

## «IN V-STYLE»

### BRIDGE DISMANTLING WITH GIANT CRANE



**SCAN**  
and experience  
the 1,000-tonne crane  
dismantling a bridge

PHOTO: MARKUS WEICKINGER

#### HYDRAULIC ENGINEERING

Large-scale operation  
for large ships

#### REALLY HEAVY

Transshipping at heavy  
lift terminal

#### FAST

900-tonne railway bridge  
floated into place





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A major "home game" for Felbermayr Lifting Technology employees with the dismantling of the Aurach Bridge just outside Wels. A 1000 tonne crane with a 114 m long jib was used for this



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The Felbermayr company Domarin, which specialises in hydraulic engineering, came to Vienna with a large contingent. Together with the infrastructure construction department, a 344 metre long berth was built on the Danube

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900-tonne steel bridge floated in by and with Engineered Solutions in Berlin



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# Editorial



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*There is much to be done when it comes to legislation in Europe - however, unfortunately, this does not create work but jeopardises it.*

## ‘Many construction sites’

Dear Ladies and Gentlemen,

It's frustrating to be on a construction site and not be able to work. Especially if you're motivated to be productive. After all, when it comes down to it, it's performance that pays.

Yet we are currently facing such a situation in Europe in the face of many political construction sites- brought about by obsessive attempts at regulation. For example, this includes long process times associated with wind power projects, the switch to combustion engines and the obsessive specification of technologies. This is hampering the flexibility and competitiveness of industry in Europe at the moment.

Despite political endeavours to speed up wind power projects, it frequently takes several years before construction can begin. There seems to be a lack of common will to transform energy here. Yet the legislative restrictions imposed on combustion engines are already throwing the economy into turmoil and are a game changer for many suppliers.

Measuring emissions solely by the exhaust is not enough and this is why it is also referred to as greenwashing. Let's not forget that without fossil fuels we wouldn't have achieved the prosperity that we have today. What's more, by switching off combustion

engines, a technology that has been honed so successfully over decades is being relegated to the hard shoulder, while China-friendly developments are left in the fast lane- technological openness might be the order of the day.

E-mobility is also currently proving difficult to implement for lorry traffic - but we utilise it as much as we can. For instance, we will soon be using electric trucks for regional distribution transport. We are also on the lookout for alternative energy sources for construction sites so that we can reduce the amount of power generators required. After all, the industry will of course continue to need a 'revolution' in the future. Yet this requires 'the play of free forces'. This is because over-regulation ruins entrepreneurial opportunities, jeopardises prosperity and consequently jobs.

Nevertheless, we hope that the legislation will reshape the construction sites in favour of Europe's competitiveness and thereby move away from strict technological requirements.

I would like to take this opportunity to wish you many relaxing summer days and look forward to our continued good collaboration with a shared desire for a successful energy transition.

Warm regards,

Horst Felbermayr





In May, a total of five columns were transported from the BETA SA Buzău plant to the OMV Petrom refinery in Brazii de Sus, 70 kilometres north of Bucharest. The largest of them was 88 metres long, and the transport's total weight was

a massive 463 tonnes. The load's tare weight was 250 tonnes. To allow secure transport with optimized load distribution, a total of 40 axle lines were used, moved by a tractor and a pusher. This allowed even bridges with weight restrictions to

### SMOOTHLY ON THE WAY

## Special transports in Romania

be crossed. Due to the dimensions of the transport, traffic control measures, such as expanding curve radii, were planned over three months. Then the transports were completed within three months. The distance was about 80 kilometres.

### CRANE OPERATION

## Steel girders for new DC Tower lifted into place

At the beginning of April, Felbermayr was commissioned with the lifting work for a total of 20 steel girders for the construction of the new "DC Tower 2" in Vienna's 22nd district. An LTM 1650 was used, which was positioned on the tunnel roof of the Kaisermühlen tunnel. Five distinct 'missions' were necessary for the job. For the first two, the Felbermayr Transport and Lifting Technology team from Lanzendorf was able to work exclusively with the telescopic boom, which can be extended to a height of up to 54 metres. An additional luffing jib had to be fitted for the last three lifts due to the radius.. The twin brother of "DC Tower 1" will offer 53 floors of residential and office space in future.



### FLIGHT OF FANCY

## Gearbox replacement for wind turbine in Hungary



A mobile crane with a maximum load capacity of 650 tonnes was used for a wind turbine in Janossomorja, Hungary, at the end of last year. This made it possible to replace a gearbox weighing around 19 tonnes in the 115-metre-high nacelle.

The Liebherr LTM 1650 crane was equipped with 155 tonnes of ballast. This height of the structure was 135 metres. A 130-tonne auxiliary crane and a telescopic forklift were used to set up the crane.





NEW AREA

## House sewer service and renovation for local authorities and private households

At the beginning of the year, Felbermayr launched a new service for the maintenance, cleaning and renovation of sewers and pipes. With this new division, Felbermayr is supplementing its existing sewer channel renovation services under Michael Walzel, now also at municipal level and for private households.

Using state-of-the-art camera systems and the latest technology, the experts carry out leak tests as well as repair and

renovation work quickly, efficiently and easily. In addition to the short pipe relining technique that Felbermayr has been using for many years, the new technique of trenchless sewer channel renovation involves inserting a resin-impregnated hose into the damaged pipe. This hose then hardens in just a few hours and forms a new stable sewer system together with the old pipe. Suction units are also part of the equipment in the newly created area. These can be used, for example, to free

cellars or garages of water after flooding. For urgent cases, the new emergency service- Felbermayr's in-house drainage service- is also available on Sundays and public holidays.

Industry insider Mario Stiegler has taken over the management of this new division. For the time being, Felbermayr is active with these services at locations in Vienna and Raab in the Innviertel region. However, the service is available throughout Austria.

STONE CRAFT

## Welcome to Casa Sasso

At the beginning of this year, Felbermayr was able to welcome a company in the stone trade to the corporate family: Casa Sasso Steinmetz GmbH is based in Pucking. With over 30 years of experience in interior stone work and property construction, the company complements West Asphalt's range of outdoor paving professionals. The company, known for its exclusive work, employs 25 people. In addition to high-quality work for private households, Casa Sasso was primarily responsible for stonemasonry work in public buildings as well as office and commercial buildings. Prominent examples include the Linz Music Theatre and Plus City in Traun.

The 59-year-old industry expert and trained stonemason Johannes Eder was recruited to head this company, which is run as a department. Eder was already Managing Director and authorised signatory at Casa Sasso from 1999 to 2020 and has 44 years of experience in the industry. From this time, Eder also knows the Felbermayr company West-Asphalt, which specialises in outdoor paving work. He has also taken over the management of the latter. He will be supported operationally by long-time West-Asphalt employee Rainer Bauer.



Branch manager  
Johannes Eder von  
Casa Sasso





SPECTACULAR

# Heavy goods logistics for Graz city traffic

During the spectacular excavation of a 64-metre long bridge element, the services of Felbermayr Transport and Lifting Technology amazed Graz for the first time at the end of January. To provide relief to the city centre, the 50 year old Tegetthoff bridge is being modernised for trams by the end of 2024. To do this, the existing partial section was lifted out in tandem by two 320-tonne truck-mounted crane. After completing the new bridge element at the start of April, Felbermayr was also commissioned to transport the 36-metre long steel girder. This was transported as a 50 metre abnormal load overnight through the city centre to the Mur river. When it was subsequently lifted into position, the new element was placed safely and precisely over the Mur by two 650-tonne mobile cranes.



CLIFF PARTY

# Rockfall protection at Lake Walchen

In order to ensure the safety of all road users on the B11 between Kochel am See and Wallgau, the Felbermayr FST specialised civil engineering department worked on rockfall protection near to Lake Walchen in autumn 2023 and spring 2024. The rock material on the small boulders was secured with around 3,000 square metres of rock netting and 420 metres of rockfall protection fencing over a length of 800 metres.

PLATFORM CLEAR

# Salzburg's most important church building inspected

At the beginning of June, a truck-mounted platform with a working height of 70 metres was used to inspect the Collegiate Church in Salzburg. The device was rented by the federal real estate company and was also used for cleaning operations. Thanks to its compact design and its relatively low operating weight of about 31 tons, it met all the requirements of the responsible municipal authority. During its day of use, the working platform had to be repositioned only twice. That was enough for the structural engineers to inspect all necessary positions. For the duration of the deployment, the university square had to be cordoned off for safety purposes.



