

INFORMER

THE FELBERMAYR GROUP MAGAZINE 2/2023

«DOMARIN & HAGN»

SITE OPENED
IN OSTERHOFEN



PHOTO: SIEGI NOTHAFT

ON TRACK

Railway construction in
Wels on the home straight

AGAINST THE CURRENT

Fish ladder built
on the Lech

FREE RIDE

700 tonne bridge
successfully placed



10

New site for Hagn Umwelttechnik and Domarin: Numerous representatives from politics and business attended to celebrate the opening together with employees in Osterhofen, Lower Bavaria



12

Construction of fish ladder by Hagn Umwelttechnik ensures unhindered passage of river inhabitants through the Lech

16

Bridge installation for the expansion of the trans-European railway network



04

Announcements – Topical items at Felbermayr

19

Detoured ship transport

20

Investment in fleet for renewable energies

22

Four-track extension of the railway line

26

Advance construction services for bridge restoration

31

Felbermayr acquires a stake in Dutch inland shipping company

32

Inland shipping with luxury offer

36

Brothers in action as Felbermayr brand ambassadors

37

Transfers and promotions at Felbermayr

38

Celebrations for the celebrants



28

Power line for “green battery” installed in the mountains

33

The divisional manager's private passion: Building electric guitars



Editorial



”

We have to recognise that we need to remain realistic in our expectations for a work-life balance so that we do not continue to lose competitiveness. If not, we run the risk of experiencing a similar fate to Icarus, who attempted too much and ultimately crashed.

Icarus flew too high

Dear Ladies and Gentlemen,

It wasn't that long ago that the pandemic exposed blatant weaknesses in global supply chains. Our realisation was that we need to generate more added value in our own country again in order to reduce our dependency. But can we afford to do so?

A lack of labour and increasing wage costs, paired with rising unit labour costs, contrast with this, say calculations by Eurostat. This means that Austria, closely followed by Germany, is among the front-runners when it comes to increasing unit labour costs. The consequences of this are negative for competitiveness - deindustrialisation and the associated unemployment can be the result.

The tried-and-tested model of work-life balance is also beginning to falter in favour of a life-work balance in some places. Some political calls even bring to mind the image of a life-life balance.

This change in thinking carries with it the danger of overconfidence and that is not good, something that Icarus had to learn the hard way when he came too close to the sun, the wax on his wings

melted and he lost them and crashed. Our economic situation will deteriorate and falter if we do not remain realistic.

The aim is therefore to maintain a sustainable balance between economic necessities and personal well-being. This continues to be the case, as demonstrated by the outstanding projects that our employees have been able to implement for you, our customers, and thanks to you as an excellent supplier.

The decisive factor in the future will be whether the relationship between work and leisure time is dealt with responsibly and whether a willingness to perform is maintained. This is the only way to ensure that the goal of domestic value creation remains achievable and that success will continue to be possible in a constantly changing world. Let's take care of our wings together so that they don't burn in the light of success.

On that note, ladies and gentlemen, I would like to wish you and your families a relaxing holiday season, a Merry Christmas, good health and lots of happiness and success in the New Year.

Herzlichst,

DI Horst Felbermayr

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HYDRAULIC ENGINEERING

Dredging for flood protection

Felbermayr subsidiary Hagn Umwelttechnik was commissioned with desedimentation work on the Isar as part of the European Union's Water Framework Directive. The work took place north-east of Munich in Altheim near Landshut. To do so, debris from the river section in front of the barrage was first dumped in the "old port". The material was then picked up and transferred to land using a cable excavator with a five cubic metre bucket. Then the material was taken over by the water management office and transported to Dingolfing by lorry. There, the material was reintegrated into the Isar as a bed load addition and to create ecologically valuable shallow water zones.



RENEWABLE ENERGY

Photovoltaic system at headquarters expanded

When the new company headquarters opened two years ago, 1400 photovoltaic modules, each with an output of 350 watts, were already installed on the roof of the workshop. Photovoltaic modules were also installed on the remaining flat roofs last autumn. With the commissioning of the additional 2066 modules, the output will thus increase from 500 kilowatts peak to a total of around 1400 kilowatts peak. This corresponds to the annual electricity consumption of more than 400 households.

PHOTOS: CHRISTIAN LEHNER, MARKUS WEICKINGER (2)

ON OUR OWN BEHALF

New construction of the stage workshop in Linz

At the beginning of August, Felbermayr structural engineering, in co-operation with the architectural firm Wondrack, started work on the new construction of the workshop for work platforms and lift trucks at the Felbermayr branch in Linz. Following previous demolition work on the existing workshop, a new hall will be built by the end of the year. It will be around 900 square metres in size and also offer office space. The successful completion of the building shell was celebrated at the beginning of November with the topping-out ceremony.





MAKING NEW FROM OLD

Renovation 100 year-old bridge

From the beginning of May to the end of October, Felbermayr civil engineering worked on the renovation of the almost 100-year-old weir bridge in front of the hydroelectric power station in Partenstein, Upper Austria. The concrete and asphalt carriageway first had to be removed in order to ensure the professional renovation of the listed building. It was particularly important to renew the corrosion protection of the historic steelwork girder. To do so, the building was covered with a tarpaulin and scaffolding. The bridge was also primed and sandblasted, and the fixed bearings were replaced and the roller bearings refurbished. With the final cleaning of the stone wall and the installation of a new road surface, as well as paving work, the Felbermayr team restored the bridge to its former splendour.

UNDER PRESSURE

Press assembly in Bregenz

Two presses, each weighing 100 tonnes, were transported from Erfurt to Bregenz in July for the furniture fittings and pocket system manufacturer Blum. Two low-loader semi-trailers, each with twelve axle lines, were used for the special transport. A shortened low-loader was used to bring the presses into the factory hall due to the lack of available space. To get to the final installation site, the presses were once again transferred to an industrial trailer. The foundations were positioned using a lifting frame.

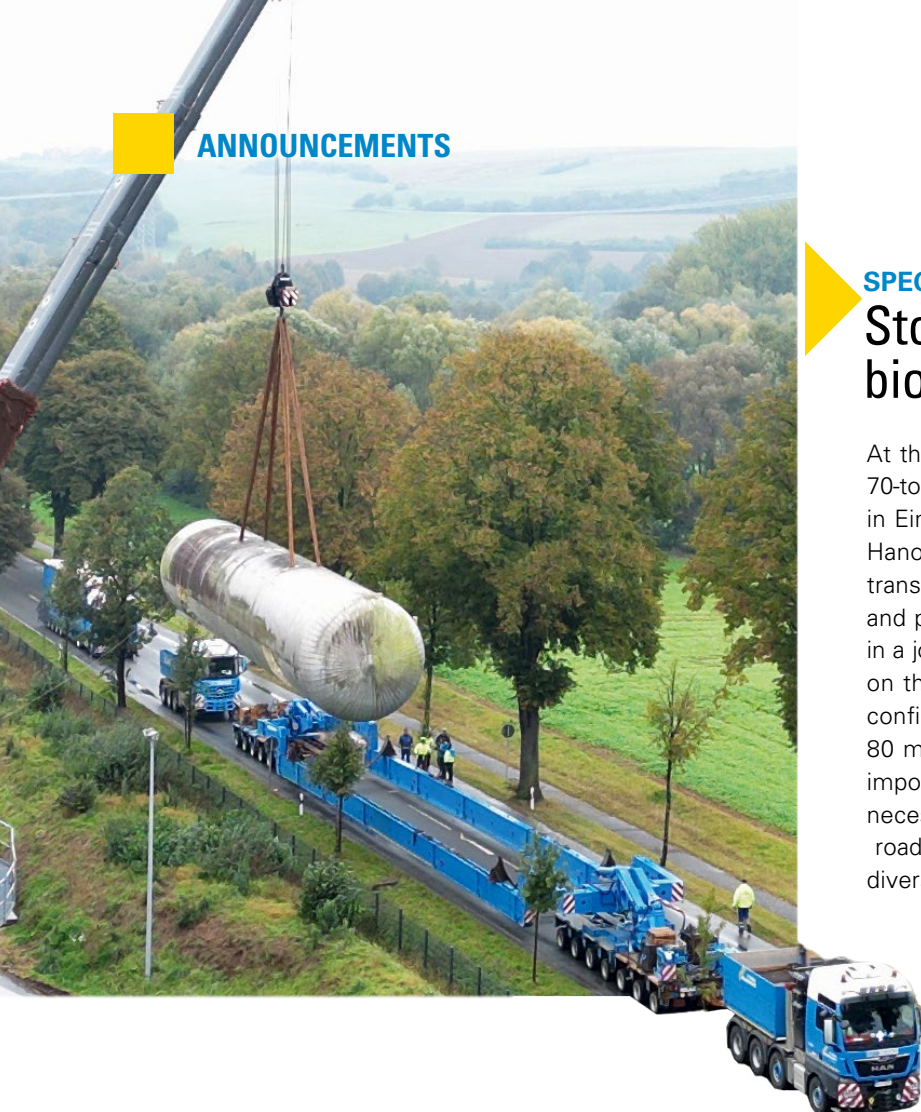


WOOD FOR THE HUT

Special abnormal load transport for the extension of the "BSFZ Kitzsteinhorn" national sports and leisure centre

In August, numerous Felbermayr special transports led to Glacier Trail 1 in Kaprun at an altitude of 2500 metres above sea level and on forest roads. The characteristic address is located in the centre of the oldest glacier ski area in Austria. Timber construction elements were transported for the high-quality extension of the Federal Sports Association's Kitzsteinhorn centre. The transports began at the Styrian plant of the timber construction company Strobl in Weiz. From there, the approximately 2000 square metres of timber were transported to the transshipment point in Kaprun using semitrailer tractors and flatbed trailers. The final transport to the construction site was carried out using a small number of crane tractors and the great skill of the drivers – switchbacks, long loads, unpaved roads and adverse weather conditions were among the biggest challenges.

