INFORMER

THE MAGAZINE FOR THE FELBERMAYR GROUP 1/2009

A MAMMOTH TASK
HIGH-END HEAVY LIFT HANDLING

SELF-PROPELLED VEHICLE
PIVOT PLATE FOR TAKING BENDS

MOTORWAY
MOTORWAY JUNCTION COMPLETED

PORTRAIT
SWIMMING STAR JÖRDIS STEINEGGER

PHOTO: MARKUS LACKNER

Success! Now to the future!

Dear readers,

A successful six months lie behind us, with an uncertain second half of the year ahead. Successful because, thanks to our customers, we have achieved an outstanding amount despite substantial economic turbulence; uncertain because, according to current information, the economic crisis has not yet bottomed out and the course of the rest of the business year will be dependent on many external factors.

We were also successful in winning one of Austria's major business prizes, which I accepted on behalf of all our employees, together with my son and manager of the Felbermayr Building Operations division. The golden Pegasus was awarded for the years of successful, continuing development of the Felbermayr group of companies.

We are proud of the place among the top Austrian companies that this award has earned us. But there is one thing we know for certain: our growth depends on our customers, who present us daily with new challenges and stimuli, together with ever greater and ever more difficult tasks, and employees who meet these challenges and accept these tasks, developing new solutions and new ideas every day. And something else we know: at times like this it is essential to keep our feet on the ground and not be blinded by the limelight, the applause and the various tributes. And so I would like to thank everyone for their confidence shown to date and give my assurance that we will continue to earn your confidence and cooperation by building on our success with positive results for all.

Warmest regards,

Horst Felbermayr

Contents

PHOTOS: MARKUS LACKNER (2), VOLKER WEIHBOLD, PETER PAUER, ASFINAG

COVER PICTURE
"WORLD'S HIGHEST STAGE"

With a maximum working height of 103 metres, the "F-103 LTK" is the new star in the Felbermayr lifting technology firmament. The device, known in specialist circles as the "highest stage in the world", had its maiden outing at the Stattersdorf wind farm near St. Pölten in Lower Austria, where it was use for the technical inspection of wind power turbines operated by international plant operators WEB Windenergie. Fitted to a five-axle all terrain crane chassis, the heavy-goods platform can handle any off-road conditions and can be set up in four different support configurations. Another interesting technical detail is the heavy lift cage, designed for a nominal load of 530 kilograms.

A JOINT UNDERTAKING
Civil Engineering and Special Civil Engineering construct an underpass

The Felbermayr civil engineering and special civil engineering divisions are currently working on a joint project. The job, at Steyregg, Upper Austria, involves rerouting a road, including the construction of a railway underpass to increase road safety. As the rails run directly alongside a rocky wall, the Felbermayr civil engineering team had to use blasting, in addition to excavators. The Felbermayr special civil engineering employees are involved in the profiling of the wall. Their job is to install slope reinforcements up to 25 metres high using injection bore anchors, rock bolts and sprayed concrete, as well as permanent cable anchors with precast concrete parts and heavy rock baskets. A total of approx. 1,000 linear metres of anchors were sunk up to 15 metres deep in the rock. A special feature of this project is the fact that rail traffic was maintained during the works, with a special temporary bridge erected to release the area for the underpass beneath the rails. Some blasting was needed beneath the rails, which made the work even more difficult. The works were completed by the end of July.

Sareno Managing Director: Leopold Fischer

ANNIVERSARY
20 years of Sareno

Managing director Leopold Fischer and employees of the company Sareno, based in Ulrichsberg, Upper Austria, recently celebrated 20 years of business. The company is specialised in total thermal insulation for façades. Another cause for celebration is the repeat award of the "Austrian Model Company" (Österreichischer Musterbetrieb) designation, an indication of quality given by the Quality Austria organisation for two years at a time. Sareno achieved 118 out of a possible 119 points.

LIFE BALL
Cranes and platforms for a charity event

The Life Ball, Europe's biggest charity event for the fight against HIV once again called on the hire services of the Felbermayr subsidiary in Lanzendorf near Vienna. The equipment hired included an articulated telescopic platform with a working height of 43 metres and numerous other platforms and lift trucks as well as cranes. Two of these – with a 100 tonne load capacity – lifting in tandem were sufficient to lift the 25-tonne stage roof to a height of 25 metres.

