

INFORMER

THE MAGAZINE OF THE FELBERMAYR GROUP 1/2013

TWIN PACK

STEEL CYLINDERS TRANSPORTED IN TWO HALVES

MUD BATH

SEDIMENTS REMOVED FROM THE DRAU

OUTSTANDING

WORLD'S HIGHEST WOODEN OBSERVATION TOWER ERECTED





Dear reader,

It is now more than seven decades since the foundation stones were first laid down for the Europe-wide company of Felbermayr. And it is more than forty years since we relocated the company from the Haidlweg in Wels to the industrial estate. And now it is almost a decade since we have been looking for a new location for our company which will suit the pace of our expansion. We have found one, however, and developed compromises which protect the world of flora and fauna. Yet despite all the efforts of Wels District Council, the State Representations for Business and Environmental Protection, and the Bundesimmobiliengesellschaft [Austrian Federal Real Estate Company] it has not so far been pos-

sible to give us the 25 hectare site at Wels Airport that we have identified.

This means our long term development is at risk, as well as that of our neighbouring companies in the industrial area which is no longer able to expand. Were we to relocate to the airport, however, these companies would be able to use the space that became available there due to our departure. Yet on the basis of an impending EU regulation, the entire site of the airport, in the centre of Wels, is set to become a designated nature reserve, even though the site already has motorway and railway links – infrastructure which will be extremely costly to construct elsewhere.

In addition, anybody with a sense for business knows what relocation can mean for a company: the risk that long serving employees and successful structures and know-how may be lost, things that the decision makers in Brussels appear to be unaware of. Otherwise they wouldn't simply be doing their best to force promising and expanding Wels businesses into the slow lane. Our last chance is an official statement by the Federal State and the possibility of an exemption permit.

Placing our trust in a positive outcome, we wish you a relaxing summer and look forward to an arrangement that will be expedient for all parties. Let us remain hopeful!

Horst Felbermayr

Best regards,

Horst Felbermayr, DI

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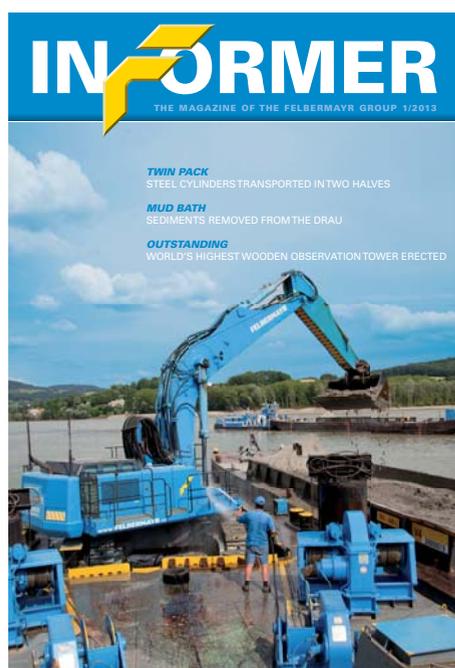
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With an unladen weight of some 200 tonnes, the block transformer was the heaviest single component transported to the Reisseck power station. A total of 2,400 horsepower was called upon to overcome the 1,000-metre heights from Mölltal to the cavern. One member of the convoy was the "Buffalo" – a 21-year-old ÖAF tractor-trailer with permanent all-wheel drive. Its specially-designed gears gave the "old timer" hitherto impossible traction and allowed it to conquer the 12-kilometre ascent with inclines of up to 15 per cent brilliantly.



COVER STORY Wet dredging for rowing world championship

The 100-year flood at the beginning of June silted up the regatta centre to such an extent that the staging of the U23 rowing world championship was out of the question. But thanks to the Felbermayr Hydraulic Engineering Division, the event will go ahead on 24 July, as planned. The stilted dredger pontoon "Ludwig", the motor vessel "Gisela" and two hopper barges were employed to dredge more than 80,000 cubic metres of mud from the course. The bucket had a capacity of 200 cubic metres, so it took around 30 buckets to fill the barges. A total of 400 bucket-loads were removed from the river bed at Ottensheim (A). The removal depths were between 0.5 and 1.5 metres.



L to R: Jörn Schramme (CFO Haeger & Schmidt and HS Containerline), Heiko Brückner (CEO Haeger & Schmidt and HS Containerline), Guy Verschaeren (Managing Director RKE), Peter Stöttinger (Managing Director Felbermayr Transport and Lifting Technology).

Big hit

Felbermayr acquires shipping company with 154 employees.

Felbermayr has been active for some time as a heavy-transport specialist and port operator at Krefeld on the Rhine and Linz on the Danube. With its acquisition of the inland navigation companies H&S Container Line and Haeger & Schmidt International, and having obtained a majority stake in RKE from the Belgian rail freight group SNCB Logistics, Felbermayr has expanded its commitment to water transport substantially – the purchase of these companies will now enable Felbermayr to become involved in container transport, including initial and final transport, freightage by barge, and operate as a seaport forwarder. The operational management of H&S Container Line and Haeger & Schmidt International will be in the hands of experienced Man-

aging Directors Heiko Brückner (CEO) and Jörn Schramme (CFO). The Belgian seaport forwarder RKE will be managed as previously by Guy Verschaeren. The connectivity to Felbermayr Transport and Lifting Technology and the exploitation of combined synergies will be the responsibility of Managing Director Peter Stöttinger. The employees and infrastructure of the acquired companies will be retained at the traditional sites in Germany, Poland, the Netherlands, France and Switzerland. This will guarantee the successful continuation of current business relationships. The acquisition became effective retrospectively from 1st January because of the efforts of SNCB Logistics to concentrate more on its core business, rail transport.