PHOTOS: LUCAS VOLLMANN-OSWALD, MARKUS WINKLER, MARKUS WEICKINGER





ON THE MOVE SAFELY

# New brochure for securing loads

In cooperation with the specialist company for transport technology, Cargo Saftytec and the driving technique experts at the Austrian automobile association, ÖAMTC, Felbermayr is publishing the “Securing loads for special transport” brochure after one and a half years of intensive writing. The aim was to provide practical information for a subject that has only been dealt with generally in technical literature. In addition to continuous driver training measures, this sets a further example for working safely and efficiently in traffic and on building sites. With more than 90 pages, the unique guideline provides clear photo documentation and comprehensive step-by-step instructions. In addition to the technical literature for general loading guidelines, the brochure provides the special loading guidelines for crane parts, construction machinery, work platforms and lift trucks, as well as securing loads for customer-specific transport. This includes, for example, securing concrete or machine parts. All regulations contained in the brochure have been compiled based on the current applicable legal provisions of the road traffic regulations, the Road Traffic Act, the Road Traffic Act implementation order, CMR, the Austrian Association Responsibility Act VbVG and criminal law.



SCANNEN  
and download the  
brochure.

CLOSE PARTNERSHIP

# Container replacement in Košice

The Felbermayr branch in Košice has been the exclusive provider of crane and transport services to the U. S. Steel Košice company for more than 15 years. As part of the site renovation, a nine-tonne container for a chemical plant was transported on a semitrailer tractor and a 4-axle semi low-loader and then lifted in using a 230-tonne mobile crane.



EMERGENCY MEASURES AFTER FLOODING

# Ship locks fit for shipping again after dredging

The floods last June led to massive sediment deposits in the lock area of the Austrian Danube power plants. This made it necessary, for example, to dredge around 20,000 cubic metres of sediment at the Abwinden/ Asten power plant in Upper Austria and dump it downstream. Previously, 15,000 cubic metres had already been dredged free at the Aschach power plant.

The motor vessel Horst Felix with a 64-tonne dredger and the self-propelled hopper barge Poldi were used for this. The work was completed in a fortnight thanks to a capacity of 300 cubic metres, which corresponds to around 500 tonnes of sediment. The deposits in the Jochenstein and Freudenau power stations were removed by the Felbermayr subsidiary Domarin.



PHOTOS: MARKUS LACKNER, IVAN TIMKO, MARKUS WEICKINGER



THE WHOLE SHEBANG!

## Felbermayr integrates work platform rental company SGL

On 1 January 2024, "SGL Arbeitsbühnen- und Staplervermietung" [work platform and lift truck leasing], which was acquired in 2022, was fully integrated into Felbermayr Arbeitsbühnenvermietung [work platform rental]. The company now operates under the name Felbermayr Deutschland GmbH, primarily in the Hanover metropolitan region. So, Felbermayr offers a "sky-blue portfolio" of work platforms and forklifts for rent at a total of eleven locations in Germany. With sites in Hildesheim, Goslar and Braunschweig as well as branches in Krefeld, Bautzen, Dresden, Görlitz, Kamenz, Spreetal, Markersdorf and Burghausen, this is an extensive rental network with more than 600 rental appliances.



**SCAN**  
and find out more about  
the integration.



EXCHANGE

## Felbermayr successful at the Breakbulk Europe and Baukongress trade fairs

This spring, Felbermayr once again presented its services in transport and lifting technology and in construction at the two industry highlights. Felbermayr's attendance at **Breakbulk Europe**, the world's largest trade fair for project cargo and heavy lift cargo, in May attracted a large number of trade visitors from 120 countries. Interested parties could book an appointment with the experts from Felbermayr for a targeted exchange. There were exciting insights into the projects of the German subsidiaries Haeger & Schmidt Logistics, HSW Logistics and Wimmer Maschinentransporte as well as the Polish subsidiary Best Logistics. Representatives of the Dutch experts from Rijnmond Logistics and the PSA Breakbulk joint venture were also present.

The **Baukongress in Vienna** welcomed more than 2,000 visitors at the end of April. Along with the regional business, Felbermayr Bau mainly exhibited as a niche provider in hydraulic engineering, as well as with construction services in environmental technology. In addition to our landfill construction range, Felbermayr specialised civil engineering also received a great deal of interest when it comes to climate change challenges in the mountains.





HIGHLIGHT WITH  
LIFTING TECHNOLOGY

# Glass replacement 3048 metres above sea level

In mid-May, a ten-day assignment took employees from the Felbermayr sites in Thaur and Kaprun to the mountain station of the Gaislachkogel in Tyrol. A loading crane and working platform were used to replace around three dozen panes of glass in the gourmet restaurant on behalf of Bergbahnen Sölden. A loading crane with a capacity of 78,000 metric tonnes was used to lift the panes weighing around 450-600 kilograms at the required radii- lifting 78 tonnes over 10 metres. Thanks to the truck-mounted platform with a working height of 36 metres, the installation personnel were able to complete the tasks safely. The two-hour journey to the construction site at an altitude of 3048 metres took them through the high mountains on partly unpaved roads. The



glass panes were delivered by helicopter due to the lower risk of breakage compared to the unpaved road. It was necessary to replace the glass in the gourmet restaurant, which was built in 2012, due to the high

heat ingress. The new glass panes have better insulation. In future, guests at the restaurant known as "Ice Q" will be able to enjoy the best food at the ideal temperature and with an uninterrupted view.



RELINING

# Economical sewer channel renovation with pipe-in-pipe system

Investigations into a more than 100-year-old sewer system in Vienna revealed a need for renovation. In order to be able to replace the existing concrete profile as cost-effectively and time-efficiently as possible, the so-called relining process was used as the renovation method. A new, slightly smaller pipe is pulled into the existing sewer. The new pipe is brought underground via an installation pit and pulled in using a cable winch. Finally, the annular gap between the new pipe and the old pipe is filled with insulating mortar without leaving any cavities.

Thanks to the special renovation process, the work on the approximately 1000 metre-long stretch was completed in March after just six months. In addition to the short construction time, the advantages of this form of sewer channel renovation include minimal traffic disruption.







# Bridge demolition

## Crane giant and strand jack system in use

From the outset of the project in early February to the spectacular night-time operation in mid-March, the 1,000-tonne crane from Felbermayr Transport and Lifting Technology fascinated countless spectators and also sparked considerable media interest. The large crane and a strand jack system were used to dismantle the steel supporting structures of the ageing Aurach Bridge.





*The crawler crane was also positioned in the valley to lift out the centre bridge support structures. The length of the main boom measured 114 metres.*

**B**There were already scores of onlookers pulling out their smartphones during its installation on the motorway heading towards Vienna at the beginning of February. The press then got wind of it too: "Major construction work is underway on the West Autobahn near Regau" or "Steel behemoth pushes bridge construction site" were headlines in regional and national media shortly thereafter. He hadn't expected so much fanfare, says Michael Lehner, project manager for transport and lifting technology. However, he could understand the excitement surrounding "Big Blue": "We typically use the LR 11000 in wind farms or in industry. You don't normally get that close to a crane that big"

The dimensions of the "leading actor" also highlighted its arrival and installation: 50 lorry loads and a scaffolding crane were used to move it to "its stage", Lehner explains further. During the four-day installation period, interested parties and the press picked the best places to watch the first two lifts live alongside the motorway.

## Three parking lots

During the deployment period, which lasted around four weeks, spectators had the chance to marvel at "Bug Blue" in its various dimensions at three different locations. This was because it was necessary to change the position and

configuration of the crawler crane twice in order to remove the 420-metre-long steel girders that had been towering over the Aurach valley for more than 60 years. In order to lift the first two 70-metre-long and 120-tonne elements, the 1,000-tonne crane was outfitted with a 66-metre-long main boom and 150 tonnes of additional ballast. "The different lengths and weights of the bridge sections and the local conditions meant that there were different requirements at each position, which we handled with the appropriate configuration," explains Lehner. The project

preparation therefore not only included technical feasibility, but also a substantial logistical effort. Route permits for the special transports across the motorway had to be obtained in advance and the parking spaces on the motorway and in the valley with limited space had to be prepared. Each time, it took four to five days before the gigantic crane with a tare weight of up to 1,500 tonnes was ready to be lifted to the next position.

In order to tackle the second task in the valley below the Aurach bridge, the



*Each of the two hoist ropes of the LR 11000 has a length of 1,450 m and weighs around 7.4 tonnes*



Felbermayr team upgraded the main boom to a length of 114 metres. Bridge sections measuring four metres high and 70 metres long and weighing 170 tonnes had to be safely and precisely lowered from the former motorway between the tower cranes. "In order to manoeuvre the necessary rotation between the forest, buildings and cranes, we had to reballast the crane several times during the lift," explains Jan Kürner, the supervisor responsible for coordinating the crane.