PHOTOS: ROBERT GRUNDNER, MARKUS LACKNER (3), SARENO, THOMAS DAXELMÜLLER

EXPANSION

New branches in Romania, Bulgaria and Slovakia

Felbermayr lifting technology has recently increased its presence with a new branch in the heart of Slovakia, in the city of Zvolen with a population of 45,000. Branch manager Jozef Durica and his employees provide customers with cranes and lifting technology. The sphere of responsibility of "Felbermayr Slovakia Managing Director" Richard Tarbuk has been increased by the addition of this branch to those at Bratislava and Kosice.

In addition to the Bucharest branch, established in 2006, Felbermayr has had an increased presence in Romania for a few weeks now, in the Black Sea port of Constanta and in Timisioara near the borders with Serbia and Hungary. Activities in Constanta are concentrated on the movement of heavy goods through the harbour, while in Timisioara the services provided range from heavy goods transport to crane, platform and lift truck hire. Following the departure of Gunter Seebacher, who played a crucial role in developing Felbermayr's presence in Romania, the interim management of the subsidiary will be taken over by management assistant Thomas Titura.

The city of Haskovo in the south of Bulgaria is home to Felbermayr Bulgaria. The branch manager of this site, which offers services from heavy goods transport to crane and platform hire, is Valentin Radev. The division is managed by Peter Stöttinger, who is also responsible for the Project Management department in Wels. He is supported on the ground by Christian Krieger, located in the Varna branch on the Black Sea.

INNOVATIVE

Suction instead of excavation

The new technology of the suction dredger means that excavation works can now be carried out much more quickly than previously. This has been made possible by an innovative suction system with up to eight bar suction pressure, which enables a wide variety of materials, such as soil, gravel, rubble and sludge to be sucked away. The size of the materials is only limited by the diameter of the hose, 0.25 metres. An integrated pneumatic hammer and other ground-loosening tools can quickly break down rocks on site ready for sucking up, dust-free, into the container. Contact: abfallwirtschaft@felbermayr.cc

A FIRST

PIPE TRANSPORTATION FOR PIPELINE CONSTRUCTION

Since the end of last year Felbermayr has been involved in Detmold (Germany) in the transportation of pipes for a pipeline construction project and the production of the necessary equipment. One of the first pipe transportation jobs was successfully completed in May. The aim of the job was to construct a gas pipeline for the Austrian crude oil prospecting company RAG from Puchkirchen in Upper Austria to Haag, 20 kilometres away. This required the transportation and laying of around 1,200 pipes, each 18 metres in length, to form the line over a period of two months. On the more demanding sections of terrain, all-wheel drive special vehicles were used, with low-pressure tyres to protect the ground surface and the ability to negotiate most terrains, as well as tracked vehicles with mounted cranes. Loading and unloading of the 2.5-tonne steel pipes was carried out by vacuum suction plant installed especially for handling the pipes. The use of vacuum lifting equipment for loading and unloading the pipes ensures a very high safety standard and avoids the need for high-risk, time-consuming handling with chains and hooks to hold the pipes.

