOISE EXPRESS / PARADISKI France.
- 5 • Siège COKIS 6-seater chair LES MENUIRES France.
- 6 • TK VECTRIS ski-tow LES DIABLERETS Switzerland.
- 7 • Industrial line for conveying materials. VICAT SASSENGE France.
- 8 • ARIANA 6 CLUB HUALIEN OCEAN PARK Taiwan. (photo JP GARDET)
- 9 • PHENIX 6 SUPER DEVOLUY France.
- 10 • ARIANA 8 MEGÈVE France.
- 11 • UNIFIX 4 VOREPPE France.

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JIGBACK CABLE CAR LINE Press kit

POMA

January 16/2004



THE VANOISE EXPRESS, linking mountains!



La Plagne, les Arcs, Peisey-Vallandry...

Two mountains, three resorts, 20 destinations... world-famous names conjuring up mountain feats and legends...

For nearly 40 years, countless projects for cable car links – some feasible, others less so – fueled the collective imagination of an entire valley.



Then in 1998, the "Compagnie des Alpes" conducted an extensive survey to determine whether the time had finally come to build this link between Les Arcs and La Plagne. Our customers were the first to believe in it.

Responding to a series of surveys, they expressed a keen interest in seeing the link completed. This first positive response set the wheels in motion. With the approval of local authority representatives and support from our socio-economic partners, and following a lengthy design phase conducted by our group, a beautiful dream became reality.

The project presented many technical challenges. How could the imposing Ponturin valley be crossed? How could we reconcile the need to preserve the site by limiting the project's environmental impact, secure the performance levels required to handle traffic between the resorts, and meet the unprecedented quality, safety and reliability requirements? The Vanoise Express was the innovative solution put forward by Pomagalski's teams.

Many men and women dreamed of this vital link. Today, we can thank all those who devised and built it, and who now operate such an outstanding engineering achievement.

Some journalists have called the Vanoise Express a bridge, others have likened it to a beacon. These terms testify to the extremely powerful symbolic aura surrounding it. The Vanoise Express cable car line is now the linchpin of Paradiski, uniting the future of the Les Arcs/Peisey-Vallandry and La Plagne ski resort areas.

Long live the Vanoise Express!

Bernard CHAPUIS

Chairman of the Executive Board
SELALP Group



TECHNICAL CHARACTERISTICS

Type	JIGBACK
Line length	1 850 m
Vertical rise	64 m
Line speed	12,50 m/s
Rescue speed	1 m/s
Hourly capacity in each direction	2 000 p/h
Travel time	4 mn
Number of passengers per car	200+1 passengers/car
Weight of a loaded car	29 000 daN
Clamping device type	grip pull obtained by bending rope
Number of cars	2
Primary drive power installed	530 kw x 2
Power of generators	225 kwA
Gearboxes	POSIVA
Drive terminals location	PEISEY NANCROIX
Tension return terminals location	MONCHAVIN LES COCHES
Diameter of the 4 track cables	75 mm
Diameter of the 2 hauling cables	45 mm
Diameter of the 4 cables supporting the hauling cables	42 mm