“Engineered Solutions” brings the strand jack into position

It might be hard to believe, but even the LR 11000 has its limits. When a mountain river runs through the site, for example. The fact that the Felbermayr Group can also adapt to such demands is what makes it special, says Michael Lehner: "We work shoulder to shoulder within the group of companies and can therefore draw on a wide range of expertise." The solution was a call to the specialists in Felbermayr's Engineered Solutions division in Krefeld. Their speciality: Innovative solutions for the heavy industry And once again, they showcased their engineering skills at the highest level – and not just literally: They installed a structure built specifically for this purpose in order to lower the two affected bridge sections, each weighing 180 tonnes and measuring 65 metres in length: A total of four strand jacks, each with a tare weight of one tonne and a height of two metres, were mounted on four girders on each side. The total pulling capacity was 400 tonnes. "The planning time for this project was approximately three months," says Project Manager of Engineered Solutions, Martin van der Pluijm, and continues: "To test the design for the big showdown, we simulated the process ahead of time in our hall using two 420-tonne presses."

As February drew to a close, it became obvious whether or not the customised solution would also work under the difficult conditions on site. "We had to be driven up in work baskets to carry out the installation at this height. There was also barely enough space on the bridge for twelve square metres of scaffolding," van der Pluijm continues, explaining the



From left to right: Martin van der Pluijm, Mag. (FH) Michael Lehner, Jan Kürner

challenge of the on-site installation: "First of all, we built the support structure and mounted the strand jacks with the hanging strands on it." This made it possible for us to place the girders under the bridge section to clamp it in our strand jacks". Chains were also mounted at the rear to brace the construction to prevent it from tipping forwards. The bridge sections were cut diagonally – tapering upwards – for the ensuing four-hour lowering process so that they would not get stuck.

Showdown at night

There was a spectacular overnight operation marking the conclusion of the project. The Felbermayr Transport and Lifting Technology team encountered their toughest challenge at the third and final station: It had to be ensured that the railway traffic running under the last field was not at risk. They had exactly four hours to complete the job. Every move had to be perfect from 11 pm to 4 am. The two heaviest parts, each weighing in at 240 tonnes and spanning 72 metres, had to be carefully lifted out of their abutments and placed back on the motorway. "To achieve this, we started in

the morning," explains Kürner. They then started the lifting process exactly one hour before midnight. To do this, the crawler crane with its 78 metre long main boom and bridge made a 180 degree turn on the hook.

When the last steel girder was safely set down on the former hard shoulder early on Saturday morning, the job was finally done. Michael Lehner is clearly satisfied: "Ultimately, every lifting operation worked well. The ongoing coordination effort with the customer was excellent at every level - a challenging but enjoyable job at our doorstep, so to speak." punctuation

THE AURACH BRIDGE

An aerial view of the Aurach Bridge, showing its concrete piers and the road surface above. The bridge is surrounded by green fields and mountains in the background.

Towering 50 metres above the Aurach Valley at the Regau junction in Upper Austria, the highest bridge on the West Autobahn has been in place since 1961. Its piers were erected before the First World War. To dismantle the old road surface, the carriageway slabs were removed prior to the lifting work and the decades-old steel girders were exposed. In total, the LR 11000 removed 2,200 tonnes of steel. The bulk of the materials produced during demolition are recycled and reused. The project also placed particular emphasis on renaturation. Approximately 4,000 new trees will be planted, for example. The bridge, with a total length of 600 metres, is slated for completion by the end of 2025.



*An extremely powerful drilling device was used for the "pre-drilling" to insert the piles.*

# Hydraulic engineering Large-scale operation for commercial shipping



**SCAN**  
and see more  
about the pier  
construction.

The Felbermayr subsidiary Domarin and Felbermayr Infrastructure Construction were commissioned by viadonau. They showcased their extensive expertise in earthworks and hydraulic engineering starting in March. A new, state-of-the-art dock was constructed in order to make the public docking area Brigittenau II in Vienna accessible for large ships. The work was successfully completed at the start of June.

**A**ustria is also upgrading its waterway infrastructure as part of the expansion of European inland waterways. There are currently still not enough adequate "rest areas" for cargo ships in Austria, says Domarin Hydraulic Engineering expert Martin Röche: "Just like lorries on the motorway, the rising volume of goods traffic on waterways also calls for appropriate rest areas," says the expert. The berth is to be upgraded in line with demand to relieve the load on both the crew and the environment.

"We constructed a 344-metre-long berth between the North and Floridsdorf bridges, comprising 14 steel pipes with a diameter of 1.22 metres each. They are referred to as piles and are used to moor the ships, two-car access bridges for transferring cars and a pedestrian bridge," says Röche, describing the project, which Domarin launched in mid-April. In order to allow docking ships to switch off their diesel generators and therefore reduce the impact on local residents and the environment, a shore-side power supply was also

included in the planning. The landside construction work necessary for this was successfully completed by the Felbermayr civil engineering team in March.

## **Demanding earthworks**

Since the new dock is located along a heavily frequented towpath, the excavation for the whole 800 metre long cable trench for the shore power cable presented a logistical hurdle for the Felbermayr Infrastructure department. Instead of using the standard removal and manipulation equipment,



around 1,300 cubic metres of material needed to be manipulated in elaborate work steps due to the limited space available. "Our objective was to minimise the impact on pedestrian and bicycle traffic," reports Roman Richterschütz, the responsible site manager at Felbermayr, explaining in more detail: "Where we usually move the



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***Our heavy-duty pontoon facilitates work with heavy equipment just like on land***

***Martin Röche, Expert for Hydraulic Engineering***

relevant transport equipment away from the removal site right away, - or transport it to the installation site, all construction site transport had to be carried out here from and to a temporary storage area at the start of the construction site using dumpers along the towpath."

In addition, the power supply cables had to be installed on two levels along the entire length of the supply area and in one piece, since they could not be split into sections or installed between the cable shafts. The cable work had to be completed before the entire cable trench could be backfilled. The work was ultimately drawn to a successful conclusion with the asphaltting works in the trench area and in the connection area to the car and pedestrian bridges, as well as the final humus removal work to restore the road to its original condition.

### Heavy-duty pontoon in action

The Domarin Group team then kicked off their waterside operation in mid-April. This is when the hydraulic engineering experts from Bavaria deployed their heavy-duty pontoon "Kilian" with a load capacity of 1,100 tonnes. "Our super pontoon is one of a kind in southern Germany and is specifically designed for particularly heavy-duty jobs," explains Röche. A floating platform full of superlatives: It is 82 metres long and 11.40 metres wide, and is heavily reinforced with steel on the inside. If necessary, the platform

***The steel pipes for the mooring piles were driven over ten metres into the water bed.***



can be supported on a total of four powerful hydraulic stilts, each of which can lift 200 tonnes. This allows the Domarin team to carry out hydraulic engineering work using heavy equipment, just like on land, says Röche.

### 150-tonne drilling device

The experts deployed a 150-tonne drilling device to first drill a metre and a half wide borehole a good ten metres below the bed of the Danube. Afterwards, steel pipes weighing 16 tonnes and measuring fifteen metres in length for the dolphins were driven into the ground using a 230-tonne cable crane and a 708-kilowatt vibrating pile driver. "We had to stop the machine almost every minute during this stage to ensure that the pipes were inserted in the correct position," explains Röche.

Domarin ultimately completed the work at the end of May. The 400-kilo dolphin head plates and the two-car and pedestrian bridges were installed using the "Domarin 2" installation pontoon coupled alongside the "Kililan" super pontoon and the 230-tonne Liebherr "HS895" cable crane. "We used our two 82-metre-long and 11-metre-wide deck pontoons to carry out the pre-assembly work on the bridges and to weld the dolphin covers in place at the same time," says Röche, describing the completion of the work: "At the outset of June, we successfully completed our work with the installation of the shore power boxes and the power connection on the car bridges". The pier will not be ready for shipping until the power supply has been secured and approved by the Austrian Supreme Shipping Authority (Oberste Schifffahrtsbehörde – OSB).



# Employee apartment block

## Excellent work by apprentices

Felbermayr Hochbau completed the shell of an employee apartment block with 76 high-quality units to the north of Wels in just six months. The special thing about it: The apprentices and trainees from the building construction and civil engineering divisions played a key role in completing the work. The shell was completed at the end of April.

*The practical part of the training workshop also included the production of reinforcement cages.*



**SCAN**  
and experience  
the training workshop  
in moving pictures.

Getting hands-on experience and knowing what you have achieved at the end of the day was a valuable experience for the twelve apprentices involved in the construction work. Specifically, the apprenticeships in building construction, civil engineering and concrete construction, office management, construction technology assistance and surveying technology were involved in the construction work. "This training workshop provides everyone with an excellent opportunity to deepen their knowledge and work together on a project for a common future," emphasises Stefan Hielle, Managing Director of Construction. In addition, this

method of maximising practical training also offers young people the opportunity to become team players.