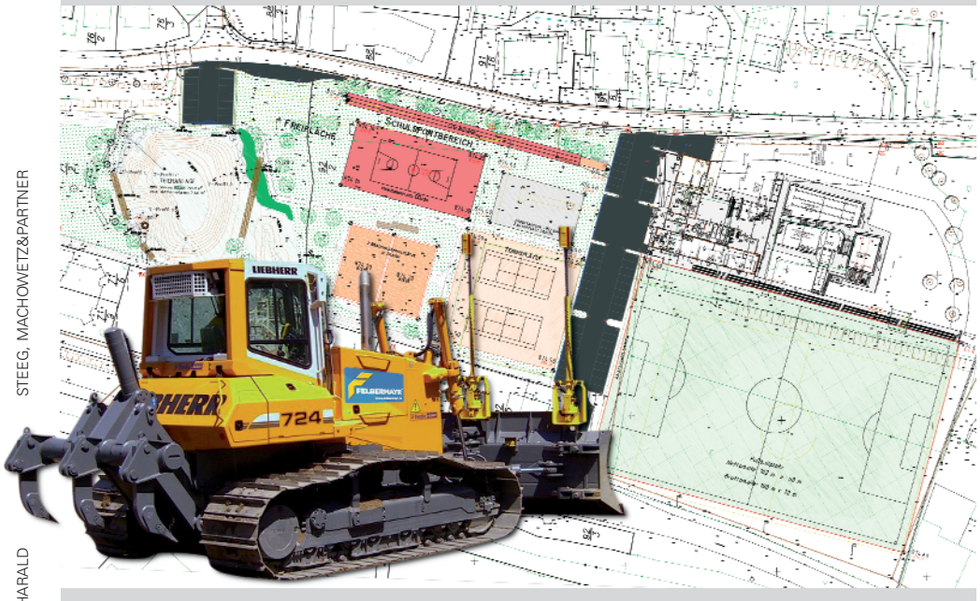
PHOTOS: MARKUS LACKNER, HARALD STEEG, MTS

Smiles all round as the LTM 1400 is delivered: Elvis Bilgeri – head of operations, Ralf Richter – crane driver, managing director Christoph Nüssler and crane division manager, Jürgen Stütler

BAUTRANS
AN ADDITION TO THE RANGE OF SERVICES

Since May the lifting technology range offered by the Felbermayr subsidiary BauTrans in Lauterach (Austria) has been expanded by a Liebherr LTM 1400. The 400-tonne crane can handle lifts of more than 120 metres and jib extensions of 92 metres. The investment is worth every penny, says BauTrans managing director Christoph Müssler, especially considering the versatility offered by new rear wheel steering and the very latest electronic crane control system. The company, founded in 1972 in Vorarlberg to provide specialised and heavy transportation, now has branches in Liechtenstein and Hungary. The range of services has also expanded considerably over the years. Today, in addition to the transport services and crane hire, they also offer assembly logistics and platform and lift truck hire. Contact: office@bautrans.cc

CONSTRUCTION OF SPORTS COMPLEX
AN ADDITION TO THE SERVICES OFFERED



The Civil Engineering and Pipelines department, based in Salzburg now offers the new service of sports facility construction. It is currently working at sites in Thalgau and Grossarl. The work, commissioned by the local authorities, includes the creation of football fields and tennis courts with natural and artificial turf, as well as multipurpose and long-jump facilities, beach volleyball courts and street soccer pitches. At the Grossarl sites existing facilities needed to be cleared first. The Grossarl leisure centre development also involved channel and road works, the establishment of a flood-control retention area and the laying of water pipes.

PHOTOS: BAUTRANS, ROLAND ORTNER, HARALD STEEG, MACHOWETZ&PARTNER

STRUCTURAL ENGINEERING
Extension and renovation of bank

Starting with demolition work, the structural engineering division has been busy since March with an extension project for the Raiffeisenbank in Wels. The job involves the construction of a five-storey office building including underground car park. The property, with a floor area of around 1,000 square metres, has been erected using frame construction with reinforced concrete slabs. On completion of the extension, the existing building will be renovated in line with the requirements of its future use. The work must be completed and the building handed over ready for occupation by World Savings Day in October 2010.

The new logistics hall in Linz (A)

ALL NEW
Investment in logistics hall and Wörgl site

A 6,800 square metre logistics hall with 4,000 square metres of open space was completed in Linz in June. The property has rail connections and 2 x 60 tonne and 1 x 20 tonne indoor cranes. The Wörgl site was also ready to move into in April. The branch has over 500 square metres of office space and around 1,500 square metres of workshops. There is also a wash bay and undercover parking.

Construction of A1 West motorway junction

In October last year the Felbermayr Civil Engineering division, instructed by the public-sector agency ASFINAG, began construction work on the Eberstalzell intersection in Upper Austria. Contrary to the expectations of observers in the sector, the construction project was successfully completed and opened to traffic by the planned deadline of May, despite extremely adverse weather conditions. An excellent performance by the employees of the Felbermayr civil engineering division.