POMA'S PARTNERS

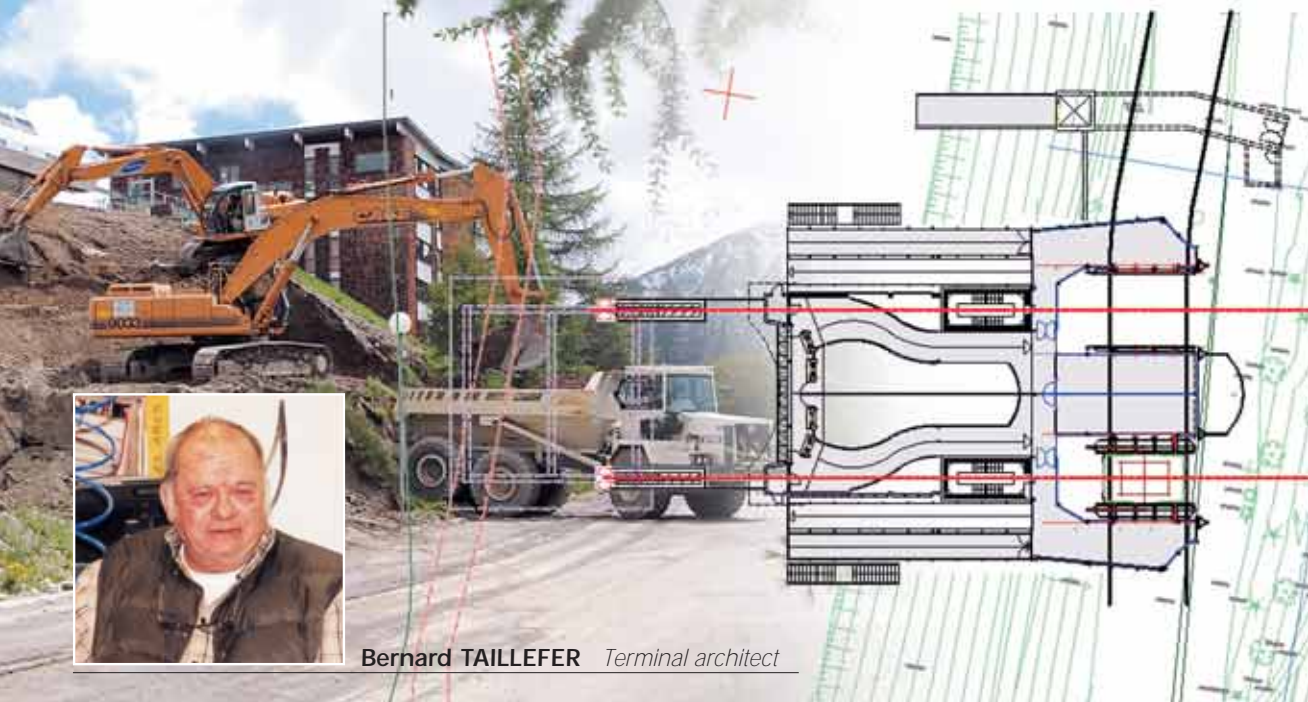
Terminal architect
Terminal prime contractor
Reinforced concrete engineering
Surveyor
Geotechnical engineering
Civil engineering

Installation
Functional metalwork
Metalwork for stairs and tubing
Metalwork
Cables
Magnetic particle inspection of cables
Automatic control
Aircraft warning lights
Fiber optics
Hydraulic units
Hydraulic piping

Bernard TAILLEFER
AEI
PLANTIER
GEODE
SAGE
SOTARBAT,
COMAG et SN BRIANT
COMAG
ACCMA
SOMER
DARRIERE & LAFOURCADE
TREFILEUROPE
HALEC
SEMER
DELTA BOX
BRUGG
FAURE AUTOMATISME
FB Industrie

Cars
Carriages and towhangers
Structural framework – Roofing – Joinery
Electricity in buildings
Plasterwork – Painting/Flooring materials
Tilework
Electricity
Plumbing
Elevator
Water tanks
Turnstiles
"Small" metal fittings

