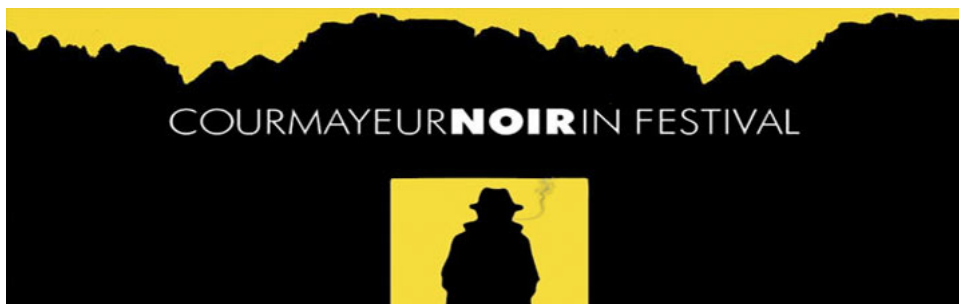


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Società Guide Alpine

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## New Cable Car on the Italian Side of Mont Blanc

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The route of the [Mont Blanc Cable Car \(http://www.funiviemontebianco.com\)](http://www.funiviemontebianco.com) on the Italian side of Mont Blanc is divided sections:

La Palud (1,370m) to Le Pavillon (2,173m)

Le Pavillon to Torino Hut (3,375m)

Torino Hut to Point Helbronner (3,462m)

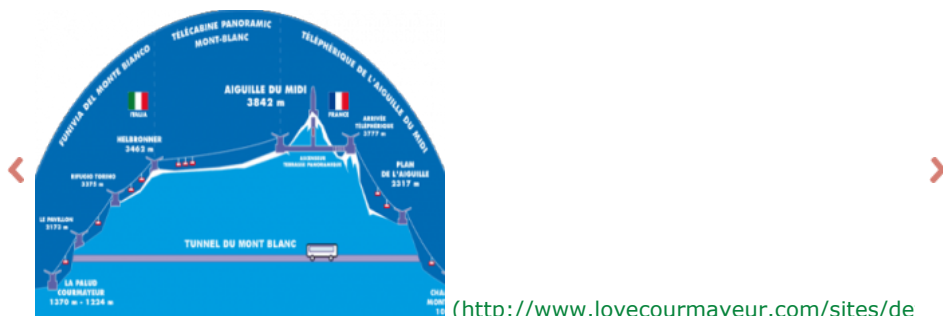
A total distance of about 4km.

**The cable car operates regularly from La Palud to the Torino Hut**, the last section to the Point Helbronner is closed since Therefore, it is not possible to access the Panoramic Mont Blanc Telecabine from the Italian side of Mont-Blanc.

## New Mont Blanc Cable Car - Under Construction

The entire route from Courmayeur to Point Helbronner is a new design. The construction started in 2011, with completion sche spring of 2015 and a total investment of 110 million Euros.

The new route between Courmayeur and Point Helbronner is divided in two Telepherique sections, instead of the current three


<http://www.lovecourmayeur.com/sites/de>

The bottom station is moved from La Palud (1,370m) to Entrèves (1,300m), just below the entrance of the Mont Blanc Tunnel and at the end of the autostrada A5, so access will be excellent.

The mid station is still at Le Pavillon, but a completely new station being constructed.

From Le Pavillon, the higher section will bypass the way to Point Helbronner, by-passing the Torino Hut.

The Torino Hut station will no longer exist as a station, but will still operate as a mountain refuge connected to Point Helbronner rock, with a 154m horizontal tunnel and a vertical lift of 70m.

The travel time on the lower section of the route, Entrèves to Le Pavillon, will be about 4 minutes.

The travel time on the higher section of the route, Le Pavillon to Point Helbronner will be 6 minutes.