As general contractor we were responsible for the whole project, from the actual road works right through to the erection of noise barriers and installation of overhead signs," says site manager Wall, explaining the scope of the project. He goes on to give some key figures for the motorway intersection. Around 2,500 metres of channels were installed for the drainage of 800 metres of road, 12,000 square metres of asphalt surfacing was laid and around 120 linear metres of noise barrier and wildlife protection fencing was erected. In addition, several thousand lorry loads were needed for soil replacement and the base course for the asphalt layer.

Bad weather puts the deadline in jeopardy

"Last autumn we made a perfect start; everything was running like clockwork. We were totally to schedule," says Wall. But in March the weather turned unbelievably bad: "Out of 22 working days we only had five precipitation-free days," Wall adds. This led to delays in soil excavation, and also made it impossible to lay the frost protection course or undertake soil compaction. The subsoil was simply much too damp due to the sustained precipitation, with most problems being caused at the slip road in the direction of Vienna. "We tried to loosen the ground with a ripper tooth to help improve the drying," says

The "new build of the Eberstalzell intersection" construction project was not only a matter of road works but also included the installation of a drainage basin for road run-off water, signage and noise protection measures and the renovation of the hard shoulder in the direction of Salzburg.

PHOTOS: MARKUS LACKNER (3), ASFINAG

Wall. But that did not work and the compaction tests continued to produce negative results. "It was not until we replaced the originally-prescribed rounded gravel in the upper layer of the road substructure with the substantially more stable and thus, in this case, better angular gravel that we were able to obtain optimum results from the compaction tests," says Wall, describing the solution to their dilemma. In April good weather returned, enabling the works to start progressing smoothly again. "In order to make up the lost time we used two finishers in parallel to apply the asphalt layer in what proved to be a real battle and an uphill challenge to coordinate," says Wall of the situation which he and his colleagues ultimately overcame admirably. Following the asphalting, the hard shoulders and ground profiling in the area between the entry and exit slip roads were completed. Time was tight to completion, and the last guide posts were put in position just a few minutes before the planned opening to traffic at the beginning of May. "I've never paid a late-finishing penalty for delay and don't intend to," states Wall strongly.He is optimistic for the future and delighted with the exemplary work of his whole team.

New technology for soil compaction control

The comprehensive compaction of the road subsoil together with control of the process form an essential factor affecting the quality of road construction. Felbermayr achieves this by using as required a GPS-connected measuring system in the tracked vehicle. This device informs the driver during compaction of road sections already covered, their height and the compaction results – correctly compacted sections are shown in green; those still requiring compaction in red. This makes it easier to produce a strong loadbearing layer, saves time, ensures high quality and prevents unwanted surprises from check measurements. Sections compacted using this process have significantly fewer defects during the guarantee period, and improvement and renewal works are needed after a correspondingly longer time.

Around 20,000 cubic metres of fill was needed for the road and landscaping, including the relocation of 2,500 cubic metres of humus from an ecologically significant area of grassland (to the right of the picture).

FELBERMAYR®

The new sports, tennis and climbing hall in Wels (A); constructed by Felbermayr Structural Engineering, Civil Engineering and Special Civil Engineering together with Sareno Objektisolierung and the lifting technology division.

FOTO: MARKUS LACKNER

The turbine is still suspended from the lifting frame – it still has to be connected to the condenser before the turbine can be let down.

In the next stage, employees of the Installation department in Linz (Austria) will take the generator, already waiting on the moving track, and position it on the foundation in front of the lifting frame.

High-level heavy assembly

The successful installation at the beginning of March of a condenser weighing 158 tonnes and 17 metres in length was followed in mid-June by the subsequent supply of a turbine and generator. The scene of this prestigious job involving intensive highly-technical work was a power station for Voestalpine Steel in Linz (Austria).

That was heavy lifting at the highest level," says Felbermayr managing director Wolfgang Schellerer proudly of the successful job undertaken for Siemens Energy, overseen for Felbermayr by Boris Albl. He is not only referring to a working height of more than twelve metres, but also to the successful coordination of a variety of heavy lifting equipment and the Felbermayr team from the Project Management, Installation and Heavy Equipment departments. The condenser, generator and turbine were delivered to block 7 of the power station at VA Steel in Linz.