LOVISOLO
GONZALES
GIGUET
CHEVALIER
GASTINI SA
ABC TRAVAUX
CHEVALIER
LANSARD
KONE
LABARONNE CITAF
TEAMAXESS
AMB



Bernard TAILLEFER *Terminal architect*



PEISEY NANCROIX - altitude 1,612m

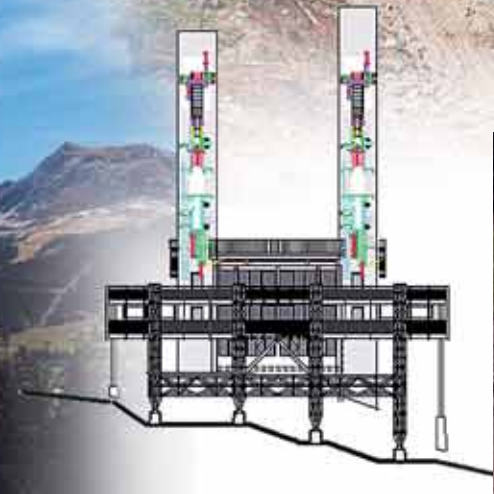


TERMINAL G1





MONCHAVIN LES COCHES - altitude 1,548m

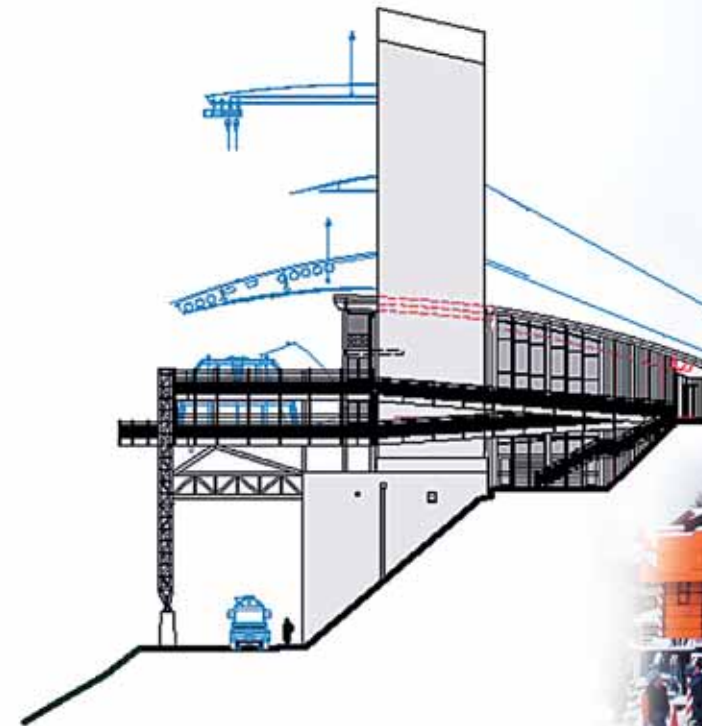
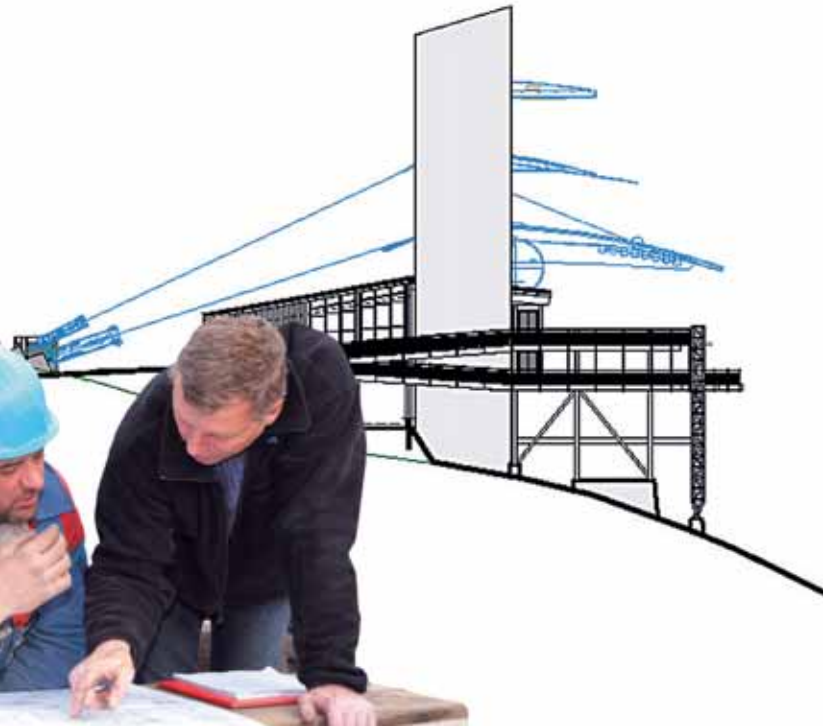


