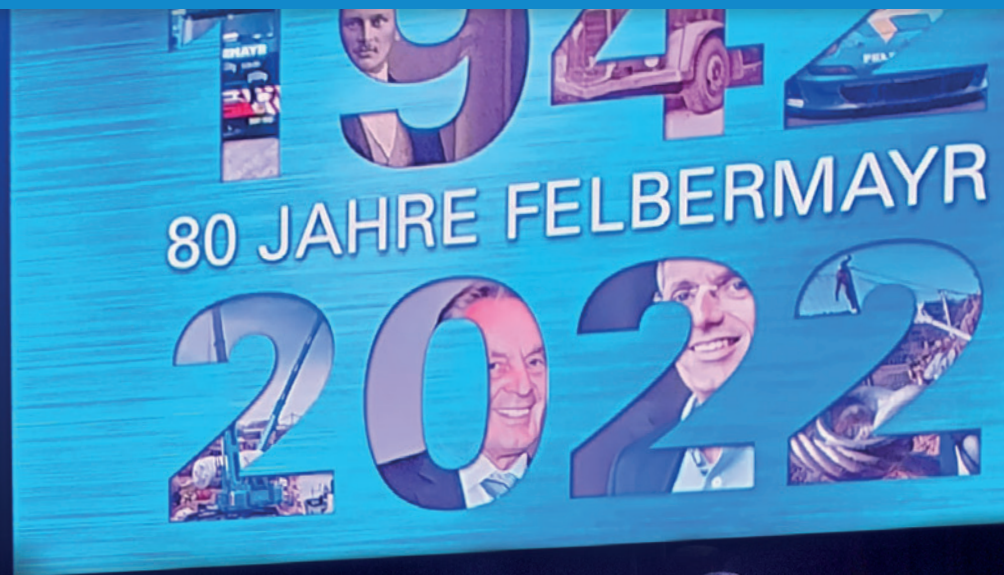


INFORMER

THE FELBERMAYR GROUP MAGAZINE 2/2022

PHOTO: MICHAEL THALLINGER



ON TRACK

DUAL TRANSPORT FOR ENERGY SUPPLY

TOUGH GOING

ROCK MILLING MACHINE IN USE FOR PIPELINE CONSTRUCTION

BALANCING ACT

FLOOD BARRIER GATE DEPLOYED WITH PONTOON



ANNIVERSARY

FELBERMAYR CELEBRATES 80 YEARS OF EXISTENCE

Success through confidence.

Dear Ladies and Gentlemen,

We've done it – 80 incredibly successful years are behind us. A reason to celebrate, and so we did. Many thanks once again for the countless congratulations and well wishes that we received to mark the company's anniversary. Yes, it was a fitting celebration with friends, customers, suppliers and employees, many of whom have been with us for decades. They are all part of the „family“. No doubt that we would not have been able to celebrate

this success without them. The many successful projects that we have undertaken recently also inspire me with confidence for the future. Some of them, representing so many others, are documented in this issue of the Informer.

These examples instil confidence and build trust for the future. These experiences will help us to focus on opportunities instead of problems in the coming year.

I would therefore like to express my thanks to you, as a customer, supplier or employee, for your invaluable contribution to our shared objectives, which will ensure that we continue to achieve success through confidence in the future.

In this spirit, I would like to wish you and your families a Merry Christmas and a Happy New Year, and most importantly, good health.

Warm regards,


Horst Felbermayr

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80 years of Felbermayr

In just three generations, the family-owned company based in Wels, Austria, has developed into an internationally significant heavy goods transport business that has also made rapid progress in the building industry beyond the national borders. On 6 October, the company celebrated its 80th birthday together with around 500 guests at a lavish celebration held at its head office in Wels-Oberthan - home to the company since June 2021.

The 2,000 sqm conversion building is normally used for bolting together vehicle configurations for industrial components weighing several hundred tonnes. However, it provided a great setting for the company's anniversary in two senses.

Managing Director Horst Felbermayr is the third generation to run the family-owned company — having taken over from his father, and therefore watched it grow as a child and has helped shape it with his father over many years: "It's in my DNA - we continue to embody what my parents built," explains the now 52-year-old CEO of Felbermayr Holding. He runs the company together with his wife Andrea and Alfred Feldbauer as Commercial Director, and is proud of his employees' performance: "Our employees are successfully mastering these major tasks and keeping up with the pace of rapid development." The CEO is convinced his company will continue its successful course.

Andrea Felbermayr is the director responsible for the personnel agenda, alongside accounting and financial reporting: "The times are challenging, we currently have over 100 vacant positions in Austria alone." However, thanks to a wide range of measures including childcare facilities, an attractive training programme and a general increase in the appeal of the workplaces, the company is successfully overcoming these problems.

Feldbauer considers the biggest challenge to be in growing the company organisation in line with the growth of the business. "We are always careful not to overextend the organisation. This means that - in addition to efficient personnel development - we also need end-to-end digitalisation to ensure that processes are efficient." Feldbauer believes it is also important to view the differences between the individual company units as a strength. "They bring diversity and promote prosperous development," believe Feldbauer (60).



The military band kicked off the 80th anniversary celebrations with an open air concert.

The business unit for Transport and Lifting Technology is jointly managed by Wolfgang Schellerer, Peter Stöttinger and Christoph Nüssler. Responsibility for the Construction segment lies with Stefan Hielle as Technical Managing Director, and Rainer Traunwieser who oversees commercial matters.



Around 500 guests accepted an invitation to the anniversary celebration.



Unexpected and worthy: Company director Gisela Felbermayr receives the Golden Medal of Honour of the Federal State of Upper Austria from State Governor Thomas Stelzer.

Big across three modes of transport

Wolfgang Schellerer has been with Felbermayr for over 40 years and together with the senior partner (who passed away in 2020) and around 100 employees has played a key role in shaping the heavy transport division right from the outset: "Back at the end of the 1980s, we had a vision of serving the three modes of transport," explains Schellerer. Development to this end went extremely well after the inclusion of rail as a transport mode in 1994 and the purchase of the river port specialised in handling heavy goods from the former VÖEST in 1996. "This now allows us to serve our customers with sustainability in line with today's requirements," argues Schellerer, pointing to environment friendly transport modes such as water and rail.

The company's range of services also includes Felbermayr crane hire with around 530 cranes across Europe and the likewise internationally oriented working platform rental business with roughly 3,800 work

platforms and lift trucks. The portfolio is rounded off by heavy installation and in-situ transport. "This enables us to relocate entire production lines," explains Schellerer with reference to technical expertise in hydraulics and electrics.

Niche business in construction

"Our expertise in structural engineering, industrial and power station construction is clearly demonstrated through projects such as this company head office or the nearby Traunleithen power station," Stefan Hielle informs the guests. However, Hielle primarily sees the value of Felbermayr's construction business in its niche building industry offerings: "In addition to general construction services in structural and civil engineering, we have our strengths above all in light, high-alpine specialised civil engineering and - with the Bavarian-based company Hagn - also in environmental technology. Hagn develops solutions in areas including sewer channel renovation and landfill construction.

But hydraulic engineering is also a decisive factor according to Hielle: "Through the acquisition of the Bavarian hydraulics and shipbuilding company Domarin, we have become a major player in hydraulic engineering." At local level, also particularly important are trading in paving materials with the companies West-Asphalt and Danner Landschaftsbau, while the environment and resources division also has construction material recycling and gravel and crushed stone extraction in its portfolio.