CONCRETE EXAMPLE A first for Haeger & Schmidt

At the end of April, Felbermayr transported a 237-tonne transformer from the ABB transformer factory in Bad Honnef to Hungary. The loading and transport to the RORO (Roll On, Roll Off) platform in Bad Honnef was accomplished by staff of the Hilden subsidiary. Loading onto the LD 30 and subsequent transport to the Port of Krefeld and then Hungary was the work of staff from Haeger & Schmidt.





Statements from Senior Director Horst Felbermayr and his son of the same name on the partnership between Felbermayr and OMV can be viewed on YouTube.



www.youtube.com/felbermayrTV

Economic power for Austria

Early April saw the start of the new OMV Corporate Campaign, which raises the profile of key Austrian partner companies and thus the economic significance of OMV for Austria.

Horst Felbermayr, "ein" Familienunternehmer aus Wels:

„Die OMV hat uns weiter gebracht – von Wels in die Welt.“

Felbermayr bringt mit 44-achsigen Spezialtransporter eine Gasturbine für die OMV Petrom nach Brazi/Rumänien. Die 115 Meter lange und 650 Tonnen schwere Kombination wird von drei Schwerlastzugmaschinen mit einer Gesamtleistung von 1850 PS bewegt.



FELBERMAYR
 Branche: Transport- und Hebeschnik sowie Bau
 Unternehmenssitz: Wels, Oberösterreich
 Weitere Standorte: AT, BG, CH, CZ, DE, DK, ES, FR, IT, LI, PL, RO, RS, SI, SK, UA
 Mitarbeiter: 2.500

OMV is one of the largest employers in the country and allocates more than 600 million euros each year to domestic firms. OMV not only provides power for Austria but also ensures the growth of its partners – as is demonstrated by Felbermayr Holding and other participants in the campaign.

OMV Director-General Dr Gerhard Roiss: “The true size of our company is reflected in the partners that have grown alongside it.” Five of OMV’s biggest customers were showcased in an Austrian print and online campaign as examples of the numer-

ous OMV partners. The managing directors of prestigious Austrian companies highlighted their services and successes, all of which can be traced back to OMV. The advertisements appeared until the end of June in Austrian dailies and magazines, and on key online portals with mobile compatibility. The OMV homepage also contains a portal where you can find videos, photos and further information on the campaign.

Valuable partnerships

The success of the OMV Group depends to a large extent on valuable partnerships with innovative and progressive companies such as Felbermayr. Together with Austrian industry, OMV guarantees the power supply for the Austrians of today and tomorrow. For more information on the campaign, go to www.omv.com.

Wo nehmen Österreichs Unternehmen nur die Energie her?

Sicher auch von der OMV, die als einer der größten Auftraggeber des Landes über 600 Mio. Euro pro Jahr in heimische Unternehmen investiert und so gemeinsam mit ihnen wächst.

www.omv.com

Mehr bewegen. Mehr Zukunft.



PHOTOS: MARKUS LACKNER (2), SUBJECT: DEMNIER, MERLICEK & BERGMANN



THE LAST MILE Felbermayr buys asphalt mixing plant

Since 1st May, Felbermayr has been the owner of an asphalt mixing plant. The Amann plant in Upper Austria is located at Haag am Hausruck and can produce up to 2,000 tonnes of mix a day.

The Felbermayr Civil Engineering Division has been involved in road construction for quite some time. Numerous projects such as the construction of the connection from Eberstalzell to the A1 western motorway or the extension to the Innkreis motorway confirm this. The purchase of the asphalt mixing plant will now enable Felbermayr to carry out asphaltting independently instead of having to find subcontractors. This is a factor that will also have a positive influence on pricing. Some 100 kinds of mix in the widest possible selection of aggregates and load classes can be produced. In terms of quantities, this amounts to as much as 2,000 tonnes per day. That's enough for about 240 metres of motorway. Cold asphalt can also be mixed for repair work, and bituminous materials recovered and recycled.

Road and footpath pavers as well as large and small rollers are available for laying the asphalt. Felbermayr Road Construction also has a pre-sprayer for applying a bonding agent of the kind needed when asphaltting over existing bituminous surfaces.

PIPELINE AND CABLE RENOVATION NEW TECHNOLOGIES REDUCE EXCAVATION COSTS

Modern techniques for renovating channels, cables and shafts involve little or virtually no outlay for excavations. A specialist section of Felbermayr Civil Engineering has recently developed the environmentally friendly "line bursting" technique. It involves an existing pipe being destroyed using a cutter and displaced into the surrounding soil. The new pipe is inserted at the same time. However, other techniques such as short and long pipe relining, where a new pipe is inserted into the existing one, can make a considerable contribution to shortening disruption to the supply. The specialist section is also experienced in the traditional methods of whole and selective shaft restoration.





BINDING Bridge to the arts

With a length of 92 metres and weighing in at around 180 tonnes, this bridge needed two mobile cranes and a floating pontoon to lift it. The cranes used were 500 and 350 tonners. After the bridge was lifted, it was time to install the railings and lay a rubber-like footpath surface. At the same time, another bridge was erected across the Aiterbach. With a length of 18 metres and a weight of 16 tonnes, it was much less of a problem and could be lifted by a 130-tonne mobile crane. Both bridges will guarantee the accessibility of the Angerlehner Museum. They also bring benefits to the entire Wels and Thalheim population.