220 tonnes suspended from a crane

The heavy components, weighing in at up to 220 tonnes, were lifted using an LR 1750. "Managing the crane work with a load of 22 metres required the crane to be fitted with 170 tonnes superstructure ballast and 175 tonnes suspended ballast, says Felbermayr head of crane operations, Klaus Ruhland. The set-up is known as "SL-DB-42" in the specialist jargon – which in layman's language essentially means – a main

4 x 2 push and pull cylinders were used to move the 220-tonne generator along the moving track into the power station building.

PHOTOS: MARKUS LACKNER

boom 42 metres in length. Once fitted out in this way the crane reaches a dead weight of around 600 tonnes. This in itself would not be a problem, but for the fact that a conduit for the Füchlsbach stream ran beneath the crane. "Due to the nature of that specific site there was no other possible location, but a statics survey yielded positive results, so we had no cause for concern," was the verdict of the Felbermayr Project Management department in Wels. It took almost a week to erect the technical equipment. By mid-June good progress had been made: Following successful placement of the condenser and turbine, the 220-tonne generator was secured and ready for the crane. It took around an hour and a half for the well-packed heavyweight to reach its first interim stage – the moving track at a height of 12.2 metres.

Teamwork for laying the foundations

This was where the work of the Felbermayr – Heavy Equipment team from Hilden (Germany) began, under the management of Erich Bollenbeck. Using hydraulic equipment, the generator was moved 22 metres, at a height of some twelve metres, towards the foundation. Once there, the heavyweight was taken up by a lifting frame on rails and brought, free hanging, to its final position in front of the turbine. Franz Brunbauer of the Heavy Equipment department in Linz was responsible for the operational implementation of this procedure. Maximum concentration was required, but no difficulties were encountered. "We've handled a few power stations by now; we know how to do it," he said with a smile. In the end everyone was able to congratulate themselves on achieving this task, by no means an everyday experience even for heavy load professionals.

Condenser, generator and turbine were brought to the site by water. They were lifted from the ship to the moving track outside the power station by an LR 1750 crawler crane with a 600-tonne dead weight. Before the load was set down on the roller conveyors of the moving track, the boom had to be rotated 60 degrees.

PERSONAL

Erich Bollenbeck – the "Gyro Gearloose" of heavy equipment assembly

Heavy equipment assembly always involves teamwork, but one man who, together with his colleague of many years and Holden branch manager, Norbert Altmeyer, has put in more than one 24-hour shift is 57-year-old Erich Bollenbeck from Asselsweiler near Düsseldorf. Trained as a carpenter, he soon changed his specialism and travelled the world as an HGV driver, until in the mid-1980s he moved to heavy lifting, co-founding a heavy equipment assembly company. From there he assumed a leading role in the development of new systems. This included the "invention" of a system by means of which, for example, heavy loads could be transported across bridges that would not normally be able to bear their weight. When not working, the "Do-it-yourself self-made engineer" also likes to burn some rubber, says Altmeyer about his colleague, who is the proud owner of a 5.7 litre Cobra AC. This makes Bollenbeck well-known to the road traffic police, who are often pleased to reward his activities – with his share of fines and points.

Large format

The completion by Felbermayr Structural Engineering at the beginning of this year of the foundation works for an air separation plant, was followed by an order for the transport and lifting equipment. This was a matter of manoeuvring components more than 50 metres in length across the Voest site, and then lifting them and placing them vertically in a steel cube with a final height of 56 metres.

It took around four months until all the "oversized cargos" as they are known in the specialist jargon, were correctly installed. The safe handling of these colossal steel components required an XXXL mobile crane, the LG 1750 – a crane with a maximum load capacity of 750 tonnes. On installation of this crane, the work of the Felbermayr Lifting Technology employees from Linz began, as described by Günther Wimmer of the Project Management department in Wels: in order to ensure safe lifting, the crane was installed with an SDBW set-up. "That means that a main 49-metre boom, fitted with a further 56-metre luffing boom to extend the main boom to a total of 106 metres, was used." A further 220 tonnes superstructure ballast and 200 tonnes suspended ballast were also needed to be able to balance the load at a later stage.