Golden Badge of Honour for Gisela Felbermayr

In special recognition of Gisela Felbermayr's services to the Federal State of Upper Austria and her social commitment, State Governor Thomas Stelzer presented the senior partner with the Golden Badge of Honour of the Federal State of Upper Austria. The Governor explained that a lot could be learned from Felbermayr, because it never stands still. As such, the new head office is also a symbol of what the company is all about. "The group deserves a great deal of respect for continuing to run this international group as a family-owned company," said Stelzer, adding that the Federal State of Upper Austria could also follow the group's example of "looking ahead".

Andreas Rabl, Mayor of Wels, praised the unfailing reliability of the decision-makers, which is not sacrificed even when things get rough. "This fairness creates trust," explained Rabl, who sees this as the basis for the intra-generational development work.



Construction Managing Director Stefan Hielle named the new company headquarters as an apt example of the efficiency of Felbermayr construction.



With the pioneering work in trimodal heavy goods transport, Felbermayr made an early contribution to reducing emissions, argued Managing Director Wolfgang Schellerer in the panel discussion.



Managing Director of the Holding Company Alfred Feldbauer named ensuring the group organisation kept pace with the growth as the greatest challenge.

Moving: On behalf of his family, CEO Horst Felbermayr thanks his mother for her life's work, the development of the company with her husband Horst since 1967.

Top employer appeal at the new head office

In order to keep motivated employees and attract new ones to the team, in addition to the measures taken by the HR department, workplaces and the working environment are being optimised; something that is evident at the site in Wels-Oberthan. The anniversary celebration was also the opening ceremony for the company head office, where work is associated with enjoyment and a wide range of amenities. This begins in the morning when employees park in the underground car park that connects all parts of the building, and continues through the working day thanks to the modern and well-equipped workplaces, the freshly prepared lunch in the staff restaurant and perhaps a visit to the fitness suite. Professional childcare is also on offer on-site, to allow for the perfect blend of work and family life.

The company's own real estate business (managed by the family with a great deal of passion and by competent employees) is responsible for this and for the development of the site in general. Senior partner Gisela Felbermayr, Horst Felbermayr and his sister Elisabeth Felbermayr-Schierl mutually agree on the construction measures and implement them in close coordination with the operational divisions. New buildings and extensions are currently being planned and built at five sites and - despite adverse conditions - investments are being made



The DNA is in me - we continue to build on what my parents created.

in the future of the company and its employees.

The suppliers and customers are also an indispensable part of the "Felbermayr life's work" in its third generation. As such, the anniversary celebrations were dedicated to the company's suppliers and customers in equal measure to its approximately 3,000 employees.

Working at 77 sites in 19 European countries, the employees generate an annual turnover of around 600 million euros.

The specially organised staff party at the company's head office took place on 8 October in glorious autumn weather. The approximately 850 attendees from Upper Austria enjoyed the culinary and entertainment programme in a festive atmosphere. At the same time, events and celebrations were also held at all the other Austrian and international branches for everyone who works for Felbermayr ■

Supported by drum rolls, the Wels-based Hippmann dance school entertained with great shows.





LARGE-SCALE OPERATION Transport and lifting technology for AT&S in Leoben

Felbermayr Transport- und Hebetchnik in Graz is delivering and moving around 20,000 tonnes of precast concrete parts for the construction of a new production hall for AT&S in Leoben. The company is one of the world's leading manufacturers of high-quality printed circuit boards and IC substrates. From July to the end of the year, thousands of tonnes of concrete components are transported by Rail Cargo from Bosnia to Leoben by rail to the nearby railway station and then transferred to plateau trailers using a 130-tonne Felbermayr crane. Up to seven transport sets are in use at the same time to transport the cargo, which weighs tonnes, from the station to the construction site. Felbermayr truck-mounted cranes with lifting capacities of up to 500 tonnes and 15 work platforms are used as height access technology for unloading the parts and relocating them.



NEW TO HAGN Product portfolio expanded with diving work

The Felbermayr subsidiary Hagn Umwelttechnik has been able to recruit two experienced industrial divers, Michael Wieser and Stephan Resch. The construction company based in Bavaria is now expanding its range of services to include underwater technical operations. Wieser, who acts as head of operations, can look back on around two decades of experience as a professional diver and, together with Resch, most recently worked for a German energy supplier.

Wieser cites underwater refurbishment and concrete work in the hydropower sector as well as general service work for the construction industry as the priority areas for his department.

Wieser and Resch have known the companies Hagn and Felbermayr for more than ten years. According to their own statements, they are now happy to work "for these healthy companies" with which they have already worked well in the past.

SIX PACKS Type beer tanks have been transported for Heineken

During September and November our Felbermayr has transported in total six beer tanks inside of the country starting from Constanta factory. The tanks with diameters of 5.5 meters and 6.5 meters were dismantled from the foundations and moved over the Romanian mountains up to the small town of Miercurea Ciuc which is located at around 500 kilometers northwest of Constanta.

Special vessel bridges were used for the four tanks with a diameter of 5.5 meters. The other two larger tanks with a diameter of 6.5 meters have been much longer and also heavier. So, they had to be transported using semi low-loaders.

However, traffic control measures have been applied such as the removal of overhead signs, traffic signs, cutting of branches of trees and all railway, television and

internet cables were completely removed. Due to the total weight of 61to of the loaded convoy, also static measurements for 4 bridges were requested.





Harald Huber-Kasberger
(Biohort MD)

Being successful requires two things: Clear goals and the resolve to achieve them. The Felbermayr and Biohort partnership had both qualities, which meant that all the jointly set goals could be precisely implemented within the specified time and quality!



IN PARTNERSHIP

Shipment of production machinery for Biohort

Biohort products such as garden houses and metal planting beds are manufactured at several production sites in Upper Austria. In October, parts of the production, mainly tool making and sheet metal working machines, were moved from Neufelden and Herzogsdorf to the factory in Drautendorf. Felbermayr Transport- und Hebetchnik Linz was involved in the relocation with special transporters, cranes and forklifts.

In order to keep the production downtime of the fully utilised machines as low as possible, 43 production machines as well as the entire plant and fixture construction were transferred in only 4 official production days in close cooperation and detail coordination with the company Biohort. The machines were transported with a four-axle tautliner with a two-axle tractor and a five-axle tautliner with a three-axle tractor. A

70-tonne crane was used for the extraction from the old site and a 100-tonne crane from Felbermayr for the subsequent placement in the new site. Electric and diesel forklifts were also provided by Felbermayr. With a lot of experience and expertise from the ten-strong Felbermayr team, the machines were successfully relocated within the predefined timeframe in cooperation with Biohort.



Tomislav Lukavečki and Josip Čupić



F&F RAIL

100. Anniversary transport from Zagreb to Bratislava

The company F&F Rail, founded by Felbermayr in 2014, handled its 100th special rail transport in September - a transformer weighing 314 tonnes was transported from Zagreb (Croatia) to the nearest inland port in Bratislava (Slovakia). It was the heaviest and largest consignment ever to be transported by rail in Croatia. The challenges were to achieve necessary load-bearing capacity of the railway line and the correct track profile.

It had to be clarified in advance how much load the rails can withstand and how far it was possible to deviate from the regular transport dimensions. The transformer weighing more than 300 tonnes was developed and built by Siemens in accordance the framework requirements of the current infrastructure. The load was transported with a 32-axle Schnabel car with longitudinal loading girders, which was

provided by ITB Austria. A 24-axle vehicle from F&F Rail is used for more than 90% of all consignments to Bratislava. The transport engineers Tomislav Lukavečki and Josip Čupić – both experts in special rail transport – played a key role in the success of the project. Congratulations to the entire F&F Rail team that carried out the anniversary transport in cooperation with Koncar Power Transformer.