SPANNED FOOTBRIDGE FOR VIENNA MAIN STATION LIFTED INTO PLACE

The 360-metre long, 7.5-metre wide footbridge for the new Vienna Main Station consists of four sections. All but one of the steel sections had to be lifted into place. The sections to be lifted by crane called for an LTM1500 with a maximum load capacity of 500 tonnes. Just the bottom hook block, the cable and the lifting beams weighed in at 12 tonnes. Together with the bridge section, this meant that, with a jib length of 9 metres, a weight of 138 tonnes had to be handled. After lifting, the footbridge section was welded to the sections already in place. The crane continued to take the load while this work proceeded. The pedestrian and bicycle bridge will go into service in 2015. The architectural masterpiece will then provide a bridge over the tracks and platforms of the new Vienna Main Station.





Norbert Reichetseder



Harald Stutz

COMPANY TAKEOVER HOLISTIC AND SECTOR-SPANNING

In early July 'Der Baubetrieb', based in Linz, was taken over by Felbermayr Holding. In this context, approximately 150 employees of the former Alpine branch office are set to work for the newly established 'IS Baubetrieb GmbH.' The

offering of the universal company for construction support services primarily focuses on fitting and metalwork and the construction of pitched and flat roofing and glazing. The professionally structured company also offers carpentry, joinery and painting services, however. The company is managed by Directors Norbert Reichetseder and Harald Stutz.

Mr Reichetseder is a qualified Master Builder who is able to draw on several decades of experience in all construction related fields. Harald Stutz is a qualified Economist and is thus responsible for commercial matters in the company. In addition to this, Mr Stutz has also assumed responsibility for the Accounts department at Felbermayr Holding.



STEEP CRUSHER TRANSPORTED

In mid-June, a mobile caterpillar crusher was transported to a construction site near Örpenbauernalm in Saalfelden (A). The journey for the 34 and 45-tonne crusher modules began in Finland. From there they travelled by sea to Bremer-

haven, then by road to Saalfelden. There, the structures were transferred from the low loader to a shorter 5-axle THP. This was necessary because of 18 hair-pin bends only 15-18 metres in diameter along the route. Gradients up to 15 per cent called for a 2-axle and a 4-axle tractor-trailer to be used. The seven-kilometre ascent took some 6 hours. Once there,

the mobile crusher was again unloaded by mobile crane and then assembled. The heavy transport was followed by two loads of small parts. These were taken up the mountain on a 3-axle semi low-loader and a heavy transporter. The crusher will be used to break up Diabass rock, used to produce gravel for railway tracks and asphalt.

POWERHOUSE New large crane in vehicle fleet

At the beginning of June, the Felbermayr lifting technology was further expanded with an LTM 1750-9.1 from Liebherr. This has seen the range of cranes completed with this 750-tonne class crane, supplementing the caterpillar and lattice-boom cranes. The primary decision making criterion for the purchasing of this 9-axle machine was its sophisticated technology and convincing performance data. In this context, for example, it is possible for the complete telescopic boom to be transported in general road traffic. With the result of much shorter set-up times, it is also possible to attach the rear outrigger without the use of an auxiliary crane. The powerhouse is currently being used in the assembly of wind turbines in Poysdorf, Lower Austria. The mobile crane is also set to go into use in the assembly and maintenance of industrial systems, however.



BAUTRANS Power Station Components Transported

At the beginning of April, a total of fifteen heavy transportations and several specialist transportations were completed by BauTrans on behalf of Felbermayr Transport und Hebe-technik (transport and lifting technology) from Auhafen in Basel, Switzerland, to the power station situated roughly 70 kilometres away. The module parts for low pressure turbines and the middle section of a generator were transported. Due to transportation heights of up to 4.85 meters and widths of up to 5.3 meters as well as numerous long-term construction sites, route inspections and the creation of a flow trace log by a transport technician were unavoidable. Only on the basis of this advanced planning it was possible for all of the components to be moved on schedule and safely accepted by the recipient at the destination. The heaviest component, the column centre section of a generator weighing 463 tonnes, had to be transported by rail by the Felbermayr ITB division, however. A 32-axle heavy transport wagon was used for this task. The local transportation approvals were organised by employees of the Felbermayr location in Mägenwill, Switzerland.

IN BRIEF:

HEAVY DUTY ASSEMBLY At the end of June, staff from the Hilden branch in Germany succeeded in completing the heaviest lifting job Felbermayr has ever done not far from Moscow. The job saw a press weighing 1,350 tonnes being positioned on a set of foundations.

TRANSPORT In mid April, two containers, each weighing in at 228 tonnes, were transported from the port of Burgas to a nearby refinery. Due to their length of 24 meters and diameter of eight meters, several traffic control measures were required, and it was also necessary to remove cables. Felbermayr also realised the positioning of the foundations for the containers.

SPECIALIST CIVIL ENGINEERING In Felbertal near Mittersill (Austria), what is known as an emergency rod was constructed in order to maintain the power supply. In this task around 820 linear meter anchors were used. It was also necessary to blow up a 250 cubic meter rock. These measures were necessary due to a mudslide in June. This event saw several high voltage masts from a 380 kilovolt power line being destroyed.

CIVIL ENGINEERING Wide ranging construction work is currently being carried out between Klosterneuburg and Kritzendorf by staff from the Felbermayr Civil Engineering division. This includes the construction of noise barriers and drainage outlets, as well as an improvement of the track bed for a new rail track system. A new rail platform is under construction in Kritzendorf.



