THE FELBERMAYR GROUP MAGAZINE 2/2010

WOW, IT CAN FLY! EXCAVATOR ON A HOOK

TRIMODAL

LOGISTICS CONCEPT FOR A LARGE POWER STATION

1,000 AND 1 LIFT

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O: FELBERMAYR ROMANIA S.R.L

AUSTRIA'S MOST MODERN CABLEWAY



Dear readers,

We strive for the best quality and to this end take advantage of various measures to satisfy the requirements of our customers. This is the foundation for solid economic growth – and so shall it remain. But one thing I know for sure. this year we cannot ride on the successes of previous years. The reason: the wheels of the economy turned only very slowly in the industries we are involved in because of long project planning phases. General economic developments reached us with a considerable delay. Due to drastic price hikes by suppliers, the backpack we are taking on the uphill climb is getting heavier and heavier. Not least because of our most treasured resource – crude oil. In the last six months, the price of diesel increased by 15 percent. The tense price situation in the industry does not make the climb to the top any easier either. What this means is easy to grasp: the gap between profit and loss is getting wider and wider. Thanks to our staff who are receptive to innovation and our loyal customers, as well as the solid foundation we

Yours sincerely,

have built together, we face up to these global developments with a great deal of confidence. We will continue to do our homework together with our team. Initiative, a wealth of ideas and confidence is what is needed. The value of the family remains unshakeable, also and especially in times like these. It is an island and a place of refuge – which gives us all energy. With this in mind, we would like to wish all of our employees, customers and suppliers a happy holiday season and a prosperous new year.

Horst Felbermayr



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18 IN PICTURES

In Altenmarkt an der Alz, Germany, employees of Felbermayr's Salzburg branch are currently constructing a hydroelectric power station with a total output of 0.8 Megawatts. Felbermayr's Demolition division began work by clearing the construction site. Around 16,500 cubic metres of earth was removed for the excavation. Felbermayr's Specialised Civil Engineering division also set up a shield of gunned concrete over an area of around 800 square metres. Until the plant is opened in May 2011, 3,400 cubic metres of concrete and 280 tonnes of reinforcement will be constructed.

NEWS



The new board of directors at Felbermayr Holding (L to R): Horst Felbermayr, Gisela Felbermayr, Mag. Alfred Feldbauer and DI Horst Felbermayr. REORGANISATION

Felbermayr has a new holding company

Felbermayr has 16 operative subsidiaries in 14 countries. From 1st November, Felbermayr Holding GmbH will serve as the new holding company for these operative companies. Its business activities include managing shareholdings and administration for all companies. Horst and Gisela Felbermayr are joined by their sons, Horst Felbermayr and Alfred Feldbauer (Commercial Director), newly appointed to the board of directors. This will not have an effect on the business partners in the operative subsidiaries.



SEASONAL BUSINESS AT WORK WITH THE VIENNA CHRISTMAS TREE

It took a little over one hour to erect the Vienna Christmas tree in front of Vienna Town Hall. But transporting the 28 metre pine took considerably more time. The pine originated in Afiesl im Mühlviertel in Austria and was felled at the end of October using a Felbermayr mobile crane before being transported to Vienna after being officially waved goodbye by the provincial governor of Upper Austria, Josef Pühringer. The pine tree, weighing 6,100 kilos, was carefully secured for the 300 or so kilometre journey on a 2-fold telescopic low-loader. As the lights came on for the first time on 13th November with the illumination ceremony, even Felbermayr staff were touched by the spiritual meaning of this special job.



n the middle of September, an LR 1750 crawler crane with a total dead weight of 904 tonnes set sail from Felbermayr's heavy load port in Linz. The destination for the voyage, which lasted around ten days, was a refinery in Romania. Together with an LTM 1500 mobile crane, it was intended to replace a reactor at the Petromidia refinery. Felbermayr was also in charge of the transport of the new and old reactor, weighing around 220 tonnes, to and from the site.

