

INFORMER

THE FELBERMAYR GROUP MAGAZINE 1/2023

«BIG FELB» FELBERMAYR IN ANTWERPEN

PHOTO: PSA BELGIUM

AS TOUGH AS STEEL

Heavy goods logistics for plastics manufacturers

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Tunnel boring machine for railway connections

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Editorial



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“Arbeitsfroh und hoffnungsreich” (Happy to work and full of hope) are the words of the third verse of the Austrian national anthem. This needs to be remembered if the prosperity we have achieved is to be passed onto future generations.

Work is and has ‘added value’

Dear Ladies and Gentlemen,

We all delight in a prospering economy, with almost full employment and with incomes that enable us to make ends meet comfortably. Fabulous projects, some of which are documented in this edition of the Informer, describe this impressive situation.

We are indebted to our target-focused employees for making this happen so successfully. Through the orders from our customers, you have the opportunity to grow with the tasks and thus ensure the success of the company. I extend my grateful thanks to you for this.

However, what is happening now? In the media, the call for part-time work at full pay is the buzzword of the hour. Any attempt to compensate for the resulting delta through artificial intelligence and digitalisation will remain a pious hope. We ourselves know best just how important just the human workforce is with all its experience and situational understanding. Bits and bytes will never be a substitute for this in a society where human-beings are the central factor.

So where is the money supposed to come from that will enable us to pass on this hard-earned prosperity to future generations? At times of high inflation, it is not going to be found growing on trees.

The situation in Austria is especially clear. The ‘Land of the Hammers’ is in the bottom third of actual weekly working hours for full-time employees. We are therefore now already far removed from ‘happy to work and full of hope’ as our national anthem still expounds.

Nonetheless, let’s get on with things, and to continue quoting from our national anthem: “Gehen wir mutig in die neuen Zeiten” [Let us go with courage into new times] and let’s keep this in mind: work has added value, and it is worth more than it might appear at first glance – it is an intergenerational component of a functioning society.

In this spirit, let me wish you a lovely summer and an enjoyable return to work after what is most certainly your well deserved vacation.

Warm regards,

DI Horst Felbermayr



OSTERHOFEN BRANCH

New site for Hagn Environmental technology and Domarin

From the ground-breaking ceremony in July 2022 to the completion of the 1,500 square metre hall took just under six months. The highly motivated team from Hagn, which carried out the earthmoving and civil engineering work, is also partly responsible for this. Hagn Umwelttechnik was already able to start moving the hall in January. The office building was completed in May. Now the environmental technicians can start with fresh vigour in the new branch. The Domarin company will move into the office on the 2nd floor over the course of the year. On a total area of 10,500 square metres, Hagn Umwelttechnik and the water and shipbuilding company Domarin have access to 1,000 square metres of office space, a 1,500 square metre hall with workshop and extensive open space of over 8,000 square metres. In times of exploding construction costs and a lack of suppliers, the Felbermayr real estate team nevertheless managed to complete the project in record time, thus creating a modern home base for the two companies in southern Germany.

DANNER LANDSCHAFTSBAU

Ecological slope stabilisation with coir fibre

Danner Landschaftsbau was commissioned by the Müller-Guttenbrunn Group (MGG Recycling) to secure applied humus on an earth embankment in Amstetten. The protection against soil erosion was carried out using innovative and environmentally friendly coir fabric. The biodegradable fabric was installed in combination with

a spray-on planting of special deep-rooted seed to secure the topsoil on the privacy barrier. The work, which lasted about a week, took place in mid-May.

The coir fibre used by Felbermayr subsidiary Danner is an innovative and ecological solution in landscaping and has proven itself for securing topsoil. By using erosion control fabrics, areas with inclinations of up to 40 degrees can be secured. Through this active and

sustainable immediate protection, constructive shoring measures can be reduced or completely omitted in terms of environmental protection.





SCANNING
to see more of
the construction
site.



PHOTOS: ELISABETH FELBERMAYR-SCHIERL, CHARLINE NUSMEIER



SCANNING
and the recording of
conveyor belt imprints
in the moving image.

ANNOUNCEMENTS



LOAD TEST

Conveyor belt bridge for “green steel” fitted

A new conveyor belt bridge will be built at voestalpine in Linz by the end of 2023. For the lifting of individual bridge sections, a Felbermayr LR 1750 was used for nine days in mid-February. With a height of a massive 140 metres, the crawler crane was the ideal piece of equipment to move parts of the new conveyor belt bridge into position on the voestalpine site. Due to the conditions on the construction site, the parts weighing up to 28.5 tonnes had to be craned at a radius of about 116 metres. The conveyor belt bridge is part of the voestalpine investment programme TransMet for the production of “greentec steel”.

NETWORKING

Successful participation at Breakbulk Europe 2023

Felbermayr Transport- und Hebeteknik together with the companies Haeger & Schmidt Logistics, HSW Logistics, Best Logistics and the Belgian terminal operator PSA Breakbulk as well as Wimmer Machinery Transport were once again an integral part of the world’s largest trade fair for project cargo and heavy lift cargo in Rotterdam from 6 to 8 June. The companies took the opportunity at Breakbulk Europe - as did 600 other exhibitors from 120 countries and more than 10,000 participants - to deepen contacts in heavy goods logistics, generate new leads and strengthen important existing relationships with long-standing business partners. Always with the aim of providing the best possible information about our multimodal service areas. This means that the transport modes of rail, road and water can be used in a variety of ways.



SCANNING
and picture gallery
of the Felbermayr
trade fair stand.



HAGN UMWELTECHNIK

Construction of a fish lift for Gundelfingen power station

Fish lifts are an important building block in the implementation of the EU Water Framework Directive, which stipulates river continuity for fish and aquatic life. After preparatory measures such as preliminary excavation work and rock fill in the tailwater, Hagn Umwelttechnik built a standard-compliant fish lift at the Donaukraftwerk power plant in Gundelfingen, Bavaria from August 2022 to February 2023. Excavators, wheel loaders and special equipment from Hagn Umwelttechnik were used. The fish lift is located on the left bank of the Danube and consists of several sections with a total length of 600 metres. These were designed differently.

The aim of the combination of technical and near-natural migration aid is to create potential spawning habitats and attractive habitats for fish and small creatures through different watercourse structures. The bypass watercourse was largely designed close to nature. The project was realised on behalf of Obere Donau Kraftwerke AG (ODK).

STRUCTURAL ENGINEERING IN WELS

Industrial building constructed for Kuhn Ladetechnik

Felbermayr Structural Engineering was involved as the general contractor in the construction of the new site of Kuhn Ladetechnik in Achau near Vienna from the beginning of March 2022 until the end of May this year. After only 14 months of construction, the new site can be occupied in

2023. Numerous construction machines and special equipment such as transport vehicles, mobile cranes, telescopic forklifts, scissor lifts and telescopic working platforms with working heights of up to 17 metres were in use. At the new industrial site, over an area of approximately 18,000 square metres, there

is, among other things, a workshop hall with 800 square metres, a three-storey office building with a total of 1,000 square metres, including a construction hall. Handover with 1,080 square metres, a spare parts warehouse and a wash box and paint shop of 730 square metres.



FELBERMAYR ROMANIA

Major effort for turnaround at Petrom

In April, the Petrobrazi refinery in Romania began the "turnaround", the general inspection and review of the facility. Felbermayr Romania used three crawler cranes with high loading capacity for this, two of them with a maximum lifting capacity of 600 tonnes and additionally - as a new addition to the crane fleet in Romania - a 750-tonne truck. In total, Felbermayr had over 100 cranes, transport configurations and aerial working platforms in use for this routine turnaround.

The preparations for this revision took around two years and were carried out by Felbermayr together with those responsible at Petrom. The turnaround, which was carried out to ensure the smooth operation of the refinery under secure conditions, was implemented with the help of around 6,000 workers and involved a total of over two million man hours.

RECORD-BREAKING

Telescopic working platform with extreme working height in use

The Felbermayr fleet has an F-57 TKX telescopic work platform, which is one of the highest all-wheel-drive telescopic working platforms in the world in terms of its maximum working height. In addition to the working height, the location of the DC Tower in Vienna was also special, as the tower in Donau City is a "proud" 250 metres high. Glass elements had to be replaced on what is now Austria's tallest building. Such working heights require state-of-the-art technology with top equipment. The stage operation was supervised by employees of the Felbermayr branch in Lanzendorf near Vienna. The order started in mid-March and will initially last a few months.