ANNOUNCEMENTS



SPECIAL TRIP

Storage tank for biogas plant transported

At the end of October, Felbermayr transported a 70-tonne storage tank for a biogas plant to the facility in Einbeck, located around 80 kilometres south of Hanover. Starting from Laatzen, the container was transported by means of a four-axle heavy-load pull and push tractor unit and a lever-lift vessel-bed trailer in a journey of several hours over around 70 kilometres on the main road. This meant that the transport configuration reached a total length of around 80 metres and a height of 5 metres – making it impossible to transport on the motorway. It was necessary to switch to highways and country roads, which meant that numerous traffic diversion measures were required.

TUNNEL VISION

Specialised civil engineering for the “Harpfnerwand Tunnel”

In order to increase safety in Verbund Hydropower’s 60-year-old “Harpfnerwand Tunnel” in the Tyrolean Zillertal valley, Felbermayr Specialised Civil Engineering, or FST for short, has been working on extensive modernisation measures in cooperation with other construction companies since the beginning of 2022. At the end of October this year, the clearance height was successfully increased to four metres. This was mainly carried out using an excavator and an attached hydraulic chisel. By the end of the year, five new electrical installation recesses and five new escape rooms for 50 people each as well as six ventilation recesses will also be excavated along the 2.6-kilometre-long tunnel section by blasting. Felbermayr is using a ‘tunnelling jumbo’ for the rock blasting. Furthermore, the Felbermayr Specialised Civil Engineering team was responsible for securing the support structure using rock anchors and structural steel grids, as well as applying sprayed concrete to the outer and inner shells. Not far from the construction site, an additional five-metre-high and 220-metre-long rockfall protection net is being erected in an avalanche gallery.





POINTING THE WAY

Tank transport for pilot project

Felbermayr carried out four special transports in July for the construction of a carbon dioxide liquefaction plant. The heavy loads, each weighing 30 tonnes, ran from Landeck to the Donau Chemie site, a company specialising in the

production of chemical products, two kilometres away. Due to the tight curve radii, the 30 metre long tanks were transported using a self-propelled unit. The diameter of four metres was also a decisive factor in the use of the SPMT.



HIGH-LIFT STACKER 530-tonne bridge installed

In mid-July, Felbermayr's Engineering Solutions division in Niedernhausen moved a 73-metre-long steel road bridge weighing 530 tonnes into position. To do this, the bridge was first lifted four metres using a hydraulic stack lifting system so that it could be driven under and picked up with the self-propelled unit, or SPMT for short. This was followed by a transport of around 500 metres to the installation site. Once there, the bridge was set down on a sliding system and then pushed into place using an SPMT. This process took three days. The bridge replacement is the result of routine inspections in 2020. This revealed defects that made it necessary to replace the bridge.



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to find out more about the spectacular transport of the steel giant through Niedernhausen.

ANNOUNCEMENTS

COMPREHENSIVE

Crane deployment for ring main

This summer, two mobile cranes from Felbermayr crane hire assisted in the construction of the 380-kilovolt “St. Peter-Simbach” ring main along with other equipment for erecting the new electricity pylons, which are up to 90 metres high. The cranes were used to lift a 90 metre-long crossbeam in a tandem lift. This 18-tonne crossbeam was positioned above the existing power line while the new line above it was being pulled in. This meant that the one underneath was protected in the event of the new one falling down - this could have theoretically happened, for example, if the brake winch had failed or the pulling lines had torn during the pulling in. The scene of the incident was the border area between Bavaria and Upper Austria – an approximately ten-kilometre stretch of road between Simbach and Sankt Peter am Hart. Specifically, two Liebherr LTM 1500s with a maximum load capacity of 500 tonnes were used for this “assistance task”. The technical equipment included 165 tonnes of ballast and a 47-metre telescopic boom with a 63-metre luffing jib.



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about the crane operation
of the 500-ton truck in a
moving image to see.

THREE TIMES UP

Container transshipping in Linz heavy-lift terminal

Three containers weighing 234, 286 and 359 tonnes were transferred to an inland vessel at the Felbermayr heavy-lift terminal in Linz at the end of June. The heaviest one had a diameter of around

five metres and a length of more than 30 metres. Both crane gantries were therefore used in combination for the transshipping. The transshipping was preceded by several months of final production

by the client Christof Group SBN in the Felbermayr heavy goods halls at the Linz site. The transport from the assembly halls to the harbour basin was carried out by self-propelled units.





HEAVY LOADS MADE EASY

Suction technology as a versatile helper

A Felbermayr suction excavator was recently used for a fish ladder in Lambach, Upper Austria. The sediment that had accumulated was extracted within two days. Another example of a recent application was the use of a suction excavator to remove roof substrate from

the flat roof of a horticultural college in Upper Austria, where suction excavation of liquid and solid materials has been an established part of Felbermayr's range of services for around ten years. In organisational terms, it is assigned to the Environment and Resources division. This



division also includes the waste management, construction material recycling, gravel and crushed stone extraction and landfill facilities departments.

CRANE HIRE

Felbermayr flying high with "record crane"

At the end of October, a mobile crane with a maximum lifting capacity of 300 tonnes and a permanently attached 90-metre telescopic boom with a twelve-tonne axle load was used in Austria for the first time. Felbermayr is currently the only company in Austria to have this versatile and economical mobile crane from the manufacturer Liebherr with the designation LTM 1300-6.3. The 90 metre telescopic boom from Felbermayr was extended for the first time for the gearbox replacement of a wind turbine in Steinriegel, Styria. With a maximum hook height of 86 metres and a radius of 15 metres, the crane had the ideal prerequisites for replacing the nine-tonne drive unit.



New site

Hagn Environmental Technology and Domarin united in Osterhofen



At the end of September, the two Felbermayr subsidiaries from Bavaria celebrated the opening of the football pitch-sized site in the Donau-Gewerbepark business park in Osterhofen. The invitation was accepted by customers, suppliers and partners as well as representatives from politics and the clergy.



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to see the video of the opening ceremony and find out more about the new location in statements.

It was a radiant late summer's day that honoured the ceremonial completion of the joint construction project of the Felbermayr Construction and real estate team and Hagn Environmental Technology. Felbermayr Construction and the earthworks and civil engineering trades from Hagn Environmental Technology worked side by side to construct the new building on the 10,500 square metre site.

Horst Felbermayr took to the stage to welcome the guests and thank them for the speedy completion. After construction

choice of a common home, explained Stefan Hielle, Managing Director of Felbermayr Construction, in a talk with the two division managers of Hagn and Domarin Sandro Schieck and Jörg Hesselink: "Nowadays, you have to be guided by where the best employees can be found and we have had them here in this area for many years." With Osterhofen, a location has been found that is halfway between the two former branches



Thanks to good cooperation with the municipality and the district, a Felbermayr site with longterm prospects has been created in Osterhofen within a very short time.



Felbermayr's specialists for environmental technology and hydraulic engineering: (From left to right): Rainer Traunwieser (General Management of Felbermayr Construction), Andrea Sommersguter (Department Manager at Domarin Tief-, Wasserbau und Schiffahrtsgesellschaft), Jörg Hesselink (Divisional Manager at Domarin Tief-, Wasserbau und Schiffahrtsgesellschaft), Simone Klämpfl (Department Manager at Hagn Umwelttechnik GmbH), Sandro Schieck (Divisional Manager at Hagn Umwelttechnik GmbH), Bmstr. DI Stefan Hielle, MBA (General Management of Felbermayr Construction).

work began in July 2022, the two companies were able to move into the new office with around 900 square metres and the 1,600 square metre hall with adjoining workshop after less than six months of construction.

Between Hengersberg and Vilshofen

In addition to the proximity to the second longest river in Europe, which represents a "source of work" for both companies, but especially for Domarin as a river construction company, the retention of long-standing employees played a central role in the

in Hengersberg and Vilshofen and fulfils the needs of both sides, Hielle continues.

Attractive workplace

"The new building is a guarantee for our existing employees that we are investing in our future and at the same time offers an attractive workplace," says Schieck, pleased for his employees and the future of the company in view of the prevailing shortage of skilled labour. The fact that Felbermayr has invested in a state-of-the-art company site in the district of Deggendorf also pleases the politicians: District Administrator Bernd Sibler thanked Felbermayr

for his commitment to the Lower Bavaria region and recalled the painful closure of a paper factory in neighbouring Plattling, where more than 500 people lost their jobs.

