

INFORMER

THE MAGAZINE FOR THE FELBERMAYR GROUP 2/2008



UNIQUE

PROPERTY REDEVELOPMENT
IN MOZART'S CITY

A FIRST

GIANT CRANE IN SOUTH AFRICA

KINGS OF SPEED

MAN AND MACHINE
AGAINST THE SEA

PRACTICE

WELL-TRAINED DRIVERS

PIECE WORK

400 CONSIGNMENTS FOR MOTORWAY BRIDGE



Sleight of hand!

Dear readers,

It's upon us, a world economic crisis, the like of which our generation has not experienced before that has arrived more or less overnight. Still not tangibly affecting our everyday lives, and with a depth and extent that still cannot be foreseen, it was caused by a casino-like capitalism on the part of the European financial jugglers taken in by the promising offers made by some US banks on the brink of disaster. They messed up with the money entrusted to them, thereby deceiving those who stimulate the economy, that is all those who work hard for their money, sometimes under very difficult conditions, trusting in real values. To us as industrial service providers, it means that we need to

adjust to the changed conditions as quickly as possible. In the successful year that 2008 has been for us, not even the general economic slide will be able to stand in the way of Felbermayr. We also have a positive outlook on certain financially secure projects and forthcoming projects in the energy sector, and of our employees' continuing dedication. But no-one can give a definitive answer to the question of when the general crisis will abate; only the future will tell. What we can say is that on behalf of our company and for the benefit of our customers, we can give our assurance that we will do all we can to make the right and best decisions. Our divisions, based on broad, solid foundations in

Europe and beyond, will help us in this. We are confident about a successful future together and despite stormy seas we will not let ourselves be blown off this successful course. With this in mind, I wish you and your family a happy Christmas and good luck, health and financial success in the year 2009.

Warmest regards,

Horst Felbermayr

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08 IN PICTURES

A tandem lift of 350 tonnes was accomplished by a crawler crane and a mobile crane from the Felbermayr fleet at the end of October in Poland. A silo roof at a cement works was lifted 37 metres and positioned with centimetre precision. The two cranes involved were an LG1750 mobile crane and an LR1750 crawler crane with a charge weight of 600 tonnes each. After several months' preparation time, the lift was completed in four hours.

PHOTOS: MARKUS LACKNER (3), WILLI WILHELM; BEATA JANSKA

A REQUEST FROM ON HIGH
A CHRISTMAS TREE TRANSPORTED FOR THE POPE



The official Christmas tree for St Peter's Square in the Vatican was again transported by Felbermayr this year. Starting point of the 33-metre high tree was the district of Gutenstein in Lower Austria. However, before the Christmas tree could begin its 1,000 kilometre journey to St Peter's Square on 28 November, it has to be carefully placed on the transport gear using a mobile crane, and tied down securely. The tree was transported on a double telescopic semi low loader.

AWESOME
BEER TANKS TRANSPORTED IN ROMANIA



Following the successful transportation of eleven beer tanks up to 20 metres in length and 6.50 meters in height at the beginning of this year, employees of the Bucharest branch just recently transported 20 hop extract vessels through Romania. The route went from Braila to Buzau which is located around 100 kilometres to the east. The steel containers were transported in six convoys each with three vehicles. The last two tanks were transported separately. Weighing around 13 tonnes, the containers are around 5.3 metres in diameter and 16 metres long. Felbermayr equipment was also used to unload the containers at the Ursus Beer Factory. A crane with a maximum load capacity of 220 tonnes and an additional 40-tonne crane were used for the final positioning of the load.

PHOTOS: TRUMMER JOSEF, MARKUS LACKNER, HARTWIT ZÖGL, FELBERMAYR ROMANIA



HAPPY FAMILIES
An addition to the Felbermayr household

Building Operations Managing Director Horst Felbermayr and his wife Andrea are now a happy family of five. A sister to Emma and Horst Felix, their little daughter Theresa came into the world on the second of August – our sincere congratulations.