CONTEMPORARY Service centre constructed for bank

The new service centre for the Raiffeisenbank in Wels-Süd is set to be contemporary and modern. The required construction site was cleared by the Felbermayr Demolition division. Felbermayr Building Engineering was contracted with the master building works for this futuristic building. The work was started, however, by the Earthworks division, creating a 3.5 meter deep excavation pit for the underground garage and basement section. Subsequent to this, 260 ferrous reinforcement poles were positioned in the excavation pit, with the Felbermayr Specialist Civil Engineering division constructing a layer of shotcrete. The ground floor and two upper floors cover an area of 2,300 square meters and were completed in reinforced concrete. It proved possible to conclude the master building works by the end of July. The building will be ready for occupancy in summer 2014.



POWER STATION CONSTRUCTION TECHNOLOGY MEETS ECOLOGY

With the completion of Turrachbach power station, the District of Murau in Upper Austria has moved a decisive step forwards in achieving its goal of being energy self-sufficient by 2015. The construction work began in March 2012. A few months later the progress of the work was hindered due to heavy flooding. Only with the rapid intervention of Felbermayr employees was it possible to protect the excavation pit, which was in an advanced stage of construction, from the torrents of water. It proved possible to divert most of the flood water via the previously completed fish ladder. The power station, designed as a medium pressure plant, will use a maximum of 3,000 litres of water per second to produce electricity. In addition to the fish ladder and the construction of the machine house and weir system, Felbermayr also constructed a 2,570 meter long pressure pipeline. This will guide the water directly to the machine house, powering the turbine. On the long term average, the power station is set to produce 5.4 GWh of electricity each year.



SPACE AVAILABLE Transshipment hall for freight forwarding company constructed

A 12.5 meter high transshipment hall together with office building has been constructed by the well-versed building engineering staff of the Felbermayr Leipzig branch. The contractor for the building project, encompassing over 6,000 square meters, was the transportation company FriedSped which is based in Ummendorf. The hall, which features 38 loading gates, will primarily be used for general cargo handling. In addition, an external area covering approximately 36,000 square meters was also completed. The building project was rendered necessary due to the constant expansion of the freight forwarding company.



Centrepiece in two halves

A hitherto unique cargo faced staff at the Transport division in Wels in early March. The world's largest welded dryer cylinder had to be transported from Hungary to Pöls in Styria. The client for this technically challenging transport job was ANDRITZ.





So that the largest steel cylinder in the world could be delivered, it was transported in two halves for Andritz Kft. in Hungary.

Something like this had never come up before," says an excited Günther Trauner from the Felbermayr Transport division in Wels. As a long-time employee and department manager, he has brought some strange sights to the roads, and loads with diameters of more than six metres are no rarity for him. However, the two cylinders measuring 6.7 metres in diameter and more than 3 metres in height were something special. "ANDRITZ managed to design and manufacture the world's largest steel cylinders for Zellstoff Pöls AG." What's different: The cylinder wasn't cast in one piece but was rolled and then welded. "It was produced in two halves so that the dryer cylinders could also be transported," Trauner explains. Steel girders were used to spread the high-precision steel components, each of which weighed 112 tonnes, and prevent deformation.

On time despite road works

The width of 6.7 metres was a challenge for the transport team. "Roadworks always create bottlenecks," Trauner emphasises, talking about one of the difficulties facing the transport of loads that have to be delivered on time. The 700-kilometre route ran from the ANDRITZ plant in Tiszakécske south-east of Budapest via Nickelsdorf to Vienna, then to Graz and

through the Gleinalm tunnel via Judenburg to Zellstoff Pöls AG in Pöls in Styria. The total load weight of both transporters was around 224 tonnes and the total height 4.5 metres. The convoy just scraped through a considerable number of construction sites. "At one site on the A4, the oncoming lanes had to be blocked or we wouldn't have made it through," explains Trauner. It was a detail that was meticulously planned.

Stacked high

Things got really high at the Grünhübel Bridge near Judenburg. There, the width of the road with its safety rail on both sides was only 5.7 metres. The cylinders therefore had to be transported hanging out over the bridge rails. That was why the cylinders were raised to 1.3 metres during loading at the plant. This left 8 centimetres of "air" as they passed over the 1.22 metre rail. "That's not a lot," says Trauner, "but if we'd gone any higher we'd have exceeded the maximum permitted transport height of 4.5 metres." A few days after their arrival in Pöls, both halves were brought to within millimetres of each other and welded together. The plant goes into production at the end of 2013 and will start by producing paper for carrier bags and composite packaging in the new paper processor. ■

PHOTOS: ANDRITZ AG

Starting from the Andritz plant in Tiszakécske (south-east of Budapest), the route proceeded via Budapest and Nickelsdorf to Vienna/Schwechat and Graz/West through the Gleinalm tunnel to St Michael and Judenburg.



The 6.7-metre wide load only just made it through numerous roadworks and tunnels. The greatest challenge was the Grünhübel Bridge near Judenburg. The steel cylinders were lifted hydraulically to give clearance.







LIFTING TECHNOLOGY

The tower structure consists of 16 huge, elliptical, larch-laminate supports reinforced by 10 elliptical steel rings and 80 diagonal braces.



World's highest wooden observation tower

Early this year, the Carinthian municipality of Keutschach started erecting the observation tower on the Pyramidenkogel mountain. The primary support structure was completed in May. The official opening of the 100-metre larch structure will take place in the summer.