Investment in cooperation

Finally, the two companies gave an outlook on future joint goals: Jörg Hesselink is looking forward to the advantage of being able to "offer different trades together in the future" and for Schieck, moving into a joint location will bring "great added value" in order to position itself even more strongly on the market. Joint projects, such as the expansion of the Danube, will benefit from short decision-making paths and a shared centre of activity in the future.



Gisela Felbermayr, Felbermayr Holding in conversation with Chairman of the Supervisory Board Mag. Alfred Düsing (centre) and DI Benedikt Lini-mayr from Felbermayr Real Estate Development.

Not for nothing Fish lift built on the River Lech



PHOTO: CHRISTIAN LEHNER



SCAN

to find out more about the trades of landfill, water and civil engineering and diving work by Hagn Environmental Technology in the corporate video.

SAs close to nature as possible: Two metre high stone walls are being built for the barred passes in the bypass channel. They slow down the water flow to create harbourages for the fish.



All areas of the German Felbermayr subsidiary Hagn Environmental Technology are currently working to protect huchen, brown trout and crayfish at the “Lechstaustufe 3” hydropower plant in Urspring in Upper Bavaria. A fish lift covering an area of two hectares is to be installed by the middle of next year to ensure the upstream migration of native river dwellers.

The power station operator Uniper wants to equip all of its power stations on the Lech, Isar, Main and Danube with fish lifts by 2028. Hagn Environmental Technology won the highly coveted project in the Europe-wide tender for the power station at the Lech reservoir at the end of 2022. “The contract award on 26 December came as a Christmas present, so

to speak,” says Martin Simstich, site manager at Hagn Environmental Technology, who is delighted to have been awarded the contract for the nature conservation project. After an extensive planning phase, the first measures began in February.

All trades called upon

Three structures are being built at the same

time. An interplay between all of Hagn’s environmental technology experts in which concrete, engineering, hydraulic engineering and steel construction for hydraulic engineering are demonstrating their skills. “The fish enter through an underwater guide ramp on the right bank of the Lech below the dam. There we are building a staircase with 90 metres of flow and a total of 19

pools in which the fish will overcome the first two and a half metres of height difference. They then enter the 500 metre long bypass channel. From there, they continue upwards for the next six metres before they can swim into the reservoir at the dam near the intake structure,” Simstich visualises. The aim of the construction work is to enable the river inhabitants to ascend or descend by around eight metres.



It is a wonderful task to be able to give back the habitat to the fauna with engineering work.

Martin Simstich, Site Manager

A particular challenge is working on flowing water and not jeopardising the impermeability of the dam. For the construction of the intake structures, working levels were created on the Lech and on the Lech reservoir, which had to withstand the loads of heavy machinery on the one hand and strong currents during flood events on the other. The Hagn team is demonstrating maximum precision in the ongoing work directly on the dam. A 120-tonne bored piling machine is used to drill holes up to 35 metres deep for the inlet structures. “As we are drilling through the surface seal of the dam with the bored piles, it is essential to avoid any leakage and leaks in the surface seal,” explains Simstich.

Proprietary GNSS base station set up

The earthworks for the bypass channel are also being carried out with centimetre precision. Due to limited mobile phone reception, a GNSS base station was set up on the construction site especially for the earthmoving equipment. “The bypass channel consists of a four-metre-high embankment that we are constructing using a wide variety of earthworks equipment. Geotechnically unsuitable soil material was also upgraded by milling in a lime-cement mixture. This means that all the material can be reused and no excavated material has to be disposed of,” explains Simstich. A 3D model of the embankment was fed into the machines beforehand so that the excavator drivers know at all times whether and where further excavation or application is required.

Attention to detail

It is not just a project of collaboration, it is also a project in which the specialists once again demonstrate their love of their craft. The aim is to create a near-natural habitat for the inhabitants of the Lech. “To create the perfect flow characteristics in the channel, we use oak wood for the baffle blocks. We can fine-tune this later,” Simstich explains and adds: “We also only use geotextiles known as ‘bentonite clay liners’ to seal the channels, which means we don’t use plastic.”

For the final ‘finishing touches’, a layer of crushed stone and pebbles as well as large river stones are used to create a varied structure and thus ecologically enhance the fish ladder.



The 120-tonne bored pile machine drills more than 30 metres deep directly into the dam. The holes for the bored pile wall are then filled with concrete and reinforcing steel cages.



From specialised civil engineering, earthworks and concrete construction to industrial diving, the project combines the concentrated expertise of Hagn Environmental Technology.



Engineered Solutions delivers 700 tonnes Heavy bridge in position

Felbermayr's Engineered Solutions division has positioned a 700-tonne road bridge over a railway line in Wesel/North Rhine-Westphalia using a step jack and self-propelled modular transporter (SPMT) with a cassette system. Thanks to this innovative solution, the job was completed in less than two weeks and finished at the end of August.

The lowering of the 700-tonne arch bridge was a symbolic step towards the expansion of the trans-European rail network. In future, this is to run through Wesel on three tracks.



PHOTOS: FELBERMAYR, MAX BÖGL/GÜNTHER ORTMANN

When I joined Felbermayr Germany, this project was on my desk," says Martin van der Pluijm, looking back. "Six months later, it was great to see how drawings and calculations have come to life and will contribute to mobility in Germany in the future." A successful première for the new project manager of Felbermayr's Engineered Solutions division.

The task was to push in an arched bridge weighing 700 tonnes, 76 metres long and



Project Manager Martin van der Pluijm

18 metres wide, which had been erected next to the railway and Federal Highway "B8". For the bridge builder and client Max Bögl, this is the longest modular bridge. It spans the railway line between Emmerich and Oberhausen at an acute angle, which Deutsche Bahn plans to expand to three tracks by 2025.

Lifted with step presses

First of all, Felbermayr lifted the steel giant to a height of three metres at the pre-assembly site using step presses.

"Due to the height, width and wind load, we then positioned two SPMT (Self propelled modular transporter) with 18 axle lines each underneath," explains project manager van der Pluijm and continues: "A so-called cassette system with four towers was installed on the two SPMTs to stack the bridge up to the insertion height of eight metres. Each of these towers was designed for a load capacity of 500 tonnes. To minimise deflection in the SPMTs, the middle axles were raised slightly." Once the insertion height had been reached, tubes were finally installed as stiffeners.

Felbermayr has been operating with Engineered Solutions since October 2020. As a result, the industrial services provider has considerably expanded its range of tech-

nical solutions for the heavy goods sector and has already implemented many new innovative technical solutions.

Slid in with millimetre precision

The next day, the specialists from the Engineered Solutions division slowly set the more than 800 tonnes of transportation weight in motion. This was done on a temporary construction road built using steel plates. After just a few hours, the truss arch bridge was positioned, lowered by 60 centimetres and set down on the abutments with millimetre precision - and the spectacular operation was successfully completed. "On a day like this, everything has to work. And it all worked out," says van der Pluijm happily.

Bridge spans "Trans-European Network"