DOMARIN GROUP

100% takeover of Domarin water and shipbuilding group

In March 2023, Felbermayr Holding acquired 100% of the German Domarin Group consisting of Tief-, Wasserbau- und Schiffahrtsgesellschaft mbH in Vilshofen/Bavaria, Domarin GmbH Schiffahrt-, Havarien-, Leichterungen in Erlenbach am Main and Erlenbacher Schiffswerft-, Maschinen- und Stahlbau GmbH in Erlenbach am Main. Felbermayr has already held a majority stake in the well-established Domarin Group since 2022. Felbermayr's construction business segment benefits from the takeover in many ways, as the decades of experience in water and ship construction and the extensive floating fleet are extremely valuable for successful development in this niche segment. The name Domarin stands for the inland waterways Danube, Main and Rhine.



DRESDEN FOOTBALL STADIUM Tandem lift at the Heinz Steyer Stadium

The Felbermayr Dresden branch was in action with a 500-tonne crane and numerous aerial working platforms on the pitch of the Heinz Steyer Stadium in Dresden. The LTM 1500 from Felbermayr, the largest mobile crane in Lusatia, was used with a second crane and was ideal for the

existing spatial conditions in the stadium. By means of a tandem lift, a 110-metre steel light bridge was lifted and fitted. Thus, two mobile cranes brought the 120 tonne structure into the right position in mid-March. In order not to damage the pitch, extra parking spaces for the cranes

had to be created on the green area. Twelve Felbermayr trucks were needed to transport the crane parts. In addition, a LTM 1090-4.2 crane was on site during the assembly of the 500 tonne crane. This was also used for the assembly of the superlift for the large crane.

MULTIMODAL
SPECIAL TRANSPORTTransport of
140 room modules
from Fürth to Bonn

At the beginning of the year, the Felbermayr Special Transport and Lifting Technology division of the Nuremberg branch was assigned to transport 140 room modules from Cadolzburg in the Fürth district to Bonn. Some of the modules were placed in intermediate storage at Felbermayr's own storage location in Roth. The room modules were intended for the construction of a university building in Bonn. After detailed planning by the experts for heavy and abnormal loads, it was quickly decided that the freight should be transported multimodally - primarily by waterway - securely and punctually to its destination. It went from Cadolzburg to the port of Fürth by low loader. There, the modules were loaded step by step onto a total of eight ships belonging to the Felbermayr subsidiary Haeger

& Schmidt. The Felbermayr branch in Bautzen provided a crane. It went via the Rhine to its destination in Bonn, where high and low tides made the transport difficult. Wimmer Maschinentransporte, Bau-Trans as well as transport configurations from the Lauterach and Wels branches transported the heavy freight from the port in Bonn to its destination on the university campus safely in convoy with their own escort vehicles.

Nine of the transported modules, which have a width of 5.30 metres, had to be driven through the centre of Bonn. The disassembly of signalling equipment was necessary and difficult driving manoeuvres also had to be overcome.

FOR A CLEAN ENVIRONMENT

Landfill park for construction waste

With the Landfill Park Wels West, Felbermayr will build and operate another landfill for construction waste depositing. This will be able to go into operation on time when the maximum volume of the Wels Nord landfill is reached in

2027. This secures the regional disposal of non-recyclable construction waste for the next 30 years. The project was initiated by Felbermayr's Environment and Resources Division and is designed for a volume of around two million cubic

metres. Construction work began in March this year.

A concept for after-use with amphibian waters and reforestation areas is also part of the project.





BAU-TRANS LIECHTENSTEIN

High-altitude access for unique sustainability initiative

Under the name “I, the future”, a 35-metre-high wooden observation tower was erected in the middle of the community in Schaan in Liechtenstein over a period of several weeks. The tower will serve as an exhibition space, dialogue platform and summer meeting place for 17 weeks. The aim is to raise the awareness of the population for a sustainable and future-oriented Liechtenstein.

The Felbermayr subsidiary Bau-Trans in Liechtenstein supported the construction of this innovative lighthouse project with height access technology. The branch provided a 150 tonne crane over a period of three weeks. Furthermore, some aerial working platforms were necessary for the construction of the tower. Articulated telescopic platforms with a maximum working height of 20 and 41 metres each and a 28-metre telescopic platform were also in use for weeks to make this unique thing accessible to those interested.

LINZ HEAVY LIFT TERMINAL

Transshipping of a 450-tonne reactor in the port of Linz

In May, a pool reactor manufactured by Schoeller-Bleckmann Nitec with a tare weight of 450 tonnes was loaded onto an inland shipping vessel for onward transport to Antwerp by Felbermayr Transport- und Hebetechnik at its own heavy lift terminal in the port of Linz. The container, which was manufactured in “Steel construction hall 8” and has a length of just under 32 metres and a width of five metres, was first loaded onto an SPMT self-propelled unit by Felbermayr Heavy Installation using an indoor crane and lifting frame. With the 18-axle truck, the cargo weighing several hundred tonnes was transported around the port area towards the two gantry cranes required for transshipping. The challenge was to optimally distribute the load of the pool reactor between the 400 tonne gantry and the 175 tonne gantry so that the cargo could be safely transferred to the ship. It went by inland shipping vessel MS “Vera Pax” across the Danube to Antwerp. The final destination for the reactor is Shanghai.



Ten successful years

In 2013, Felbermayr acquired the entirety of Haeger & Schmidt, a company specialising in inland water transport, short-sea transport and container logistics. After ten years of affiliation, both sides can point to an equally long success story.

Becoming part of the Felbermayr Group, to belong to a family-owned business like this, was the best thing that could have happened to us”, states CEO Heiko Brückner enthusiastically, who together with CFO Per Nyström and Peter Stöttinger constitute the senior management team of Haeger & Schmidt Logistics within Felbermayr Holding. “The excellent cooperation between the companies involved quickly revealed itself to be a win-win situation”, says Horst Felbermayr, CEO of Felbermayr Holding, with great pleasure, looking back on one of the most successful acquisitions in Felbermayr’s company history. Brückner backs up this development with figures: “Over this ten year period, we have managed to double annual sales to €250 million. The number of employees at the twelve Haeger & Schmidt locations has grown from 180 to 250. Starting out from the headquarters in Duisburg, 8.5 million tonnes of bulk and general cargo and 350,000 containers are handled annually.

Big investments in sustainability

Over the last decade, the company has invested more than €20 million in modern



“Together with Haeger & Schmidt Logistics, Felbermayr forms a classic win-win relationship whose success has lost none of its radiance even after ten years”.

DI Horst Felbermayr

CEO of Felbermayr Holding

handling technology, crane systems, industrial buildings and transport equipment, equipping it to meet future challenges. “Among other things, we have diversified our service portfolio, expanded inter-modal transport, established joint ventures with PSA in Antwerp and the shipping company Wilson EuroCarriers AS from Bergen, and we have invested in a new logistics centre in Duisburg”. In 2017, the Group

reorganised itself: Haeger & Schmidt International GmbH and H&S Container Line GmbH became Haeger & Schmidt Logistics GmbH, or HSL for short.

„I find that things have gone very well indeed, this is a success story from Day One”, adds Managing Director Peter Stöttinger with emphasis. “We have brought both companies together in the best possible way”. With Haeger & Schmidt, Felbermayr has completed the concept of three transport routes, i.e. road-rail-water, by adding a highly capable inland shipping operator. “Since then we have grown significantly, developed many projects together and we have expanded our transport operations”.

The success story is to be continued in the coming years. “We wish to grow with our own assets in inland water transport and coastal shipping”, Brückner announces. “Given the scale of the climate and environmental challenge we face, sustainability is a very major topic for us”, Brückner continues, adding that with the goal of climate-neutral logistics concepts, digitalisation projects also have a high priority in the company. ■

At its Duisburg location, Haeger & Schmidt has a tri-modal multi-function hub. The range on offer extends from heated storage to high-quality steel products.



Per Nyström, MBA



Heiko Brückner



Ing. Mag. Peter Stöttinger



Crane inauguration in Antwerp

On 19 April, the first “Project Cargo Ecosystem” was officially opened in the port of Antwerp. In the presence of customers, partners and representatives of the Port of Antwerp-Bruges, the highlight of the evening was also celebrated with the “christening” of a Felbermayr crawler crane - henceforth known as the “Big Felb”.

Since 2021, Felbermayr Transport- und Hebetechnik and its subsidiary Haeger & Schmidt Logistics have held a stake in the Belgian terminal operator PSA Breakbulk NV within the framework of a joint venture. The PSA Breakbulk terminal has a total area of 40 hectares, of which 14

hectares are available for „Project Cargo Ecosystem” in the Churchill-Dock South. By combining terminal services, know-how and equipment in one place, Project Cargo Ecosystem (PCE) is able to offer one-stop-shop concepts. With the 750-tonne crawler crane, Felbermayr offers the most powerful

crane in the port of Antwerp. In addition, the system has 550 metres of quay length and, if required, SPMTs, so-called self propelled units, for the transport of heavy and bulky loads. By 2025, the tideless system is to be supplied with electric power by means of a wind turbine.