### Enjoying the training

"It was a lot of fun," the apprentices from the office and skilled trades agree. Max, a building and concrete construction apprentice, elaborates: "For me, the fact that I also came into contact with bricks in the training workshop and was able to lay bricks was a positive experience." For Medina, who is now in her second year as a construction assistant, it was particularly gratifying to see all the apprentices come together:

"It also allowed us to learn from one another". The budding specialists were not only able to expand their knowledge on the construction site, though. They also enjoyed the excursions to suppliers. For example, the young people also gained insight into the advantages and disadvantages of different formwork systems from a manufacturer.

Apprentice representative Christine Wimmer and site manager Robert Grundner started to prepare and plan the comprehensive project in advance. The challenge at the very start was to coordinate the dates with the participants:





*The Felbermayr employee apartment block in the centre of Wels offers space for 76 high-quality residential units.*



*From left to right: Site manager Robert Grundner, apprentice representative Christine Wimmer, foreman Jasmin Zulkic*



*Medina, Erma, Jakob, Stefan und Max, die auf der Baustelle Freude am Handwerk bewiesen.*

"We started with the parents and then informed all site managers, executives, trainers and apprentices about the project". Grunder made it his mission to give the budding construction professionals as much practical experience as possible. For example, he reworked plans that had already been finalised and replaced concrete walls with brick walls. Brick is seldom used in industrial construction, as we predominantly do, but our apprentices should also be able to manage this. Site foreman Jasmin Zulkic was initially sceptical about the approach taken by the training workshop: "When thinking about the construction site safety, I had reservations about being in a position to put this into practice, but thanks to thorough preparation and the division into groups with team leaders, we quickly came up with good solutions". The team leaders for this were also chosen by apprentices. Max was one of them. His experience: "Sometimes it's difficult to motivate people," but he still doesn't know whether he actually wants to take on a management role one day. But first of all, he has to complete his training.



”

*Young people turn into team players in the training workshop.*

*Stefan Hielle, Managing Director*

### Fast construction work

Starting with the earthworks last November, the construction work made rapid progress. As a result, the basement and the floor slab of the upper floor, which measures 300 square metres, had already been completed by the turn of the year. The formwork and concrete works for the ground floor followed at the outset of the year. The shell construction for the first floor was completed by the end of April and the interior work was set to

start. In June, for example, apprentices from the Structural Engineering department were working on the construction site with the drywall builders from Felbermayr subsidiary Phon Akustikbau. This is a key aspect of this training workshop: "We want our future skilled workers to become all-round construction site professionals," says Hielle, adding: "It's important to me that the structural engineer, for example, understands the work of the drywall builder and can therefore make their job easier. Completion is set for autumn 2024. The apprentices will also be involved in the exterior design and the installation of the full thermal insulation.

Nothing has yet been set in stone as to whether one of the apprentices - after completing their training - will also be able to move into one of the 76 high-quality residential units that will be available for external employees as of January next year. It is a fact, however, that this type of training workshop forms a solid foundation for the future of budding construction professionals. It is still not clear which construction project will be next. Hielle comments: "Let's see".



# Colossal Crane duet for new electro-steel process

Since the beginning of last year, Felbermayr Crane Rental Linz has been responsible for positioning components for the new 800 metre long conveyor belt bridge at the voestalpine site in Linz. The grand finale took place at the beginning of the year when the last three elements were lifted into place in a spectacular tandem lift using the 1000-tonne crawler crane and a 300-tonne crane.











*The SPMT was used to lift the pre-assembled segments of the conveyor belt bridge into position under the cranes. With lengths of up to 62 metres, the seven elements weighed up to 180 tonnes each.*

By 2027, the global steel and technology group will invest around 1.5 billion euros in the technological transition to "green" steel production. As part of the "greentec steel" programme, voestalpine will initially replace the existing coal-based blast furnace technology with green electrically powered electric arc furnace technology from 2027, thereby reducing CO2 emissions by up to 30%. Construction work has begun at the future site to create the necessary infrastructure. These measures also include a new conveyor line for raw materials. This transports the "spices" for the steel on several belts - from a depth of 15 metres to a height of over 50 metres - to the future hybrid steelworks and can thus supply the LD crucibles and the electric arc furnace. With the use of numerous mobile and crawler cranes with a load capacity of up to 1000 tonnes and hook heights of up to 160 metres, Felbermayr worked on the voestalpine site throughout the year to erect the conveyor belt bridge.

### Work during operation

The hustle and bustle on the site of a large steel producer in Austria was a very special challenge, recalls Michael Maier-Bauer, the responsible project manager at Felbermayr:

"We were in continuous consultation with the company for the assembly of the cranes and for the lifts themselves. The space for our construction work was also very limited. The top priority was to affect operations as little as possible. But it was well coordinated and dismantled quickly after the lifting operations.

### Kick-off with 800 tonne crawler crane

Strong enough, but still space-saving. With these requirements in mind, the team led by project manager Michael Maier-Bauer entered the planning phase at the end of 2022. An impressive 140 metre hook height with a radius of 115 metres and 200 tonnes of rear ballast and derrick ballast. With this configuration, the 750-tonne LR 1750 powerhouse rose into the air at the beginning of February. 50 lorry loads and four days of set-up time were required for its construction alone.

"We had just enough space for that," reports Maier-Bauer. In consultation with



*From left to right: Project planner Berat Ibraimi, operations manager Karl Berghuber and project manager Michael Maier-Bauer*

the company, a loading track and an internal train connection were temporarily closed. The nine heavy lifts for the first section of the bridge were less a challenge than routine. The elements, weighing up to 50 tonnes, floated almost effortlessly to their destination on the hook of the crawler crane. This meant that the first phase was successfully completed within two weeks.



## Tandem lifts with mobile and crawler cranes

The Felbermayr team worked on the longest section with a total length of 400 metres from mid-April to the end of October. "We had to take a break between lifts as the new bridge sections were assembled on site," explains Maier-Bauer. A total of seven elements weighing up to 180 tonnes and measuring up to 62 metres in length were initially transported from the assembly site to the cranes using the SPMT (Self-Propelled Modular Transporter). "We carried out the lift for the first above-ground bridge element with a 350-tonne crane and a 250-tonne crane. From the first transfer tower at a height of 13 metres, we then had to switch to stronger lifting equipment," continues Maier-Bauer. So, four additional mobile and crawler cranes with hook heights of up to 43 metres and a maximum lifting capacity of 800 tonnes were used. With an LR 1300 - a crawler crane with a permanently attached 62 metre telescopic boom - and an LTM 1800 with 204 tonnes of ballast, the job was initially completed at the end of October.

## Millimetre-precise work with a 1000-tonne crane

For the grand finale for the conveyor belt bridge, the Felbermayr team put the two LR 1300 crane heavyweights and the 1000-tonne LR 11000 into service at the beginning of the year. The first two elements were positioned and assembled using the two cranes in order to position the parts, which weighed up to 180 tonnes and were 54 metres long, for the connection to the existing steelworks at a height of 48 metres. The LR 11000 completed the final lift single-handedly with a 96 metre long lattice boom and a total of 570 tonnes of ballast, with the last section weighing 42 tonnes being fitted with millimetre precision at a height of 48 metres and a radius of 65 metres.

"The bridge sections are connected with bolts. In principle, it's like putting building blocks together, except that we use up to 180 tonnes at a height of almost 50 metres to line up the holes with millimetre precision," reports Maier-Bauer. The new conveyor line was put into operation at the beginning of April. Following the dismantling of the old bridge in early summer, other systems that were no longer required were also dismantled to make room for the new electric arc furnace and the expansion of the steelworks into a hybrid steelworks.



*The successful interaction of people and technology at heights of up to around 50 metres also required comprehensive safety precautions and compliance with them.*







# Trailblazing 900-tonne steel bridge floated into position

Thanks to meticulous collaboration between all the technical disciplines in Felbermayr's Engineered Solutions division, the rail link between Berlin and Dresden, which weighs 900 tonnes and stretches 67 metres, was positioned safely and precisely over the Teltow Canal at the end of last year. The most challenging part of the project was floating the bridge into position on a custom-built 15 metre scaffold.





**D**eutsche Bahn intends to relieve pressure on the Berlin railway junction and reduce travel times to Dresden and Berlin Brandenburg Airport with the expansion of the “Dresdner Bahn”. In order to achieve yet another milestone towards its completion in 2025, Felbermayr’s Engineered Solutions division was contracted to insert a new double-track tied-arch bridge in Berlin’s Tempelhof district.