More than 100,000 visitors are expected to be drawn each year to the new observation tower on the Pyramidenkogel. The predecessor of the new observation tower proved how realistic this claim from Kärntner Tourismus Holding is. That reinforced concrete structure, which was built in 1969, brought in 6.3 million visitors. And it was "only" 54 metres high. It was blown up in October last year in front of a dozen TV teams and numerous other media representatives.

Great interest

Media interest has continued for the erection of the new tower, as Marco Caruso from the Felbermayr Klagenfurt subsidiary reports: "Some days' work even had to stop so we could feed the information-hungry media. That was another source of stress for the people working up to 40 metres above the ground," says Caruso, who was responsible for the lifting work

for Felbermayr. But the bottom line is that everyone enjoys working on a project of this magnitude. This highly visible symbol of wooden architecture can expect a lot of international attention and admiration.

Exciting finish for lifting technology

The amount of equipment required also increased as the tower gained in height. There were already three cranes in March to handle lifting wooden sections up to 26 metres long and 8.5 tonnes in weight. The cranes used have a maximum load capacity of 200 tonnes. Fitted with telescopic booms and so-called luffing jibs, they can extend up to 100 metres. The tower consists basically of 16 larch posts reinforced with 10 elliptical rings and 80 diagonal braces. Platforms for working at more than 40 metres were also used. And if that wasn't enough, work baskets hanging from crane hooks played a role as well. These provided a useful service for journalists, if required. "Provided they aren't



The base of the structure will house a souvenir shop and a restaurant for about 120 guests. There will be more seating outside on the terrace.



The wooden sections to be raised were up to 26 metres long and 8.5 tonnes in weight.

afraid of heights, they can make impressive reports on construction progress way up in the air," reports Caruso, who also enjoys the media presence. A high point in lifting technology took place in mid-May. When asked at the end of April what had been the most difficult task, the crane driver replied that the most difficult was yet to come. Then in May at a height of 81 metres, they lifted the 19 metre high, 3-tonne antenna into place. The 101-metre boom and luffing jib just managed to do it. So the calculations by the engineers were spot on and the tower project was a success. ■

Transport and foundation laying

With the transport of a 355-tonne transformer in early April, Felbermayr started on the delivery of the core components for the Slovenian power station in Sostanj. Two weeks later saw the successful installation of the foundations for the voltage converter. The generator followed in mid-June.



Before the foundations could be laid, the transformer had to be taken a further two kilometres across the plant grounds.



Personnel from Felbermayr's Wimmer subsidiary transferred the unit from the rail low-loader to the SPMT (Self Propelled Modular Transporter).

After about a year, the Felbermayr Project Division was able to assemble supporting structures for the coal-fired power station in Sostanj, with transport of the 355-tonne transformer starting in early April. "Setting out from Turkey, the 11.35 metre long, 3.8 metre wide and 4.55 metre high transformer was transported via Constanza along the Danube to the Felbermayr heavy load port in Linz," explains Managing Director Peter Stöttinger from Felbermayr Transport

and Lifting Technology. That was at the end of February. Because laying the foundations was scheduled for mid-April, the transformer was put into storage at the heavy load port. Other accessories with a total weight of some 153 tonnes were also unloaded in Linz. Unlike the transformer, these could be stored in a covered outside area.

"At the beginning of April, the transformer and accessories were transferred to a rail low-loader belonging to the Felbermayr ITB

Division," says Stöttinger. The 500-kilometre stretch to Sostanj went via Vienna and Spielfeld to Maribor and then right up to the gates of the power station. The transformer was then transferred to the SPMT (Self Propelled Modular Transporter). "That's where we used lifting gear from our Wimmer subsidiary," explains Stöttinger, who is impressed with the performance of this specialist in machine transport. Finally, the 355-tonne high-tech colossus was unloaded again using the lifting gear, placed on a turntable and turned through 90 degrees, lifted again to install the bogie, then pulled on a system of rails to its final position. The last step was to raise it using a hydraulic climbing hoist for location and installation on the on-site supports. In mid-June, the foundations were laid for a 360-tonne generator. At almost 14 metres long and more than 4 metres high and wide, the transformer was more than "sure-footed". It was also transported from Linz to Sostanj. The generator was made in Wroclaw, Poland. The new Felbermayr subsidiary Haeger & Schmidt was responsible for transport via Vlissingen (NL) to Linz (A). "It's a pleasure to see how well companies under the Felbermayr umbrella work together," says Stöttinger about the successful collaboration in the client's interest.

PHOTOS: ALSTOM

In early April, the transformer was transported by the Felbermayr ITB division from the Linz heavy load port via Spielfeld to Sostanj.





The renovation of the existing coal conveyor system meant the drive station had to be turned through 60 degrees.

Crane used for coal conveyor

Two drive stations for conveying brown coal were moved starting in early May at Nichten in Saxony. Four cranes with a total of 900 tonnes load capacity were used for the project. The drive station was 48 metres long and weighed in at some 300 tonnes.

The Swedish energy supplier Vattenfall transports up to 17 million tones of brown coal each year in Nochten. This makes the mining area in Saxony the main supplier for the Boxberg power station, while it also provides coal for the Schwarze Pumpe briquette factory. The coal is sent from the mine to the power station along a six kilometre long conveyor. In early May, the drive station for the conveyor had to be turned through approximately 60 degrees in order to guarantee future loads. A project was put in place to use the crane and know-how of Felbermayr lifting technology.