CEO Andrea Felbermayr is pleased about the excellent cooperation between the joint venture partners and announced “Big Felb” as the christening name for the crane giant.



“The Joint Venture with PSA enables us consistently to progress our concept of three transport routes leading to North Sea ports”.

Ing. Mag. Peter Stöttinger, Managing Director
Felbermayr Transport- und Hebetechnik



Felbermayr Managing Director Andrea Felbermayr together with **Heiko Brückner** (CEO Haeger & Schmidt Logistics) and **Per Nyström** (CFO Haeger & Schmidt Logistics).



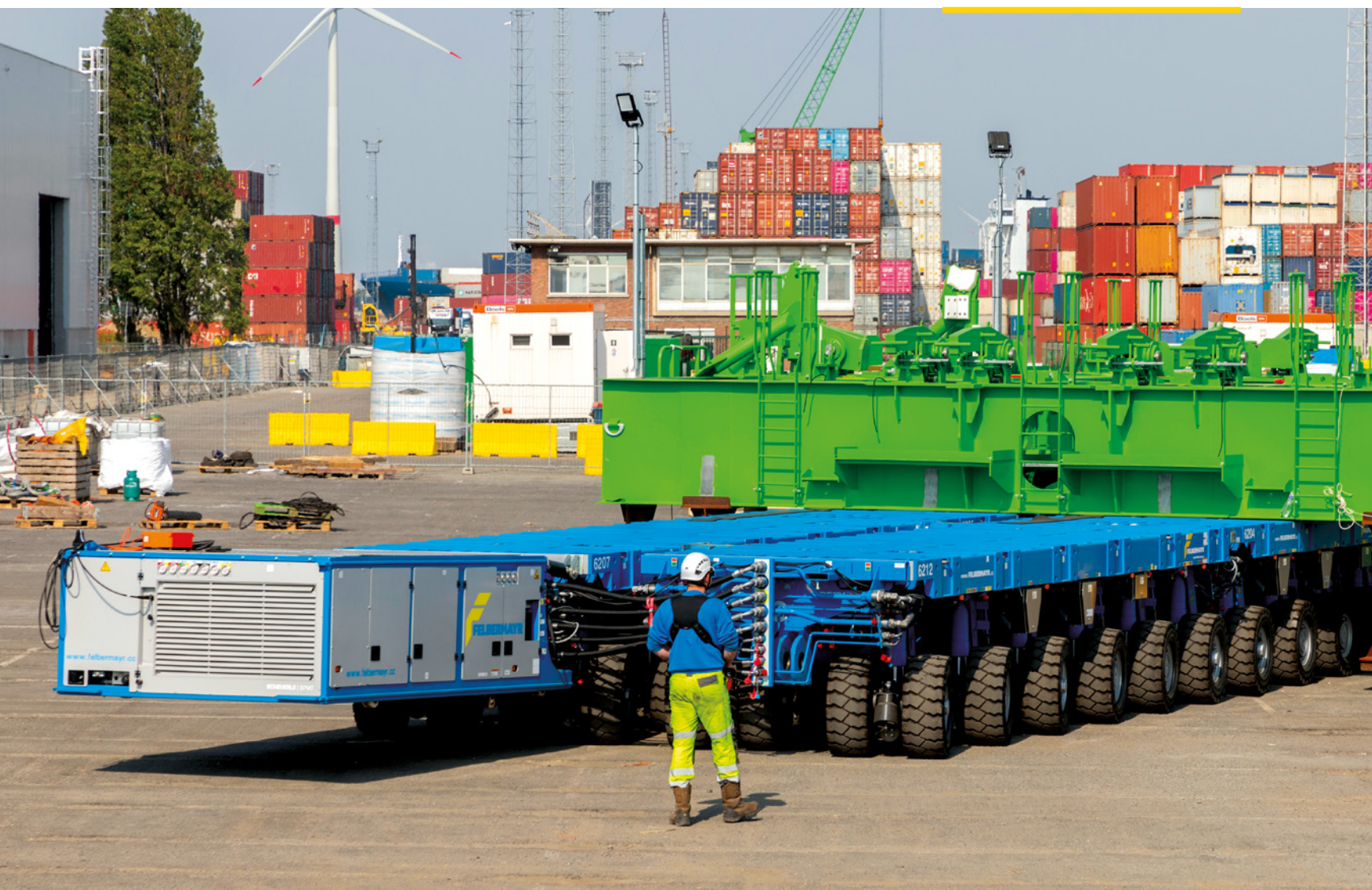
Dennis Verbeeck (General Manager PSA Breakbulk), **Cameron Thorpe** (CEO PSA Belgium), **Tom Hautekiet** (CCO Port of Antwerp-Bruges).



Vincent Ng (CEO Enterprise Growth & Chief Financial Officer PSA BDP) in conversation with **Ing. Mag. Peter Stöttinger** from Felbermayr transport and lifting technology.



SCANNING
an learning more
about the Joint
Venture.



First major order in the “Project Cargo Ecosystem”

At this time, in the port of Antwerp, as part of the PSA Breakbulk Joint Venture, components of heavy loads are being trans-shipped onto feeder ships and pontoons. This will be needed for the transport of large wind power components. The heaviest part - at 386 tonnes - is a structure to transport 45-metre-high towers in an upright position. This Joint Venture was agreed back in 2021 between the globally active terminal operator PSA, Haeger & Schmidt Logistics and Felbermayr.

A 7-metre main boom, maximum 400 tonnes of suspended ballast, 220 tonnes of revolving platform ballast, 95 tonnes of central ballast: Felbermayr’s Liebherr LR 1750 crawler crane in SDB77 set-up condition is an unrivalled powerhouse. On 19 April, the Felbermayr giant was presented for the first time at the official opening event at the Churchilldock South site in the

port of Antwerp. The crawler crane has been in operation there since March. PSA Breakbulk has received an order from Belgian marine engineering company DEME for the transshipping of around 500 components. Within a matter of days, the 225-metre-long heavy load vessel “GPO Grace” (built in 2017 and arriving from Dubai), had been unloaded with the crawler crane. Thanks to the ship’s

width of 48 metres, the crane achieved outreaches of up to 60 metres.

Lifts successfully completed

“Those are impressive lifts with our crawler crane,” enthuses Jos van der Sanden, Sales Manager for the Engineered Solutions division of Felbermayr in Krefeld. The heaviest construction - “heavy feeder grillage” - with a weight of 386 tonnes



measures around 4 metres high with impressive transport dimensions of 28 metres long and 23 metres wide. "These are really big parts to enable the vertical transport of towers up to 45 metres high for wind turbines. They are designed in such a way that even high swells can be compensated for", explains Van der Sanden. All components together weigh around 3,000 tonnes. The 90 largest of these range from 20 to 386 tonnes. The parts are mainly used as shells, support frames and support structures for the transport of offshore wind turbines.

Team acts flexibly

The more challenging job for the ten-strong Felbermayr team in Belgium is loading DEME's three feeder ships - these are specially built cargo ships - with these components, as well as two US flagged pontoons. "Challenging because we are under a great deal of time pressure and are required to act extremely flexibly depending on the situation," explains Van der Sanden: "We have fully ballasted the crawler crane so that we can exploit all the technical possibilities. We are still working with a second crane on the quay and we have therefore established the best conditions for the big lifts in the port of Antwerp within just a short time. However, we can't really plan

the loading lifts because we have no influence on when these ships actually arrive in the port, for example. That is why we also work in shifts at night whenever necessary."



"The lifts with our crawler crane are impressive."

Jos van der Sanden

Engineered Solutions Sales Management

62 wind turbines off Massachusetts

During the summer, the precise loading and outfitting of the three feeder ships and the two pontoons was completed. This integrated high-tech solution then facilitating transport of the wind turbine components to the special offshore installation vessels. DEME Offshore US will use it to perform the transport and installation of 62 offshore wind turbines for the Vineyard Wind 1 project located off the coast of Massachusetts.



With a maximum loading capacity of 750 tonnes, the Felbermayr crawler crane is the strongest "dock worker" in Antwerp. This requires 715 tonnes of ballast as counterweight.