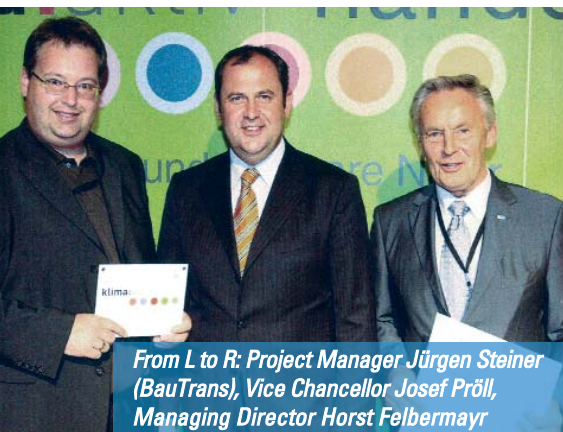
COVER STORY
Renewing a drying kiln

A drying kiln with a weight of 310 tonnes was renewed at the beginning of November by employees of the Lanzendorf branch at the Lower Austrian company Egger's works in Unterradlberg near St. Pölten. The cylindrical components were lowered by the LR1750 crawler crane. The drying drum, used to dry wood shavings, was brought to an interim storage site to await dispatch by an SPMT (Self Propelled Modular Trailer). Once there, the disconnected drying kiln was removed by employees of the Linz branch using lifting gear, replaced by a new one, which was brought to the production site and then lifted into place. A preparation time of two years was needed for the two-day operation.



DEMOLITION A race against time

The demolition of a motorway bridge at the end of April became a race against time. The stretch of motorway near Vorchdorf in Upper Austria was closed for 24 hours. During this time the bridge had to be blasted, broken up and taken away. A total of 450 cubic metres of bridge remains were transported away together with 550 cubic metres of ballast used to absorb the impact of the fall.



From L to R: Project Manager Jürgen Steiner (BauTrans), Vice Chancellor Josef Pröll, Managing Director Horst Felbermayr

AWARD-WINNING Commitment to climate protection

As well as maintaining a fleet that is as up-to-date as possible, Felbermayr has also done its homework concerning its administration: A fleet management system, for which Felbermayr was given the klima:aktiv award by the Austrian Federal Ministry of Agriculture, Forestry, Environment and Water Management, is set to save up to 168,000 litres of diesel a year, thereby reducing CO₂ emissions by 452 tonnes per annum. The award was presented in June by the current Vice Chancellor, Josef Pröll.

CIVIL ENGINEERING CONSTRUCTION OF MOTORWAY DRAINAGE CHANNEL



Since the start of May 2008, employees of the Felbermayr Civil Engineering and Pipelines department have been working on the construction of a drainage channel system for the A9 near Spital am Pyhrn in Upper Austria. The main purpose of the ASFINAG operation was the separation of run-off water from the hillside and the road surface during rainfall. The job involved the installation of a channel around six kilometres in length with pipe diameters of 150 mm and 800 mm, and the construction of 16 catch basins for the preliminary treatment of the drainage water before introduction into the receiving waters. The drainage channel in the central reservation is to be renovated at the same time as the construction of the new channel. Up to four teams with fifteen lorries and eight excavators have been working at any one time. The projected date for completion of the project is the middle of next year.

PRECISION WORK HEAVY TRANSPORT OF 62-METRE LONG LOAD



A feed water tank was transported by employees of the Felbermayr subsidiary BauTrans in mid-November from Chemnitz (Germany) to Linz in Upper Austria, about 500 kilometres away. Taking the transport equipment, 42 metres in length and weighing 106 tonnes, to the loading point, was a feat of heavy load transportation in itself, says BauTrans managing director Christoph Nüssler enthusiastically. With the 28 metre long tank on board, the load plus tractor unit extended to an almost unbelievable total length of 62 metres and a weight of 196 tonnes. The width and height were 4.5 and 4.4 metres. A lift lever bridge trailer was needed to transport the huge tank, enabling the load to be raised by up to 1.3 metres. This means that the load can, for example, be swung out over crash barriers when negotiating tight corners, and can also deal with road surface unevenness without problems. The route led through Hof, Regensburg and Passau. After four days, the consignment transported on behalf of Austrian Energy & Environment AG reached its destination in Linz.



In heavy goods transport a combination of poor weather conditions and extreme situations can often arise; it takes a lot of experience to handle them successfully – targeted training has been preparing the Felbermayr drivers to cope with emergencies with safety.

Extreme situations are rarely completely harmless

Extreme situations with heavy goods vehicles on the roads often end in disaster. At Felbermayr, drivers have been undergoing targeted theoretical and practical training to prepare them for such extreme situations. Special instruction on dealing with emergencies was given at a safe practice track.