The Cabins of the Telepheriques will be completely new: larger and spherical, with a capacity of 80 people, instead of the current cabin will rotate through 360 degrees during travel. Large glass windows will be fitted with a heating system to prevent condensation. Cabins will have LED lighting and multimedia equipment (TV and Audio) to deliver information. The new cable car system is co by Doppelmayr (<http://www.dcc.at>).

The new lift system will eliminate the long queues, improve comfort and make the route to the Europe's highest peak, quicker, comfortable and more informative.

## Three New Stations

All three stations have wonderful architectural designs and are being fabricated with steel, wood and glass, from the rock up.

### **Pontal d'Entrèves**

Pontal d'Entrèves will be the base station, built on 2 levels with a total area of 3,900m<sup>2</sup>. It is a ribbed stainless steel structure frames and an abundance of glass to optimize the use of natural light. The roof will be a hightech and futuristic design. There are dedicated areas for personnel, administrative offices, locker rooms and extensive storage space.

Outside, a large green (in summer) area will surround the station.

Communication will be optimized with underground parking (336 spaces) a bus terminus for local public transport, from the centre Courmayeur, and extensive coach parking for vehicles from all across Europe.

### **Le Pavillon du Mont Fréty**

The Pavillon du Mont Fréty will be the mid station: three structures on two floors, with a total area of 2,200m<sup>2</sup>.

The highest of the three structures will be 15m tall, with large windows allowing great views of Val Veny and Val Ferret.

Inside Le Pavillon station there will be a shopping area, plus restaurants and bars.

From the reception area, elevators will take visitors to the two higher levels of the station. From reception, there will be access both sides of the structure and a pathway to the current Pavillion hut.

The old station is undergoing renovation with conversion to a museum area.

### **Point Helbronner**

The Point Helbronner station will have four levels with a total area of 2,250m<sup>2</sup>. The available base area is limited, so the station is thin with cantilevered terraces. The structure will be developed using high performance materials of titanium panelling, zinc and exceptionally tempered glass providing resistance to the extreme environment with particular attention to the prevention of ice collection on external surfaces.

On the top level, there will be a 14m diameter circular terrace, providing an amazing 360 degree panorama with great views of the Dent du Géant, Les Grandes Jorasses and the Vallée Blanche.

One level down, on the west side, a large dome will create an internal space with an expansive view and a self-service restaurant. On the east side, there will be a terrace with a café.

### **Torino Hut Tunnel**

The elevator that will connect the Torino Hut to Point Helbronner has a 1000kg load capacity and can carry 13 passengers. The foot of the elevator to the Hut, not only will serve as a connection between the Point Helbronner station and the Torino Hut but also place to house electrical, heating and water systems in their own special compartments.

### **High Altitude Construction**

Work at the mid and top stations is particularly difficult because of the altitude. The pressure of oxygen is considerably less than commonly experienced by most construction workers. The weather can be adverse, with very low temperatures and high wind so the top station is an extremely hazardous work environment.

To mitigate against the environment, exterior work is performed in the summer months. As the development progresses, there are internal tasks, so less time is lost to bad weather. During the winter months, work focuses predominantly on the tunnel and lift connecting the Point Helbronner Station to the Torino Hut.

### **The Architects are Carlo Cillara Rossi and Guido Incarboni**


Carlo Cillara Rossi has designed many mountain infrastructure projects in mountainous areas delivering lift systems and tourist ski resorts. These projects have been carried out with high awareness of the environmental impact, the application of renewable sources and energy saving technologies.

The intention is to construct to the "[Zero Energy Building \(http://en.wikipedia.org/wiki/Zero-energy\\_building\)](http://en.wikipedia.org/wiki/Zero-energy_building)" standard sufficient buildings that do not require external energy. To achieve this objective, insulation is extensive, large photovoltaic solar energy and heat recovery systems reuse energy.


The new Lift Systems and Stations are an architectural and engineering phenomenon that will amaze visitors through the use of

without loosing focus on the Mont Blanc landscape.

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