Challenging night-time construction site in A10 tunnel chain

Felbermayr Construction is increasing safety in five tunnels on the A10 Tauern motorway in Salzburg. Until the beginning of July, work was carried out every night between 8 p.m. and 5 a.m. for ten months - with traffic flowing. Carrying out the extensive work without a barrier was a particular challenge for man and technology.



SCANNING
and gaining exciting
insights into the
construction site
at night.



PHOTO: CHARLINE NUSIME

Working with moving traffic hampered the progress of construction. In addition, extensive safety precautions were necessary.



Traffic was reduced to just one lane in each direction. Setting up and dismantling a temporary construction site night after night involves considerable extra work. This can be well illustrated by an example: On the 13.2-kilometre stretch of motorway, 600 traffic cones were erected at 8 pm and collected again at 5 am. No equipment, vehicle, excavator, material or machine remained in the second lane. During the day, nothing reminded me of a construction site. This required sophisticated planning, implementation and logistics.

Emergency call niches for more tunnel safety

Motorway operator Asfinag is refurbishing the two longer tunnels Ofenauer and Hiefler with a total length of 3.4 kilometres as well as the Werfen tunnel chain with Brentenberg, Zetzenberg and Helbersberg between autumn 2022 and June 2025. In the first construction section, work was carried out to increase road safety. For example, a new law requires fire extinguishing niches and emergency call points at shorter intervals. These recesses were cut into the concrete shells of the tubes by the specialists. "We also adapted the "cross passages", i.e. escape tunnels between the tubes,



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"Ironically, safety for our employees has been the biggest challenge for us in this project for more tunnel safety."

DI (FH) Thomas Wallenstorfer,
Construction Manager

installed a new shotcrete lining in them, renewed the base, equipped them with a non-slip base and widened cavity constrictions so that everything there also corresponds to the state of the art in technology," informs Felbermayr project manager Thomas Wallenstorfer. "In the inspection niches, we repaired sintered drainage and moved shafts."

Caution in the tunnel

Much may have already become routine in all these months, but the daily challenge remained. "We had to be extremely

careful," emphasises the project manager. "We couldn't use larger machines in the tunnels anyway because of the flowing traffic. When excavators were working, it was really tight, and the trucks would often rush past with only a few centimetres to spare." During the night, the speed limit was 60 km/h, but drivers often did not stick to it. Fortunately, there are relatively few vehicles on the road at night. This changes abruptly on the popular holiday route at the beginning of the holidays, so this work had to be completed by the beginning of July.

Noise omnipresent

In addition to the continuous operation with seven nights a week according to a shift schedule, there was also the noise pollution for the approximately 70 Felbermayr Civil Engineering employees. "It's very loud in the tunnels, so everyone wore precisely fitted hearing protection," says Thomas Wallenstorfer. "In terms of dust development, we were given very strict conditions by the customer anyway due to the flowing traffic. We avoided dust as far as possible, but water nozzles were fitted on the excavators. We used mobile extraction systems in the crosscuts. When needed, the large tunnel fans ran at full load."

Structural and Specialised Civil Engineering also in action during holidays

Work was also carried out on the construction site during the day. Felbermayr Civil Engineering also carried out earthworks and road construction as well as sewer and drainage work. By September, Structural Engineering will have erected eight new operating buildings for the control units of the safety systems and converted two existing ones, as well as seven new systems for water protection, three extinguishing tanks for the five tunnels and foundations for traffic sign gantries. The special civil engineering secures walls, slopes and excavation pits in mountainous terrain. In total, the team at the A10 project counts around 100 employees.



Due to new legislation, emergency call and fire extinguishing niches were cut into the existing tunnel walls.



The escape tunnels were reinforced and lined with shotcrete.

In addition to the underground work, earthworks, special civil engineering and structural engineering work was also carried out. For example, the construction of eight new operational buildings.



Special transport and heavy installation

Felbermayr Transport- und Hebetechnik transported two large components, each weighing 180 tonnes and 38 metres long, from its own port site in Linz to Borealis Agrolinz Melamine.

Placing them on the foundations was an even greater challenge.

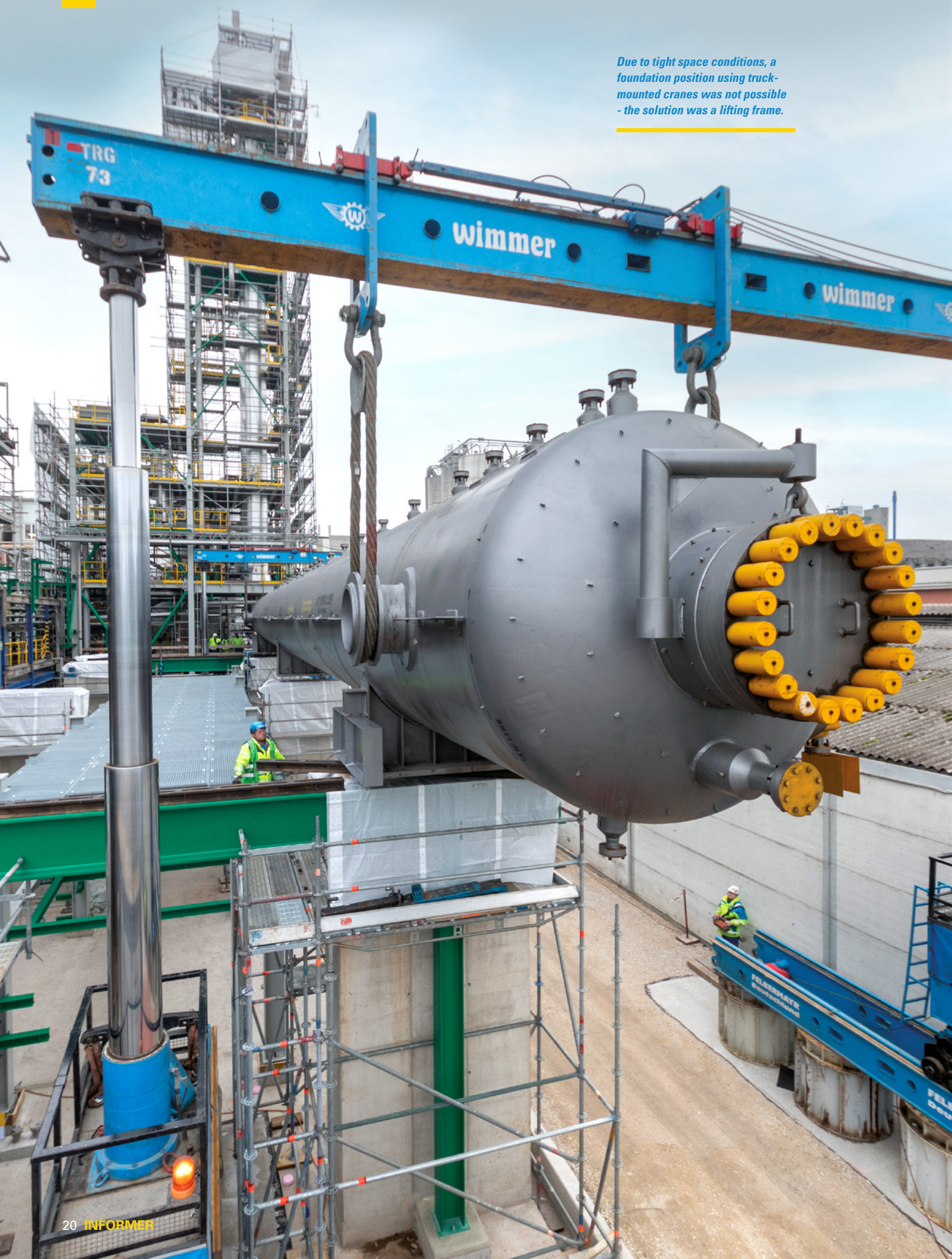
The specialists had only a few millimetres of clearance in two places.





SCANNING
and learning more
about the big
challenges involved
in the order.

Due to tight space conditions, a foundation position using truck-mounted cranes was not possible - the solution was a lifting frame.



Two years ago, the Felbermayr team had begun to meticulously prepare this major project in close coordination with the client. “The cooperation with Borealis was perfect right from the start,” says project manager Berat Ibraimi happily. The two hydrolizers were unloaded from the cargo ship at the Danube port in Linz using the port crane and lifted onto the Felbermayr low-loader. The key point on the road was a railway underpass with a clearance of 4.66 metres. But with a special transport of around 60 metres in length, other rules apply when passing through spaces. “We had the entire bridge and road areas measured in 3D beforehand,” he describes. “With this data and the dimensions of our low-loader, we were then able to simulate what maximum height we could reach in order to drive through there safely.”