TERMINAL G2



POMA

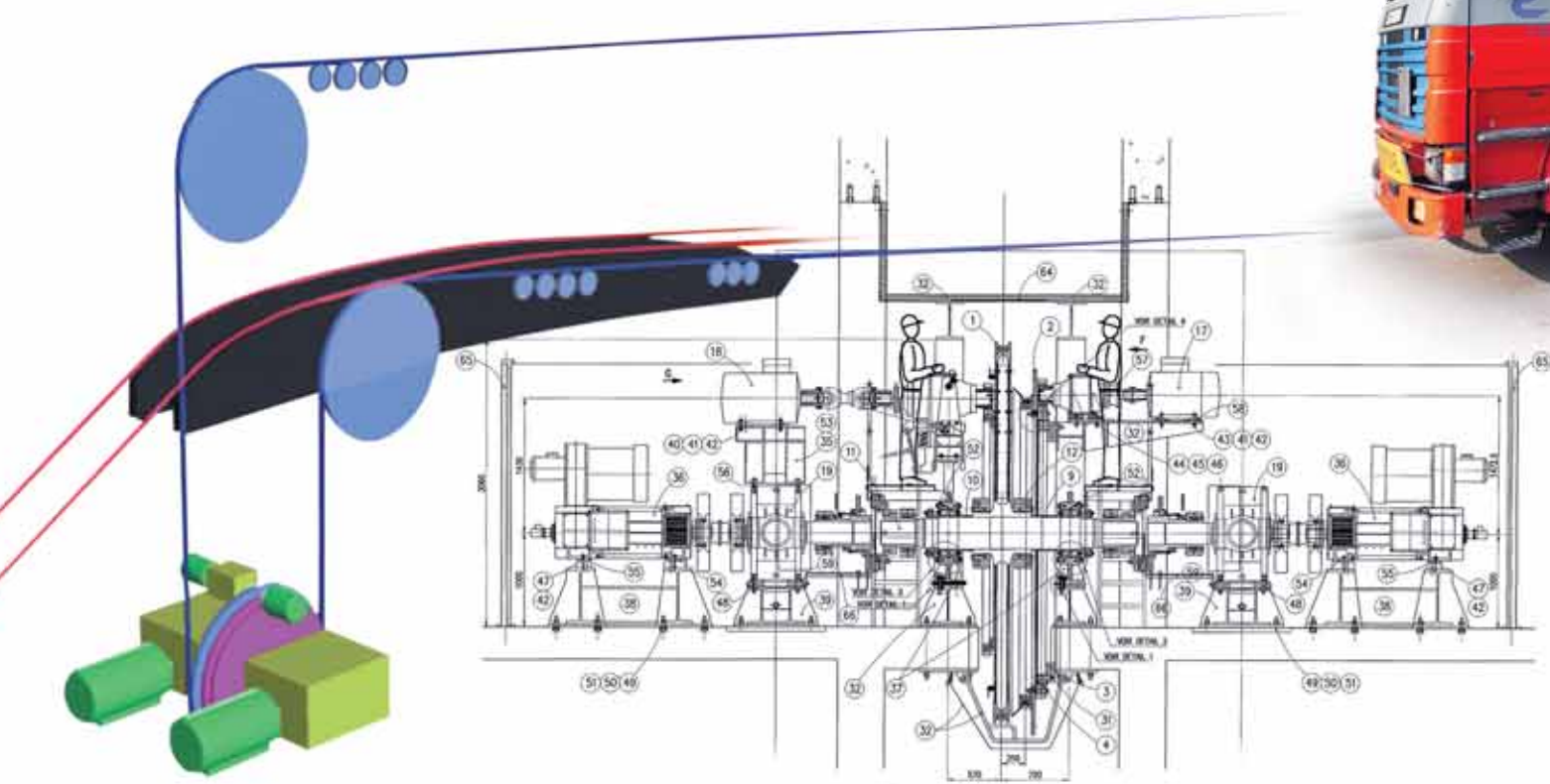
Hoisting the saddles into place





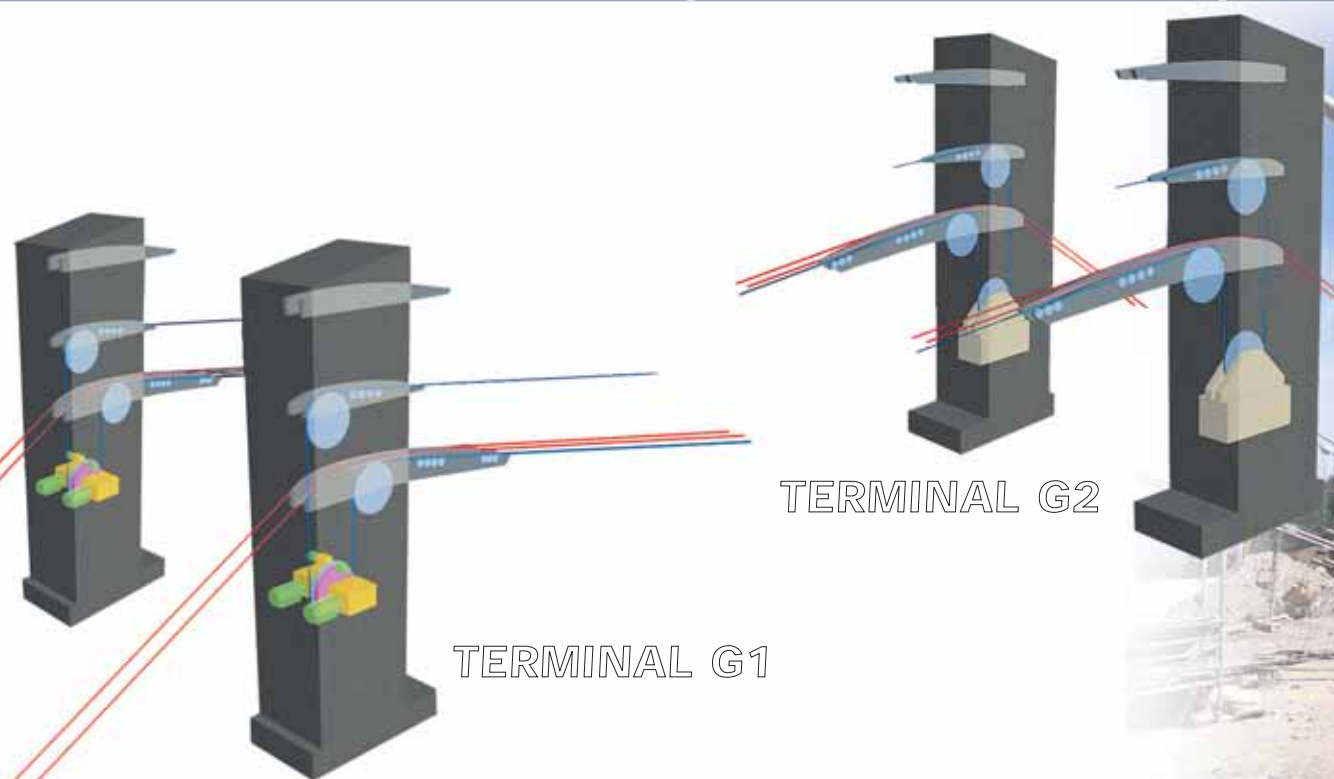
POMA

Machine shop





Unwinding the track and hauling cables





Manufacturing and installing the cars





Mission accomplished.

Following the competitive bid, discussions with the resort managers in La Plagne and Les Arcs, and examination of our innovative proposals, we were selected for this large-scale project to link two major ski resorts. We would like to take this opportunity to thank SELALP for their confidence.

Then the teams got down to work. From designers to builders - members of the POMA Group, subcontractors, inspection agencies, etc., - everyone worked hand in hand to convert new ideas into concrete, steel, aluminum and glass to build the Vanoise Express.

Now we would like this cable car system, with its two independent lines, to provide a smooth and efficient service between La Plagne and Les Arcs.

The service will be flexible and adapted to demand, while the two independent lines will guarantee 100% availability.

Long live the Vanoise Express!



Jean GAUTHIER
Chairman of the Executive Board
POMAGALSKI