There is no instruction manual for driver safety in heavy goods vehicle traffic," says Harald Minarik of the driver safety centre of the Austrian motoring club ÖAMTC, where the Felbermayr training courses were held. The requirements and circumstances vary too widely for a standard guide, and Minarik insists that courses should be specifically aimed at the problems and wishes of the drivers.

Special training sessions

The courses began with a theoretical introduction to driving practice. But the majority of the training was taken up by steering and braking exercises and negotiating bends. "This should enable drivers to feel and experience how the possible behaviour of a lorry under extreme conditions can be controlled better with the right reactions." The

course also included training on handling danger, such as changing lanes on a wet, rainy road, and learning and practising actions to prevent skidding. Under the motto "slowly but surely", aspects of the course were recalled to reinforce learning. "For example, people often don't think that doubling the speed quadruples the braking distance," says Minarik, referring in general terms to the importance of wearing seatbelts: "If you don't belt up, the best airbag won't help you."

Investment pays off

Experience has shown that targeted driver training can reduce the incidence of accidents by up to 40 percent, argues Minarik, going on to refer to the lower fuel costs that can be achieved with driving methods that are more economical and at the same time safer. ■

COMMENT



*ÖAMTC driver safety expert
Harald Minarik*

The ÖAMTC has been running voluntary courses for professional drivers for over 20 years. For many years these courses have been putting into practice the provisions contained in the European order that will come into force on 10 September 2009, according to which only drivers who have followed an appropriate training course may be on the roads.



It only took a little over an hour to transport a T-girder from the concrete works of Slovakian construction company to the site in Zilina.

All shapes and sizes

Almost 400 reinforced concrete girders, up to 38 metres in length, will be transported by the end of June by employees of the Slovakian Felbermayr branch in Bratislava. The structural elements are needed for a motorway bridge in the north of Slovakia – a major job, not without its obstacles.

We were awarded the contract ahead of fierce competition,” enthuses managing director Richard Tarbuk about the order, for which an overall plan was drawn up. A contributory factor to the award of the contract was the excellent references from international projects. But having been with Felbermayr in Slovakia from the start, he is also very knowledgeable about the local conditions and has worked for the client for some time: we have worked with the formerly nationalised construction company Vahostav on many occasions; they know how capable we are,” says Tarbuk,

giving further reasons that could have clinched the award of the contract to Felbermayr.

T-girders for motorway bridge

The reinforced concrete T-girders are needed for the construction of a new motorway bridge in Zilina. The bridge itself is part of a project to extend the motorway from Bratislava to Zilina, around 200 kilometres to the north-east of Bratislava. The bridge girders are made around 20 kilometres from the construction site, at a Vahostav concrete works. Two types needed to be

transported: “There are 36 and 38-metre T-girders, the weight of both elements being around 65 tonnes,” says Tarbuk of the details. A four-axled tractor unit is used, with a five-axled trailer which takes one end of the T-girder, while the other end rests on a further four-axled trailer. The rear trailer is towed back by a Tatra. “We always have the Tatra with us,” says Tarbuk, “When there is snow on the road it can also be used as a pusher.” The safety of the consignment was assured by three accompanying vehicles. Five employees are dedicated to the transport job, although the crew is changed once a fortnight.

PHOTOS: BEATA JANSKA, LUBOS JACA

“Otherwise they risk getting a kind of cabin fever,” says Tarbuk about the transport job, where any errors are mainly due to the routine nature of the proceedings.

The route

The bridge girders, around 80 centimetres wide and 190 centimetres high, are loaded onto the transport equipment at the works using a gantry crane. Once the load has been secured it is taken around 10 kilometres along the main road in the direction of the construction site. At certain particularly narrow points the oncoming traffic has to be stopped at designated passing places, to prevent slow downs from occurring. The remaining ten kilometres are via



A special loading system ensures optimum load safety.