WEST-ASPHALT
Redesign of squares in towns and communities

The West-Asphalt road construction company based in Wels, Austria gave town and squares complete makeovers in numerous town centres and squares in municipalities and cities this year. On behalf of the municipality of Sattledt, the community centre, the church square and the municipal building with a total of 2,400 sqm of paved area and 1,000 sqm of asphalt were renovated from mid-August to the beginning of December.

The city of Linz also invested in the refurbishment of the "OK Square" (named after the Open Culture House) in the

city centre. The square was extensively renovated from October to mid-November by completely replacing the paved surface of the square and creating a new surface over 900 sqm. In addition, 200 sqm of paving were laid in an inner courtyard.

The town square in the municipality of Vöcklamarkt was also renovated. Approximately 1,750 sqm of small granite stone pavers with a side length of 10-12 cm were laid from April to the end of August. Felbermayr Strassenbau in Haag am Hausruck asphalted the remaining 1,500 sqm.



PROJECT LOGISTICS
80-tonne cable drum for the new build of the Höss cable car station

At the beginning of October, the THP department of Felbermayr Transport- und Hebetchnik transported a 77-tonne cable drum from Gardone Val Trompia in Italy via the Arnoldstein Pass in the federal state of Carinthia to Hinterstoder in the federal state of Upper Austria. The cable drum was required for the new build of the Höss

valley station of the Hinterstoder-Wurzeralm mountain railway. The cable drum, which is almost four metres long, two metres wide and four metres high, was transported with a four-axle Volvo tractor unit and an eight-axle low bed. A Liebherr LTM 1300 mobile crane was used for unloading. The cable was rewound onto the new cable drum and the empty drum was returned to the Teufelberger-Redaelli factory in Italy.

120 TONNE CARGO
Special transport of four lock gates

At the end of October, the heavy transport experts from the Felbermayr branch in Nuremberg realised the transport of four lock gates from Plauen in Saxony to Bamberg in Bavaria. Two of the four lock gates weigh 37 tonnes each at a length of just under eleven metres and are more than seven metres wide. The two other lock gates weigh around 22 tonnes each and are around six metres wide with a length of around seven metres. The exceptional width required a very detailed route check and advance planning of the transport. This was carried out by the experts from the Nuremberg branch. The nightly transport of the gates over a distance of more than 180 kilometres was carried out in convoy using a three-axle tractor with a

five-axle semi-trailer with steerable axles. A three-axle tautliner was also used. The unloading of the gates, each weighing 37 tonnes, took place in the port of Bamberg using a 160-tonne mobile crane. For further transport to the final destination of Horkheim on the

Neckar, an inland shipping vessel suitable for the cargo was needed. On the one hand, this had to have the appropriate dimensions for the seven-metre wide lock gates and, on the other hand, it had to meet the legal requirements for inland water transport on the Neckar with regard to ship length.



FOOTBALL STADIUM Lifting system for the new Raiffeisen Arena

The new Raiffeisen Arena, which offers space for around 20,000 spectators, is being built on the Froschberg in Linz, the capital city of the federal state of Upper Austria. Felbermayr Hebetchnik played a key role in the project by providing its high lift technology. Around 30 work platforms of different types and crawler cranes from Liebherr are in use on the large construction site in Linz. As a special feature, a mobile crane from Terex Cranes with a fixed man cage is also on site - its lateral range: around 50 metres. The major construction site should be completed by early 2023 and the LASK football team will return to its Linz stadium.



NEW BRIDGE CONSTRUCTION New bridge for St. Michael–Selzthal railway line

Felbermayr Infrastrukturbau specialises in complex construction projects in earthworks, railway construction and traffic route construction. From March to autumn, the department was involved in the construction of the "Bärndorf" railway bridge in a joint venture. The bridge

located in the Trieben–Rottenmann section crosses the St. Michael–Selzthal railway line. Felbermayr took over the demolition of the old bridge, the earthworks, the embankment filling and the construction of the stonework. Asphaltting works, line relocations and cable construction work were also carried out by Felbermayr. The temporary bridge that was necessary during the construction period was dismantled by removing the asphalt and the temporary embankment fill, removing the sheet piling and recultivation measures by Felbermayr.



TEAMWORK New heater for the HIT Holz thermal oil power plant

The new Wimmer Maschinentransporte branch in Leipzig was commissioned by HIT Holzindustrie Torgau to carry out the replacement of heavy parts for the rebuilding of the thermal oil power plant at the pellet factory in Torgau. Only a limited time window from April to June was available for the work to be carried out. The individual work steps

were planned and scheduled in detail in advance and in cooperation with HIT Holz. The 36-tonne heater with a diameter of 4.35 metres and a length of 9 metres was transported by Wimmer in conjunction with Felbermayr in a vessel bed from Hamburg to Torgau, lifted with mobile cranes and assembled in the power station.





Dual heavy loads for secure power supply

Beginning at the beginning of September, one of the most spectacular heavy transports of the year in Austria was started by the Felbermayr departments for international low-loader rail transport (ITB) and special transport. Starting from the Siemens Energy plant in Weiz, Styria, a total of four transformers for the new Nauders substation of the Austrian Power Grid (APG) were transported to Tyrol.

We've been working on this project since 2017," says project manager Michael Ertl from ITB. However, the project entered the intensive phase two years ago: "Because each consignment had a total weight of 420 tonnes, a feasibility study was required."

Among the critical points were two bridge structures on the road between Landeck and Nauders. However, in close cooperation between all those involved and with the help of a civil engineer, all problems could be resolved.

Rail load journey with 20-axle Schnabel car with longitudinal loading girders.

The starting point for the transport was Weiz in Styria, where Siemens Energy operates the world's largest transformer plant in the "Large Power" sector. There, the four transformers with a unit weight of 155 tonnes were loaded onto the 20-axle

railway wagons one-by-one between the beginning of September and the beginning of November and then sent on their journey. "For safety reasons, the approximately seven-metre-long transformers were lashed against slipping, taking into account the subsequent transport by road, as there were gradients of up to ten percent," notes Ertl.

Day one of the rail journey led from Weiz to Schwarzach im Pongau. About ten hours were needed to cover the approximately 300 kilometres by train. Another 300 kilometres were covered on day two.

The final stop of the heavy load rail journey was Landeck station in Tyrol.

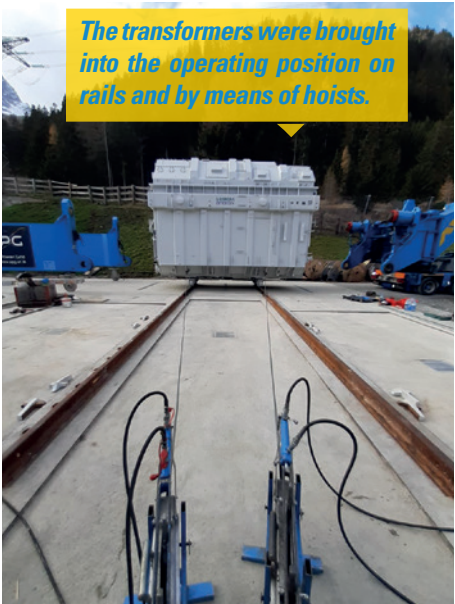
High-tech colossus relocated

Once there, the voltage converters the mode of transport was changed to road. This required extensive preparations, such as the temporary construction of a mat track.