Five months in the planning

“The highlight of the relocation of the two drive stations was the ATS-63,” says Jens Rahn from the Felbermayr Bautzen site.

The first discussions to specify the correct course of action began in January. “The aim was to devise an assembly technique that would in the shortest possible time allow the drive station weighing around 300 tonnes to be realigned and turned through 60 degrees to guarantee the coal supply from the mine in the future,” explains Rahn, who developed a solution in conjunction with the project manager from Vattenfall and other members of the project group. Five months later to the day, on 9th May, the plan became a reality. The drive station is 48 metres long and more than 10 metres wide and just as high. “These are dimensions that are hard to handle given a weight of around 300 tonnes,” adds Rahn. That is why the project team decided to use four cranes. Seven lifting operations, each extending seven metres, were needed to turn the drive unit lengthways through the

60 degrees. Because of the excellent preparation, it was possible to complete the crane operations in just nine hours. Two cranes each with a maximum load capacity of 250 tonnes and two capable of 200 tonnes were ideal for the task. Several telescopic forklift trucks, work platforms and a backup crane were also used. ■



The necessary transport was also handled by Felbermayr.



Suction excavator in use on the Drau

About seven years ago, employees of Meister Wasserbau started removing alluvial deposits from the bed of the Drau. In April, work on the reservoir of the Rosegg power station ended ahead of schedule. This was achieved using a suction excavator.

The Rosegg power station in Carinthia started operations some 40 years ago. Over the years, there has been

increased silting of the reservoir due to sediment accumulation. Nine years ago, in order to maintain the prescribed flood pro-

file, the then Reinhold Meister Wasserbau started on work to remove the debris. The work has continued since the company, now Reinhold Meister Austria GmbH, was acquired by Felbermayr.

Working under pressure

"The suction excavator is the ideal tool for this on-going operation near Villach," reports Hans Wolfsteiner who, as Manager of Felbermayr Hydraulic Engineering in Austria, is responsible for the project. Robby Möller is the on-site works supervisor. A former "leading hand," he has been familiar with the suction excavator from almost the very beginning and knows how to get the best out of it. "The suction excavator is designed to work at depths up to 20 metres. But here it only excavates at a water level of 6.5 metres," he explains. Also impressive is the operating pressure of 6.5 bar. This allows 4,000 cubic metres of material to be removed every hour. "Admittedly this figure is theoretical because



With an operating pressure of 6.5 bar, it can remove a theoretical 4,000 cubic metres of material per hour.



hose can be extended virtually without limit using so-called pumping stations. At the Carinthian site, the maximum length has been up to six kilometres for some time. Two pumping stations have been integrated into the line to make this possible. This guarantees material transport as far as the bank. By the start of April, this method had allowed some 300,000 cubic metres of material to be removed from the Drau. "That's the equivalent of around 30,000 truckloads," says Möller, moving on to address the environmental aspect. "The material is not carted away but is used to create embankments and form shallow biotopes." That way, virtually no trucks are involved in removing the debris and there is an ecological improvement as well. However, the main purpose of the project was to restore the transport capacity of the Drau in a natural way, especially in the event of flooding.

Suction vessel on the move

Another positive feature of the suction excavator is its transportability. Thanks to its modular design, it is fairly easy to dismantle and transport away. Möller says about 12 container vehicles are needed to transport the excavator itself, including the cutting head, and another five to transport the floating pipeline. The suction excavator can be transported by road or rail. This will come in handy when the 350-tonne pipeline and "giant vacuum cleaner" set out on their 1,250 kilometre journey to their next job site on the North Sea. There, they will be used on the Nordstrand Peninsula to construct a barrier using material from the North Sea. ■

it relates just to pure water and in practice, high amounts of mud and sediment considerably reduce the achievable throughput,"

explains Möller, continuing: "This tool can be regarded as a giant vacuum cleaner with a variable hose length." That's because the

With its ability to work at depths up to 20 metres, the suction excavator from the Felbermayr subsidiary Reinhold Meister Wasserbau has a wide range of uses.



Full thermal insulation on rails

We have decided to use the Capatect rail system for problem surfaces.



The Unimarkt on Lindenstrasse in Wels after façade renovation.

CONSTRUCTION PROJECT SIGN THERMAL REHABILITATION

Wels Unimarkt
Lindenstraße 9, 4600 Wels
Client: Gemeinnützige Welser
 Heimstättengenossenschaft e.GenmbH
Project supervisors:
 Gernot Altenstrasser
 Andreas Oberhuber
Sareno project manager: Herbert Wöß
ETICS area: 993 sqm
Insulation system: Capatect rail system,
 Capatect PS insulating panels
Render: Capatect 2 mm SH plaster
Start of VWS work: June 2012
Completion: July 2012



The Wels Unimarkt before the start of façade renovation.

If a building façade has a problematic supporting surface, you need to play it safe. A Capatect rail system provides a secure and safe thermal insulation solution. It was the ideal choice at a façade renovation project at Lindenstrasse 9 in Wels.



The Capatect PS thermal panels are suspended from slots in the rail system.

Since the building which houses shops and a bar had become a bit tired in recent years, the Gemeinnützige Welser Heimstättengenossenschaft decided to renovate the façade. It would be a thermal insulation project. The insulating materials used were Capatect PS insulating panels 8 cm thick and SH plaster from Capatect.