A cold spell delays transportation

The two largest components were manufactured at Lindewerk Tacherding in Bavaria. Their lengths, over 45 metres and 54 metres, meant that from Passau only transport on the Danube was possible. "The columns to be transported were transferred from a road vehicle to a ship in the Winterhafen at Passau using two mobile cranes," says Wimmer. But then there was an enforced break of two weeks, caused by the extremely cold temperatures. The thick ice prevented travel along the Danube. This delay naturally caused havoc with the whole assembly concept. "As far as we could we arranged with the client to bring forward certain other assembly works on the site – and as soon as the Danube was navigable again the ship set sail. But as other ships had also had to wait, there were queues at the locks," says Wimmer of a hindrance that cost another day. The ship finally arrived on 26 January at the Felbermayr heavy goods port in Linz. The next morning both components were unloaded and transferred immediately onto the transport vehicle.

Special vehicle for negotiating bends on industrial sites

The transportation from the heavy goods port to the air separation plant, some two kilometres away, was carried out on an SPMT (Self Propelled Modular Trailer), also known as a self-propelled vehicle. What makes this special is that it is effectively a lowloader and tractor unit in one, with over 1,000 horsepower driving force and a load-carrying surface that allows for more or less unlimited adjustment. In order to be able to negotiate tight curves with really long parts – as in this case – it can also be combined with pivot plates. "On some

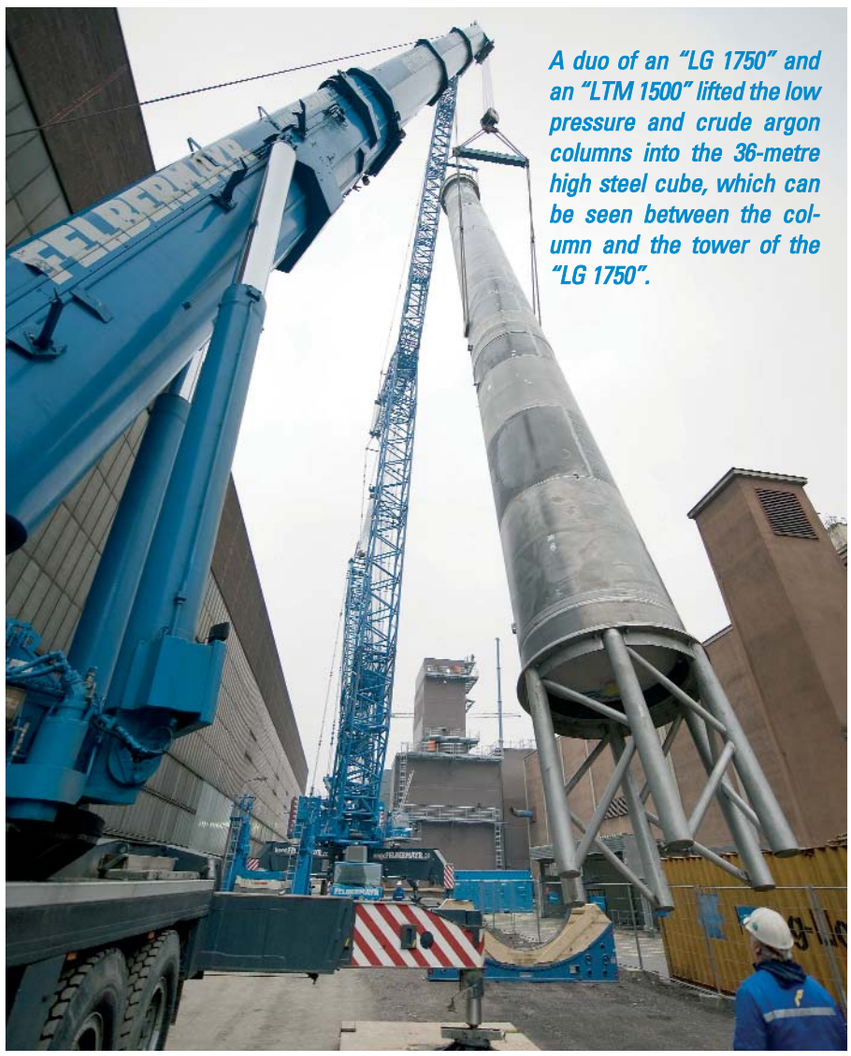
The transportation of a 27-tonne cooler demonstrated the strengths and versatility of the self-propelled vehicle.