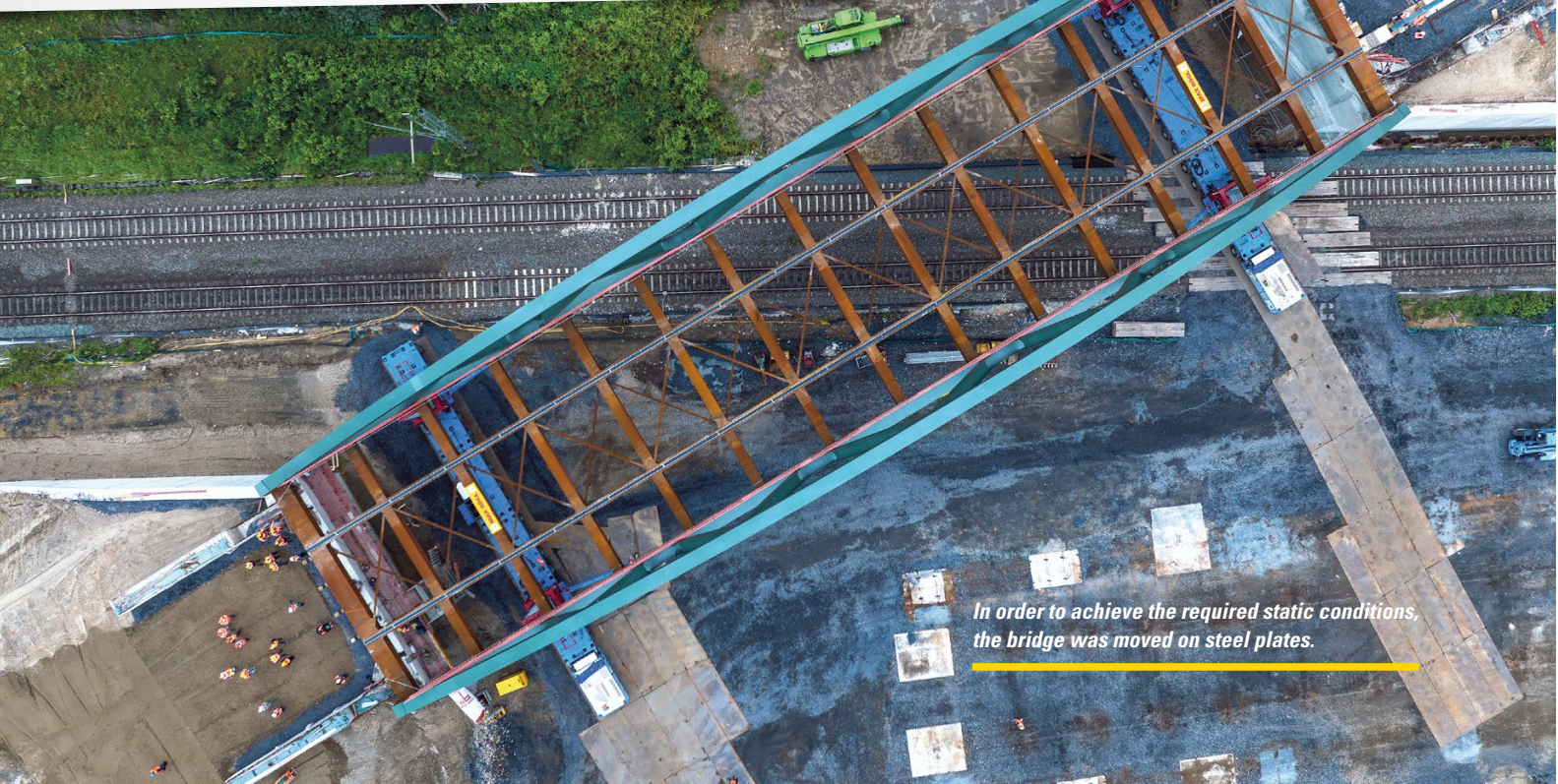
Wesel is located on the railway line between Emmerich and Oberhausen, which is to be modernised by Deutsche Bahn and extended to three tracks over the next few years. This also made the new bridge necessary. This 73-kilometre section is part of the Trans-European Networks and connects the Rhine/Ruhr conurbation to the north with the Netherlands. As such, it connects to the 160-kilometre-long Dutch Betuwe Line, which was completed in 2007. This is one of the most modern freight transport routes in the world and runs from Rotterdam's North Sea port Europoort to the German-Dutch border. The route extends southwards as part of the European freight transport corridor to the port of Genoa in northern Italy. ■



In order to be able to drive under and pick up the bridge with the SPMTs, it was initially raised to a height of three metres.



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and experience the retraction and lowering in the time-lapse video.



In order to achieve the required static conditions, the bridge was moved on steel plates.

A twelve-axle transport solution was developed for transporting the passenger ship using girders on a vessel bed. The necessary traction was provided by a heavy-duty tractor unit with 640 horsepower.



Transport drama down to the centimetre

Felbermayr was faced with a particular challenge in Saxony: A 32-metre-long passenger ship was not to be transported 110 kilometres by road to a lake as planned, but 375 kilometres at short notice. The reason for this was the lack of rainfall and the resulting low water levels last summer.

A shipyard in Niederkassel refurbished the ship and fitted it with an electric drive. The journey to the new location at Berzdorfer See near Görlitz began in the summer on the Rhine and was to lead to Dresden on the Elbe. The Felbermayr Transport and Lifting Technology Lauterach team worked out a solution for the last 110 kilometres of road haulage to Görlitz. Two 200-tonne mobile cranes from the Bautzen site were finally to crane the 77-tonne ship into the water.

Low water puts ship transport in distress

So far, so good. "But just before the end, everything changed. Two weeks before the transport date, the shipyard asked us for support because the ship could only travel as far as Vahldorf near Magdeburg due to the low water level on the Elbe - so 110 kilometres by road had become 375," says Ingo Müller, who, as technical project manager at the Lauterach site, has already worked out complex transports for heavy lift items for the construction of the Brenner Base Tunnel. "However, a suitable route first had to be found, tested and approved for a 46.5 metre long, 6.1 metre wide and 4.55 metre high heavy-duty module combination with a total weight of 163 tonnes," notes Müller. In addition, motorway sections were out of the question due to roadworks. "The planning was then rather difficult for us and became a real drama," Müller continues, adding: "However, in collaboration with our colleagues



The electric boat was safely lowered into the water using a tandem lift.

from the Bautzen site in Lusatia, we succeeded." The challenge was mastered in two nights of transport at the beginning of August, thrills included: In some passages, there were only a few centimetres between the ship and house walls or other obstacles in narrow passages - as specially inspected on site, simulated on CAD and verified beforehand.

The "EMS Berzdorf" has been operating on the Berzdorfer See line since August. The former pit of the open-cast coal mine was flooded until 2013. The lake and the surrounding area are now a popular local recreation area and leisure centre in the south-west of North Rhine-Westphalia.



Heavy transports require experienced HGV drivers, especially in local areas.

Wind power giants erected in Lower Austria

After the nacelle and hub were completed, the rotor blades weighing around 30 tonnes followed.

Felbermayr's state-of-the-art transport and lifting technology was required for the construction of the largest and most powerful wind turbines to date at the Dürnkrot wind farm. Plant components up to 80 metres long and weighing 80 tonnes had to be transported from the manufacturer in northern Germany to Austria and then erected at a height of 164 metres. A job for BladeS and the 800-tonne LR 1800 crane.

Dürnkrot in the district of Gänserndorf near the Slovakian border is one of the highest-yielding wind regions in Austria. It therefore stands to reason that the expansion of renewable energies is being accelerated there in particular. Simonsfeld AG, the operator of several wind farms in Dürnkrot, therefore ordered three wind power giants from the German manufacturer Nordex in the spring.

80 metres of rotor blades transported over five days

Felbermayr started the order in mid-May with around 27 special transports. Transporting the nine rotor blades, each over 80 metres long, from Cuxhaven in northern Germany to Dürnkrot, around 1350 kilometres away, was a particular challenge. "Our three Goldhofer BladeS were crucial for this project. Despite the length of the blades, we are manoeuvrable enough to get them through narrow villages or over roundabouts", explains Roland Füreder, Head of Special Transport for Wind Power. It took a total of five days before the valuable cargo was secured on the construction site in Lower Austria.

Crane giant LR 1800 in use

The Felbermayr crane specialists in Dürnkrot were also in full operation until the wind turbines arrived. A total of 55 lorry loads were needed to transport the LR 1800. The



With power for wind power: Tina Wagner and Roland Füreder.

erection team and crane operator spent four days assembling the almost 200 metre high Liebherr powerhouse with the help of a mobile crane. The assembly of the main boom with a height of 168 metres posed a particular challenge. Due to the difficult terrain, a small auxiliary crawler crane was needed instead of the usual mobile crane. With the addition of the 12 metre long fixed tip, the giant crane was exactly the right equipment to gradually carry the tower segments, nacelle, hub and finally the rotor blades to a height of 164 metres.

Wind conditions critical

"When lifting the rotor blades, the limit

for wind speed is six metres per second, for the tower segments nine metres per second," explains Tina Wagner, who is responsible for the crane operation. As the responsible project manager at Felbermayr Lifting Technology, she is very familiar with the challenges of such projects. This includes, among other things, the demanding transport logistics of the crane giants as well as cramped spatial conditions for the assembly of the cranes on site. With a nominal output of 17.1 megawatts, this will produce almost 50 million kilowatt hours of power. Since September, the new plants have been producing comparatively green electricity for a total of 12,400 households.

When manoeuvring through small towns, a lot of tact was needed on the part of the chauffeurs and escort staff.



Due to the trailing axle module, the BladeS is as flexible as possible with the required curve radii. The transports are mainly carried out at night in order to disrupt traffic as little as possible.





PHOTO: HANS BECKER

Felbermayr infrastructure construction getting railway project on track

For the past two years, ÖBB has been expanding the western railway line between Marchtrenk and Wels to four tracks. Felbermayr's Infrastructure Construction department has a decisive role to play here and has already realised three quarters of the order.



Around 17,000 cubic metres of new track ballast will be used to construct the track beds. The used material is processed on site and installed as a base course material for the track bed.



SCAN
to see more of the railway
construction project
between Linz and Wels.

When Railjets travel at speeds of up to 230 kilometres per hour and passengers appreciate the high level of comfort, this also has a lot to do with the quality of the track bed. "We are the main contractor for the four-kilometre-long construction lot 4.3, which extends from the bridge over the B137 Osttangente to the bridge over the A25 Welser motorway," explains Hans Becker, Departmental Manager at Felbermayr Infrastructure Construction.

Base layers for tracks laid

"We were commissioned with the substructure work there. We removed the old track ballast and renewed the substructure, i.e. improved and stabilised the ground and restored the structure in the BT-Bahn system, an asphalt layer. Finally, we installed about half of the new track ballast framework," explains Becker. With reference to other Felbermayr construction areas, the company is technically ideally equipped for this: "We have all facets of civil engineering in-house, such as earthwork, sewer construction, asphalt construction and specialised civil engineering."