In order to keep the traffic obstructions to a minimum, the stretches covered by road were carried out at night, specifically over two nights. The first stage began



spectacularly by driving through the Landeck pedestrian zone. "Including the tractor and pusher units, the heavy transport roadtrain was 70 metres long," says Ertl. On the one hand, this required a great deal of sensitivity from the colleagues at the wheel of the more than 630 hp semitrailer tractor units, and on the other also toward the equipment used.



The transformers were brought into the operating position on rails and by means of hoists.

The road load distributors ensured that the forces were evenly distributed over all axle lines. The lifting and lowering capabilities of the road load configuration were often used. This was the only way, for example, to pass over crash barriers in tight bends or to pass tunnels by lowering them. Extensive

traffic control measures – such as the dismantling of traffic lights or the temporary removal of traffic signs – were also necessary. In addition, steel plates had to be laid out on both the first and second day, for example to make road shoulders passable. Due to a transport height of almost five metres, power had to be cut in the overhead power lines on a 46-kilometre stretch of road in order to create the conditions for the safe lifting of power cables.

On arrival at the substation in Nauders, the road train with the transformer was positioned parallel to the foundation. The next day, the transformer was fitted with rollers, freed from the longitudinal loading girders and brought into operating position using hoists on cross rails.

With the laying of the foundations for the fourth transformer at the beginning of November, the order was completed on schedule and safely, as required by the customer Siemens Energy. This was also an important milestone for APG for the completion of the new substation in Nauders, which is essential for assuring the security of the power supply in the region and throughout Austria. Because according to APG, infrastructures like this are the key to ensuring the energy transition succeeds with reliable supplies.



In the pedestrian zone of Landeck, transport became a matter of precision.



Project manager Michael Ertl

Such projects can only be realised if all external bodies and partners as well as all internal departments work together closely and in a focused manner.



A tractor unit and pusher unit, each with 630 hp, were used for transport with the road load distributors.

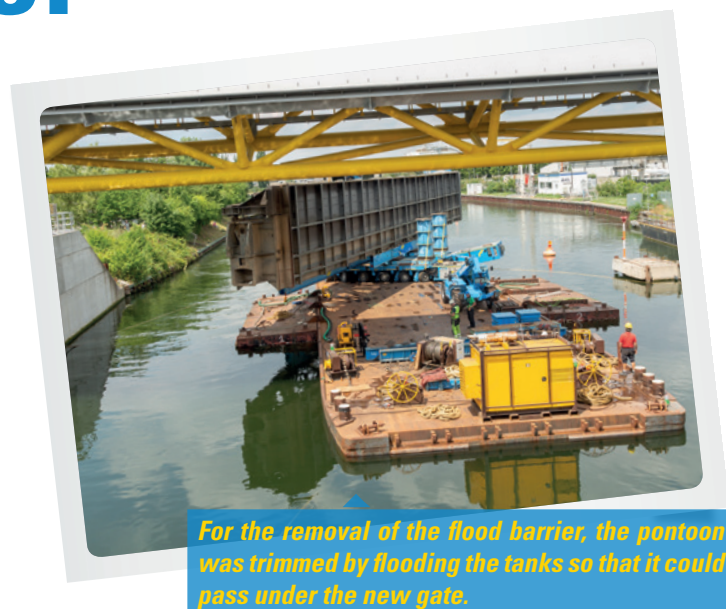


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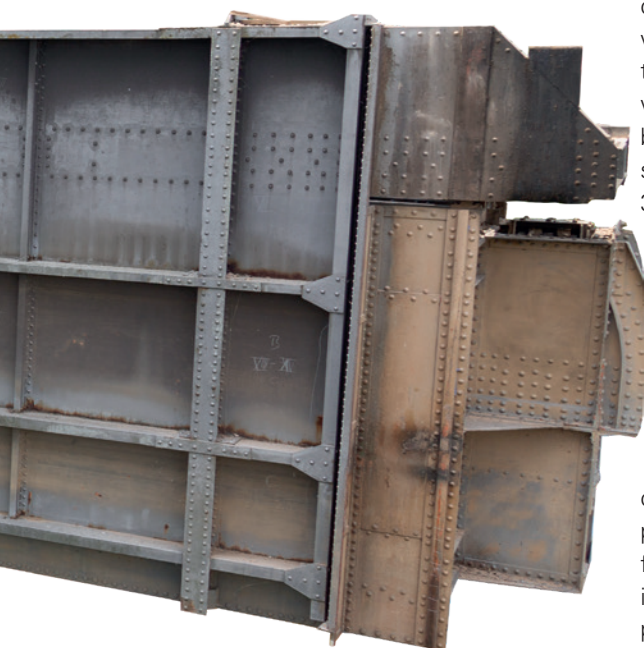


Incredible balancing act with flood barrier

The Engineered Solutions division of Felbermayr was awarded the contract to dismantle an old flood barrier near Ladenburg am Neckar. The challenge: With space extremely tight, it was necessary to dismantle the roughly 210-tonne structure directly on the water. July arrived and the time had come - the project began to cause a stir as things heated up and a balancing act played out on the water.



For the removal of the flood barrier, the pontoon was trimmed by flooding the tanks so that it could pass under the new gate.



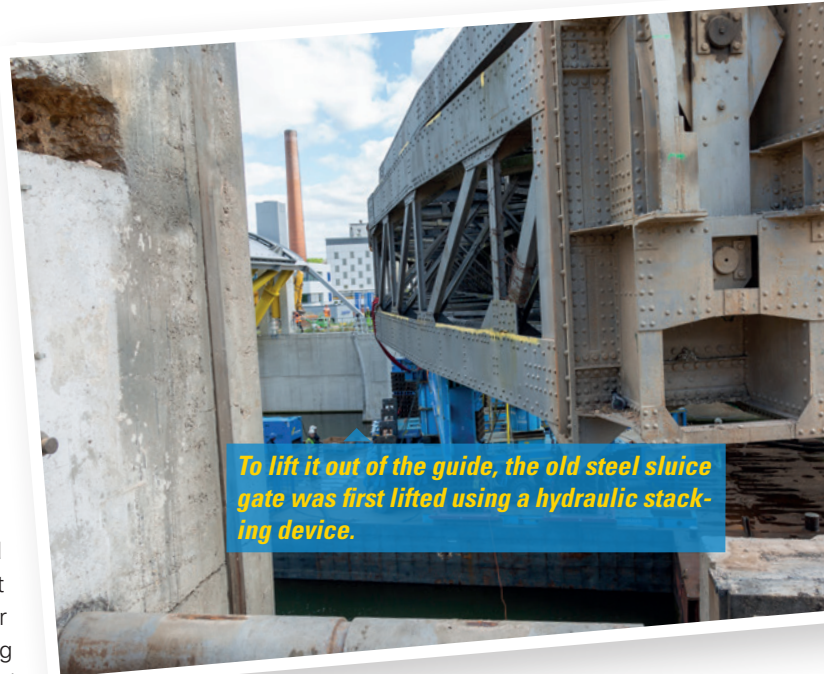
was extended with side pontoons on site to guarantee the requisite stability. "Positioned lengthwise on it were two six-axle SPMT modules (self-propelled units), each with two so-called "elephant feet", which were fitted with two steel beams that would later bear the flood barrier. A stacking lift system consisting of four 3.8 metre high stacking towers was also on hand to assist. The barrier was to be subsequently placed on this system and then driven out according to the engineering plan," explains Kompier.