180 tonnes distributed across 23 axle lines

The maximum values determined during the simulation – such as a total height of 4.60 metres for the transport and a height of 3.60 metres for the hydrolizer – were then incorporated into the detailed design and production in an intensive exchange with Borealis. “We were thus able to rule out another variant, for example with a lift over the bridge, from the outset,” says Ibraimi. A Felbermayr low-loader with hydraulically adjustable platform height was used for the night transport. The 180 tonnes were distributed over 23 axle lines. The two trips went off without any problems. The “hurdle” of the underpass was cleared within about 20 minutes each thanks to the precise preparation.

Horizontal shifting as an additional challenge

At Felbermayr, however, the full service does not end with the transport, but extends to the setting of the foundations. Unloading the large components in the client’s industrial area and placing them on foundations with a top edge of 5.70 metres each was the greater challenge in this job. The tight space conditions had made the use of two truck-mounted cranes impossible from the outset. “We have arrived at a very good and safe solution here in cooperation with our subsidiary Wimmer Maschinentransporte and our heavy lift handling department,” says Ibraimi with satisfaction. The Felbermayr team planned a vertical lift from the low-loader onto the foundations using a hydraulic gantry system

set up there. But lifting the first hydrolizer was not enough, it still had to be moved sideways by five metres. The technicians managed this with a specially built shifting track on heavy girders. “The horizontal shifting with hydraulic cylinders was a tight affair, we only had 25 millimetres of clearance in the width,” describes the project manager. But working to millimetre precision is standard even with such heavy loads, he notes. After dismantling the shifting track, the second hydrolizer was lifted onto the concrete foundations and fixed in place, about a week after the first.



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“If every single employee knows what to do, then it works.”

Berat Ibraimi, Project Manager

Precise planning is the “be-all and end-all”

Even if the dozen or so people involved have mastered all the challenges: “This was by no means routine,” Ibraimi emphasises. “Every project undertaken by our transport and lifting technology team has its own peculiarities and must be considered specifically and individually. It’s important that it is planned very carefully from the beginning and that we can implement it as safely as possible.”

Does a little nervousness sometimes come up when implementing such an unusual project? “Yeah, sure,” he admits. “But if you go through the checklist after precise planning, and all the staff know exactly what to do and have been trained, then it works. We are of course delighted when, as with this order, everything has fallen into place and worked flawlessly. You can only be glad that we have such specialists in the team.” ■



The two hydrolizers were delivered by inland shipping vessel to the Felbermayr heavy lift terminal in Linz. Transshipping onto low loaders was carried out by means of two gantry cranes.

The key point in the transport was a bridge that had to be driven under. A 3-D measurement revealed only a few centimetres of "air". This was also confirmed in practice.



The first hydrolizer was hydraulically moved sideways to make space for the second.

Large construction site prepared for a residential project

A residential project will be getting implemented soon on a large site near the local railway station in Wels. Felbermayr Bau is carrying out the extensive preliminary work involved. In the first quarter of 2023, a former construction materials centre together with associated outdoor facilities was demolished and the resultant construction waste was recycled. Advance excavation for the construction pit is currently underway.

Before mechanical demolition, we had to strip out the core of the building, manually and professionally removing pollutants and contaminants such as insulation materials, materials containing asbestos, plasterboard partition walls, floor coverings and windows, involving a significant amount of labour. On that alone, 15 employees worked for four weeks", recounted Felbermayr polisher Mahir Kalok. Only after that were the excavators able to drive up to the building. The building complex in the town centre of Wels comprised about 35,000 cubic metres of interior space. Up to four large demolition excavators were in operation there for two months, including a 60-ton Titan. In addition, a link line comprising 200 metres of rail track as well as 9,000 square metres of asphalt were removed.

11,000 tons of concrete recycled

Resource-conserving recycling economy has always been a high priority for Felbermayr. The 11,000 tonnes of concrete that accumulated on the demolition site were recycled on site using a mobile crusher, and 3,000 tonnes of asphalt were planed off and also got recycled. 1,000 tons of mineral building site rubble were processed in the company's own landfill site, Wels Nord.



Separating materials by type and processing recyclable materials is a high priority in renaturation.

Earthwork requiring care and attention

The earthworks, amounting to about 32,000 cubic metres, will continue until about the end of the year. The excavated material will be disposed of at the company's own landfill. The three-metre-deep preliminary excavation for the planned residential building is being carried out in sections under the supervision of archaeologists and a geologist. In the centre of Wels, formerly

known as Ovilava, archaeological finds are frequently encountered during construction projects. The Roman settlement on the left bank of the Traun was probably built in the second half of the first century.

More than 200 apartments

The "Gemeinnützige Welser Heimstätten-genossenschaft" [The charitable homeship association of Wels] will build a large residential complex on 16,000 square metres of floor space. The winning project envisages a corner building on the former commercial site with more than 200 apartments, a local supermarket and service businesses on the ground floor. The project is to be a showcase example of contemporary redensification in an inner-city area. On the area that was once completely concreted over, there will be green buffer zones between private and semi-public areas in the future, flat roofs will be greened.

The aim of deconstruction is to break up sealed areas and create affordable housing in the immediate vicinity of the city centre.





A crawler crane with a 120-metre-long main boom and an operating weight of around 900 tonnes was needed to lift the bridge sections out and into place.

PHOTO: MICHAEL LEHNER

800-tonne crawler crane lifts in bridge

40 tonnes suspended from the hook at a projection of 112 metres: This is the maximum even for the powerful Liebherr LR 1800-1.0 crawler crane. Felbermayr removed the old Zollhaus bridge over the Inn in Tyrol and installed three new segments up to 46.5 metres long - with little space directly next to a national trunk road.

It was a challenge that we assembled such a large crane, which can lift 800 tonnes at a radius of 10 metres, right next to a busy country road," describes Felbermayr project manager Michael Lehner. "We had to arrange the 55 lorry transports that were used to deliver and assemble the crane parts differently in order to disrupt the flow of traffic as little as possible." In order to be able to carry out two of the six lifts at all due to the extreme projection of 112 metres, one of the two lanes had to be closed for the three weeks of work because of the very tight space conditions.

Six lifts in four nights

For the lifts in the evening and night hours, a closure of the national road was unavoidable. Right at the start, strong winds hampered the crane work, so that instead of the planned excavation of all three old bridge sections, only one could be excavated in the first night of work. "This lift had taken a little longer than planned because it was very slippery due to weather conditions. This resulted in special measures to ensure the fitters' safety. There are always imponderables that suddenly crop up in larger projects, but we can deal with them well," says Lehner. On the second and third night, an old bridge section was lifted out and a new one lifted in. On the fourth night, the third new bridge section was finally placed on the foundations.



„Wind and weather made the order very difficult, but thanks to a great team that is also prepared for difficult operations, we succeeded in removing the old bridge structure and lifting in the new one.“

Mag. Michael Lehner, Project Manager

Two kilometres with self-propelled unit

The cyclist and pedestrian bridge spans 124 metres of the Inn River between Erl in the Kufstein district and Oberaudorf in Bavaria. The three large steel and timber segments had been pre-assembled by the customer Raffl Stahlbau on a space a good two kilometres away, opposite the Schwaighofer carpentry workshop. The bridge parts in lengths of up to 46.5 metres, a width of 6.15 metres and a transport height of 6.30 metres were transported to the crawler crane by means of a remote-controlled and self-propelled Goldhofer PST. "This is a load floor module with ten pendulum axles and an attached motor unit," explains Michael Lehner.

All the work processes had been precisely timed. "We had attached the three old bridge sections from 5:00 pm each time. The transport of the new bridge sections had then been able to take place from 7:30 p.m. each day."

55 transports for crawler crane

The 55 truck transports for the crawler crane give a good indication of the dimension of such a project. One week each was needed for assembly and dismantling. "The crawler crane with the 120-metre main boom weighed around 900 tonnes in this configuration. The ballast weight was 580 tonnes, which was 58 weights of 10 tonnes each. Two came on each trailer with a tractor unit, so that already accounted for more than half of all journeys. It took four transports each for the "derrick boom" and the basic unit. In addition, there were the accessories for the ballast and the platform as well as the additional and floating ballast. The 120-metre-long main boom of the crane was transported in twelve-metre-long lattice booms, partly pushed into each other. So it added up to 55 transports."

Bridge an important connection

The Innsteg between Erl and Oberaudorf is an important everyday connection for the local population in terms of cycling and pedestrian traffic. The wooden bridge was closed in August 2021 due to extensive damage, and renovation was also considered to begin with. At the end of 2021, the decision was made to build a new steel-wood structure. The new bridge is covered like the old one and was opened in June 2023.