NEWS



specialised civil engineering Rock stabilisation work in Northern Bavaria

Caused by erosion and weathering, the risk of rockfall on the autobahn between Bamberg and Bayreuth has increased considerably in recent years. In order to minimise the risk for road users, rock stabilisation works were carried out last summer by the Felbermayr Specialised Civil Engineering division. First, the rocks and trees had to be cleared away and a disused safety fence had to be removed. Then, a net was tightened and fixed with anchors over the porous limestone wall. After around eight weeks' work, the rock stabilisation work on the busy A70 was completed.



UNDER A LUCKY STAR TRANSPORT AND LIFT-ING TECHNOLOGY FOR THE MERCEDES PLANT

With around sixty work platforms and nine cranes, the Felbermayr subsidiary BauTrans is responsible for the erection of a new Mercedes plant in Kecskemet, Hungary. Carrying out over a hundred transports, drivers from Budapest made an important contribution to the delivery of technical construction materials. The work began in April of this year.



The Best Logistics team, L to R: Wojciech Motowilczuk, Monika Forys, Andreas Häfner, Tadeuz Kazmierczak, Alicja Juszczak, Adam Falana, Krzysztof Rutkowski, Wojciech Winnicki, Michal Pastwa.

10 YEARS BEST LOGISTICS CELEBRATES ITS BIRTHDAY

When Andreas Häfner formed Best Logistics GmbH in 2000, this was a logical progression of the sector, integrated into Haeger & Schmidt GmbH, for special and heavy transports mostly passing through Poland. Today, ten years later, the company, which has offices in Berlin and Stettin, Poland, is an indispensable interface between Poland and Western Europe. It continues to serve its customers as a logistics firm operating by rail, road and sea. Partners include Felbermayr GmbH and the maritime freight company Haeger & Schmidt, based in Duisburg, Germany. According to Häfner the secret of the company's success is in a large part due to its knowledge of local factors. In his opinion, it is not enough simply to translate mere words – the mentality of the local people must also be considered. Incidentally, Best Logistics ended 2009 with decent results and has also set ambitious targets for the next ten years.

SARENO Upgraded insulation of passive house quality



S ince April, Felbermayr subsidiary Sareno has been at work providing upgraded insulation for the Kalvarienberg residential development in Wels. At around 10,000 square metres, with twenty centimetres of EPS-F panels, the surface area needing insulation is bigger than a football pitch. The 5,120 square metres of upgraded insulation for construction phase I was already completed in October. Three parties were initially involved in the insulation in construction phase II. The reasoning behind it was to try and complete as much of the remaining 4,250 square metres as possible before the first frost, because the material could not be processed at too low a temperature. The Felbermayr subsidiary, founded more than 22 years ago with its headquarters in Ulrichsberg, Austria, is the market leader, annually producing 200,000 square metres of thermal insulation material. The Sareno subsidiary Technodec specialises in the production of façade profiles.

PORTRAIT



From L to R: August Oberndorfer, Head of the Plant Technologies division at BIS and Directors of BIS Gerätetechnik Christian Nimmervoll and Gerhard Hunger alongside DI Horst Felbermayr (Director of Felbermayr Holding GmbH and Felbermayr Bau GmbH & Co KG) celebrate a successful event and their successful partnership of over 15 years in the equipment hire sector.

Logistics centre opened

BIS Gerätetechnik has positioned the opening of the new logistics centre between a specialist exhibition and annual fair for techno freaks in Wels in mid-September. Some celebrities were also among the customers, suppliers and partners. They all came to the event, found out about the rental services on offer, enjoyed the food or released some excess adrenaline by bungee jumping from 65 metres up.

hen I was asked by MCE to draw up the business plan for what is now BIS Gerätetechnik in 1995, I would not have thought it possible that the company could have rea-

ched such magnitude«, says Gerhard Hunger, surrounded by around a thousand customers, suppliers and friends of the company. They all came to get a thorough understanding of what the company can do.