60,000 cubic metres excavated

The ÖBB contract also includes the new construction of the drainage system for the railway tracks. This protects the substructure. This is because surface water can soften the soil and have a negative impact

on its load capacity. "We have built a drainage system across the entire construction site, the water from which flows into seven water protection systems. In total, we excavated 60,000 cubic meters of ground," describes the departmental manager. Six of these retention basins are located south of the railway tracks and one to the north. All basin embankments have already been covered with humus again.



"Designing efficient construction processes to maintain operations is a key success factor in infrastructure construction"

Hans Becker, Project Manager

Building material recycled

"We tried to conserve as many resources as possible, ensured the quality of the resulting material such as track ballast and excavated soil using various processing methods and reintroduced it into the construction lot elsewhere," emphasises

Becker and adds: "For example, we have reinstalled old track ballast as frost protection material. We produced most of the bulk materials listed in the tender in the construction lot ourselves." This hugely reduced the transport kilometres and conserved natural resources: "Little landfill volume was used and no additional natural soil was used."

Construction lot 4.3 is scheduled to be completed by the end of 2026. "So far we have carried out all the work within the construction period. By the end of this year, 70 per cent of our work will already be done," the department head calculates and looks ahead to the coming years: "Around 20 per cent will follow in 2024: These are comprehensive noise protection measures for the neighbours to the south. We are replacing old noise protection cassettes with new ones and renewing the support system accordingly." A third of the entire noise barriers have already been erected this year - in the centre of the four tracks.

Gaps closed by 2026

In 2025 and 2026, there will still be construction sites to close the gap at the upper and lower end of the construction lot. Becker adds: "What we have already implemented on a large scale for the track substructure will be followed by smaller construction measures." Once the three new bridges for

six new tracks - two of which will connect the shunting yard - have gradually been built over the A25, Felbermayr will construct the connecting areas. This work then marks the final stage of the order.

Demanding working hours

Whether in freight or passenger transport, ÖBB is a transportation company, Becker notes. This also required special planning measures for the construction work: "We have up to 70 employees on duty every day," reports Becker, adding that daily can be taken quite literally: "The organisation of construction work in the vicinity of tracks requires close coordination with the client in order to maintain rail traffic." This also justifies almost routine deployments at night, at weekends and on public holidays. "That's a challenge for our employees," says Becker, who realises that this often means colleagues' family lives have to be put on the back burner. Nevertheless, it is also a "big deal" to be involved in such an important infrastructure project. "That's motivating," Becker is convinced and is delighted with the great progress of the construction work.



Safety precautions in railway construction also include appropriate training modules for the employees deployed. Even routine work here can quickly become dangerous.

A total of around 18,000 square metres of noise barriers with heights of up to 5.5 metres will be installed.



PHOTOS: MARKUS WEICKINGER (4)

Alpine challenge

Starting signal for renovation of the Lueg Bridge

At almost two kilometres, the Lueg Bridge near Gries am Brenner is the longest and probably most impressive bridge section of the A13 Brenner motorway. At the beginning of the year, Felbermayr Specialised Civil Engineering began with the first tasks for the general renovation of the 1960s slope bridge. By summer 2024, an operating and maintenance road with comprehensive rockfall protection at the foot of the bridge will enable the urgently needed general refurbishment.

The conditions of the facilities and the bridge itself have always posed a major challenge in terms of operation and maintenance. A large part of the structure runs along a slope that is up to 50 degrees steep and at risk of falling rocks," says Felbermayr site manager Markus Winkler, describing the conditions on site, which also pose a particular challenge for the work on the maintenance road.

Rockfall jeopardises construction work

"The area below the bridge is largely a restricted area due to falling rocks," explains Winkler. Extensive rockfall protection measures were therefore necessary before work could even begin on the path. It took almost eight months to install a 1000 metre long and up to eight metre high rockfall protection fence directly on the embankment. In addition, a 2000 metre long roll-off protection fence was installed and around 5000 square metres of rock netting were installed. A total of 500 helicopter flights were needed to bring materials and equipment to the area, which was difficult to access in places.

Around 20 specialists from Felbermayr Specialised Civil Engineering were deployed to install the protective shoring. Around 9000 metres of rock nails were drilled into the rock to anchor the safety measures in the slope. A tightrope act that the experienced skilled workers mastered with aplomb.

Extensive subsoil investigations

Extensive subsoil investigations are also an important part of the planning for the general refurbishment. "We are drilling at depths of up to 130 metres in some places," explains Winkler, adding that the boreholes are drilled at intervals of 30 metres. More than 50 boreholes provide information about the geology and show which securing options are to be selected for the renovation work.

Gradual progress

According to Winkler, it is a "step-by-step" progression with constantly changing circumstances and correspondingly new requirements. As blasting directly under the motorway bridge is hardly possible, the rock material is removed mainly



Nailed shotcrete walls secure the steep slope along the path. To do this, soil nails are inserted using drilling equipment.

using excavators "reinforced" with hydraulic chisels. The up to ten metre high embankments in the construction of the service and maintenance road, which runs along the up to 55 metre high bridge piers, are to be stabilised with up to 30 metre long bar anchors and micropiles. The path embankments on the steep slope are being secured with nailed shotcrete walls. Around 2300 cubic metres of sprayed concrete and 40,000 linear metres of nails will be used. "More than half of the path has already been completed," explains Winkler in awe of his employees' achievements and confident that this particular job will be finished on time. It should also remain accident-free. Certainly extensive measures are being undertaken to ensure that this is the case. ■

With a support height of up to eight metres, the rockfall protection fences can counteract up to 5000 kilojoules of falling weight.





*Felbermayr Specialised Civil Engineering
is paving the way for the renovation of the
more than 60-year-old slope bridge.*

Steep job

High voltage with high voltage line

Starting at 2,300 metres above sea level, Felbermayr's civil engineering division, which also specialises in pipeline construction in alpine terrain, is building a high-voltage line around five kilometres long. In addition to technical expertise, the employees also have competence in the implementation of environmentally relevant specifications.



Working where others wouldn't set foot: The Felbermayr branch in Spittal an der Drau was commissioned with the 110 kilovolt energy transmission of the new pumped storage power station in the Reißeck Group. The work should be completed by the summer of next year.

Verbund has been building the "Reißeck II plus" power station on the Reißeck lake plateau at 2,300 metres since June 2021, with the access tunnel starting next to a former hotel. The cavern power station inside the mountain complements the Reißeck II power station, which went into operation in 2016, and utilises the difference in altitude between the two Mühlendorf lakes. Two pump turbines with a total output of 45 megawatts can store renewable energy when there is a surplus of power and convert it back into electricity when there is a shortage.

Five kilometre-long construction site

A high-voltage line around five kilometres long will supply the power produced by the pumped storage power station to the grid. It begins in the cavern in the high mountains and leads down into the valley to Kolbnitz at 700 metres above sea level. In the first section from the cavern to the mountain station at Schoberboden, the power lines run in the tunnel or in steel pipes.

Empty conduits are then laid in an underground trench in very steep terrain along the old inclined lift from 2,200 metres to 1,500 metres above sea level. This section is tough and requires a lot of expertise and experience. "We have a gradient of up to 45 per cent there," explains Ferdinand Wirnsberger, Branch Manager, and continues: "Even for our very experienced staff, it is a challenge to move around here safely every day. Here, every move is twice as strenuous and the weather can change in a matter of minutes."

Iron shields against falling rocks

Occupational safety is a top priority - to protect the team from falling rocks, for example, iron shields are erected and an-

chored by helicopter at regular spacings. "The production of the cable collar is very complex here and requires special skilled labour," says Wirnsberger, referring to special devices: "The hard rock is removed using rock cutters and hydraulic chisels with four walking excavators deployed simultaneously and secured with rope winches."



"Experience of working in alpine terrain is a prerequisite for working safely in this rocky and steep terrain."

Ferdinand Wirnsberger, Departmental Manager

Strain relief for cables

But laying the pipes alone is not enough. The tension-resistant cable conduits with an outer diameter of 16 centimetres are interrupted every 140 metres and the cables are fixed to concrete foundations. "This is necessary due to the enormous gradient of the terrain, as the weight would cause the cable to stretch," explains Wirnsberger. Each of the 14 foundations measures 2.5 x 1.5 metres and is anchored in the ground with nine soil nails. Helicopters fly work materials, reinforcement and concrete upwards.

In the middle section, the former railway line of the Reißeckbahn is used. Here, cable brackets are installed over a total length of around 1,400 metres and the cable is protected by a metal cover. Several road



The cable is fixed at a total of 14 fixed concrete points after the cable pull in the steep section.

culverts will be enlarged and pipe bridges built. In the valley section, most of the pipes will be laid under local roads up to the junction in Kreuzeck. The crossing of the Mölltalbundesstraße will be realised by means of trenchless flush drilling.

Everything to protect nature

In steep terrain, the pipe bedding is made with processed material. Data cables are also being laid in the area of the road and the bedding is on sand.

It's all about protecting nature. "This is a top priority on the entire construction site. The existing humus or turf sod is removed, transplanted to the side and covered again. A coir fabric is laid on all steep and sensitive surfaces. The seed is sown using our own special seed, which is adapted to the respective altitude," reports Wirnsberger on ecological measures.