The original façade consisted of suspended washed concrete panels which were very uneven. In some places the joints were up to 4 cm off line. There were also numerous cracks in the plastered surface, so after a detailed examination, it was decided to adopt the ETICS variation of a Capatect mechanical rail system. With this system, the insulating material is "suspended" on a system of rails and separated by spacers so a completely flat surface can be achieved even if the supporting structure is uneven. This allows uneven and fundamental problematic zones to be hidden and a perfect surface obtained. ■



The Capatect rail system meant uneven and problematic areas could be concealed and a completely flat surface obtained.



During the demolition, 5,000 cubic metres of mineral material plus 500 cubic metres of wood and 300 cubic metres of rubble were correctly disposed of, mostly by recycling.

Hotel and training centre removed

In mid-December, work started on the demolition of the former sanatorium of St Raphael in the Upper Austrian spa town of Bad Schallerbach. A 64-tonne demolition excavator with a 31-metre boom was used.



20,000 cubic metres of building were demolished to remove the former hotel and training centre.

Some 6,000 cubic metres of rubble were created during demolition of the 1922 hotel and training centre," reports site manager Bernhard Radler. This material was sorted on site and then prepared for recycling.

Heavyweight employed

With a height of 22 metres, the 7-storey building and cellar called for a heavyweight demolition machine. The demolition excavator (CAT 345) with its 31-metre boom and grappler weighs in at some 65 tonnes. That was the only way of demolishing the building with its 20,000 cubic metres of built space in just three weeks. And that had to include the meticulous separation of the rubble. In addition, the attached chapel had to be retained. Says Radler: "The chapel is a protected building and will be integrated into the new

structure." The starting gun for construction of a new retirement and nursing home was fired at the beginning of February with the

excavation of around 5,000 cubic metres of soil. The work was carried out by the Felbermayr Civil Engineering division. ■

The falling material was sprayed with water to keep the dust down as much as possible.



“The most beautiful building site in the world”

On 13 April 2013, the Linz Music Theatre launched its new vocation with a performance of Parzival. As it had been during the three years or so of construction, Felbermayr was also a committed partner at this open-air performance with its sky blue lifting technology.



Even before its opening, there was great interest in the formerly largest culture site in Austria – 25,000 visitors took up the offer for a site tour.

We are pleased to have provided almost all the lifting technology for the construction of the Linz Music Theatre,” says Peter Linimayr. As site manager for Upper Austria, it was a personal concern for him to be closely involved in the creation of this landmark for the “Province on the Ebb”. And the 10-storey theatre needed huge amounts of equipment for its construction. “There were often 15 working platforms on site at the same time. Many of them were at 40 metres working height,” recounts Linimayr. Cranes were also called in, such as when the roof structure had to be lifted into place.

Artistic use

But when the site was completed, that wasn’t the end for Felbermayr. Felbermayr cranes and platforms also provided their services at the opening of the currently most modern opera house in Europe. Up to 50 people were suspended by hook when it was necessary to move the telescope to the sounds of the Bruckner Orchestra. As Linimayr reports, this called for considerable safety precautions: “The organisers had to obtain official authorisation in this case. We also made sure the lifting equipment was considerably over-dimensioned.”

The aerial performances were largely the work of a Spanish acrobat group. “They knew what they were doing, as did our crane drivers.”

For the crane drivers, working at the opening of the music theatre was like being at “the most beautiful building site in the world”. “Not only because of the catering,” they say with a grin, but it was also

MUSIC THEATRE IN FIGURES

The centrepiece of the minimal energy building is a multifunctional revolving stage 32 metres in diameter. This allows several backdrops to be moved and modified at the same time. A further argument for its claim to be “the most modern opera house in Europe” are the computer-controlled storage systems which had earlier been tested at airports and were now being used for the first time at a theatre. A made-to-measure illuminated ceiling containing 24,000 LED spotlights is also impressive and is not only attractive but energy-efficient as well. All in all, the music theatre is a flagship ecological benchmark which in the view of its operating company also qualifies it to be called a “green theatre”. The use of photovoltaics, solar energy and district cooling as well as highly efficient insulated windows and heat recovery systems support this view.

- 10 levels including stage tower
- 940 rooms
- Underground garage for 300 vehicles
- 52,420 sqm gross floor area
- 2,000 sqm foyer areas
- 1,250 seats in the main hall
- 270 seats in the studio theatre
- 200 seats in the orchestra hall

a quite special occasion because of the really nice people involved. For Manfred Reindl, it was his last big project before retirement. What a special job! One that could not have been surpassed! ■



Last project: Crane driver Manfred Reindl retired after the opening festivities.





Ing. Michael Voglhofer

PROMOTIONS NEW MANAGERS

Since the start of the year, in his role of Commercial Manager, Michael Voglhofer, who originates from Upper Austria, has been responsible for the Felbermayr subsidiary company Reinhold Meister Wasserbau, based in Hengersberg (Germany). Mr Voglhofer, a graduate of the Higher Technical Institute (HTL), gained his experience in the construction sector in large scale projects in Romania, Slovakia and Hungary. He enjoys spending his free time hiking and with his family, and he is also a dab hand at the barbecue.



Bmst. Hans Wolfsteiner

Hans Wolfsteiner has now been at Felbermayr for ten years, and is now set to manage the hydraulic engineering activities in his role as General Manager for the Felbermayr divisions of Hydraulic Engineering and Reinhold Meister Austria. In addition to his training in Civil Engineering at the HTL, in 2011, Mr Wolfsteiner successfully completed the Master Builder examinations. Mr Wolfsteiner's key goals are the continuous optimisation of hydraulic engineering systems in line with ecological and economic requirements, as well as further efficiency gains in the completion of construction projects.