The steerable, four-axled “rear carriage” enables even tight bends to be successfully negotiated.

motorway. On the access road to the motorway the rear trailer needs to be steered manually from the back due to the tight radius of the bend. On the motorway itself it is not driven faster than 40 kilometres per hour for safety reasons. Another key point is the motorway exit just before the construction site: “We have to move over from the right lane to the left, during which both carriageways are closed, the access to the site is opened and closed again once the load has entered,” says Tarbuk, outlining the difficulties posed by moving traffic. The transportation of the first module of a total of 378 T-girders was completed on 3 September. The delivery of all the reinforced concrete components

should be concluded by the middle of June. But there are still some remaining unknowns according to Tarbuk: “For example, we do not know what the winter will bring, for example whether unforeseeable snow or ice may make transportation more difficult. There are certain time restraints imposed by the authorities affecting the transportation, with which we simply cannot comply in practice; also there may be delays in production.” But Tarbuk is nevertheless confident of being able to keep to schedule: “if the transportation of a girder is not possible on one occasion, there will be other times when things go better than expected and we may be able to take two in the same length of time.”

FELBERMAYR SLOVAKIA

Together with his employees, Tarbuk is today responsible for the hire of several hundred working platforms and mobile cranes, of load classes up to 400 tonnes. The services they offer also include the transport of special and heavy loads. Their customers range from international industrial companies to SMEs and private individuals.

This has not always been the case. Tarbuk was involved in the Felbermayr presence in Slovakia right from the start. “Before the opening of the first branch in Bratislava, in 2000, I carried out thorough market research,” says the pioneer of the early days in

Austria’s eastern neighbour. At the beginning there were some major bureaucratic hurdles to overcome. Obtaining consents for border crossings and other formalities took a long time, and it could often take six weeks or more for a crane to get on the road,” says Tarbuk, describing the early days in a country that had still not overcome all the problems it faced in the aftermath of the Iron Curtain. But thanks to the efforts of all the Slovak employees and a healthy order book, the business got off to a good start. In 2003 another branch was established in Kosice, near the border with the Ukraine, to expand the activities in Slovakia.



Managing director Richard Tarbuk – with Felbermayr as it first penetrated the former “Eastern bloc countries”.





Lifting technology for the world's biggest stadium in South Africa

At the beginning of June 2008 Felbermayr began the redevelopment works at the largest stadium in Africa. Under the instructions of Italian steel construction company Cimolai, the sky-blue cranes should have completed all lifting work by April 2009. The stage will then be set for finishing the final completion works on the "Soccer City" in time for the 2010 World Cup.

Felbermayr had already made a good impression with the world's third-largest steel construction and bridge-building company Cimolai during the construction works prior to the Olympic Games in Athens in 2004. Insufficient transportation and lifting technology meant that the construction works on the Olympia Stadium were well behind schedule. "We reacted quickly and immediately sent cranes and platforms to the site with the people to operate them," says company boss Horst Felbermayr, recalling the lightning-fast operation. He was delighted with the efforts made by his employees, who achieved what would scarcely have been believed possible, making a substantial contribution to getting the stadium finished on time. Now, four years later, the family firm from Wels is again contracted to work for the Italian company Cimolai. "We are delighted to be working side by side with one of the world's most successful steel construction firms on the biggest stadium in Africa. It is a huge, challenging task," says Felbermayr.

The biggest crane in South Africa

With the CC2800 by Demag, Felbermayr has introduced the largest crane currently

operating in Africa. "The people here are very enthusiastic about the possibilities offered by this crane," says Marco Caruso of the Felbermayr branch in Klagenfurt. As the project manager, he is the one best informed about the details: "With a ballast weight of 520 tonnes it brings the charge weight of the crawler crane to 870 tonnes." With these specifications, it should be no problem, using a jib length of 60 metres, to transport steel structures weighing 80 tonnes up to 60 metres in the air. The crane will really get the opportunity to flex its muscles with the 160 tonne structural elements. "These will be moved 38 metres and raised by 58 metres," says Caruso, who also made a substantial contribution to the success of the lifting works in Athens. By April 2009 a total of around 70 such heavy loads will have been lifted. A Liebherr LR1300 crawler crane and an LTM1100 mobile crane have also been shipped to South Africa. These cranes will be used for the installation and subsequent dismantling of their "big brother", but will also undertake some of the lighter lifting work. On completion of the stadium, currently known as Soccer City, it will provide seating for 96,000 spectators, 117 boxes and around 6,000 VIP seats. The total cost of redevelopment is estimated at EUR 205 million. ■



Following the complete renovation, Soccer City, first built in 1987, will offer capacity for 96,000 football fans. The façade of the football arena is inspired by an African pot, the "calabash".