The approx. 110 tonne load of the 54 metre long low-pressure column was distributed over a total of 14 axles. To enable it to negotiate tight bends, the SPMT was fitted with pivot plates.

trips it was ridiculously tight," says Wimmer. Without the SPMT with pivot plates it would therefore not have been possible to transport the 50-metre long columns. "But we actually achieved it in less than two hours," says Wimmer.

Lifting giants for the grand finale

The two cylinders, known as the crude argon and low pressure columns, with diameters of up to six metres, weigh 58 and 100 tonnes, and were lifted and positioned adjacent to one another in a steel cube around 36 metres in height. The lift was carried out as a tandem lift – using the LG 1750 and a further huge crane with a 500-tonne maximum load capacity, an LTM 1500. It is always impressive to see how this steel giant can position huge loads of several tonnes with centimetre precision. This final lift was a worthy finale, following an out-of-the-ordinary transportation with the self-propelled vehicle. The main assembly works, including the unloading and installation of further parts with a maximum tonnage of 40 tonnes, were brought to a conclusion at the end of April. The works, intended as an expansion to the existing site, are due to be commissioned at the end of next year.



A duo of an "LG 1750" and an "LTM 1500" lifted the low pressure and crude argon columns into the 36-metre high steel cube, which can be seen between the column and the tower of the "LG 1750".

PHOTOS: PETER PAUER (2), MARKUS LACKNER

Once she is in the water the feminine appearance and delicate build of the world-class athlete are no longer noticeable – that's when she shows what she's made of.

A water nymph called Jördis

The Top 20-placed world-class athlete Jördis Steinegger is firmly on the road to success. After she lost a sponsor, Felbermayr has now taken the 26-year-old sportswoman under its wing, offering a car for the mobility she needs.

A competitor at the Rome 2009 World Championships, the swimmer from Graz is known as a water nymph to all her friends. A fitting nickname, as from her birth under the sign of Aquarius and her earliest childhood, to her current life in Linz, she has felt an almost magical attraction to the water. But she came relatively late to professional swimming training. "Normally you start at the age of five, but I didn't start until I was 10," says the Austrian 11-times recordbreaker. "My father used to take my sister and me to the open-air baths as often as possible. At that time a friend of mine was already in the local swimming club, and she showed me how to do the crawl properly." That was the spark which ignited the fire. The 10-year-old later moved from her primary school to the Sport-BRG academy in Graz, where she had professional training three times a week. "It was not long before I was winning everything," says Steinegger, still proud to this day. Her talent was discovered and the next logical step was in 2003, when she moved to the Heeresleistungszentrum in Upper Austria. Here she was given some outstanding opportunities, says the professional sportswoman, who since 2005 has been gliding through the water under the guidance of Helge Gödecke. At seven o'clock, six days a week, Steinegger pulls on her goggles and notches up as many as ten kilometres; she does the same in the evenings, making around 3,000 kilometres a year. For Gödecke it is her ambition and will to succeed that distinguish Steinegger as much as her talent. Equal to his delight at the achievements of Steinegger, who is ranked among the top 20 in the world, is his dissatisfaction with the swimsuits introduced at the time of Beijing 2008. Normally four to five world records a year are beaten, but since last year's Olympics there have been around 120. "It's a catastrophe," says Gödecke, comparing the effect of the swimsuits to that of an airbed. "We all know how easily a swimmer on an airbed can catch up with someone swimming in the water." The buoyancy of these swimsuits has a similar effect, so that swimming technique and swimming position no longer count. Testing swimsuits is all the more important, says Gödecke angrily, wishing for a return to basic swimming trunks and costumes. Steinegger is of the same opinion: "A swimsuit like this costs several hundred Euros, which means that children with great talent but less wealthy parents could be left standing." The international swimming organisation will decide in 2010 whether these suits will be allowed in future. The matter should therefore beclarified by the next landmark event after Rome 2009, the 2012 Olympic Games in London. Steinegger will take what comes: "I give my best - swimming is my life." ■

"We need fast swimmers, not fast materials," insists Helge Gödecke, expressing his desire to do away with the "neoprene suits" and see a return to swimming trunks and costumes.