Today, together with Christian Nimmervoll and 125 employees, he manages a rental station with around 15,000 items of equipment. As well as the 25,000 square metre headquarters in Wels, there are also service and sales offices in Vienna, Salzburg and Bochum.

Renting, not buying

»Our customers think economically, save on investment and demand safety on the building site by choosing our SCC-compliant and inspected equipment«, explains Nimmervoll, listing reasons for why people rent. The system allows machines to be used which would not be viable when used sporadically, or whose maintenance costs are too expensive for a small fleet. "The system works, which is

We see ourselves as a full-service provider for all building site equipment.

The system works, which is why the number of customers is continuously on the up«, adds Hunger. What we offer ranges from transport systems to electrical supplies for building sites, through to special con-

Christian Nimmervoll

struction vehicles. They currently have 700 vehicles, and »we expect this to increase to around a thousand«, says Hunger optimistically. With 3,000 welding units, the company is also strongly represented in the sealing technology sector. Around 1,500 containers are also available. Nimmervoll continues: »They can be configured for our customers as dormitories, kitchens or office containers as reguired«. This innovative company has been working together with Felbermayr in the crane and heavy load sectors right from the beginning. »We quickly discovered that renting this heavy load equipment was too costly for us, and therefore not

expedient«, says Hunger and is pleased to have found a strong partner in the form of Felbermayr Transport and Lifting Technology. Hunger also sees high growth potential through the takeover of the parent company MCE by the BIS Group. This company, with 27,000 employees worldwide who specialise in the process and energy industries, offers large potential for the rental business, he believes. »We want to remain what we were before for MEC, as for Bilfinger Berger«, he adds, setting the bar high. But optimism is in no way misplaced, given the convincing arguments for renting equipment.



CIVIL ENGINEERING

VEORMER

Airborne demolition

They say that challenges only make you stronger. An excavator from the Felbermayr Demolition division took to the skies at the end of August to demolish a 52-metre high chimney. The place of action was thepremises of the Vereinigte Fettwarenindustrie in Wels, Austria.



he chimney at VFI in Wels is a hundred years old. Until now it has been needed to heat the machine halls. Now that the premises have been fitted with a gas supply, the anticipated transition from crude oil to natural gas is able to take place. According to company management, this will make production with far lower emissions possible. The chimney, visible from miles around, had to give way. But how? Detonation was not possible due to the space constraints. The company also didn't want to bother its neighbours with the resulting dust pollutants.



The lifting plateau with the excavator was stabilised with two *l*-supports.

Adventurous solution

The Felbermayr team found a solution using a seemingly adventurous method: »We thought about lifting the excavator while suspended from a crane hook, and then demolishing the chimney from the top down,« said site manager Bernhard Radler as he talked about the procedure, which was later carried out using a modified lifting plateau. However, before this, they had to convince the TÜV about the unorthodox procedure between sky and earth. No mean feat if you remember how the main aim of this organisation is to promote technical safety! »Our TÜV contact was very cooperative,« remarks Radler about the co-operation, which did have a positive outcome. It was even possible to agree on a practical solution taking all the safety-relevant issues into account.

Suction excavator on hand

However, before the demolition work could be started, the inside of the chimney had to be cleared of soot. "This was necessary in order to prevent the demolition material from mixing with contaminated substances. Otherwise, the debris could not have been recycled, " reports Radler. To extract this material, the suction excavator from the Felbermayr Waste Management division was used. With an operating pressure of up to eight bars, the excavator extracted the soot from the inside wall of the over 100-year old chimney in just a few hours. Using this method, around twenty cubic metres of contaminated material was removed, which was later analysed and disposed of correctly.