PERSONAL



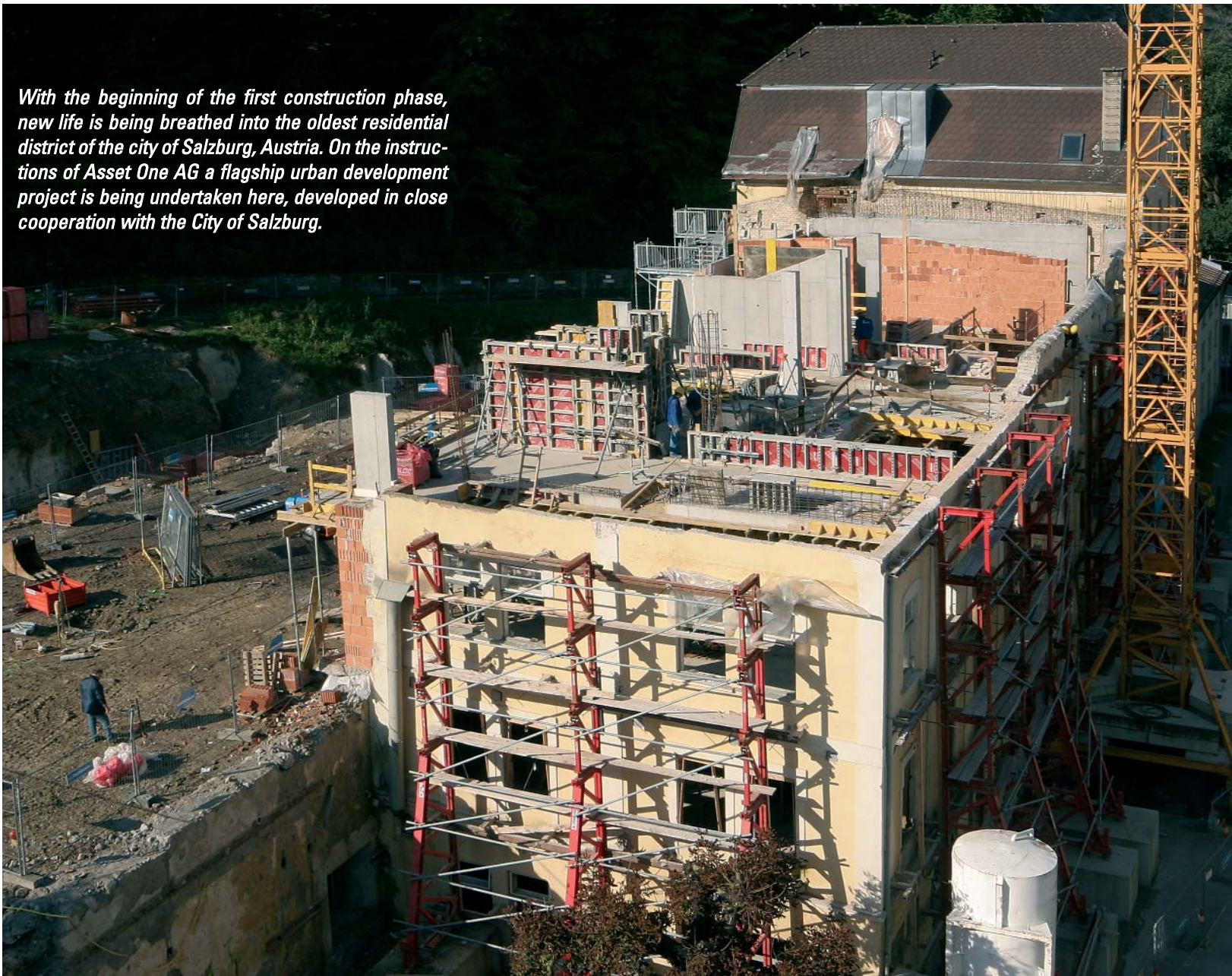
Felbermayr Divisional and Project Manager Marco Caruso – passionate about steel construction, with his heart and soul devoted to transport and lifting technology.