Jördis Steinegger has found the ideal training conditions in Upper Austria, as evidenced by successes such as 16th place at the 2008 Olympic Games in Beijing, a 3rd place at the 2007 World Student Games in Bangkok, 53 Austrian national championship placings and eleven current Austrian records.

PHOTOS: MARKUS LACKNER


Jürgen Schüring


Ing. Walter Mörth

TRANSFERS

TRANSPORT DEPARTMENTS IN HILDEN AND CIVIL ENGINEERING UNDER NEW MANAGEMENT

At the end of last year, Jürgen Schüring took the helm of the Transport department of the Felbermayr branch at Hilden near Düsseldorf. The 53-year-old's priority, supported by his previous management experience, is to further expand the company's activities in road and water transport from the Hilden branch. Since May 2009 the Civil Engineering department has been under the management of Ing. Walter Mörth. Previously an independent construction contractor and graduate of the HTL College of Construction and Civil Engineering, his experience also includes a period as a specialist department manager for an international construction company. According to his own statement, his main aim at Felbermayr is to further expand the Felbermayr Earthworks, Pipelines and Civil Engineering activities in eastern Austria.


Ing. Mag. Harald Stutz


Thomas Titura

STRENGTHENING

Group Controlling – Assistance to the Management

Since July Harald Stutz has been responsible for the "Group Controlling and Audit" department. A business administration graduate, his main task involves the development of a planning and control system for the whole group. Sustained growth at home and abroad, in particular the growing presence in eastern and south-eastern Europe requires competent support for the company management. To this end, Thomas Titura has been in post as Assistant to the Management since February. Titura, who has experience as a group financial controller and has worked for a logistics company with business worldwide, currently acts as interim manager of the Felbermayr operations in Romania.

RETIREMENTS

Well-earned retirements

Many thanks and well-deserved appreciation are extended to all those who have recently retired. They have contributed to the growth of the firm, some for decades, and thus have helped shape the company's history.

Ilija Antic – Civil Engineering, Salzburg • **Karl-Friedrich Filter** – Transport, Hilden • **Franz Gratzer** – Civil Engineering, Wels • **Ramo Halilovic** – Civil Engineering, Salzburg • **Gerald Himmelfreundpointner** – Administration, Wels • **Felix Kaltenleitner** – Civil Engineering, Wels • **Matthäus Kugler** – Building Operations, Wels • **Luka Kelemen** – Lifting Technology, Lanzendorf • **Fekri Murati** – Civil Engineering, Salzburg • **Hubert Schauer** – Workshops, Wels • **Franz Silberbauer** – Civil Engineering, Wels • **Walter Sperz** – Civil Engineering, Wels • **Reinhold Stockinger** – Technodec Ulrichsberg • **Ingeborg Thaller** – Sareno Ulrichsberg • **Franz Thaller** – Workshops, Wels • **Walter Tilg** – Special Civil Engineering, Stams • **Franz Tischler** – Lifting Technology, Linz • **Ziva Trbanovski** – Civil Engineering, Salzburg

PRIZE QUESTION

READ AND WIN

What was fitted to the SPMT for the transportation of a 54-metre long low pressure column and the negotiation of tight bends?

1st prize
Mercedes-Benz Actros SLT 4-axle with Goldhofer THP/SL4- and 6-Axle module combination including superstructure – Scale = 1:50, L = 650 mm

You can find the solution in this booklet. Please send us the correct answer by fax **+43 7242 695-144** or E-Mail **informer@felbermayr.cc**. The closing date is 31.10.2009. There is no legal recourse. 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!

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