### One and a half years of planning

When the project contract was awarded in May 2022, it was clear that a lot of manpower and equipment would be needed. In order to position the steel behemoth over the 30-metre-wide Teltow Canal, the challenge was to move the heavyweight over the 20-metre-long foreshore bridge, float it over the Teltow Canal at a height of 17 metres and an angle of 42 degrees to the axis of the bridge. Then, it had to be connected to the abutment, which is another 25 metres from the bank. “This project demanded all of our expertise and was only made possible through the combination of all of our technical disciplines,” says Engineering Manager at Engineered Solutions, Roel Aarts, providing an insight into the project planning. The duration of the planning phase also revealed that the task of moving the Teltow Canal Bridge would be a particularly demanding one: It took around one and a half years to finalise the plans



*Heavy lift engineering rarely involves recurring installation processes with standardized installation procedures. That is why we develop customized technical solutions for each and every order.*

*Roel Aarts, Engineering Manager*

and perfecting the appropriate structures. The plan was eventually finalised in August and preparations for deployment began.

### Delivery by pontoon and lorry

Transfer bearings, step presses, towers, strand pullers and SPMT represent just a small selection of the repertoire that was required for the engineering in this case. A pontoon – which would later be used to float the bridge into place – was loaded with the equipment for the delivery to the Engineered Solutions site in Krefeld on the Rhine. Additional deliveries of special equipment were also delivered to the site by lorry. Work to erect the structures then

began on both sides of the Teltow Canal at the same time. “Overall, the preparatory work took several weeks,” says Aarts.

### 15 metres of scaffolding on a pontoon

The assembly of the modular tower scaffolding from Felbermayr, which was used for the floating process on the pontoon, also proved to be a particularly challenging technical task: “Since the new bridge had to be inserted between two existing bridges, we only had limited space for the 230-tonne mobile crane that was required to erect the scaffolding. It stood around 15 metres high,” reports Aarts. This task was also successfully completed thanks to the support of the branch in the Lausitz region.

### Stage by stage

Thanks to meticulous planning and the experienced teamwork of all those involved, the quality of the customised work was showcased as the bridge was subsequently moved. It took some eleven and a half hours of full concentration before the piles were finally stacked on the abutments: The first step was to transport the bridge from the assembly site to the edge of the Teltow Canal. “To achieve this, we first ‘shouldered’ the tied-arch bridge at the rear using a 12-axle SPMT”. At the same time, we fitted the skidding bearings and strand jacks that had been converted into

*Engineered Solutions was supported by the Felbermayr branch in the Lausitz region for the on-site installation work.*





*Felbermayr's Engineered Solutions division impresses with its innovative technical solutions wherever more than just the standard use of heavy-duty equipment is required.*

a drive at the front," explains Aarts. Before the steel behemoth could then be pushed smoothly and safely towards the pontoon, a second displacement bearing had to be deployed due to the foreshore bridge and the interfering edge.

### Precisely balanced

During phase two, the bridge had to be pushed over the edge of the bank until it rested on the supporting structure of the pontoon. "Of course, we had to pay close attention to the maximum load on the bridge's main girders," says Aarts, explaining the delicate process. After five hours, however, this was completed safely and precisely and the bridge finally reached the slide bearings mounted on the supporting structure. "Next, we pumped water out of the pontoon and transferred the load onto the pontoon. This brought the bridge to the right height for the next move," explains Aarts. In order to reach the next support tower on the opposite bank, the bridge was pushed another ten metres on the sliding bearings. A Teflon coating and plenty of lubricant ensured a "smooth" process.

### Pontoon with a draught of two metres

What then followed in phase three had been planned for months: Within just two hours, 900 tonnes of steel had floated across the Teltow Canal. To achieve this, the steel structure was fixed to the sliding bearings and the steel cables with which the pontoon was moored were released.

The bridge was then floated with the pontoon to the south bank. Once it reached the other shore, it was picked up again with shunting bearings and then moved into its final position.

Ultimately, the tied-arch bridge measuring 67 metres long, 12.5 metres high and

12 metres wide was only supported by four climbing jacks. "With the hydraulic cylinders, we stacked the bridge high enough to dismantle all our equipment again and then lower the bridge by 2 metres and set it down on its abutments," says Aarts, describing the smooth completion of the nine-day endeavour. ■



*A total of four climbing jacks made it possible to dismantle the structures and "stack" them in their intended final position.*



# Comprehensive scour rehabilitation during damming

*The mobile crane was fitted with a double cable winch to enable the gripper to be opened and closed at certain points for transporting the armour stones.*

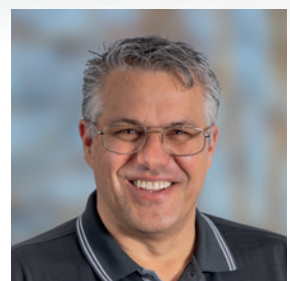
Experienced industrial divers from the Felbermayr subsidiary Hagn Umwelttechnik and Felbermayr Power Station Construction performed maintenance work using scour filling while the Marchtrenk hydroelectric power plant of Energie AG OÖ was in operation.

**T**he industrial divers set out on an initial reconnaissance mission in order to clarify the extent of the scouring. "The case revealed that the deepening was larger than expected," explains Volker Brand, Deputy Divisional Manager of the Felbermayr division responsible for the Felbermayr building, industrial and power station construction division. A 230-ton truck-mounted crane, an excavator and several truckloads of armour stone were then ordered to the site. Since the crane was parked below the dam along a popular footpath and cycle path, it had to be blocked and rerouted accordingly. "We had to then obtain the necessary permits from Wels

municipal council and implement the detour," reports Brand.

## Installation with industrial divers in full operation

Water temperature of three degrees and clear visibility: The clear Traun was a particular highlight among the divers from Hagn Umwelttechnik, who receive special training for such operations. "We normally work in waters where the visibility is five to ten centimetres," says diving operations manager Michael Wieser, one of the three divers involved in the mission. The first step involved investigating the extent and location of the washout at a depth



**”**  
*The work carried out by the Hagn industrial divers made it possible to complete the work without lowering the dam.*

**Volker Brand, Deputy Divisional Manager**





**SCAN**  
and follow the work  
of an industrial diver  
under water.



*Michael Wieser, the diving team leader, communicates with his colleague underwater via the “umbilical cord”, using video and audio.*

of around six meters. The relevant areas were marked with buoys to make things visible to the workers on the surface. The divers were equipped with an underwater camera as well as an air hose and a voice connection to the operations commander ashore. "We were in constant contact with the signaller on the dam by means of an intercom system and video," Wieser continues. The use of the divers meant that the work could be undertaken at full capacity.

**A weight of up to five tons**

Equipped with a double winch and grappling equipment, the truck-mounted crane was then deployed. A radius of up to 30 meters guided the crane boom over the dam to the Traun. The signallers and



*Technical deployments under water go hand in hand with daily business for the industrial divers at Hagn Umwelttechnik. This includes assembly and disassembly work, salvaging, desludging and much more.*

divers worked closely together to gradually fill the areas with the rock material. "We returned to the water every one and a half to two hours so that we could check the position of the armour stones, weighing up to five tons," adds Wieser. Rock material of varying sizes was used to eliminate the scouring and prevent further erosion. "This is how we achieve optimum interlocking," explains Brand. Altogether, around 700 tons of filling material was used to this extent.



*An excavator positioned the armour stones in transportable chunks for the crane to collect.*



*So that nothing happens if anything actually happens. Personal protective equipment against falls from a height (PPE) is essential for ensuring safe working at heights, as this photo montage shows.*

# Work platforms Better safe than sorry



Work platforms are safe and efficient when used correctly. Despite this, 102 people died in incidents involving aerial work platforms in 2022, according to the International Powered Access Federation's (IPAF) Global Safety Report 2023. The most frequent types of accident identified are falls from the work basket, electrocution or tipping over. In the following article, Hashem Rahsepar-Hashemi, Team Leader of Safety Management at Felbermayr, explains what measures users can take to avoid such accidents.

**S**tate-of-the-art work platforms are designed with a wide range of safety precautions. Their users, however, should be aware that every time the platforms are put into operation, they also bear a great deal of responsibility. Rahsepar-Hashemi has seen a lot and stresses caution: "In general, a work platform is a safe piece of equipment. But its safety, as in many other areas, all depends on the user." Again and again, Rahsepar-Hashemi is confronted with cases where, for example, personal protective equipment is not used correctly or at all, or where unsuitable working platforms are misused as load handling equipment. Such or similar cases are not only annoying, but they can also be easily avoided.

### Stability of working Work platforms are key

Since IPAF started recording accident reports, stability problems and tipping have consistently been among the top five causes of serious injury and death. Rahsepar-Hashemi recommends first being clear about exactly where the working platform will be used. "Height access technology should only be set up where the ground conditions are suitable. If the ground surface is not even, such as clay, crushed stone, sand or similar, the renter should ask the rental company in advance how much supporting force is required for the working platform," says Rahsepar-Hashemi. Underground installations, such as sewer pipes, should also be taken into consideration. When using mobile working platforms, in addition to the ground conditions, you should also pay close attention to the integrated safety mechanisms, such as load limiters and tilt sensors. Tipping over as a result of instability can certainly be avoided when planned correctly and operated safely.