Swiss by birth, he started with Felbermayr in a three by three metre office in Klagenfurt am Wörthersee, Austria. Now, thanks to Caruso's determination, the branch now has 30 employees and more than 100 mobile cranes and working stages, and represents a gateway to the south for Felbermayr's comprehensive branch network. In addition to his activities as divisional manager and authorised representative of the company, the 43-year-old also acts as a project manager for Felbermayr. He is helped in this by his 15-years of experience as assembly manager for an international steel construction company. Soccer City is Caruso's fifth stadium to which he has contributed his combined expertise in steel construction and lifting technology. In November, Caruso celebrated 10 years with Felbermayr – with many more to follow.



The stadium construction in Johannesburg is the first use of the new large crane in the Felbermayr fleet. The crawler crane with a maximum load capacity of 600 tonnes was delivered direct to Antwerp (Belgium) from the Terex-Demag works in Zweibrücken (Germany), in parts divided into 30 heavy transport equipment units. It then had a sea voyage of six weeks before being taken direct to the construction site in Johannesburg, where the steel giant, "still in its original packaging", was installed ready for use.

With the beginning of the first construction phase, new life is being breathed into the oldest residential district of the city of Salzburg, Austria. On the instructions of Asset One AG a flagship urban development project is being undertaken here, developed in close cooperation with the City of Salzburg.



Revitalisation with traditional charm

The “Sternbrauerei” building project in Salzburg, Austria, includes six buildings in all. The Construction division of Felbermayr contributed to the first construction phase, the revitalisation of the existing old building. The risk of collapse meant that vaults and exterior façades needed to be secured during the building works.

The first phase also gives its name to the whole project, a development of high architectural quality not far from the Salzburg old town. Built in 1890, the Salzburg Sternbrauerei (Star

Brewery) will retain as much as possible of its original character following the high quality renovation works which will ensure its continued use for many future generations.

Floor drainage

The location at the foot of the historically-significant rock cliffs of the Rainberg may be impressive, but it also caused considerable

An international architectural competition formed the basis for the “Sternbräu” project. The result is a harmonious blend of existing historical buildings and modern architecture.



damage to the old building, as the building materials and techniques of earlier days were not sufficient to cope with the damp of the subsoil, resulting in dilapidation of the whole property. “In order to make it possible to underpin the vaults, partially sunk in mud and water, the first stage involved removing the existing floor,” explains site manager Robert Grundner of Felbermayr’s Construction division. The existing floor plate was removed with mini-excavators down to the natural floor. Grundner: “It often went down to a depth of a metre, and in addition around 30 tonnes of plaster had been cut and chiselled from the walls; this material had to be disposed of carefully due to fungal infestation.

14 metre piles used to secure the floor plate

After removal of the existing floor plate, the specialists of the Felbermayr special civil engineering (FST) division installed a total of 350 injection bore anchors (or “lbo” piles) up to 14 metres in length along the walls. The piles extend up to 10 metres below the floor surface and are anchored around 2 metres deep into the rock. Where the top end projects, it is fitted with a pile cap, which will later be used to connect the pile to the floor plate, thus fixing the floor plate to the rock,” says FST divisional manager Clemens Kaiser. At the same time, the Construction division workers protected the exterior walls from possible sinking using a finger-like underpinning method, and then it was ready for the floor plate to be concreted.

Securing the facade prior to demolition work

As the architectural design involved retaining as much as possible of the vaults and exterior walls, before the necessary demolition work was undertaken, comprehensive measures were needed to secure them. “In the case of

demolition of the interior walls above the vault, we supported it with appropriate timber shoring and a total of 360 steel posts,” explains Grundner. A total of 5,600 cubic meters of space for renovation was removed. The exterior facade of the main building, which was to be retained, was supported on two sides by a special framework. The timber floors over the beams were subsequently removed, the infill removed and the plaster removed. In order to keep the dust affecting the neighbours to a minimum, the material was conveyed via a suction dredger direct into a skip made ready for the purpose. Special care was also taken in removing the roof timbers: “With a view to preserving

the facade, the roof timbers were taken away piece by piece, manually and with powered saws,” says Grundner of this sensitive phase, which was successfully carried out together with the Felbermayr Demolition division under the management of Bernhard Radler.