Safety first

The employees also played it safe when protecting the surrounding properties. Their roofs were reinforced with beams and ceiling supports and covered with layers of building fleece and bales of straw to shield against splinters. After these measures were approved by the construction co-ordinator, the actual demolition work could begin with mobile cranes and excavators. »If the excavator operator had not turned up, I would have had to get in myself, « says the foreman with a trace of humour as he concentrates on observing the lifting of the excavator. Suspended from the hook and fixed to the chimney with two I-supports, the excavator operator began the demolition work. An employee remarked how it is normally safer up than down during demolitions. But everyone was sure of one thing: this was no normal job and the operator had everyone's utmost respect. By late afternoon, the chimney had been demolished to a height of eight metres, and the excavator had been let down from its mission above the rooftops of Wels. The remains of the chimney were removed from the ground up with demolition equipment. »Even if it is not as safe, I prefer it,« says the excavator operator, smiling to himself, pleased to have his feet firmly on solid ground again.



Teamwork on the building site (L to R): Crane operator Frank Schmidt, excavator operator Alfred Ringer, chief mechanic and design engineer of the lifting plateau Mario Nimmerfall, foreman Franz Rossenegger.







Logistic concept for »Mellach«

Felbermayr provided a textbook example of trimodal transportation for the Mellach gas and steam power plant in Styria, Austria. All of the important components of the power plant were transported within six months by rail, road and sea. The mega transport was completed mid-November with the laying of the foundation of a 292-tonne transformer.

hen fully operational, the Mellach power station has the performance and generation capacity of around four and a half large Danube power plants, according to its operator, the VERBUND-Austrian Thermal Power GmbH & Co KG. Its technical feasibility is assured with two sets of machines. Each of these sets has a gas and steam turbine which drives a generator to produce electricity. The voltage conversion - before the electricity is supplied to the mains network - takes place using transformers. »These are the same main components which we transported«, says Günter Kaspar from the Felbermayr Transport division in Wels. The gas turbines were manufactured at the Sie-

mens plant in Berlin before being transported by boat to Linz via the Rhine-Main-Danube canal. »In Linz, we received them in our heavy load port and placed them in storage until we got the call from Siemens«, explains Kaspar. The steam turbines were also delivered by boat and were stored in the machine hall. Unlike the others, these were manufactured by Siemens at its site in Mühlheim an der Ruhr, which is where they were transported from. The turbines had to be placed into storage in the halls due to the sensitivity of their high-tech components. The components, weighing several hundreds of tonnes, had to be dismantled before being transported by road from Linz to Mellach, situated around thirty



Four mobile cranes were deployed at the same time for relocating the two condensers. This was necessary in order to be able to rotate the components 90 degrees upright, each weighing 88 tonnes, before being placed onto the self-propelled modular transporter.



The Mellach gas and steam power plant will enter service with an installed output of 832 megawatts of electricity and up to 400 megawatts of district heating at the end of 2011.

kilometres south of Graz. »Just the rotors on the turbines boasted impressive dimensions – weighing around 106 tonnes and measuring 4.4 metres in diameter«, reports Kaspar; due to the traffic conditions, there was no other choice but to drive through Graz. With a transport length of 39 metres and a height of 4.5 metres, the limits of what was possible were quickly reached. »The narrow curves tested the transporter drivers and support staff to the max«.

Steel colossus on the road

With a weight of around 342 tonnes the generator was the biggest thing destined for Mellach. Like the gas turbines, it is also made by Siemens engineers in Mühlheim an der Ruhr and was transported from there to Felbermayr's heavy load port in Linz. Here the generator was placed on a special 32-axle low-loader belonging to the Felbermayr ITB division and transported by rail to Werndorf. The heavy load was put onto a road vehicle for the remaining eight kilometres to the power station. The around eleven-metre long and four-metre high generator made up the second block. Alongside its identical twin, in future it will convert the mechanical energy generated by the gas and steam turbine into electrical energy. Two transformers will ensure the generated electricity is as required.

Weighing in at 265 and 292 tonnes, they belong to the heavyweights of power station components. Nevertheless, the fact that they were manufactured in Weiz in Styria made transporting them a breeze. From here, they were transported to Werndorf by rail and then by road to the power station.