### Always keep your eye on the working environment

There are a number of different factors that need to be taken into consideration when working with access equipment and that should be closely monitored throughout the entire time it is in use. Particular caution is required when working at height as well as

on the ground. "Special care must be taken with power lines or railway overhead lines. The risk of electric shock from overhead lines is one of the most prevalent accident risks," warns Rahsepar-Hashemi. Electric arcs that extend from the tip of the device down



*Only a well-trained  
employee can  
deliver quality*

*Hashem Rahsepar-Hashemi, Safety Specialist*

to the ground can also strike the signaller or ground personnel. This is why special care must be taken by accident responders. In addition to factors that can rarely be influenced, such as weather conditions, special care must also be taken with regard to the dangers of entrapment or collisions with other vehicles. "The right preparatory

measures and well-trained personnel help to effectively identify and avoid potential hazards," emphasises Rahsepar-Hashemi.

### The same applies to work platforms: Buckling up saves lives

Since records were first kept, falls from the basket have been the primary cause of fatal accidents in the powered access industry. The analysis of falls that occur, for example, when leaving the work basket, as a result of the movement of the working platform or as a result of the so-called "catapult effect" – a consequence of unevenness in the ground – clearly shows that the safety of the operator is essential: Properly securing yourself with a full-body harness and lanyard – i.e. putting on your personal protective equipment correctly – prevents you from falling out of the working platform basket. "When we get into our cars, we fasten our seatbelts as a given, and the same should apply when operating working platforms," warns Rahsepar-Hashemi. Personal protective equipment, which includes a safety harness, fall arrest device and industrial safety helmet, are essential lifesavers and should be worn before entering the basket. "There should be a zero tolerance policy for non-use," says Rahsepar-Hashemi. In addition, PPE



*When used correctly, working  
platforms play a key role in  
ensuring safe and efficient  
working at height.*



should be inspected for visible damage prior to each use and checked once a year by a competent person. "Otherwise, the insurance company may not accept liability in the event of an accident," explains the safety expert.

Correct operation is essential

"Every machine has its individual operating manual and operating instructions. They must always be kept with the equipment," emphasises Rahsepar-Hashemi and explains: "When our working platforms are delivered, we always provide safety instructions for the respective equipment. This includes a demonstration on how to use the equipment correctly and what to do in the event of an emergency. Since the emergency control systems installed in the platforms are not standardised, working platform rental companies have to show how to handle an emergency situation with the respective device during the briefing," says Rahsepar-Hashemi. And yet: The operating instructions are not only a mandatory accessory:

"It is essential to read the operating instructions and manual carefully prior to commissioning."

Visual inspections are another essential measure to avoid the risk of accidents. "A visual inspection is always carried out by the delivery person on handover, but the operator should also inspect the machine prior to each use. A service technician must be notified immediately of any safety-related defects. The machine must not under any circumstances be used until then," concludes Rahsepar-Hashemi.

Felbermayr offers certified IPAF training courses

In order to reduce the risk of accidents when using lifting work platforms, Felbermayr offers International Powered Access Federation (IPAF) training sessions for safe and effective operation. Felbermayr Transport and Lifting Technology offers training programmes throughout Austria and Germany, which can be held either at the respective

Felbermayr rental stations or directly at the customer's premises. After successfully completing the ISO-certified training course, participants receive a PAL Card (Powered Access Licence). This is recognised as international proof of training for the safe and effective use of height access technology. The PAL card is valid for five years and is accepted as a training certificate in 51 countries. ■

<sup>1</sup>Source: IPAF Global Safety Report 2023, p.5  
<sup>2</sup>See above  
<sup>3</sup>Source: IPAF Global Safety Report 2022, p.12  
<sup>4</sup>Source: IPAF Global Safety Report 2023, p.10



**SCAN**  
and find out more about the options for internationally recognised training for platform users.



To protect health, Felbermayr offers personal protective equipment when renting working platforms. In addition, it can also be purchased independently of platform rental in a practical rucksack via the webshop: [www.felbermayr.cc/shop](http://www.felbermayr.cc/shop)

PHOTOS: MARKUS LACKNER, MARKUSWEICKINGER





*The newly constructed 10,000 square metre site offers a state-of-the-art working environment with ample space for personnel and machines and impresses with its bright, spacious and modern design.*

# Klagenfurt

## Team moves into new branch

At the start of the year, the team from the Transport and Lifting Technology branch in Klagenfurt moved into the state-of-the-art new building. Despite challenging conditions, the Felbermayr real estate team, in close coordination with the Welser architects Benesch/Stögmüller and the Klagenfurt workforce, succeeded in completing the project in record time.



*The new construction of a 1,800 square metre cold hall also provided a secure shelter for machines and equipment. The site is also optimised by a large photovoltaic system. This can cover up to 70% of the electricity consumption per month.*

**W**e got off to a good start and have already picked up full speed again," says branch manager Marco Caruso with satisfaction. This is also great news for the Felbermayr real estate team. From the ground-breaking ceremony to the final implementation, they had to do a lot of convincing in order to get the desperately needed new building safely

completed. After all, in times like these, it is becoming more and more difficult to obtain approval for construction projects.

The building in the east of Klagenfurt was demolished by Felbermayr Construction. The 35 employees were relocated to crane manufacturer Liebherr for the duration of the construction work.

### More than twice as big

In the spirit of the "big" role model – the company headquarters in Wels – a state-of-the-art working environment for the future was then built within ten months. To this end, the space utilised was more than doubled, representing a substantial investment in infrastructure: An additional cold hall covering 1,800 m<sup>2</sup> was built, the office space was tripled and the new workshop was optimised in terms of technology and space.



*The new workshop houses a 20-tonne indoor crane, an oil filling system and a modern, 16-metre-long assembly pit for maintenance and repair work.*



*In addition to transshipping heavy lift items, the heavy lift terminal in Linz is also in high demand as a storage and production location.*



# Like clockwork

## "Reactor series production" at the heavy lift terminal in Linz

Three pool reactors weighing more than 400 tonnes have already been manufactured and delivered in Linz this year. The producer of these impressive high-tech components with lengths of around 32 metres is the Christof Group SBN, a part of the Austrian Christof Group.

**L**ifting frame, self-propelled units and gantry cranes are the ingredients that Felbermayr has already deployed in large numbers this year at the heavy lift terminal in Linz on behalf of the renowned apparatus manufacturer Christof Group SBN. "As here in Linz, we also have high-end heavy-duty equipment on site at our heavy lift terminals in Krefeld am Rhein and Vienna," says Felbermayr departmental manager Markus Hüttmeyer, explaining why producers of oversized cargos are in particularly good hands with Felbermayr. The availability of production halls in the immediate vicinity of the water is also a prerequisite for customers. An advantage

that the Christof Group also utilises with a production site at the heavy lift terminal in Linz.

### From Linz into the world

"We have an export share of more than 95 percent," says Filippo Colucci, Sales Director of Christof Group SBN. This is also the reason why the location in Linz, not far from the Danube, is so important for the Christof Group. "Via the Rhine, Main-Danube Canal and Danube, there are opportunities for our mostly oversized components to the west and east," explains Colucci, referring to the deep sea ports in Rotterdam and Antwerp as well as Constanta on the Black



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**With our service, we combine  
rail, road and water  
transport modes**

**Markus Hüttmeyer, Felbermayr Departmental Manager**





*It is only a few hundred metres from the production hall to the harbour basin.*

## LIFTING TECHNOLOGY



tech containers licensed by Stamicarbon. "To remove the two colossi, which are around 32 metres long and weigh around 450 tonnes, a lifting frame was first set up in the production hall - with two double rams, each connected to a crossbeam - and positioned at the heavier end," reports Hüttmeyer on the work of his colleagues from the heavy installation department. The other end was attached to the indoor crane. The apparatus was subsequently raised so that it could be driven underneath with a self-propelled unit. This was configured with 18 axle lines for optimum load distribution. Then began the short but impressive journey to the harbour basin, just a few hundred metres away. "The containers were picked up with both gantry cranes due to their weight of more than 400 tonnes," says Hüttmeyer, explaining that the two gantries in the port have a maximum load capacity of 400 and 200 tonnes, which is why both were used in combination. The order for Felbermayr ended with the safe "landing" of the steel giants in the ship's hold. This was followed by a journey of around 1000 kilometres by waterways to Antwerp. From there, the containers were transferred to ocean-going vessels for onward transport to Shanghai. A third followed in mid-May, with a mass of around 410 tonnes. This was moved out and shipped off in the same way.

that in addition to the three pool reactors, two further containers of around 300 tonnes were shipped for the Christof Group SBN in the period from January to May. Colucci on this: "In view of the booming market for green ammonia and the industrial development towards decarbonisation, we expect demand for this equipment to continue to rise in the coming years, with the size of the plants increasing in line with the latest licence drafts."