In the rocky high mountains, the accompanying ecological measures are even more complex: "Here, the existing turf sods, humus patches and tufts of grass are removed by hand, stored to the side and transplanted back to their original



Foreman Markus Wieland and more than 20 employees are working on the construction site.

location after the excavation work." This is all done in close coordination with the ecological building inspectorate.

There are currently 20 employees working on the construction site, and work is due to start again in March 2024 after the winter break. Completion of the major construction site is planned for summer 2024.



Walking excavators are used for the excavation and piling work on the approximately 45-degree slope.

Felbermayr acquires a stake in Dutch inland shipping company

Since 1 October 2023, Felbermayr has held 50 percent of the shares in the Dutch inland shipping company Rijnmond Logistics Beheer BV, based in Papendrecht. As a full-service logistics service provider for dry bulk goods, the company is well established on the Benelux-Rhine axis. The long-standing partner of the Felbermayr subsidiary Haeger & Schmidt Logistics will be expanding its trimodal transport services in future.

Haeger & Schmidt and Rijnmond already have a long-standing partnership. “Based on my trust in the management and the knowledge of the many years of successful cooperation between the two companies, it was a clear decision for me to invest in Rijnmond Logistics. In addition to the ‘positive chemistry’, I was also impressed by the company’s committed and professional business behaviour,” says Horst Felbermayr, CEO of Felbermayr Holding, summing up the expansion in shipping logistics. Strategically, Felbermayr is thus focussing on the expansion of the trimodal transport route and further diversification in terms of cargo.

For Heiko Brückner as CEO of Haeger & Schmidt Logistics (HSL), the participation is a vote of confidence in ten years of successful partnership with Felbermayr: “We are delighted with the decision to invest in Rijnmond Logistics and thus drive forward the expansion of the Haeger & Schmidt Group. The team led by Cees van Putten is a significant addition for us.”

Specialist for bulk transport in the Benelux

From its branches in Papendrecht, Schengen and Luxembourg, Rijnmond Logistics has three of its own inland shipping vessels, including two push-tow combinations, as well as 20 permanently chartered vessels. The inland shipping logistics company’s core business primarily involves the transport of dry bulk goods such as grain or minerals. Every year, the company and its 40 employees transport bulk goods with a volume of four million tonnes along the Rhine, Moselle and Saar rivers.



“Full speed ahead” was the theme for the visit of the future partners to the Felbermayr headquarters in Wels. From left to right: CEO Heiko Brückner (Haeger & Schmidt Logistics GmbH), CEO Cees van Putten – Managing Director (Rijnmond Logistics Beheer BV), CEO DI Horst Felbermayr (Felbermayr Holding GmbH), Gerrit Drenth – Managing Director (Rijnmond Logistics Beheer BV).

On course for growth together

“We have been looking for a suitable partner to complement our business on the Benelux-Rhine axis for years. Now we can expand our services in two main directions: We are broadening our portfolio in the bulk goods sector and at the same time strengthening our geographical presence in the Benelux region,” says Brückner, looking forward to the collaboration. This means that new services can be offered, particularly in the shipping areas on the Middle and Upper Rhine. The company’s bulk goods port in Antwerp, where HSLB already focuses heavily on intermodal transport and project logistics, can thus be positioned even more broadly.

Cees van Putten, Managing Director of Rijnmond Logistics, has been working in shipping logistics for over 30 years. He is also pleased to be able to continue the growth of his five-year-old company with stable market companions under the umbrella of the Felbermayr Group: “The partnership with Felbermayr and the close cooperation with Haeger & Schmidt Logistics open up new opportunities and synergies to offer our customers even better and more efficient solutions.”

Examples of this are the HSL logistics centre in Duisburg with its heated steel hall, as well as the Felbermayr port terminals in Krefeld on the Rhine, Linz on the Danube and Albern/Vienna. ■

Under a new flag "Themhof" sails for HSL

At the beginning of the year, Felbermayr purchased and modernised a push-tow combination that has already proven itself over many years, for its subsidiary Haeger & Schmidt Logistics (HSL): The birth of the „Themhof“.

Around 180 metres long, 12 metres wide, three metres maximum draught: A motor vessel and a push barge, powered by two diesel engines with 1800 horsepower each. Today's „Themhof“, formerly known as „Norma“, has been an important part of Haeger & Schmidt's scheduled service for container transport, or HSL for short, since 2006. At the end of 2022, the opportunity arose to take over the push-tow combination from the former owner. „We are delighted that Felbermayr is investing in the expansion of our fleet of ships. The „Themhof“ has already proved its worth as a rental ship for us in the past, so it is all the more pleasing that we can now call it our own,“ says a delighted Maik Bastian, General Manager in the Intermodal Division at HSL. After the purchase, the ship was completely refurbished by Felbermayr and given the new name.

24/7 service on the water

In total, HSL operates two scheduled services by rail and three scheduled services by ship between Rotterdam and Antwerp and the inland terminals on the Rhine. The „Themhof“ is deployed on the Upper Rhine service and is currently making a 14-day round trip between the seaports and

Switzerland. „You can imagine the „Themhof“ as a parcel delivery van travelling between Basel and Rotterdam,“ Bastian elucidates. The ship stops at the terminals in Lauterbourg, Strasbourg, Kehl, Ottmarshheim, Basel and at the last transshipment point on the Rhine accessible by ship in Birsfelden. To ensure „round-the-clock operation“, the entire crew, which comprises



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“The “Themhof” has already proved its worth for us in the past as a means of transport between Basel and Rotterdam.”

Maik Bastian, General Manager

two skippers and a helmsman as well as three crew members, remains on board for the entire 14 days before being relieved by the second crew. You have to like “life



More impressive than many a kitchen on land: The „Themhof“ living space offers many amenities.



A plethora of measurement equipment guarantees safe manoeuvring of the 180-metre-long push-tow combination.

on the water“, says Bastian, but with the comfortable and modern equipment of the „Themhof“ this is bearable, he adds.

Tinned peaches and heavy melting scrap

Among the clients of the „Themhof“ are the very large container shipping companies and forwarders in the overseas business. This is also reflected in the variety of goods. Exports to the seaports mainly involve goods for industry such as wood, paper, heavy melting scrap, machine parts, printing plates and adhesives. While all sorts of things have to be shipped to the transshipment centres in good time for import into the interior. „We have everything from tinned peaches and fitness equipment to manhole covers,“ says Bastian.

PHOTOS: HSL



SCAN

for a drone video of the “Themhof” during the conversion work in the shipyard.



Theresa, Emma, Horst Felix - “Themhof” for short. The ship was named after the children of the owner, Horst Felbermayr.



*Felbermayr Divisional Manager
Marco Caruso and his great
passion, building guitars.*

Boss by day - luthier by night

Marco Caruso on the eroticism of guitars

Marco Caruso has been responsible for major successes in crane hire at Felbermayr for a quarter of a century. Together with his employees, it ensured the construction of the stadium for the 2004 Summer Olympics in Athens and provided the appropriate lifting technology for the construction of the world's highest wooden observation tower on the Pyramidenkogel in Carinthia in 2013. And the 58-year-old is also fond of wood in his private life - it is his great hobby to make guitars.

The Head of Felbermayr Transport and Lifting Technology in Klagenfurt, Marco Caruso, has not only been able to realise this in his 25 years at Felbermayr. In addition to his passion for the world of blue heavy goods logistics, the thoroughbred musician has been making electric guitars from a wide variety of woods for seven years now. Born out of the boredom of winter, it gave him the idea of teaching himself how to play his beloved instrument. Countless handbooks, YouTube videos and a few videos and a few "not so successful" guitar necks later, he held his first pro-

prietary guitar in his hands. Today you can find thirty unique handmade guitars with names like "The Beast", "Saphir" or "Heavy Emerald" on his website with the melodious name "Caruso Guitars". For the Informer, he gives an insight into a story full of coincidences, experiments and his great passion.

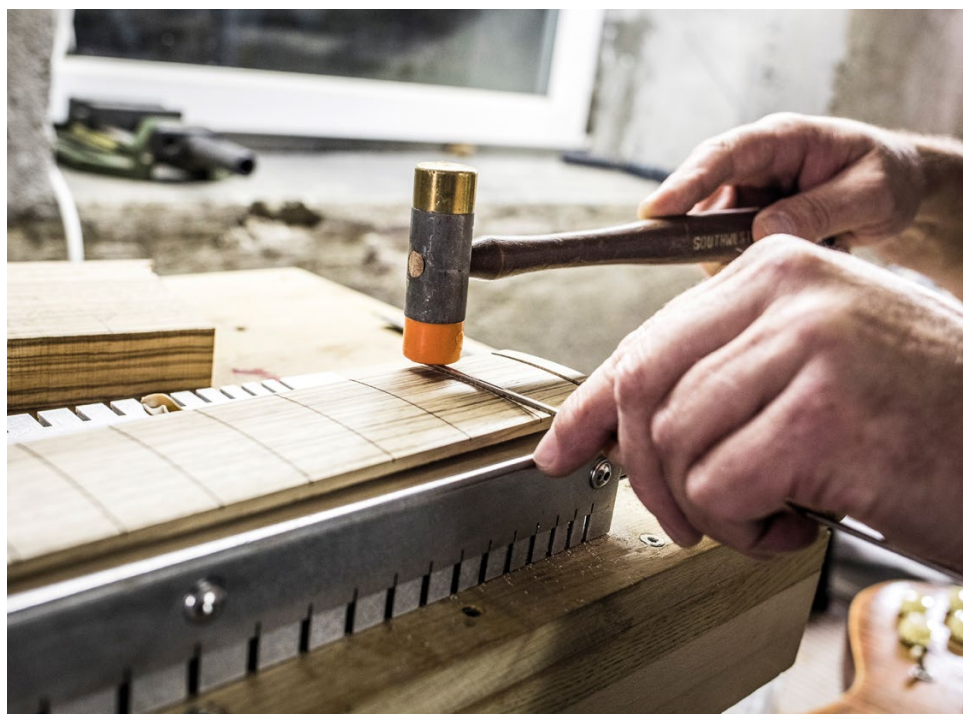
Informer: When did you start playing the electric guitar? How did you develop a passion for the instrument?