Using a PST self-propelled unit and 560 horsepower, it was possible to transport the bridge sections, which were up to 46.5 metres long, from the assembly site to the construction site.

Huge tunnel boring machines for the world's longest underground railway link

The world's longest underground railway connection is being built beneath the Brenner Pass, at a length of 55 kilometres. Felbermayr began transporting two new tunnel boring machines to the site at the start of the year. However, driving the components - weighing in at up to 270 tonnes - through sometimes very steep and narrow tunnels to the assembly caverns and assembling them on site proved far more complex.



Mobile cranes and aerial working platforms from Felbermayr Rentals Wörgl were also used for transshipping and installation work on the site.



PHOTOS: BBTSE/JAN HETTFLEISCH



The stretch from the temporary construction site south and above Innsbruck to the assembly caverns is only just under six kilometres long, but the route is tough going. It runs entirely in tunnels, three kilometres of which have a gradient of up to twelve percent, and the tracks in the mountains are wet, making traction difficult.

Braking power on the limit

"We used the self-propelled SPMT units from Scheuerle with six, ten or twelve axles for these transports; twelve were used for the largest piece weights of 270 tonnes each for the two drives with a diameter of 7.8 metres," explains project manager Markus Meusburger, Departmental Manager of Felbermayr Transport- und Hebetechnik in Lauterach. These drives had been pre-assembled on the factory floor. "With a total weight of almost 300 tonnes and the steep gradient, we reached the mathematical limit of the brakes, so in order to safely carry out these transports nonetheless, we used a four-axle heavy-duty tractor as an additional braking vehicle. It took us roughly three hours to cover the first three kilometres with the steep gradient, and five hours to complete the entire route."

Precision manoeuvres

The roughly 30 transports per tunnel boring machine entailed passing narrow branches, whereby "manoeuvring with centimetre precision was necessary in these areas, and that was probably the greatest challenge," describes Meusburger. Some components of the tunnel boring machines were less heavy but bulky. "Parts of the "trailer" were 15 metres long, 4 metres wide and 4 metres high. Because it was very narrow towards

the tunnel ceiling, one employee spent five hours sitting on the load in order to precisely instruct his colleague, who was driving the self-propelled unit." In addition to these special transports, there were countless trips for small parts and assembly material in smaller vehicles.

1,000 tonnes of lifting force

Once inside the large assembly caverns, the parts were unloaded and rotated into the assembly positions using a 1,000-tonne lifting frame from the Felbermayr subsidiary Wimmer Maschinentransporte. The individual parts were then gradually



"It was just great to be part of this project and to experience live the dimensions on which work is being done."

Markus Meusburger, Project Manager

assembled into a large complete unit. This included the 250-tonne drill head with a diameter of 10.7 metres. Each of the two identical tunnel boring machines weighs an almost unimaginable 2,000 tonnes complete with the trailer - which itself includes the entire infrastructure such as the transport of demolition material, transformers, electrics, water pipes,

compressed air and support material. These technically demanding installations were planned and implemented by the Felbermayr Engineered Solutions division.

Road haulage is logistical heavy labour

Felbermayr had also been awarded the delivery contract. "From the manufacturer Herrenknecht in Schwanau in Baden-Württemberg, 97 road transports were required for a tunnel boring machine alone, and a further 30 for the trailer produced in Slovakia," explains Meusburger. "As such, that was a massive undertaking." Likewise, the entire transshipping of the parts on the construction site was carried out with heavy-duty cranes in various sizes, coordinated by Felbermayr Transport- und Hebetechnik in Wörgl. Lift trucks and working platforms were also put to use. At the end of May, Felbermayr completed the project with the transport of two locomotives, which weighed in at around 40 tonnes and were transported by SPMT from the construction site installation area to the underground transfer point. The two railway vehicles ensure the material supply for the tunnel boring machine.

Second project at the Brenner

The major project had been in preparation for years, as Meusburger reflects. "We prepared route studies, investigated numerous transport routes and were fortunately able to fix the project with the client at the end of 2022." Incidentally, this was not the first time the Felbermayr team had worked on the Brenner Base Tunnel: "We previously delivered a smaller tunnel boring machine for the exploratory tunnel in 2015 and transported it to the cavern."



The two drives weighed in at 270 tonnes. Thus, with a diameter of 7.8 metres, they were the heaviest parts to transport.

A project of superlatives

The construction of the Brenner Base Tunnel (Italian: Galleria di Base del Brennero) is a project of gigantic dimensions. From the Innsbruck portals to Franzensfeste in South Tyrol, the tunnel is 55 kilometres long. Connected to the Innsbruck bypass from the Tulfes portal, which was completed in 1994, the total length is 64 kilometres.

The entire tunnel system, including exploration, access and rescue tunnels, is 230 kilometres long. 21.5 million cubic metres of rock will be excavated, 50 per cent by blasting and 50 per cent by tunnel

boring machines. This is almost beyond imagination and would result in a cube with an edge length of 280 metres - or more than 540 kilometres heaped four metres high on a ten-metre-wide road - which is roughly equivalent to the section from Innsbruck to Frankfurt or Turin.

The two 8.1 metre wide tubes run at a distance of between 40 and 70 metres. Every 333 metres, a so-called cross-tube connects the two tubes; these serve as escape routes in case of emergencies. In addition, three underground emergency stops (Innsbruck, St. Jodok, Trens) will be built. Thus, the design meets the

highest safety standards. The crest of the tunnel is at 790 metres above sea level, 580 metres lower than the Brenner Pass (1,370 metres). The maximum rock overburden is 1,720 metres.

Freight and passenger traffic will travel through the tunnel at speeds of up to 120 and 250 kilometres per hour respectively. According to a comprehensive analysis, BBT SE estimates the total project costs for the Brenner Base Tunnel at around 10.5 billion euros. Commissioning was once scheduled for 2028, but in May 2021 the Brenner Base Tunnel company BBT SE announced 2032 as a realistic date.



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and encounter the
impression dimensions
in video format.

The turning and fitting of the 250 tonne boring head was realised on the basis of a concept from Felbermayr's Engineered Solutions division.



Major project Danube development

Together with Domarin, Felbermayr hydraulic engineering is making the Danube fit for low water on a section of around ten kilometres in Bavaria. At the same time, the team is implementing many measures for a high-quality ecosystem in this major project. Flood protection is also being improved.



The project is being implemented in close cooperation with Domarin, the hydraulic engineering company recently acquired by Felbermayr.



Domarin and Felbermayr Wasserbau have been working on the Danube expansion between Straubing and Bogen since 2021. Until May, the fairway in the free-flowing area of the Danube and in the lock canal will be deepened in this two-year and so far largest project by Felbermayr hydraulic engineering. „We’re right on schedule,” says Jörg Hesselink, division manager at Domarin. The project with two construction lots is complex: „We carry out a wide variety of work here, but we’ve never had it in this combination before,” he describes. 150,000 cubic meters of material accrue when the fairway is deepened. This creates ecological compensation measures.

Construction work for nature and navigation

In addition to the work on the Danube riverbed, a lot of earthworks will be carried out outside the navigation channel along the banks: For flood protection, silted-up side channels will be opened and additional retention areas created, as well as embankments and washouts known as scours secured with 85,000 tonnes of armour stone. For nature conservation, three gravel islands will be filled, banks will be reclaimed, the Straubing oxbow will be upgraded as a habitat, ecological design elements such as rootstocks and wooden piles will be placed as wave impact protection and uprooted trees will be deliberately anchored in place. These trees felled into the water create

deadwood structures - thus ecologically improving the “riparian habitat”. The near-natural structural diversity is a paradise and a welcome nursery for many fish species and other aquatic life. Currently, Felbermayr hydraulic engineering is deepening the navigation channel at the level of the Sand Harbour by at least 20 centimetres through dredging. Domarin primarily implements hydraulic engineering and earthworks in the bank area. Felbermayr has been working successfully with the Vilshofen-based group of companies for many years and has been their owner since March 2022. “This brings advantages for both sides and, above all, greater clout on the market - the current large-scale project is a good example of this,” reports

Due to the gigantic dimensions of the project, the Felbermayr multi-purpose lighter with cable excavator was used. The gripper holds 7 cubic metres.

HYDRAULIC ENGINEERING



Domarin and Felbermayr Hydraulic Engineering: Excavator duo to improve shipping on the Danube.

20 specialists on site. “The skippers and dredger operators work in cabins, sailors only occasionally outside,” says Hesselink, who is also responsible for the overall management of the large-scale project.