Facade stability

Things went more smoothly when reconstructing the office and residential building. For structural reasons the walls were built of a combination of concrete pillars and brickwork. Once the new ceilings were in place and the loadbearing walls complete, the property once again had the necessary stability and no longer threatened to collapse like a house of cards. Grundner believes that the simultaneous securing of the vault and the facades is a feat which is fairly unique in Europe. Building on a greenfield site is substantially easier. “But not such an interesting challenge,” says Grundner, summing up the successful completion of the first phase of construction. ■

ARCHITECTS’ COMMENTS

The stated aim of the owners, Asset Salzburg Immobilienentwicklungs GmbH, is to transform the 15,275 square metre property in the immediate vicinity of Salzburg’s Old Town into a distinctive location, creating a new landmark for Salzburg. kleboth lindinger partners undertook the initial project development. We currently act as general planners responsible for the EUR 45 million project. Our design, produced in conjunction with Hariri & Hariri, New York, provides for 22 studio apartments, 48 city apartments and 8 penthouses.

With the city residences at the Sternbrauerei, kleboth lindinger partners have established a lively urban quarter, surrounded by quality public space. The six new buildings have a maximum of 6 storeys, allowing them to blend harmoniously with their surroundings. The interface with the Riedenburg district is provided by a building forming part of the conservation area, which has been renovated and integrated into the overall design.”



Kleboth Lindinger Partners are town planners and architects with a history of numerous successful projects. The team specialises in both urban regeneration projects, regarded as “symbioses with the heart of the city” and in buildings in rural areas, together with renovations and new build projects with “deep-rooted substance”. All three aspects were of equal importance in the planning of the Sternbrauerei project.



Founded in 1989, the Victory Team of Dubai is one of the most successful on the powerboat scene. In addition to its sporting challenges, the team also represents Dubai all over the world as a forward-looking, visionary emirate.

Class 1 – the champions league

A water sport with speeds in excess of 250 kilometres per hour and high-tech sports vehicles giving more than 1800 HP, this is powerboat racing – man and machine against the sea. While installing a crane in Constanta (RO) in August, we took the opportunity to look over the shoulder of the drivers of these five-million-euro missiles.

The fastest of the fast is Arif Saif Al Zafee. The 34-year-old's career began 16 years ago with wooden powerboats. He then had some very successful races in Class F2000 small, single-seater boats. "It has always been my goal to drive for the Dubai Victory Team," says Al Zafee, delighted that he was able to take the world championship title during his first season with Victory.



At the powerboat races in Constanta, Romania, the valuable boats were lowered into the water using Felbermayr cranes – because they are the safest and most reliable, according to the organisers.

Sports vehicles giving 1,800 horsepower

"Our boats have two engines, each producing 900 HP. They enable us to achieve top speeds of more than 250 kilometres per hour," says Al Zafeen. The engines are specially-adapted Lamborghini engines. The Class 1 boats are around 13 to 14 metres in length, 3.5 metres wide and have to weigh at least 4,800 kilograms. The weight is important in order to be able to steer these boats, made from a combination of carbon-epoxy composites and PVC, at extremely high speeds.

Racing

The speedboats are manned by two people: the driver, responsible for steering and navigation and the "throttleman", who is mainly responsible for all the technical aspects of the boat, controls the speed and maintains radio contact with the race organisers. The races last for around an hour and are run over courses of around 200 kilometres. "It's a great experience when you're up against the fastest drivers in the world," says the world champion, but does not omit to mention that a good



Arif Al Zafee – world champion from Dubai

result in powerboat racing would be impossible without a strong team behind them.

Safety has priority

The cockpits can stand impacts at 200 kilometres per hour and more. "However, should it come to a crash and water penetrates through the hatches, it is best to be prepared with compressed air cylinders and life jackets. In the case of a capsize, it is also possible to leave the boat through the underside," says Al Zafeen. He is enthusiastic about the positive developments of recent years.



Hermann Dietzel – Divisional Manager for vehicle manufacture and transport projects for pipeline construction, based in Detmold, Germany.