Marco Caruso: The guitar fell into my lap. It all started with a frilly keyboard and, well,

for me only the guitar remained (laughs). After that, we formed a band in which I played professionally for ten years.

How did you come up with the idea of building the instrument yourself?

Caruso: In the winter of 2016, I got my old Gibson out of the corner out of boredom, which I was never really happy with. What can I say, I was like a kid tinkering with his GTI. For example, I sanded down the varnish on an electric guitar and got a different sound. This fascinated me and I started researching, watched



The frets are bought in bars - then cut to length, the radius bent, rounded, levelled and polished. That's about 20 hours of manual labour per guitar.

thousands of YouTube videos, bought books and got to grips with the hardware. Why and how exactly the sound changes. When I realised that my old guitar suddenly had a completely new sound, it was all over for me. The end of the story was that I had so much know-how that I was able to build guitars myself.

Learning a craft on your own is certainly not easy, especially not with a musical instrument. What challenges have you faced over the seven years?

Caruso: There were a few challenges. Guitar making is precision work. You have to be particularly careful with the neck. It determines eighty per cent of the tone and must be sawn to an accuracy of a tenth of a millimetre in order for the tone to be right. Above all, however, it is a step-by-step learning process that you have to enjoy.

Knowledge of electronics is required to install pickups and controls.

How would you say you stick with it? How do you maintain the "drive" that keeps you coming back to the workshop after work?

Caruso: As I am also a hobby musician, it was mainly the excitement. What would my own instrument sound like? With my first guitar, the "Genesis 2000", there was an "aha" effect when I realised what had worked well and at the same time curiosity about what would happen if I built a guitar with a different composition.

What materials do you experiment with?

Caruso: For the body and necks of the guitars I use different woods such as maple, rosewood, ebony or ash. The tone wood must be dried for at least seven years. I usually use four different types for a guitar, where the sanding process is particularly important for the subsequent sound. Interestingly, the more you sand away from the wood, the deeper it sounds. For the electronics I look for manufacturers all over the world and when it comes to gluing I have realised what a difference it makes to work with bone glue again instead of industrially produced wood glue.

So you have learnt a lot if you compare the beginning of your guitar making career with today. What has changed in the process?

Caruso: Above all, of course, I've got better and faster. The Genesis took me about 400 hours. Now that I already know certain things, I only need one more attempt and therefore only half as long as before.

An electric guitar is often the pride and joy of its owner. As a luthier, what do you associate with your electric guitars?

Caruso: For me, a guitar is something erotic - in terms of sound and appearance. If you're a musician, you probably know what I'm talking about. It's the emotion that you feel. When it is being played and what comes out of it. ■



According to Caruso, the body also plays a major role in the sound of electric guitars. But the look is also important to get an impression of the grain before the body is finished, the wood is "fired", i.e. moistened, with alcohol.



SCAN
 to hear how "Caruso Guitars" sound in a blues session with Marco Caruso and Jörg Pfaffenzeller from the "Steam Audio Company".





Horst Felbermayr is looking forward to many joint successes together with Thomas Rettenegger (left) and Stefan Rettenegger (right).

Brand ambassadors Thomas and Stefan Rettenegger

The brothers Thomas and Stefan Rettenegger from Pongau in Salzburger Land are among the greatest hopes in the Austrian Nordic Combined squad. After Stefan flew through the skies with the yellow "F" last season, his brother Thomas is now following in his footsteps.

Sky-blue "Felbermayr"-labelled helmets will be flying on Austrian ski fans' screens more often in future, and Stefan and Thomas Rettenegger hope to be flying as far as possible too – because they want to fly high, not just in the literal sense: They are already well on their way to the top in their discipline, Nordic Combined, i.e. ski jumping and cross-country skiing. In future, their joint sponsor, Felbermayr, will always be on board. "We are very happy about the co-operation. Our aim is for people to see us and immediately think of Felbermayr," explained the brothers during their visit to Felbermayr's company headquarters in mid-October. They also share many common values with Felbermayr: "The fitness centre and the wide range of options in the canteen immediately caught my eye. I also think the Motion Heroes concept is really great. Sport and healthy eating play a central role in our lives, and you can see that at Felbermayr too," explained 21-year-old Stefan, who wants to study nutritional science alongside his career in elite sport. But there is hardly any time for other things, the two confessed in an interview for the Informer. The two train for their dream almost all year round, every day. "We take a week off once a year, otherwise we

train twice a day," explained 23-year-old Thomas, who has already made it into the World Cup and is studying computer science on the side.

The partnership with Felbermayr now gives them the security of being able to continue to concentrate fully on the sport and get the best possible performance out of themselves. Horst Felbermayr is delighted to be able to offer this opportunity to talented young people: "The two are very determined and have the potential to make it to the very top. It's a pleasure to be able to support them on their way there. "In addition to their determination, the brothers, who like to call themselves 'The Rettis', are characterised above all by their likeable and down-to-earth manner. This impression is also confirmed by the final question about their sporting role models: "Roger Federer, he's an extremely good sportsman and still down to earth," they both say.

In the fast lane

At the age of four, Stefan Rettenegger already dared to take to the ski jump. At the age of fifteen, Thomas won the bronze medal at an international school competition. At the beginning of 2020,

the two demonstrated their exceptional teamwork: The siblings brought victory to Austria in the team classification of the Nordic Junior Ski World Championships. In the same year, Stefan even secured gold at the Winter Youth Olympic Games in both the individual and mixed team events. Since then, their career in national and international competitions has only known one path – steeply upwards.

While Stefan secured a podium finish with a bronze medal at the Nordic Combined World Championships at the beginning of the year, Thomas achieved third place at the World Cup in Estonia.

Their clear goal for the future: To establish themselves in the World Cup.



PHOTOS: MARKUS LACKNER, SKI AUSTRIA (2)



HYDRAULIC ENGINEERING

Divisional management at Domarin

Since 1 October, **Benjamin Angermayr** has been Head of Division at the Felbermayr subsidiary Domarin, which specialises in hydraulic engineering. The 42-year-old from Upper Austria started his career as an office administration apprentice in an international construction group. Mr Angermayr gained professional experience at various companies in international construction projects in industrial construction, civil engineering and tunnel construction. Most recently, the father of one son also worked as

commercial project manager for the Semmering Base Tunnel. In the course of his career, Mr Angermayr has come to know the Felbermayr Group as an appreciative company. However, the design opportunities at Domarin and the exciting field of activity in hydraulic engineering in general were also factors in his decision to switch to Domarin. In his private life, Mr Angermayr likes to carve the bends – both on his motorbike and also on skis, as long as the high priority of family permits, Angermayr notes.



With fun and joy at the groundbreaking ceremony.

STAFF ACCOMMODATION

Ground-breaking ceremony for residential home in Wels

Over the next twelve months, a residential home for Felbermayr employees will be built in the centre of Wels. A total of 73 rooms are planned on three floors. The flats vary in size from 19 to 29 square

metres and will be built as temporary accommodation for external employees, with parking and green areas as well as a common room. The special thing about it: The high-quality accommodation is built

by apprentices under the expert supervision of professionals. This means that both trainees from commercial areas in building construction and civil engineering as well as apprentices from office areas will be involved and learning in a hands-on environment.



During the construction of the dormitory, Felbermayr apprentices work side by side with all colleagues. On the construction site we meet all professions such as concrete builders, office clerks but also construction engineers.