Hydraulic engineering for more economic efficiency

One of the primary goals of the Danube development is to ensure that the bottleneck from Vilshofen to Straubing remains uninterrupted even during prolonged low water, thus increasing the economic efficiency of the Danube as a mode of transport. On the first 9.7-kilometre section between Straubing and Bogen, the navigability will be increased from 1.6 metres unloading depth at regulation low water (RNW) to 1.8 metres. For a Europe Type II vessel, this means a capacity increase of 10 percent or about 140 tonnes of cargo more per voyage, due to this RNW. Coming from the ports of Rotterdam, Antwerp or Amsterdam, and from the ports of the lower and middle Danube, the ships transport mainly fertilisers, animal feed, ore, coal and other bulk goods. RNW is the water level that is reached or exceeded on the Danube on average 94 percent of the days of a year (343 days) during the long-term comparison period. The client for the major project is the

hydraulic engineering infrastructure company WIGES, which has been owned by the Free State of Bavaria since February 2020. The measures for the Danube development and for protection against a 100-year flood are treated together because of their mutual influence. The hydraulic engineering project for the 69 kilometres of river from Straubing to Vilshofen, including flood protection and ecological compensation measures, costs 1.43 billion euros and is thus one of the largest of this kind in Germany.

“By optimising the construction process through half-sided work in the navigation channel, shipping traffic can be maintained for the most part,” Wolfsteiner adds, mentioning a measure that saves shipping cost-intensive days at a standstill. Hydraulic engineering is one of the most important international areas of Felbermayr’s construction business segment. The 140 floating devices include push-boats, hopper barges, stilt-mounted pontoons, long-shaft dredgers and motor vessels. This allows the division to work on almost all of the European inland waters. On the Danube, the heavy-load vessel “Horst Felix”, the crane ship F 131 as well as work-deck barges and dredger pontoons are in operation along with motor vessels.

The channel is being narrowed using bank fills. This increases the current in the river, causing a natural deepening of the navigation channel. Furthermore, ecologically valuable habitats are thereby created in what is known as the “behind fill” area.



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and learning more
about the Danube
expansion project
in Bavaria.

Division Manager Hans Wolfsteiner from Felbermayr Hydraulic Engineering. One acts on the construction site depending on the water level, Wolfsteiner further informs: “When the water flow is good, we mainly work on the water, when it is low we tend to work in the bank area. The challenge in the construction process is the respective reaction to the water level, in particular the transport of equipment. On land, for example, an excavator is quickly available, on the water it sometimes takes several days because the equipment is often tied up elsewhere.” In any case, hydraulic engineering always requires careful consideration and long-term planning, says Wolfsteiner. Low temperatures, freezing wind and bad weather can hardly harm the



From left to right: Yordan Georgiev (Maritza Crane Hire), DI Horst Felbermayr (Felbermayr Holding), Angel Yankov (Maritza Crane Hire), Ing. Mag. Peter Stöttinger (Felbermayr transport and lifting technology).

Felbermayr takes over Bulgarian crane hire company

With effect from 31 May, Felbermayr took over the Bulgarian crane hire company Maritza. This will further strengthen Felbermayr's position in South-Eastern Europe and, in parallel, Felbermayr will also start renting out aerial working platforms in Bulgaria.

Ncrane and platform rental, Felbermayr is currently well established in Europe with around 600 mobile and crawler cranes as well as 4,000 aerial working platforms and forklifts. The Austrian family-owned company has been active in Bulgaria with its crane hire business since 2007. "At the time, we started this subsidiary together with another one in Romania," reports CEO Horst Felbermayr of the holding

company of the same name, adding that the two national companies have developed very well. In Bulgaria, this was guaranteed not least by the commitment of Valentin Radev. The latter will retire shortly. His agendas will be taken over by the two Maritza managing directors Yordan Georgiev and Angel Yankov.

Platform hire supplements crane hire company

"Through the takeover of the crane rental company Maritza, we now have the opportunity to further strengthen our market position in Bulgaria, whereby a further goal is to also establish our platform rental business field in Bulgaria in the course of the expansion," says the Managing Director responsible on the part of Felbermayr Transport- und Hebetchnik, Peter Stöttinger.

Maritza crane hire company currently consists of Maritza Manpower OOD and Maritza Avtokranove OOD and is operational in Plovdiv with 21 employees.

Located in central Bulgaria, the city is one of the most important industrial centres in south-eastern Europe with a population of around 350,000. The Maritza fleet currently consists of six cranes with loading capacities ranging from 40 to 160 tonnes. Thus, the companies will continue to operate under the Maritza name.

New site in Plovdiv

Felbermayr currently operates its Bulgarian activities from the site in Haskovo, around 90 kilometres south-east of Plovdiv. "With the retirement of our long-time divisional manager Valentin Radev, we will move the existing branch to the Maritza Group in Plovdiv," reports Stöttinger and, based on talks, is confident that the 18 Felbermayr employees from Haskovo will also support the move and remain loyal to the company. This means that Felbermayr will then be active in Bulgaria's second largest city with around a dozen cranes with loading capacities of up to 250 tonnes and 41 employees. ■



Maritza has cranes capable of handling loads weighing up to 160 tons.

Dorn Lift and Felbermayr join forces

In May, Felbermayr Holding took over the Vorarlberg-based quality provider of aerial working platforms. This will result in the operational integration of Dorn Lift Working Platform Rental at the Lauterach site into Felbermayr's at the beginning of next year. The trade in aerial working platforms remains in the hands of the Dorn family of entrepreneurs and is also continued under the name Dorn Lift.

We joined Felbermayr Holding in order to make better use of synergies and market potential," argues Evelyn Dorn. She runs the medium-sized family-owned company together with her husband Alexander Dorn. Together they believe that there will be benefits from the merger in terms of development opportunities and knowledge sharing.

For Felbermayr CEO of Felbermayr Holding Horst Felbermayr, the takeover is equally important: "The acceptance will allow us to more than double our order volume in working platform rental in the west of Austria." The trade in aerial working platforms, which will continue to be operated under the umbrella of Felbermayr Holding under the name Dorn Lift GmbH, is also promising for Felbermayr.



From left to right: DI Horst and Andrea Felbermayr together with Managing Director Alexander Dorn, son Kilian Dorn and Managing Director Evelyn Dorn.

Aerial working platform trade

Dorn Lift and Felbermayr Transport- und Hebetchnik were already working well together before the acceptance and have had a successful business relationship for years beyond working platform rental: "We are the general importer of Hinowa tracked aerial working platforms for Austria and Germany as well as for Multitel aerial work platforms in Austria and as such

can also count Felbermayr as one of our customers," notes Alexander Dorn, adding that technical service for these brands will also continue to be guaranteed by Dorn Lift. However, customers will benefit from the large number of Felbermayr sites with workshops in terms of a denser service network.

Employees bring success

The workforce is equally important at Felbermayr and Dorn Lift. Of the total of 24 Dorn Lift employees, those in the rental division will be transferred to the Felbermayr working platform rental at the Lauterach site. Those in the platform sales department will remain in the Dorn Lift company. "The competence and expertise of our staff are assets that we will continue to rely on in the future. That is why we will continue to provide them with top professional training and also learn from each other. In the future, we will also be able to take advantage of the further training and development opportunities within the Felbermayr Group," explains Evelyn Dorn.

New employees also benefit from this, because the doors are open for committed employees at both Felbermayr and Dorn Lift, the management informs us. ■



Dorn Lift has been active in the sales of aerial working platforms for 50 years.

Hired

New senior employees at Felbermayr

With currently around 3,000 employees across Europe, Felbermayr has just as many successful supporters who ensure the company's performance every day anew. Among others, the following employees could be inspired to fill vacant positions with managerial functions:



From left to right: Hans Peter Gessl, Bmstr. DI (FH) Andreas Pupeter, Marvin Henetmair

Divisional Manager for Civil Engineering Austria, Environment and Resources

With **Hans Peter Gessl**, Felbermayr Construction has a new divisional business manager for civil engineering and environment and resources in Austria as of December of the previous year. Gessl started his career with a commercial apprenticeship and can look back on over 20 years of experience as a businessman with expertise in purchasing. He most recently worked in the flat glass industry and in municipal technology.

Six years ago, Gessl moved to Felbermayr as a buyer where he impressed with his determination and problem-solving skills. Gessl sees the goal of his position as divisional buyer at Felbermayr primarily in the further consolidation of his areas of responsibility. This means taking advantage of the opportunities offered by digitalisation, adapting internal processes to requirements and sustainably increasing added value. In his leisure time, the married 43-year-old likes to light up his barbecue and spend a lot of time with his family and friends in the garden.