Once the preparatory work was complete, the pontoon assembly was positioned precisely beneath the old flood barrier by six winches, after which it immediately took over around twenty percent of the load's total weight by pumping out ballast water.

The next day, the flood barrier was lifted out by further ballast water bailing and use of the stroke of the SPMT module. "It was raised around 1.7 metres so that the structure was roughly ten centimetres clear of the building level. after which it could be rotated 26 degrees in the direction of the stacking towers by the SPMT and set down on the towers," explains Kompier.

Once the flood barrier had been stacked 1.2 metres above deck level, the SPMT modules took over the load once more and were lowered completely. This, and taking on the ballast water, brought the pontoon assembly to a sufficiently low level that the old barrier could be turned beneath the new flood barrier with "clearance of around fifteen centimetres" and floated to the quay by means of a push-boat.

Finally, preparations were made for



To lift it out of the guide, the old steel sluice gate was first lifted using a hydraulic stacking device.

transportation on the Neckar to Mannheim. To this end, the barrier was placed directly on the stacking lift system and the (now superfluous) steel beams and the SPMT modules were dismantled and loaded for removal.

Once the cargo had been destacked to the deck level of the pontoon, it was possible to start tackling the final stage of the success story- after clearing the Neckar due to the annual closure for maintenance work, the old flood barrier reached the transshipment point in Mannheim the same day, where it was transported onwards for recycling.

"I am always delighted when we overcome such challenges. But with an expert team, creativity, precision and outstanding technology, we make even the seemingly impossible possible," concludes Kees Kompier. ■



Centimetre precision: By manoeuvring with the SPMTs (Self-Propelled Modular Transporters) on the pontoon, the flood barrier gate was brought as parallel as possible to the shore, so that it was possible to extend it.

A look at the situation on the construction site prior to dismantling work reveals the problem: The old barrier - which was put into operation in 1931 - is sandwiched between the new flood barrier and a bridge, is around 45 metres long and weighs in at about 210 tonnes. "Our brief was to remove the flood barrier in a single piece, which meant we needed to find a solution that would allow the barrier gate to be raised from the bearings on site, then horizontally rotated on the water for removal," explains Felbermayr divisional manager Kees Kompier from Engineered Solutions.

The whole of Ladenburg came out in July to witness this incredible dismantling of the 45-metre-wide and roughly 5.1 m high barrier. After all - it had served to protect the residents of the several kilometre-long side channel from floods for almost a century.

Removal from the waterside

In order to perform disassembly directly on the water, the experts from Felbermayr used a 66-metre-long and eleven-metre-wide pontoon as a flotation device. This





MONDI FRANTSCHACH INVESTS IN SUSTAINABLE PULP PRODUCTION

An LR 1800 was used in mid-October for the modernisation of an evaporation plant for the production of pulp for the paper industry. The scene of the crane giant with an operating weight of around 960 tonnes was the Mondi Frantschach plant in Carinthia, which belongs to the Mondi Group.

Equipped with a 90-metre jib and up to 490 tonnes of ballast, the crawler crane completed around a dozen lifts with unit weights of up to 76 tonnes and 50 metres of radius.

Mondi Frantschach celebrated its 140th anniversary last year and is currently investing 20 million euros to further improve the sustainability of its pulp production. The company produces kraft papers that are used, for example, for food, building materials and animal feed and is one of the world's leading manufacturers of innovative paper packaging solutions.



Road expansion for increased safety

In September, Felbermayr's civil engineering division began the asphalting work for the expansion of the Enzenkirchener Landesstraße [state road]. The work was carried out by employees of the new Felbermayr site in Raab in cooperation with the Felbermayr asphalt mixing plant in Haag am Hausruck.

I've known this road for around 30 years," says branch manager Günther Luger from the Felbermayr site in Raab, which was founded at the beginning of the year. He also talks about the numerous renovation measures that have taken place on the L1135 in Enzenkirchen over the years. In order to improve road safety, however, the go-ahead has now been given for the general renovation of an approximately three-kilometre-long section of the state road between the villages of Jagern and Andorf.

Milling work

At the beginning of the work, the existing asphalt was milled down to the unbonded base layer. "This resulted in around 4000 tonnes of milled material," reports Luger. This corresponds to about 160 lorry journeys that were necessary to transport the material to the nearest landfill site, says Luger, referring to the impurities in the

binder, which unfortunately meant that the material could not be recycled. Five-axle trucks with a load capacity of 25 tonnes were used for the removal of this material.

The substructure work was carried out by the construction team from Raab's road maintenance department. This was done with a great deal of enthusiasm and heart, and even more sweat, according to the client, the province of Upper Austria. The employees of the Felbermayr site in Raab can only confirm this statement. Because

for them, too, the project was a "matter of the heart" due to local relations, and sweat was also omnipresent during their work with autumnal temperatures of 20 degrees and asphalt that was about 180 degrees.

The asphalt is applied in three different layers. The first step was the nine-centimetre-thick base layer. With a length of about three kilometres and a width of more than six metres, for the first layer, this meant that 4500 tonnes of asphalt were needed.



Three road rollers with operating weights of between seven and eight tonnes ensured optimum compaction of the asphalt mix.



7400 tonnes of asphalt were processed within a few days for the renovation of the Enzenkirchen state road.

"For the second layer, the so-called binder course, polymer-modified bitumen is added to the asphalt to make it more durable for the special requirements of road construction," Luger explains. Around 2900 tonnes of material were needed for this six-centimetre-deep binder course.

Asphalt mixing plant in tough test

In order to be able to limit the necessary road closure to just a few days, we worked with two seven-man teams to lay the asphalt. The "hunger of the two asphalt finishing machines" was sated by the continuous use of 25 vehicles. These took over the transport of the mix from the Felbermayr mixing plant in Haag am Hausruck, about 30 kilometres away, to the construction site. However, since the laying is faster than the production of the required mixes, the mixing plant was the bottleneck. "With 160 tonnes of mix per hour, the plant does have a respectable capacity," says Luger. However, to keep up with the daily requirement of around 2200 tonnes, the plant had reached the zenith of its capacity. "And also the mixing master," says Luger, because his shift started early at three o'clock in the morning in order to have the material ready by daybreak.

In the spring of next year, the final completion of the project will then take place with the application of a three-centimetre-thick fine surface. "This is also a polymer-modified bitumen. Its special properties include reduced abrasion and an increased service life of the top layer," Luger explains.

The main aim of the renovation work is to adapt the road to today's traffic requirements by widening it by around two metres to six metres. In addition, the course of the road was also made clearer, thus making a significant contribution to road safety.



The state road was widened by about two metres to six metres in the course of the renovation measures.

Water pipeline for the top of the Gaisberg mountain

Construction work has been on going since July to build a water pipeline to the Gaisberg, Salzburg's local mountain. The 2.5 million euro project is scheduled for completion in June of next year. The construction work for this is being carried out by the civil engineering department of the Felbermayr branch in Spittal an der Drau.

Rock cutters were used for the construction of the water pipeline. This would not have been possible with "ordinary" hydraulic chisels in the hard limestone.