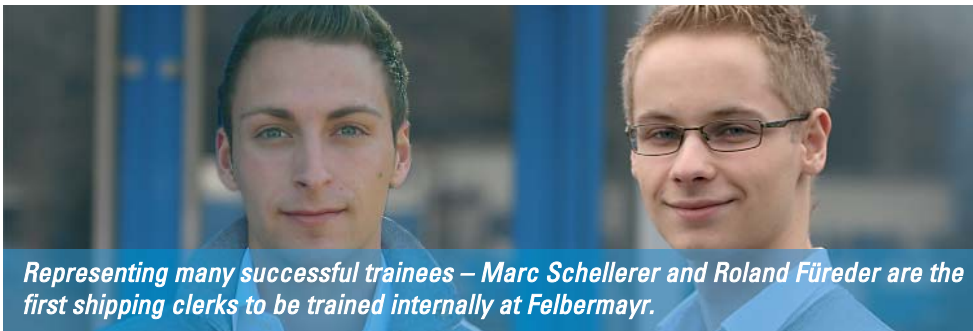
NEW AT FELBERMAYR Vehicle manufacturing and transportation for pipeline construction

Since August this year Felbermayr has had a new branch in Detmold, specialising in the production of custom-built vehicles for pipeline construction and the transportation of the pipes. The division is managed by Mr Gerd-Hermann Dietzel, who has over 30 years' experience in vehicle manufacture and pipeline construction. The tracked and wheel-driven vehicles are to be used throughout Europe. Organisationally, this is a fully-integrated division of Felbermayr Deutschland GmbH.

ANNIVERSARIES OUR CONGRATULATIONS

Loyal employees with many years of service are the mainstay of any company. With their experience they ensure success and by passing on their knowledge also ensure the success of future generations

40 YEARS Franz Tischler – Lifting technology Linz ■ Herbert Reutterer – ITB Lanzendorf
35 YEARS Franz Mössenböck – Civil Engineering Grieskirchen ■ Franz Silberbauer – Civil Engineering Wels ■ Franz Thaller – Workshops Wels
30 YEARS Maximilian Brunner – BauTrans ■ Gottfried Ganglmayr sen., Johann Hackenbuchner – Civil engineering Wels
25 YEARS Karl Malzer – Construction Wels ■ Manfred Kunesch, Günther Trauner – Transport Wels
20 YEARS Christine Wiesleitner – Administration Wels ■ Jürgen Schleiss – Waste Management Wels ■ Edmund Kornfellner, Günter Kreutzer, Josef Wilflingseder – Heavy Transport Wels ■ Leopold Fischer, Herbert Wöß – Sareno Ulrichsberg
15 YEARS Wilfried Albrecht, Horst Budaker, Gerhard Muckenhuber, Peter Schneck, Christian Wagner – Construction Wels ■ Thomas Vogl – Waste Management Wels, Rasim Cavkic, Hase Cizmic, Ernst Friesenecker – Workshop Wels ■ Josef Hetzenauer – Lifting Technology Wörgl ■ Walter Hejl – Lifting Technology Lanzendorf ■ Marko Budimir, Marko Cvrtak, Manfred Knoll, Pvoslav Kostadinov, Mario Rensch, Jürgen Steinbrecher – Heavy Transport Wels ■ Walter Salzer – Sareno



Representing many successful trainees – Marc Schellerer and Roland Füreder are the first shipping clerks to be trained internally at Felbermayr.

TRAINING TRAINEES – SPECIALISTS WITH A FUTURE

The high value placed on training at the family firm of Felbermayr is reflected in the support given to our trainees. We would like to congratulate Barbara Dickinger, Marcel Stadlmayr of the Civil Engineering and Construction divisions in Wels and Mrs Veronica Vojkuvkova of the Lanzendorf branch on the successful completion of their training. Special mention should also be given to the training of "heavy goods transport specialists" Marc Schellerer (Nuremberg branch) and Roland Füreder (headquarters in Wels). They were the first to complete their training with Felbermayr, at the shipping clerk training college, combined with on-the-job practical experience – resulting in two specialists with theoretical and practical expertise, who are in strong demand throughout the sector.

Competition

Prize question:

Where is the construction site of the stadium that is currently the largest in the world?

You can find the answer in this booklet. We will again be drawing winners of the 15 non-cash prizes from amongst the correct entries. For further information, please see www.felbermayr.cc/informer – Click to enter!

Please send us the correct answer by fax **+43 (0) 7242 / 695-144** or e-mail informer@felbermayr.cc.

The closing date for entries is 31.03.2009. There is no legal recourse.



1st prize

A Terex Demag AC 200-1 mobile crane, scale 1:50. This model vehicle of die cast zinc is a special limited edition in the Felbermayr colours.

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