Manual work

The two condensers and transformer necessitated a complicated installation. The condenser, which was transported in two halves from Poland, were assembled onsite by Felbermayr's Installation division. »We placed the two halves, each weighing 84 tonnes, onto a rail system beforehand«, explains Franz Brunbauer, who, together with his team, is responsible for laying the foundation. Installation of the two elevenmetre long transformers was more difficult. The heavier of the two involved the most work. Eleven lorries were needed, just to transport the necessary materials. »The equipment, including lifting gear, rail system and base plates, weighed more than 120 tonnes«, says Brunbauer. Assembly began by lowering the equipment onto a rotary table. Afterwards, the transformer was rotated 180 degrees to reach the correct position for assembly before being raised by the lifting system and placed on the rails; the suspended load was moved to the foundation some forty metres away. After it got there, the transformer was lowered in an operation lasting several hours.



Installing the components weighing hundreds of tonnes required instinct and the highest levels of concentration.

Other loads to transport

As well as these mega-weights, around 5,000 tonnes of cargo from China and Indonesia found their way to the Austrian show plant in Mellach. »Before they hit the road, they travelled by ship to the Slovenian port of Koper«, explains Kaspar. Here the components, weighing up to 180 tonnes,

were placed in temporary storage. They were then transported to the power station when called for. In part, several transporters were on the road at the same time. According to the plant operators, the assembly should be completed before the end of 2011 and the plant will then be commissioned which will set down a marker for highly-efficient power generation.



Croatia. From here, these 140- to 180tonne components were transported to the power station on low-loaders.

LIFTING TECHNOLOGY

The mobile crane reached the 3,040 metre high summit station of the Gaislachkogel cable car along an access road around twelve kilometres in length. It needed around 2.5 to cover this distance.

1,000 and 1 lift for Austria's most modern cableway

From December 2010, ski lovers everywhere can rejoice in the opening of the new Gaislachkogel cable car in Sölden, Austria. With the help of Felbermayr lifting technology, the most modern cableway in Austria was erected here after around six months of construction.

his year, a crane operator and his LTM 1200 got a real taste of summer breeze at the summit station of the Gaislachkogel cable car in Sölden. The purpose of this work at 3.050 metres above sea level was to construct the new summit station. Similar to how the new Gaislachkogel cable car as a whole is seen as one of the most modern in Europe, this summit station is considered an architectural masterpiece. »We needed to lift 125 tonnes of steel for this«, says Johann Lettenbichler, Felbermayr's branch manager. The external shell of the station comprises transparent foil, just like the Allianz Arena. In the meantime, a 120-tonner mounted the inlet strut onto the summit station. 220 tonnes of processed steel makes this the heaviest strut in Europe. The length of the main jib was

not sufficient for strut »number two«, which had been installed earlier. »Therefore, we had to use an additional fly jib with a length of 9 metres in addition to the 60-metre long telescopic jib«, explains Lettenbichler. From April to September, the lifting devices reached out into the blue sky from the 2,174 metre high intermediate station. Here, according to Lettenbichler, three cranes were in use at the same time: »One of them assembled strut »number one« of the cable car which leads to the summit station and the hall. Two additional cranes with a maximum bearing load of 200 tonnes mounted the inlet strut for the circular cableway originating from the valley and the cableway system for the train tracks«. Telescopic forklift trucks and platforms were also used for a range of installation tasks.

A thousand strokes

Felbermayr lifting technology was also at work at the valley station. The steel skeleton for the gondola train station and various other constructions to improve passenger comfort were erected here. Incidentally, the work at the valley station also marked the end of Felbermayr's activities here. »Within around six months of construction time, we implemented around a thousand strokes«, says Lettenbichler. As a born and bred Tyrol boy, he is delighted to have made a contribution to the new Gaislachkogel cable car along with his staff: »There are going to be many times when I will happily swap my hard hat for a ski helmet«.