Around 1.3 million recreation-seekers make the annual pilgrimage to the 1300 metre high Gaisberg. The water supply at the "Gaisberg Spitz" [top of the Gaisberg mountain] has so far been ensured by truck transport. Felbermayr branch manager Ferdinand Wirnsberger knows that this should change with the completion of the water pipeline: "To do this, we dock onto the existing water pipeline that we have already constructed. This already leads from the elevated tank at Elsbethen over about 4.5 kilometres to the "Mitteregg" inn. Now another four kilometres or so are being added.

Special machinery for rough terrain

"The construction work is extremely demanding," says Wirnsberger, referring to the rock immediately below a thin layer of humus: "Rock cutters are used to cut the Dachstein limestone with dolomitic intercalations to the required depth of about 1.7 metres." But it is not only the material that is demanding, slopes of up to about 20 percent also make the work difficult. In order to master these passages, walking excavators secured by winches were used. "This unit has four walking legs with wheels attached to the undercarriage. These can be adjusted both horizontally and vertically and in length to suit the slope," says Wirnsberger, explaining the special feature of this device. But despite the possibilities, one has to accept a low daily output in this difficult terrain. For example, only about

ten to 20 metres per day are possible with such rock.

The existing power grid will also be expanded within the course of the construction work. We are laying a total of about 15,000 metres of cable and 6000 metres of pipes in order to be able to open up Gaisberg Spitz with data lines," Wirnsberger explains.

In addition, the scope of services also includes the construction of pumping stations and the relocation of stainless steel tanks as water reservoirs. This includes all earthworks, the construction of reinforced ground slabs and the construction of stone fillings. Three drinking fountains for hikers will also be built.



Successful for many years with the team: Felbermayr branch manager Ferdinand Wirnsberger and foreman Manuel Lindner.

Priority for environmental protection

Great care is also taken to meet environmental protection requirements during the construction work. For example, after the pipes have been laid, the removed humus is reapplied to the removed area as far as possible. And the route width is also kept as small as possible by using the rock cutters. Biotopes are avoided as far as possible.

Provided the weather is favourable, the work will continue until mid-December. "Then we will take a winter break and start again early in the spring to be able to complete the work by the end of June as planned," says Wirnsberger confidently. ■



In order to be able to cope with the gradients of up to 20 percent, work was carried out with walking excavators secured to winches.



To the video



A lifting gantry with a pulley block was set up for the delivery of the machines, which weigh up to 20 tonnes.

Turnkey project for automotive company

Acting as general contractor, the Felbermayr subsidiary Wimmer Maschinentransporte relocated a complete production line for the manufacture of transmission components, in just six months. The contract, which was completed in September, started at a factory in Germany. The destination was Transylvania in Romania.



Representing the team of around 50: The Wimmer employees consisting of mechanics, electrical technicians as well as drivers.

We are used to complex tasks," says project manager Adrian Gieb from the Sulzemoos site of Wimmer Maschinentransporte in Bavaria. However, the relocation of 50 machines for the production of gears for car transmissions was also a big challenge for him: "In the course of the contract, we acting as general contractor with responsibility for the complete relocation as a turnkey project," Gieb notes and explains: "This means that everything was entirely our responsibility - from the creation of a data backup together with the manufacturers, to the shutdown of the 50 machines in Germany, to the transport and then the re-commissioning in Romania". In detail, this means the coordination of all trades. In terms of personnel, this consists of electricians, mechanics as well as the employees of the involved manufacturing companies for the decommissioning of the machines, up to the truck and crane drivers for the transport and assembly of the components. "In total, about 50 employees were working on the project at the same time".

Lifting gantry for removal

The local conditions at the starting point brought further complexity into the mix. This is because the machines to be relocated were situated on the second floor of the production plant. Extraction to an open area at the same level was still easily possible by means of a lifting frame and forklift. But due to the conditions on site, a crane could not be used for lifting down. "We found the solution in the use of a 17-metre high lifting gantry with a pulley block mounted on a shifting track. This made it possible to pick up the machines, weighing up to about 20 tonnes, at the top and load them directly onto the plateau trailers and then secure them for transport. The transport



Project Manager Adrian Gieb

of the machines, including various add-on components, required 100 truck transports consisting of standard and special transports.

"At the destination, unloading was possible by crane because of the space conditions," Gieb notes. However, a lifting frame was also available at the destination. This was used for placing the foundations of the larger machines. The machines were brought into the hall by means of electrically operated transport roller sets. "After the mechanical and electrical installation, a 'green' part was produced on the individual systems for functional testing," explains Gieb. Based on this "prototype", the machines were then successfully handed over to the customer step by step, says Gieb, who, together with his employees, successfully completed the largest order in Wimmers' history. ■



The turnkey handover also included the production of a 'green' part to prove the functionality.



Matthias Will has been building and collecting Felbermayr models for more than two decades.

Passion for sky-blue

Model collectors and model makers often specialise at some point and associate their hobby with a particular company. However, there is usually a history behind such decisions. And Matthias Will can also tell such a back story.



Foreman and model making professional Matthias Will: Model construction sites are his life, both on a scale of 1:1 and 1:85.

Matthias Will (53) learned his trade at a construction company and is still working in this industry to this day. He also discovered 1:87 scale model making as a hobby at an early age and was continuously drawn to new model making projects during his professional career. In his mid-20s, he settled on a speciality: Cranes and heavy transports.

"In the meantime," explains Matthias Will, "over 99% of my models come from this area." Matthias Will sees the reason for this specialisation in the technical fascination of

the equipment. Seeing a crane in the 600-tonne or 800-tonne payload class up close is a truly impressive experience. And the same applies to heavy load transports and extremely heavy load transports.

Fascinated by crane use

Matthias Will also experienced such a transport in Nuremberg more than 20 years ago. The specialists from Felbermayr had taken on the job of transporting a large transformer from the Siemens factory there to Nuremberg port. There, the valuable cargo was transferred to an inland shipping vessel by a real crane legend, a "Gottwald AK 850".

This was probably the trigger for his Felbermayr passion - his "passion for sky-blue". This was followed by the accompaniment of further Felbermayr transports and lifts. The sky-blue passion was then also fuelled by numerous and friendly contacts with Felbermayr employees. Soon Matthias Will was able to get close to the models of his models not only during missions but also during visits to Felbermayr branches. And an absolute highlight was, of course, meeting Horst Felbermayr senior twice.

In the early stages of the construction of "his" Felbermayr fleet in 1:87 scale he purchased retail models but then he went on to self-painting and self-builds, as not all Felbermayr equipment variants could be purchased in this way. A current model building project is a 95-tonne excavator as a heavy transport cargo - also in sky-blue, of course! The model is – following a current model building trend – a 3D printed kit.

Countless models

Matthias Will can only estimate how many models he currently owns. "I stopped

counting at 500 models," confesses the Felbermayr fan who lives near Würzburg in Veitshöchheim. In any case, there are quite a few real model-making gems in his collection. These include, for example, an ITB wagon, which is ideal for depicting combined heavy rail/road transport in a diorama. The low-loader of the railway wagon with 24 axles – used, for example, in the transport of generators – finds its place on heavy transport modules when used as a trailer on the road together with the load. This simplifies transshipping enormously – and is definitely a worthwhile diorama motif.

The realisation of such dioramas is also one of Matthias Will's passions. "Of course, dioramas cannot succeed in reproducing reality 1 to 1. But my ambition is to come as close as possible to reality. This also includes the traces of use on the equipment. A machine is only new when it is delivered," says Matthias Will. And it is clear that his dioramas are dominated by sky-blue and yet do not "look old". Because his passion for model making is still unshaken. So, many more replicas will be created. And with the fascinating Felbermayr projects, there will be no shortage of inspiration. ■



Reality was also the model for the cargo for this space cell transport.



