

Travel Observer

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Travelling in right direction

THE Swiss based travel organisation, Kuoni, made a net profit last year of Sfr. 3.42 million in its worldwide operations – a slight increase of Sfr. 159,000 over 1981.

The company's board is recommending the annual general meeting to approve an unchanged dividend of 14 per cent.

Because it's there...

NINE Swiss alpinists will this month attempt to become the first ever to climb three 8,000 metre (26,000 ft) Himalayan peaks on the same expedition.

The group will also attempt the climb without the customary use of Sherpa guides and oxygen bottles.

The official expedition, launched by the Swiss Himalaya

Foundation, left Switzerland on April 30. After getting used to high altitudes, the ascents begin on July 6.

The expedition will attempt the 26,470 ft Hidden Peak, the 26,400 ft Broad Peak and the 26,360 ft Gasherbrum II in Pakistan.

Conference hotel for Egerkingen

THE Zurich based Mövenpick hotel and restaurant concern has announced plans to build a conference hotel near Egerkingen, where Switzerland's east-west and north-south motorways cross.

The hotel, to be opened in 1985, will have conference facilities for up to 150 people, with three restaurants and 142 rooms with 218 beds.

Some rooms will be reserved for non-smokers and others have been designed to meet the needs of disabled people.

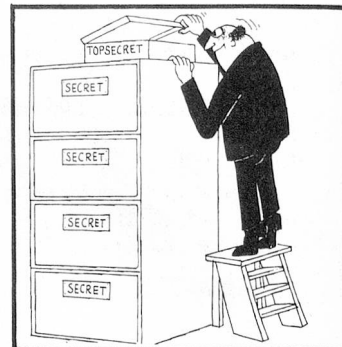
Wining and dining reaches new heights

WORK is due to begin shortly on a new Sfr. 50 million restaurant complex on the 3,500 metre Jungfrauoch in Switzerland's Bernese Oberland, following official authorisation of the plans.

The Jungfrau Railways, which intends to build the 700-seat complex to replace one burned down in 1972, expects it to take between three and four years to complete.

There will be three restaurants and one cafeteria, located near the terminus of the Jungfrau Railway, the highest railway station in Europe.

However, a plan for an observation terrace for tourists on the



mountain crest will not go ahead for the time being.

The official permit ends a controversy which started in 1978, when the Jungfrau Railways announced plans for a revolving 30 metre high glass, concrete and steel restaurant shaped like a crystal on the Jungfrauoch.

After strong opposition from Swiss conservationists and the public, this plan was dropped.

Two sides to every story...

SWISSAIR is taking further action to tailor its transportation capacity to market needs. These adjustments are aimed at returning flight operations to profitability by 1985, and continue a strategy initiated two years ago with the purchase of 10 A310s.

Swissair currently anticipates that its fleet will consist of 47 aircraft in the years 1984-85 and not 50 as originally planned. Besides meeting the most stringent ecological criteria, the planes entering service are larger and more efficient than the ones they replace.

No cuts are planned in Swissair's route network. All current destinations will continue to receive service, though a few frequencies will be reduced.

Current plans incorporate the possibility of an increase in fleet size to 49 aircraft from 1986 onwards.

Meanwhile, the airline has been accused in the Swiss federal parliament of neglecting Basle-Mulhouse airport.

Basle representative Carl Miville complained that Swissair had decided to drop its Basle-Paris morning service and its daily Basle-Frankfurt service.

Mr Miville alleged that air traffic was being increasingly concentrated on Zurich, so that the economic importance of north-west Switzerland was not being given its due consideration.

He asked communications minister Leon Schlump whether national aviation policy was still based on having three inter-continental airports.

While promising that the government would use its good offices with Swissair on behalf of Basle, he warned that it had limited influence over the Swiss national carrier's policies.