Prok. Dipl.-Ing. Conrad Schwinke

Conrad Schwinke has been responsible for the new Construction branch office in Trostberg since February. The primary goals of the graduate of the University of Applied Sciences are the successful establishment of the divisions of Bridge and Concrete Engineering as well as Industrial and Civil Engineering. The keen team player's leisure pursuits include golf, mountaineering and cycling. And the father of two sons is also known to enjoy relaxing with a spot of astrophysics reading from time to time.

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.

Dimitrije Aldic – Wasserbau Wels, **Michael Erhart** – Braunau, **Andreas Guljas** – Lanzendorf, **Besim Hadzirc** – Hochbau Wels, **Johann Holzer** – Bau West, **Durmus Karakaya** – Bau Salzburg, **Michael Kernecker** – Bau Salzburg, **Erich Milla** – Tiefbau Grieskirchen, **Franz Mössenböck** – Abfallwirtschaft Wels, **Peter Ospelt** – BauTrans Vaduz, **Franz Rossenegger** – Bau Wels, **Franz Schmid** – Erdbau Wels, **Alois Stadler** – FST Salzburg, **Brigitte Troyer** – Thaur, **Anna Weigl** – Hagn Umwelttechnik



Prok. Bmstr. Ing. Friedrich Königstorfer, MBA

To be able to respond more quickly and flexibly in this remit in the future, in April, Friedrich Königstorfer became an authorized signatory. Mr Königstorfer has been Manager of the Civil Engineering Upper Austria division since October last year, and is therefore responsible for 250 employees. The 46 year old was previously responsible for Civil and Road Engineering in his position of Group and Division Manager at an international construction firm.

Competition

Prize question:

Where is the world's highest wooden observation tower?

You can find the answer in this edition. We will draw winners of the 15 non-cash prizes from amongst the correct entries. For further information, go to www.felbermayr.cc/informer – Click to enter!

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

Closing date for entries is 30.10.2013. The judges' decision is final.

1st prize

A 1:50 scale model of the LTM 1200-5.1. This model crane is a special limited edition in the Felbermayr colours.



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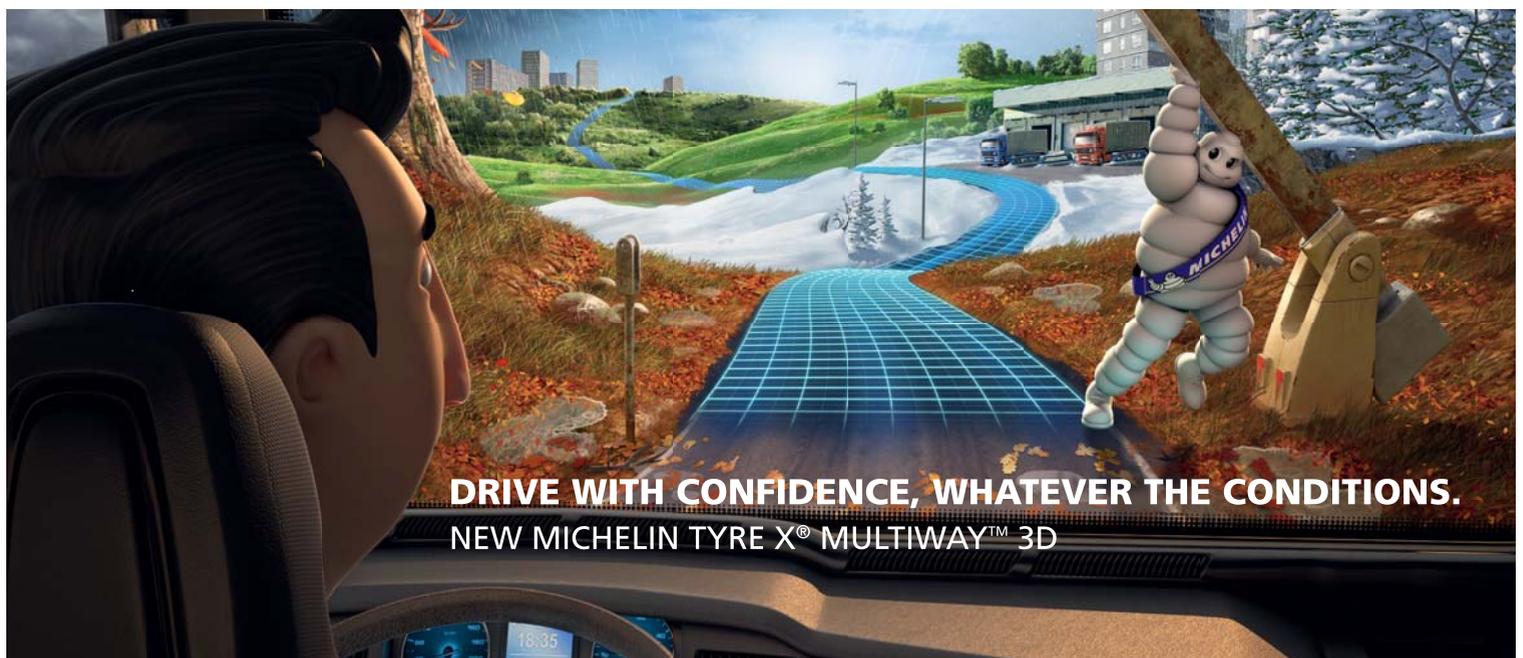


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