Building dioramas is one of Will's great passions.

"Baby" on the hook



To the video

Together with partners, the Kurier media house went in search of the sound of the earth at the end of September. The result is one of the most elaborate Austrian TV productions of 2022 and a variety of sounds that one would not expect in the deepest domestic lake. Felbermayr was hired as the logistics partner for the main actor - the baby, a submarine that goes by the name of P-63.

We have already had many curiosities on the hook," says Felbermayr project manager Thomas Pamminger. However, he and his colleagues have never been entrusted with a submarine. The special feature of this project, with a weight of 6.5 tonnes and a length of less than six metres, was in this case not the dimensions but the possible applications. Because usually Baby, as it is affectionately called by its owner, is used for industrial diving. For example, it can detect cables under metre-thick layers of sediment or detect damaged insulation layers due to earth short-circuits in cables in the medium of water. Furthermore, it is also possible, for example, to digitally record seabed profiles. But above all, it can do one thing: dive deep. Up to 300 metres deep! Just right, then, for the Tiefenrausch project in Austria's deepest lake, the Traunsee, at 191 metres.



Trip into the blue

The starting point for the trip to the deepest lake in Austria was Lake Lucerne in Switzerland. The submarine is used there for tourist trips when it is on holiday and does not have to work on industrial diving missions," Pamminger reports with an unmissable smile and continues: Baby made the approximately 600 kilometre journey on a three-axle semi low-loader. An LTM 1100 4.2 with a maximum load capacity of 100 tonnes was used for the lift into the water.

From the organisers' side, the project was conceived as an adventure, science and entertainment trip. This also necessitated superlative preparations. For example, the Austrian armed forces erected platforms as a stage for the presenters and, under the supervision of the ZAMG (central institute for meteorology and geodynamics), a hydrophone was sunk in the lake at a controlled depth of 191 metres. And finally, one did not want to

leave the inquisitive audience on the surface of the water. Thus, preparations were also made for a live broadcast and several kilometres of cable were laid in and around the lake for this.

On 24 September, the hydrophone was successfully recovered in a dive lasting several hours. Successful and impressive but the recordings are not quite as mysterious as expected. Pamminger, who was there on site for the event, has first-hand experience of the sounds of an earthquake in Fiji, a quake in Hallstatt and the sound of a pump delivering drinking water to Gmunden in a pipe under the lake. But that is not all, with the result even the doubters were proved right, because "nothing" could be heard for 2 seconds- i.e. absolute silence.

For ZAMG, the project was a success. After all, modern research increasingly requires measuring locations where absolute silence reigns. And the project shows where such a place could be.



On "Expedition": Crane driver Imre Ismail, chauffeur Karl-Heinz Steinegger and project manager Thomas Pamminger.

TABLE TENNIS

SPG Felbermayr Wels plays to win

The Felbermayr Wels table tennis team led by club chairman Bernhard Humer continued to be successful this year. The first highlight was achieved in July with the title "Austrian Champion". After 2014 and 2018, this great trophy was brought to Wels for the third time.

After achieving the championship title lower play-off in the 2nd Austrian National League, a club has two teams in the 1st National League for the first time in the history of the National Table Tennis League. In the 1st National League upper play-off,



(f.l.t.r.): Gerhard Demelbauer, Andreas Levenko, David Huber, DI Horst Felbermayr, Jiri Martinko, Mag. Bernhard Humer

the champion team led by head coach David Huber has hardly changed, the players Andreas Levenko, Nandor Ecseki

and Jiri Martinko were retained and with Maciej Kolodziejczyk a future Austrian national team player moved to Linz.

CYCLING

11 racing victories for the Felbermayr Simplon Wels team in 2022



Team Felbermayr Simplon Wels can look back on a successful 2022 racing season despite numerous difficulties due to injury and illness. The professional cyclists from Messestadt won 11 races this year. This year, the professional racing team from Wels can boast 24 podium places and a total of 38 top 10 finishes. Highlights were the victory in the ÖRV cycling league by Daniel Turek and the Austrian championship titles in Cyclocross by Daniel Federspiel and in the Criterium by Daniel Lehner.

Other highlights were the 3rd stage places by Fabian Steininger and Moran Vermeulen at the Fleche du Sud in Luxembourg and victories at the Bundesliga races in Leonding and Braunau by Daniel Turek. The prestigious Ötztal Cycling Marathon was won by Jack Burke. This year, despite great difficulties, the team produced top performances and worked together optimally, according to racing director Andreas Grossek, who is now handing over the reins as sporting director to Rupert Hödlmoser.

READ AND WIN

15 non-cash prizes await you

Please send in the right answer with your postal address to us by email at informer@felbermayr.cc. The deadline for entry is 31st March 2023. All decisions are final and not subject to legal appeal.

Prize question:

What special equipment is used for the construction of the water pipeline on the Gaisberg-Spitz?

1st prize:

Felbermayr model: "MB Arocs SLT, 8x6 with 6/6" in scale 1 : 50.



HIGH ACHIEVERS
Rainer Traunwieser becomes the new Commercial Director in construction

Effective 1 December 2022, Rainer Traunwieser will become the new Managing Director in the Construction division. Traunwieser thus follows Dietmar Rosenberger, who is leaving the company at his own request at the end of the year.

Traunwieser started his career in 1995 as a construction clerk with an Austrian construction industry company in Linz. The 44-year-old has been in the Felbermayr Construction since July 2013. Most recently, he was responsible for the areas of structural, industrial and power plant construction, civil

engineering in Austria as well as hydraulic engineering and environment and resources as commercial division manager.

Traunwieser sees the further digital development of the business area on the basis of common values and principles as the primary goal.

In his private life, the married father of a twelve-year-old son keeps fit with endurance training and also inspires his work colleagues with weekly running clubs for sporting activities.



Rainer Traunwieser

ENGINEERED SOLUTIONS
Jos van der Sanden is Sales Manager

Since mid-September, Jos van der Sanden has been working as Sales Manager of the Engineered Solutions division at Felbermayr Transport- und Hebetchnik. The graduate vehicle technician from Holland has already been working in leading positions in the heavy-loads industry for more than ten years. First as a project manager, later as a sales engineer and commercial manager in the service sector for the petrochemical industry in Russia and Europe.

The 36-year-old Dutchman cites the entrepreneurial spirit of the owner-managed company and the short decision-making processes associated with it as the main reason for his decision to work at Felbermayr. He is also excited by the idea of making the seemingly impossible possible, together with the Engineered Solutions team. In his private life, the enthusiastic do-it-yourselfer spends a lot of time with his family.



Jos van der Sanden



WORLD GAMES
Zirotzki brings gold to Germany

Both professionally and privately, 46-year-old Björn Zirotzki from the Felbermayr subsidiary HSW Logistics based in Duisburg, Germany has close ties to the water. While he helps the short sea traffic between Britain and Norway to success in his day job as manager director, he burns

off his energy privately by playing canoe polo.

After Zirotzki won gold for Germany as an active player at the World Games in 2013, 2017 and 2022, he has now been able to repeat this success as a

coach. In July this year in non-Olympic sports in Birmingham, USA, he achieved the almost impossible. Together with his team of eight, he and the German national canoe polo team achieved a decisive 6-1 victory against France in the final.