Sea. This is an essential prerequisite for being able to serve customers in the Far East, for example, which was also necessary in the case of the three pool reactors with their destination port of Shanghai.

### Heavy-lift handling at home

The specialists in the manufacture of high-pressure equipment for the fertiliser industry worked for more than a year. The finished product was three high-

Such a density of container handling is not the norm, notes Hüttmeyer, adding



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*The heavy lift terminal in Linz is our gateway to the world.*

**Filippo Colucci**, Sales Director  
Christof Group SBN

*Always ready: The gantry cranes can handle up to 600 tonnes at a time, and even more with crawler cranes.*







*When looking for a new hobby, Thomas Sillipp took up beekeeping in 2013. Nowadays, he has up to ten hives and gives children an understanding of the way of life of these valuable beneficial insects.*

## Busy bees

# Thomas Sillipp on the parallels between hobby and job

Thomas Sillipp has been responsible for sales at Felbermayr Waste Management and Suction Technology for seven years. As deputy sales and trade fair manager, his hobby of beekeeping is perfect. A good balance to a demanding job. In this portrait, the Upper Austrian will give an insight into the fascinating world of honey bees.

**B**eekeeping is a hobby that brings your stress levels down", Sillipp clarifies right from the start and retires to the buzzing hustle and bustle of his busy honey bees. It's important that he has already put the stress of the job or private life to one side, as "they feel nervousness", he explains while he casually removes the hive cover and the buzzing takes on a seemingly dangerous noise level. Even if the experienced beekeeper has already been stung a few times, even they don't need an agitated hive. He much prefers it if they go about their work happily and he can watch them. "I really don't do it for the honey, I hardly eat it to be

hones. I just enjoy the hobby and love its calming effect," says the 39 year old when describing his fascination. And it's true: if you watch the wooden frame on which the bees are making their honeycombs, you can really feel this hypnotic state.

### Hobby with responsibility

Anyone who would like to set up a beehive can do it almost anywhere, says Sillipp. You don't need a lot of space but you do need to register with the local beekeeping association and register with the veterinary information system (VIS). Ultimately, beekeepers take responsibility for the wellbeing of their beneficial insects

and therefore make a contribution to other bee colonies and wild bees. A beekeeper's main task is to take care of their health and preservation, and to protect the sensitive ecosystem. Sillipp's trained eye must therefore be able to quickly identify if pests such as the highly dangerous Varroa mite have nested in with his charges. Varroa mites are the main cause of death for bee colonies. The beekeeper must fight this parasite every year. An average of ten to 15 percent of the bee colonies die due to an infestation every year. Sillipp advises would-be beekeepers to join the nearest beekeeping association straight away. "That's where you get help from





*Up to 60,000 animals live in one hive in summer. The number reduces to around 10,000 individuals in winter. A “bee year” lasts from March to September. The hard-working insects start buzzing around once the outdoor temperature reaches ten degrees.*

experienced beekeepers, they should support you at the start,” says Sillipp.

### Showcase for school children

A bee’s life is not a walk in the park, just like our work, notes Sillipp with a smile, because: “They work day and night without stopping, almost like us in waste management,” he jokes while standing next to his showcase. Through a plexiglass pane, you can see the life and the goings-on of the hard-working pollen collectors. If school children come to Sillipp’s garden during the summer holidays, he uses his showcase to show them exactly what happens inside a hive.

A beehive has up to 60,000 individuals depending on the time of year, there are fewer in winter. “In total contrast to people, the male bees known as drones don’t really have much to do. Their sole purpose in life is to mate with the queen bee during the mating flight,” Sillipp remarks. After that day, their life is over and they are pushed out of the comfortable nest, sometimes very unceremoniously, and die.

It is very, very rare but if you’re really lucky, it can happen: At the first attempt to show the queen, Sillipp pulls out a honeycomb

with the larger bee with a coloured marking. “Amazing! That’s real luck,” he says with astonishment and explains: “Over the course of their entire life, which lasts around five years, the queen bee only flies out one single time. Then she has enough semen for up to 2,000 eggs per day.” Their special nutrition based on royal jelly is not just responsible for her appearance but also for her longevity. In contrast to the other workers, the queen’s main task is as simple as it is fundamental: She ensures that the bee colony grows and takes care of its cohesion. She is the only fertile female and only lays the eggs. However, the royal bee cannot decide what becomes of her laid eggs. The cells are built by the workers. Their different shapes and sizes determine whether a worker, a drone or another queen is born. A hive, summarises Sillipp is a community that decides what happens as a group.

### From bees to building site rubble

Sillipp has worked for Felbermayr for seven years already. While his bees work tirelessly at home, he always has a lot to do: In the environment and resources area, he is responsible for container service sales. In order to ensure that his customers’ construction waste or industrial waste is disposed of efficiently,

he negotiates prices with suppliers and takes care of the administrative work within the department. In addition to taking care of the Wels trade fair, his tasks also include organising cleaning of various building site facilities and Felbermayr sites. Furthermore, Sillipp is also the deputy for sales and disposition of suction excavators, so he really is a busy bee. ■



*Consumers can also help to reduce the spread of bee diseases: Buy regional organic honey instead of conventional honey: Imported honey mixtures may contain pesticide residues or pathogens for insect diseases, which can spread through jars that are left open or in waste containers. Therefore, rinse the jars well before disposal so that any germs in them cannot spread.*





*The entrepreneurial couple of Horst and Andrea Felbermayr are extremely pleased to have been recognised for Felbermayr's commitment.*

# Double Victory Felbermayr is „Top Employer“

After the Upper Austrian family business Felbermayr secured the first place in the construction and transportation sectors in 2021, the company has once again risen to the top with both business fields in this year's rankings by Trend, Kununu, Xing, and Statista Austria. With its headquarters in Wels, the company retains its status as the „Top Employer“ in 2024.

**B**ased on results from over 200,000 employee evaluations, the family-owned company, which has been in existence for over 80 years, excels in providing excellent working conditions and instilling trust in its solid corporate image among its employees in the representative survey. The entrepreneurial couple, Horst and Andrea Felbermayr, are particularly pleased with the recognition of Felbermayr's commitment. Despite multiple crises, generous investments have been made in the company's growth and work environment. „We strive to provide jobs that motivate,“ say the directors of the family business.

## Investment in Workplace Quality

„Last year, we invested around 30 million euros in real estate and properties to enhance the attractiveness of workplaces and locations,“ says CEO Horst Felbermayr. In addition, approximately 120 million euros are invested annually in a modern fleet of vehicles. This expenditure not only ensures operational reliability but also enhances the driving comfort for chauffeurs and machi-

ne operators. „At Felbermayr, we strive to foster talents within the team, open paths upwards, and provide the latest equipment, modern technology, and a pleasant working environment,“ explains Andrea Felbermayr, responsible for personnel development within the company.

## Strong Reputation

With 76 locations in 17 European countries, Felbermayr provides comprehensive services in construction, transportation, and lifting technology. The survey also reflects Felbermayr's excellent reputation among its approximately 3,200 employees through solid growth and continuous investments in employer quality. For instance, the willingness to recommend their employer to acquaintances or family members was assessed. Andrea Felbermayr is pleased with the positive word of mouth. Her goal is for every employee to go to work with a smile on their face. To achieve this, the management does a lot to make the work environment as attractive as possible and to promote the skills of the employees – cont-

inuous employee discussions and individual training programs attest to this. Furthermore, the modernly designed company headquarters in Wels features a separate social building. The childcare facility housed within has been branded as „Motion-Kids.“ Additionally, there is a fitness studio and an employee restaurant with fresh cuisine in the social building. Moreover, Felbermayr offers an extensive sports program, including spinning and yoga classes, aimed at promoting corporate health under the motto „Motion-Heros.“

## The „Top Employer“ Award

The „Top Employer“ seal provides employees with important guidance: the result is based on a representative survey conducted by Statista, employer evaluations on Kununu, and a survey of Xing members. Over 220,000 judgments from a total of 8,000 employees from 1,400 companies are used for evaluation. The best 300 employers in 20 industries are identified and honored with the title „Best Employers in Austria.“



UP AND COMING

# Management seminar to strengthen leadership skills

Senior employees of the Felbermayr Group convened over a period of around 1.5 years, divided into 7 groups, to expand and standardise management work within the company. It all began in November 2024 with top management, the owner family and the managing directors of the holding company along with the operating companies in the transport and lifting technology and construction sectors. The company-wide "Leadership Principles" were developed

in workshops with the specification of five fundamental principles. They were then solidified by more than 90 division and departmental managers with a focus towards Leading Self, Teams and Change and finally summarised in a concrete action plan. For CEO Horst Felbermayr, this series of seminars, which was organised with the support of the "PeopleAtRightPlace" agency, was worth every single euro and lays the foundation for additional measures.