Many thanks to our long-serving employees

45
YEARS

Birgit Körfer – Intermodal Assistant/Haeger & Schmidt Duisburg · **Petra Schlegtendal-Metzner** – Administration/Haeger & Schmidt Duisburg

40
YEARS

Manfred Kunesch – Heavy transport/Wels · **Günther Trauner** – Heavy transport/Wels · **Martin Rindsfuser** – Inland Navigation/Haeger & Schmidt Duisburg

35
YEARS

Edmund Kornfellner – Heavy transport/Wels · **Günter Kreutzer** – Heavy transport/Wels · **Ludwig Schaumberger** – Workshop/Hagn Osterhofen · **Jürgen Schleiss** – Waste management/Wels

30
YEARS

Rudolf Benz – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Horst Harald Budaker** – Civil engineering/Wels · **Manfred Knoll** – General cargo/Wels · **Thomas Meyer** – Port Logistics/Haeger & Schmidt Duisburg · **Gerhard Muckenhuber** – Civil engineering/Wels · **Maik Otto** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Mario Rensch** – General cargo/Wels · **Melanie Schmidt** – Inland Navigation/Haeger & Schmidt Duisburg · **Jürgen Steinbrecher** – Heavy transport/Wels · **Christian Wagner** – Civil engineering/Wels · **Martin Waizenegger** – Workshop/Hagn Osterhofen

25
YEARS

Andras Belle – Installations/Wimmer Krefeld · **Robert Brugger-Schiefermüller** – Workshop/Wels · **Marco Caruso** – Divisional management/Klagenfurt · **Hans Eberl**

– Workshop/Wimmer Sulzemoos · **Melanie Ehrhardt** – Intermodal/Haeger & Schmidt Duisburg · **Roland Fuchs** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Dragan Kantar** – ITB Linz · **Manuel Keßler** – Operating/Haeger & Schmidt Duisburg · **Uwe Kittler** – Montage/Wimmer Krefeld · **Martin Mayer** – Heavy installation/Lanzendorf · **Ljubica Pocrnja** – Administration/Lauterach · **Axel Rummel** – Intermodal/Haeger & Schmidt Duisburg · **Sandro Schieck** – Divisional management/Hagn Osterhofen · **Reno Schur** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Wolfgang Schwarzgruber** – Heavy transport/Wels · **Jürgen Stütler** – Montage/Lauterach · **Monika Zehetmair** – Administration/Wels · **Martin Zoidl** – Heavy installation/Linz

20
YEARS

Birgit Arthofer – Administration Wels · **Thomas Eberhard** – Installations/Wimmer Sulzemoos · **Markus Edlinger** – FST Salzburg · **Gregor Gajko** – Transport/Lanzendorf · **Josef Gschwandtner** – Heavy transport/Wels · **Uwe Haake** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Stefan Andreas Haferkorn** – Transport/Lauterach · **Thomas Henninger** – Site management, landfill construction/Hagn Osterhofen · **Robert Hierhold** – Platforms/Graz · **Stefan Hock** – Transport/Wimmer Sulzemoos · **Reimer Jacobs-Hansen** – Installations/Wimmer Sulzemoos · **Alexander Jambor** – Crane/Lanzendorf · **Burama Jarju** – Workshop/Wels · **Angelika Kaiser** – FST Salzburg · **Peter Klauser** – Crane/Lauterach · **André Kutscher** – Andernach branch office/Haeger & Schmidt Duisburg · **Hans-Jürgen Leichtle** – Installations/Wimmer Sulzemoos · **Jozef Lörinc** – Crane/Košice · **Franz Mai** – Workshop/Wels · **Ingo Müller** – Transport/Lauterach · **Erich Odabas** – International low-loader rail transport Linz · **Claudia Peterleithner** – Project/Wels · **Johann Polzhofer** – FST Salzburg · **Carina Rößlhuber** – Administration/Wels · **Mag. Thomas Schimpfhuber** – Administration/Wels · **Karl Thomas Schloffer** – Transport/Graz · **Stefan Schörgendorfer** – Workshop/Wels · **Reinhold Stöckelmayer** – General cargo/Wels · **Roland Turo** –

Warehouse/Wimmer Sulzemoos · **Petar Vucic** – Crane/Lanzendorf · **Jessica Wilms** – Port Logistics/Haeger & Schmidt Duisburg · **Markus Winkler** – FST Stams · **BM Hans Wolfsteiner** – Hydraulic engineering/Wels · **Johann Zeschner** – Civil engineering/Wels

15
YEARS

Laszlo Balogh – Platforms/Lanzendorf · **Luboš Beňo** – Service technology/Košice · **Berthold Berger** – FST Stams · **Helmut Besendorfer** – Heavy transport/Wels · **Josef Blazenec** – Structural engineering, industrial and power station construction/Wels · **Dragan Capulovic** – Crane/Lanzendorf · **Elke Degenfellner** – Administration/Wels · **Roland Eberhardt** – Crane/Graz · **Mijo Gagulic** – Workshop/Wels · **Mike Gritzner** – FST Salzburg · **Herbert Gruber** – Heavy installation/Linz · **Sandro Grunwald** – Crane/Bautzen · **Guido Haag** – FST Stams · **Christian Erwin Hofbauer** – Transport/Graz · **Anton Holzschuster** – Crane/Graz · **Jörg Hubrich** – Structural engineering, industrial and power station construction/Wels · **Zoran Ivanovic** – Civil engineering/Haag · **Tamás Juhász** – Lifting technology/Bau-Trans Budapest · **Ermin Jusic** – MTA/Wels · **Jovan Kojic** – Civil engineering/Wels · **Štefa Král** – Workshop/Bratislava · **Danijel Kramar** – Administration/Wels · **Mag. Michael Lehner** – Project/Wels · **Jörg Martin** – Workshop/Bautzen · **Stefan Mengel** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Ferdinand Milaczek** – Crane/Lanzendorf · **Milenko Novic** – Fuhrpark/Linz · **Stephan Ohrhallinger** – Civil engineering/Haag · **Manfred Ott** – Project/Wels · **Bernd Pugl** – Crane/Graz · **Suljo Samardzic** – Workshop/Wels · **Tanja Schlader** – International low-loader rail transport Linz · **Robert Schloffer** – Crane/Graz · **Denny Schöne** – Hydraulic engineering, landfill construction/Hagn Osterhofen · **Stefan Schulz** – Project/Wels · **Leopold Schweng** – Workshop/Lanzendorf · **Seval Smajlovic** – MTA/Wels · **Markus Stadler** – FST Stams · **Slavomir Stančík** – Driver/Košice · **Karl Unterwainig** – FST Salzburg · **Peter Varga** – Crane/Lanzendorf · **Barbara Weiss** – Structural engineering, industrial and power station construction/Wels



PHOTOS: MARKUS LACKNER, RSW

The sky blue professional cyclists also impressed in 2023 with nine race victories.

22 PODIUM PLACES

The Felbermayr Simplon Wels team

The professional cycling team from Wels completed over 100 race days last season. This lasted from February to October. Michael Kukrle’s two victories in UCI races in Poland on a single race weekend were outstanding, and he also took a stage win in the 2023 Tour of Friuli-Venezia Giulia. In addition, Felix Ritzinger was only narrowly beaten by a World Tour pro in the individual time trial at the Austrian Championships and took the runner-up title. In addition, shooting star Emanuel Zangerle won this year’s national league race in Wieselburg in a thrilling final. Daniel Federspiel’s victory at the City Hill Climb Salzburg, where he prevailed against Tour de France hero Felix Gall, was also impressive. Numerous other top placings and a strong performance at the Tour of Austria 2023 round off an intense year of cycling.

In the coming season, Team Felbermayr Simplon Wels, under the manufacturer FELT, part of Pierer New Mobility, will start the races with a new main sponsor. The contract was concluded for several years. The aim is to move up to higher cycling leagues in the near future. Felbermayr also remains on board as a co-sponsor.

READ AND WIN

Prize draw question: At which new location are the Felbermayr subsidiaries Hagn Umwelttechnik and Domarin united?

You can find the right answer in this edition. Please send these in with the following details
Your postal address by e-mail to:
informer@felbermayr.cc
The deadline for entry is 31 March 2024.
Legal recourse is excluded.

Answer our prize question – 15 great prizes await you!

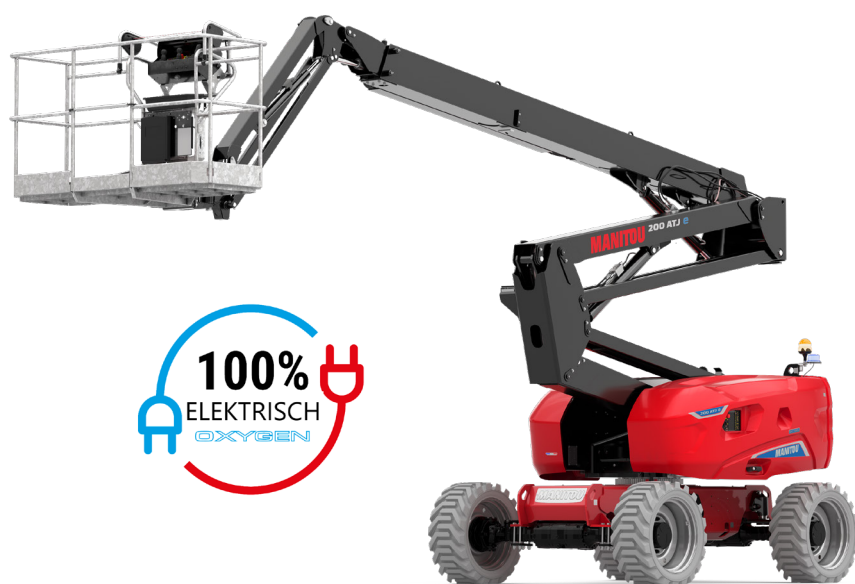


1. PRIZE:
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