Stadium construction for Euro 2012

Around 2,000 workers and 200 pieces of heavy construction machinery are currently working in the Polish city of Wroclaw to construct the Miejski Stadium. Cranes from Felbermayr are being used for the major lifting work for the stadium construction.

fter work in the construction of »Soccer City« in Johannesburg for the 2010 World Cup, Felbermayr had already demonstrated its solution expertise in 2004 with a lightning-quick mission to complete the Olympic Stadium in Athens in time. In 2008, the sky-blue lifting machines were back in action building a number of stadiums in Austria for the European Championship. In 2012, another major footballing event will be taking place in Poland and the Ukraine with the European Championships.

Heavy parts

Felbermayr is involved in the construction

of a new stadium in Wroclaw for this competition. Felbermayr cranes are being used to lift the concrete elements, which were delivered by rail. Towering above everything else on the building site is an LR 1750 Liebherr caterpillar crane - the biggest in the industry. »Together with another crane, it is lifting the concrete socket walers for the stage construction,« says Andrzej llow from the Felbermayr branch in Wroclaw. These 36-metre long and 110-tonne elements form the skeleton for the stand construction. For further lifts with loads of up to 56 metres and weights of 65 tonnes, the crane is equipped with 250 tonnes of basic counterweight and also works with a pedestal support as needed, supplementing

the crawler mechanism. All in all, the LR 1750 will be used from mid-August to the end of October and will finish countless lifts. »The crane is in use twelve hours a day, « says llow, adding that working platforms and other cranes from the Wroclaw branch are also being used to build the sports venue.

Completion as early as 2011

The stadium should be completed as early as 2011 and will have 42,737 seats and 30 VIP boxes. 5,000 car parking spaces and 104 coach spaces are also provided to ensure there is sufficient parking for the multitude of fans.



TRANSPORT



Hiking in Kaprun

A 140 tonne heavy load is nothing special for the transport and lifting technology specialists of the Felbermayr subsidiary BauTrans. But when this also involves climbing mountain passes up to 1,800 metres above sea level, even heavy load professionals take a road less travelled and things get interesting. This was the situation when transporting a spherical valve from the supplier Alstom Group to the power station in Kaprun.

t the beginning of August, a heavy transport, 48 metres in length, rolled out from the technology centre and water turbine plant of the global group Alstom in Grenoble, France, to the pump storage plant in Kaprun. Looking at the total weight of 238 tonnes and height of 4.5 metres, one might not immediately think that the almost one thousand kilometre journey would pass without a hitch. But there were no noticeable issues to speak of, thanks to Josef Ammann from the Vorarlberg heavy transport firm BauTrans and his team. »This project was in planning for almost two years«, he says. Numerous visits, route clarifications and calculations were made during this time. Working very closely with experts and the approval authorities, a route was then established, starting from France, passing into Germany and down to Tyrol.

Tour through the Kitzbühel

The route also passed by the high-society

ski resort at Kitzbühel. The transport specialists reached their limits here. But not because of the range of food on offer, but the numerous roundabouts which the collective 22-axle convoy had to thumb its nose at. »But we were prepared for that«, says Ammann explaining the solution: »For this section of the route, we temporarily removed five axle lines, using mobile cranes, which reduced the length of the transporter and allowed it to navigate the roundabouts. However, this increased the remaining axial loads which needed bridge recalculations and approvals.

Twelve percent incline

An even greater hurdle was to come and the access road with an average incline of twelve percent was particularly intractable. However, by using two towing and one shunting machine with a combined 1,700 hp, even a slope this steep could be surmounted. But after that came the next special test: The route to the power plant was via a six kilometre long access tunnel and, as this cannot be compared with a motorway by any means, the length of the convoy again had to be reduced by removing axle lines.

Completed in two weeks

After two weeks, the transport was completed and the spherical valve could be installed. This represented a significant contribution to the completion of the pump storage plant in Kaprun. The transportation of the second spherical valve began in mid-September. Incidentally, thanks to the rapidly completed construction work, the Limberg power plant will be finished a few months ahead of schedule in the summer of next year, and the word from the operator, VERBUND-Austrian Hydro Power AG, is that it will also be operational a few months earlier than planned.