Divisional Manager for Building, Industrial and Power Plant Construction

Andreas Pupeter has set himself the goal of strengthening Felbermayr's Structural Engineering, Industrial Construction and Power Station Construction division in the long term - as a general contractor and in the renovation sector. In the short term, however, Pupeter would like to counteract the currently biggest issue of staff shortages. He was hired by Felbermayr at the beginning of April. As the new head of the division, Pupeter brings with him optimal prerequisites with 19 years of construction experience. Most recently, the graduate construction engineer worked for a structural and civil engineering company as a divisional manager for industrial and municipal construction with a focus on general services.

In his private life, the 39-year-old can often be found skiing with his wife and three children. In summer, he likes to scoop. Not on the construction site, though, but playing volleyball.

Divisional Manager for Structural, Industrial, Power Plant and Hydraulic Engineering

Since December of last year, **Marvin Henetmair** has been the new divisional business manager for Felbermayr's Structural, Industrial, Power Station and Hydraulic Engineering division. In doing so, it followed Rainer Traunwieser, who rose to the position of commercial managing director in the Felbermayr construction company.

Henetmair started his job at Felbermayr eight years ago with an apprenticeship as a construction clerk and impressed with his quick grasp, competence and dedication.

The 27-year-old says it is a great pleasure for him to lead such a successful team. He also feels that it is a great appreciation that he was given such a responsible task at such a young age. Apart from sporting activities, Henetmair also spends a lot of time in his spare time with motor sports.



Head of IT

Philipp Krenn started his career at a well-known textile producer for terry goods, to become a project manager at a XXXL furniture retailer after 14 years and to leave this company again after another ten years as IT divisional manager. Krenn has been working at Felbermayr as IT Manager since May.

Krenn has made it his goal to further the success of the Felbermayr company with his team and to view IT as a partner. It

should be possible to achieve common goals this way. With around 25 years of IT experience in a managerial role and a part-time degree in business informatics, Krenn brings ideal ingredients to the position of IT Manager at Felbermayr.

Privately, however, the married father of two daughters has reduced the ingredients and does without common spices such as caraway, aniseed and fennel in his great hobby, baking bread. Because bread should taste like bread, the 46-year-old is convinced.



Collegial

Visit to the old people's

At the end of April, a mobile crane was used to erect the maypole for the old people's home in Thalheim. The residents also include our heavy-duty driver from the beginning, Max.

Numerous retired Felbermayr pioneers and active employees who still want to become such took the opportunity to visit Max. Also present was "his" 800 horsepower heavy-duty tractor. Built in 1992, the ÖAF is already in well-deserved retirement.



ANNIVERSARY RACE

30 years going strong

In line with the motto "have fun and run", several hundred sports enthusiasts powered up at the traditional Wels sports event this year. Felbermayr was once again the main sponsor at the 30th edition. Numerous participating Felbermayr employees were also enthusiastic about the event, which focused on fun and the joy of movement. Above all Horst and Andrea Felbermayr.

For the bosses, it was a pleasure to support the event, because it was simply super and important to get as many people as possible excited about exercise.





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To get to the video
about this 'Titan'.



Second life for truck legend

*DI Horst Felbermayr with the people involved in renovation of this 'Titan'
(from left to right): Mijo Gagulic, Matthias Gruber, Manfred Burgstaller,
Wolfgang Hundstorfer, Petar Gagulic, Franz Mai, Josef Kreuzmayr.*

The speedo shows 707,136 kilometres – Now this legendary heavy-duty tractor vehicle, built back in 1982, is gleaming with very lovely sky-blue paintwork. Back in the 1990s, today's CEO Horst Felbermayr used this powerhouse to transport heavy loads as far away as Uzbekistan. Over the past four years, the team at the workshop in Wels has restored the heavy-duty tractor from the ground up. A masterful performance.

For this, you need a great deal of time, staying power and a love of detail", states Felbermayr workshop supervisor Josef Kreuzmayr to summarise this project. "Apart from the engine and the chassis, there is not a single component that we have not replaced or machined and reinstalled". A little story can be recounted about almost every single detail.

Driver's seat discovered in Athens

"For example, we discovered the freshly installed original driver's seat in Athens". Admittedly not purchased on location, but instead on an auction platform. "Mercedes has documented the parts well which was a great help with our search. And there are also specialist communities for this kind of thing". So it was that, time after time, Kreuzmayr spent his evenings rounding up suppliers and spare parts from right across Europe. A fair few things, such as the immaculate exhaust trim, were created in the company's own workshop and, according to reports, look even better today than they

once did as originals - that's what happens when competence and passion meet.

A robust machine that didn't look all that battered, even at the end of its service life. However, after disassembly, the technicians

were presented with a different picture. "The ravages of time had taken their toll on the titanium", says the workshop manager. It's a good thing that they didn't know exactly what kind of adventure they were embarking on at the beginning.



It takes skilled technicians to turn a tangled mess of wiring into a functioning cable harness.

In the late Nineties, the 'Titan' was a dependable companion for transporting industrial pillars measuring up to 50 metres in length across Turkmenistan. By the same token, DI Horst Felbermayr also used it as an attachment for hanging up his hammock.



Towing a load of 250 tons

In 2018, the heavy-duty vehicle had 36 years of service under its belt. It was once purchased as the most powerful in its class with three axles, and a fourth was added a few years later. The V12 diesel with two turbochargers and 525 horsepower was capable of towing loads of 250 tons. Heavy goods were transported right across Europe and even to Asia with the powerhouse when today's CEO Horst Felbermayr led a project for the transport of heavy goods components for the Shurtan gas field at the end of the 1990s. The route led over 2,000 kilometres from Turkmenistan to Uzbekistan. Since that time, the 'Titan' has been used on many occasions with semi-trailers on construction sites.

A gleaming outcome

The work of Sisyphus over many years, but at the end of the day, all that effort is almost forgotten. Now everyone whose masterful skills touched this vehicle can now be proud of this gleaming final result: mechanics, fitters, plumbers, painters and electricians. This spruced-up entity should not live out its second life in obscurity. "We want to attend trucker meets", reveals Kreuzmayr. ■

READING AND WINNING

Answer our prize draw question - there are 15 great prizes waiting for you!



1ST PRIZE:
Felbermayr model:
Telescopic crawler
crane Tadano GTC-2000
on a scale of 1:50.

Prize draw question: Which logistics company is today celebrating ten years of successful membership of Felbermayr Holding?

You can find the right answer in this edition. Please e-mail it to us, stating your postal address, to informer@felbermayr.cc. The deadline for entry is 31 October 2023. All decisions are final and not subject to legal appeal.

PEOPLE GOING INTO RETIREMENT

Entering a well-earned retirement

Many thanks and recognition due to each of our colleagues who will shortly be retiring.

Necat Baz – MTA/Wels
Cazim Besirovic – Cranes/Klagenfurt
Helmut Brandstetter – Transport/Wels
Franz Breit – Road-construction/Raab
Elke Danner – Danner/Vorchdorf
Anton Dorn – Transport/Wels
Georg Duschlbauer – Equipment operation/Linz
Roland Fünfkirchler – Equipment operation/Linz
Ferdinand Gattermaier – Transport/Wels
Oskar Ginther – Cranes/Lauterach
Kurt Gmeilbauer – Cranes/Wels
Roland Haider – Transport/Wels
Dietmar Hobisch – Road-construction/Haag
Christa Holzinger – Reception/Wels
Zvonko Marijanovic – Road-construction/Haag
Robert Matthes – Civil engineering/Hagn/Sulzemoos
Ferdinand Milaczek – Cranes/Lanzendorf
Claus Mittermayr – Transport/Wels
Jurek Pacak – Cranes/Görlitz
Helmut Reitböck – MTA/Wels
Peter Sattler – Transport/Klagenfurt
Reinhold Schebesta – Cranes/Graz
Matthias Schmutzer – Cranes/Bautzen
Peter Wageneder – Platforms/Linz
Peter Wisgigl – Transport/Wimmer/Sulzemoos
Ryszard Wojtowicz – Inventory/Lanzendorf
Marion Wolff-Slotta – Accounting&Finance/Haeger & Schmidt/Duisburg



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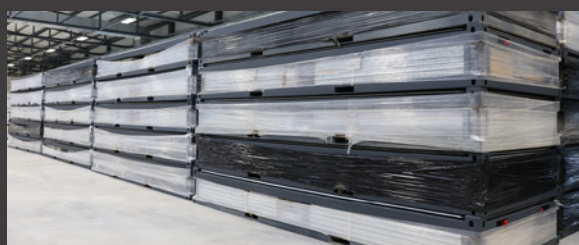


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