PHOTOS: MARKUS LACKNER (2), BJÖRN ZIROTZKI

ANNIVERSARY

MANY THANKS TO OUR LONG-SERVING EMPLOYEES

15 YEARS

Dusko Antesevic – Building, industrial and power station construction/Wels · Jozef Balazs – Building, industrial and power station construction/Wels · Roman Baumgartner – Crane/Wörgl · Heinz Brose – Civil engineering/Wels · Thomas Brunmair – Administration/Wels · Jens Buße – Water/landfill construction/HAGN Hengersberg · Aksana Caruso – Administration/Klagenfurt · Zijad Curkic – Building, industrial and power station construction/Wels · Stevo Dragosavljevic – Hydraulic Engineering/HAGN Hengersberg · Wolfgang Ferk – Crane/Graz · Gerold Fuchs – Crane/Lanzendorf · Vasile Gancef – Environment and resources/Wels · Milan Gatic – Building, industrial and power station construction/Wels · Ivica Gavran – Civil engineering/Wels · Robert Grundner – Building, industrial and power station construction/Wels · Martin Haas – Civil engineering/Haag · Stefan Hirsler – Workshop/Administration/Linz · Dietmar Hobisch – Civil engineering/Haag · Devad Huseinovic – Building, industrial and power station construction/Wels · Sabit Huseinovic – Building, industrial and power station construction/Wels · Smajo Huseinovic – Building, industrial and power station construction/Wels · Holger Jeske – Water/landfill construction/HAGN Hengersberg · Günther Kals – FST Salzburg · János Kapitány – Transport/Construction-Trans Budapest · Edmund Kehrer – Crane/Lauterach · Christian Krieger – Management/Romania · Sven Krumbholz – Water/landfill construction/HAGN Hengersberg · Andreas Kunesch – Heavy transport/Wels · Maik Lorenz – Transport/Lauterach · Herbert Mörtenhuber – Building, industrial and power station construction/Wels · Dennis Naumann – Water/landfill construction/HAGN Hengersberg · Nebojsa Nikolic – Crane/Lanzendorf · Mario Nimmerfall – MTA/Workshop/Wels · Leoš Osvald – Crane/Bratislava · Károly Papp – Administration/Construction-Trans Budapest · Dragana Pilipovic – Administration/Wels · Franz Reheis – Werkstatt/Klagenfurt · Markus Resch – FST Stams · Muhamed Sabic – Building, industrial and power station construction/Wels · Josef Scharf – Platforms/Lanzendorf · Franz Seidler – Crane/Graz · Said Silnovic – Building,

industrial and power station construction/Wels · Vladimir Soták – Crane/Košice · Walter Strigl – FST Stams · Csaba Szabados – Building, industrial and power station construction/Wels · István Török – Transport/Construction-Trans Budapest · Ejub Turan – Building, industrial and power station construction/Wels · Josef Voraberger – Building, industrial and power station construction/Wels · Thomas Wallenstorfer – Building, industrial and power station construction/Wels · Günter Wimmer – Environment and resources/Wels · Peger Wisgigl – Transport/Wimmer Sulzemoos · Martina Wölflechner – Workshop/Wels · Albert Zabern – Building, industrial and power station construction/Wels · Jasmin Zulkic – Building, industrial and power station construction/Wels · Sakib Zulkic – Building, industrial and power station construction/Wels · Enver Zulkic – Building, industrial and power station construction/Wels

20 YEARS

Teresa Dettling – Administration/HAGN Hengersberg · Gabriela Dörner – Administration/ITB Lanzendorf · Carina Claudia Egger – Platforms/Wörgl · Clemens Felbermayr – Heavy transport/Wels · Francesco Gasparotto – Customer service/Venice · Hansjörg Günther – Transport/Lauterach · Johann Jürgen – Hoffellner Platforms/Forklift/Lauterach · Christian Höllmüller – Heavy transport/Wels · Sahin Horuz – Port/Haeger & Schmidt Duisburg · Ismail Imre – Crane/Wels · Sinisa Jerinic – Heavy transport/Wels · Jeton Jusufi – Port/Haeger & Schmidt Duisburg · Alois Kaltenböck – MTA/Wels · Jens Möller – Intermodal/Haeger & Schmidt Duisburg · Ulrike Moser – MTA/Wels · Thomas Mössler – FST Salzburg · Dragan Pasic – Crane/Lanzendorf · Vujadin Rakic – Hydraulic Engineering/HAGN Hengersberg · Ivan Stanojevic – Hydraulic Engineering/HAGN Hengersberg · Peter Wageneder – Platforms/Linz · Radoslav Zimka – Branch manager/Košice · Sasa Zivanovic – Hydraulic Engineering/HAGN Hengersberg

25 YEARS

Markus Aigner – WESTASPHALT/Wels · Elvis Bilgeri – Installation/Lauterach · Markus Dörninger – Administration/Wels · Gottfried Ganglmayr – Workshop/Wels · Manfred Gruber – Crane/Wörgl · Elmar Gsaller – Crane/Thaur · Ferid Habibovic – Crane/Linz · Hildegard Hellein – Crane/Wels · Werner Helperstorfer

– Heavy transport/Wels · Christa Holzinger – Administration/Wels · Peter Kaltenböck – MTA/Wels · Michael Kernescha – Transport/Lauterach · Franz Kornfellner – Workshop/Wels · Barbara Kozlicka-Sass – Administration/Poznań · Roman Laßmann – Danner Landscaping/Wels · Jens Lehmann – Water/landfill construction/HAGN Hengersberg · Harald Leitner – Heavy transport/Wels · Heiko Lohr – Water/landfill construction/HAGN Hengersberg · Harald Prey – Water/landfill construction/HAGN Hengersberg · Christian Rotschopf – MTA/Wels · Sergej Sacharow – Water/landfill construction/HAGN Hengersberg · Gabriele Silber – Administration/Wels · Rita Sperrer – Administration/Wimmer Sulzemoos · Roland Starzengruber – WESTASPHALT/Wels · Andreas Todt – Danner Landscaping/Wels · Enes Veladzic – WESTASPHALT/Wels · Holger Weirauch – Port/Haeger & Schmidt Duisburg

30 YEARS

Thomas Fasching – Workshop/Wels · Helmut Geismayr – Transport/Lauterach · Razim Harcevic – Civil engineering/Wels · Rodger Hernandez-Acosta – Workshop/HAGN Hengersberg · Wolfgang Mayr – Heavy transport/Wels · Peter Stöttinger – General management/Wels · Marion Teuber – Intermodal/Haeger & Schmidt Duisburg · Herbert Wiesinger – Crane/Wörgl · Walter Zitzler – MTA/Wels

35 YEARS

Kurt Gmeilbauer – Crane/Wels · Thorsten Hauschild – Intermodal/Haeger & Schmidt Duisburg · Franz Hobetseder – Civil engineering/Wels · Manfred Kapeller – Heavy transport/Wels · Thorsten Koch – Administration/Haeger & Schmidt Duisburg · Stephan Kujawa – Water/landfill construction/HAGN Hengersberg · Johann Maidl – Technical in-house staff/HAGN Hengersberg · Karl Obermayr – Heavy transport/Wels · Franz Rossenegger – Construction/Wels · Marek Walkowiak – Rail freight forwarder/Poznań

40 YEARS

Jerzy Banasik – Heavy transport equipment operator/Poznań · Heiko Brückner – General management/Haeger & Schmidt Duisburg · Stefan Schumacher – Projects/Haeger & Schmidt Duisburg

45 YEARS

Frank Althaus – Shipping/Haeger & Schmidt Duisburg

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