STAFF



NEW FACES Family firm

In May, there was a new addition to the Accounting department in the form of Ms. Andrea Felbermayr, wife of DI Horst Felbermayr. A native of Vorarlberg, she has already been able to gather experience of commercial handling and balance sheet accounting in her parent's firm. She has the industry- and technical knowledge which she can also apply to her position at Felbermayr in the best possible way.



CONSTRUCTION NEW BOARD MEMBER

Graduate in business administration Johann Gangl has been Commercial Director of Felbermayr Bau GmbH & Co KG since October. In this role he provides support and relieves some of the burden on DI Horst Felbermayr, who, as well as his activities in Felbermayr Holding, also remains the CEO for construction. Mr. Gangl was previously Commercial Director for the entire group for nine years.

OUR DEEPEST CONDOLENCES MEMBERS OF STAFF WHO HAVE PASSED AWAY

Felbermayr lost two valuable employees in Franz Schöberl and Stephan Volk in September. Franz Schöberl worked as a large crane operator in the Linz branch and succumbed to cancer at the age of 54. Stephan Volk worked at the Graz branch and died, under tragic circumstances, in an accident at the age of 29. They will be forever in our thoughts.

Competition



Prize question: With what was the transport for the Mellach power station completed mid-November?

1st prize

A Nooteboom 4-axle Telestep with windmill rotor, 1:50 scale. This faithful reproduction model is a special limited edition, made from diecast aluminium.

You can find the answer in this booklet. We will draw 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 7242 695-144 or e-mail informer@felbermayr.cc. The closing date for entries is 31st March 2011. There is no legal recourse.

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ANNIVERSARIES OUR CONGRATULATIONS

All companies are built on longserving and deserving employees. Their experience ensures success and they provide an informational advantage by their transfer of knowledge.

35 YEARS Josef Langeder – Heavy Transport, Wels 30 YEARS Edward Matusiak -Administration, Wroclaw Michael Mayrhofer - Cranes, Linz · Luka Rogic -Cranes, Linz 25 YEARS Mieczysław Gniba – ITB Wroclaw · Karin Jäger – Civil Engineering, Wels · Krystyna Niewczas – Administration, Wroclaw · Jürgen Steiner – BauTrans, Lauterach 20 YEARS Hubert Feitzlmayr – Civil Engineering, Grieskirchen · Andreas Hintringer - Heavy Transport, Wels · Andreas Hüttmayr – Civil Engineering, Wels · Franz Jungwirth - Transport, Wels · Klaus Minnich - Heavy Transport, Hilden · Dietmar Mörigsbauer - Heavy Transport, Wels · Bernhard Radler – Civil Engineering, Wels · Friedrich Tempelmayr -Transport, Wels · Franz Winkler – Heavy Transport, Wels · Milan Zveglic – Heavy Transport, Hilden 15 YEARS Alois Dengg – Cranes, Graz · Ljubisa Dimitrijevic – Cranes, Lanzendorf · Ilija Gavran – Civil Engineering, Wels · Heike Hörtenhuemer -Heavy Transport, Wels · Mehemd Komic -Civil Engineering, Wels · Neydharta Krondorfer - Administration, Wels · Gottfried Maurer - Platforms, Graz · Milan Nikolic -Cranes, Bucharest · Erika Pable – Administration, Linz · Thomas Pamminger – Heavy

> Transport, Wels Gerhard Ringer – Civil Engineering, Wels Peter Sattler – Cranes, Klagenfurt Robert Schauer – Civil Engineering, Wels Hans

Schlederer – Werkstätte Wels · Robert Stieger – Transport, Wels · Josef Teubl – Cranes, Lanzendorf · Johann Trink – Transport, Wels · Gerhard Uitz – Cranes, Lanzendorf · Manfred Unterberger – Port, Linz · Ljubisa Vojinovic – Cranes, Lanzendorf



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