SPONSORING

# The two Rettenegger brothers, Team Felt Felbermayr, SPG Felbermayr Wels and Thomas Preining on the road to success



**Nordic combined skiers Thomas and Stefan Rettenegger** wrapped up last season with a sensational 9th and 2nd place respectively in the overall World Cup. Both men are currently undergoing intensive preparations, not least for the 2025 Nordic World Ski Championships to be held in Trondheim, Norway. This includes a week of cycling on the island of Mallorca with up to 300 kilometres a day, roller skating sessions as well as ski jumping training. The two elite athletes are capable of delivering outstanding performances that inspire considerable confidence for the coming season.

In motorsport, Felbermayr has been a helmet sponsor of Austrian racing driver **Thomas Preining** since the beginning of the year. Preining most recently made his mark internationally in October with the

championship title in the German Touring Car Masters, or DTM for short. Preining is the son of former motorbike world championship rider Andreas Preining and has been a member of the Porsche works squad since 2021. Preining is also active in the media as co-presenter of Formula 1 races in Austria.



With Felbermayr as a co-sponsor, the Wels-based **Team Felt Felbermayr professional cycling team** can boast a successful interim result for the current racing season. This includes victories by veteran Riccardo Zoidl at the Tour of Hellas (GR) as well as the Tour of Malopolska (PL). The 36-year-old

professional cyclist also put in an impressive performance at the International Raiffeisen Upper Austria Tour with a superb second place. Daniel Federspiel also stood out among the other top finishes of his teammates. After a major injury, he fought his way back up to the top international field and finished first in the UCI Gravel Race at Lake Wörthersee, for example.



**SPG Felbermayr Wels** has enjoyed success in the great game with the small ball. Just like last year, the Austrian national table tennis champion is once again ÖTTV national team player Andreas Levenko from the Wels "tabletop experts". In addition, the Weser table tennis players finished the national championships in second place, as they did last year. Unfortunately, they did not record a victory like in 2022. The Wels team achieved international success as semi-finalists in the Europe Cup. The team from Messestadt made it to the quarter-finals of the Champions League.



PHOTOS: PEOPLEATRIGHTPLACE, MARKUS LACKNER (2), RSW, THOMAS PREINING (2)



FELBERMAYR BAU

Top management expansion

The strong growth of Felbermayr's Construction division called for an expansion of the general management. In addition to Technical Managing Director Stefan Hielle, **Bernhard Strasser**, the previous Divisional Manager for Civil Engineering Austria, was



appointed to the General Management. Strasser's past responsibilities mainly included road construction, infrastructure construction and earthworks, as well as demolition, sewer channel renovation, road surfacing and landscaping. With his appointment as managing director, the responsibilities of the 48-year-old from Mondsee will expand to all companies assigned to the construction division. Rainer Traunwieser continues as Commercial Business Manager. In addition, Stefan Hielle was named Spokesman of the General Management.

From left to right: Bmstr. Dipl.-Ing. Stefan Hielle, MBA, Rainer Traunwieser, Dipl.-Wirtsch.-Ing. (FH) Bernhard Strasser



SCAN and find out more about the management expansion in Felbermayr Construction.

The **management of the Civil Engineering Austria division** was passed to the previous Departmental Manager of Infrastructure Construction, **Hans Becker**. On top of road, infrastructure and earthworks construction as well as demolition and sewer channel renovation, he is also responsible for the Danner Landschaftsbau subsidiary, which is managed as a department and the stone processing companies West-Asphalt and Casa Sasso.

BEST LOGISTICS

General Management handover

After 24 years of successfully managing Best Logistics Sp. z o.o., company founder Andreas Häfner retired on 15 March. Peter Stöttinger, Managing Director of Felbermayr Transport and Lifting Technology, and Monika Forýš, who had previously worked in the company as an authorised signatory and project manager in the forwarding division, were appointed as the new management team.

Piotr Bossy will assume the role of authorised signatory. Andreas Häfner will continue to support the companies of the Felbermayr Group, including Best Logistics, as a consultant.



SCAN and find out more about the new management at Best Logistics.



SUSTAINABILITY

New staff position for ESG management

In order to measure environmental, social and governance (ESG) issues even more extensively in future and to achieve demonstrable improvements in practice, Katharina Perfahl was appointed to a staff position for ESG management at the holding company for the first time. Perfahl's primary objectives include continued improvements to environmental and social sustainability within the company. According to Perfahl, it is also essential to analyse the economic efficiency aspects

of these activities in order to maintain or strengthen competitiveness.

Born in Linz, she holds two university degrees in Biological Chemistry and a Master's degree in Operations Management and also acquired professional experience in the management of sustainability-related projects at Business Upper Austria. In her private life, the Linz native stays fit by cycling, relaxes while gardening and also plays volleyball.





From left to right. Thomas Meister, Simone Klämpfl, Dipl.-Ing. Sandro Schieck, Elfriede Spindler, M. Sc. Civil & Environmental Engineering Birgit Bechwar, Anita Wesselak, Dipl.-Ing. Michael Altschäffl, Erika Pache.

GREAT

## 60 years of working at Hagn Umwelttechnik

For over 60 years, since 1 March 1964 to be more precise, Elfriede Spindler has always been a welcome and important employee at Felbermayr subsidiary Hagn Umwelttechnik. She is now 75 years old and joined the company in Olching, Upper Bavaria, where she completed an apprenticeship as an administrative assistant. There, "Elfi" swiftly developed into an essential support role in Accounting.

As a reliable and hard-working employee, the married mother of two is still a virtually irreplaceable employee: The Hagn team relies on Elfi whenever something requires a great deal of patience and needs to be done with precision and diligence. But there is more to it than that: "Elfriede is also our good soul, we love her very much," a direct colleague tells us.

And Elfriede lets everyone know: "I'm not considering quitting, as long as I enjoy the job and I'm needed, I'll carry on," says the long-time employee, who is second to none throughout Bavaria, adding: "I'm happy each and every day when i come into the office."

## READING AND WINNING

Answer our prize question – 15 great prizes await you!



**Prize draw question:** What were a 1000-tonne crane and a strand jack system from Felbermayr used for together in February?

You can find the right answer in this edition. Please e-mail it to us, stating your postal address, to: [informer@felbermayr.cc](mailto:informer@felbermayr.cc). The deadline for entry is 31st October 2024. All decisions are final and not subject to legal appeal.

1. PRIZE:  
Felbermayr model:  
Liebherr LTM 1110-5.2  
mobile crane  
in scale 1:50.

## PEOPLE GOING INTO RETIREMENT

### Entering a well-earned retirement

Many thanks and recognition due to each of our colleagues who will shortly be retiring.

- Andreas Backhaus - Cranes, Kamenz
- Rudolf Benz - Hagn, landfill construction
- Helmut Demmelmayr - MTA, Wels
- Branko Derek - Workshop, Wels
- Bernhard Dick - Hydraulic engineering, Wels
- Dragisa Djordjevic - Transport, Wels
- Stevo Dragosavljevic - Hagn, Hydraulic engineering
- Johannes Eder - Transport, Lauterach
- Christian Feigl - Joinery, Linz
- Robert Fuchs - Platforms, Thaur
- Roland Fünfkirchler - Equipment operation, Linz
- Milan Gatic - industrial construction, Wels
- Uwe Geithner - Hagn, landfill construction
- Gerda Maria Göstl - Administration, Wels
- Josef Gschwandtner - Transport, Wels
- Stefan Andreas Haferkom - Transport, Lauterach
- Günther Hansjörg - Transport, Lauterach
- Edwin Hundshammer - Workshop, Hagn, Osterhofen
- Smajo Huseinovic - industrial construction, Wels
- Stefan Hock - Transport/Wimmer/Sulzemoos
- Franz Jungwirth - General cargo, Wels
- Johann Köhldorfer - Cranes, Lanzendorf
- Anton Kothbauer - Road construction, Haag
- Roland Kuhring - Landfill construction, Hagn
- Johann Lang - Casa Sasso, Pucking
- Johann Maid - Technical in-house staff, Hagn, Osterhofen
- Dietmar Michael Moosbrugger - Transport, Lauterach
- Norbert Moser - Projects, Wels
- Richard Neundlinger - Casa Sasso, Pucking
- Siegmond Niederkofler - Workshop, Wörgl
- Giuseppe Olivier - Transport, Wels
- Manfred Orywol - Hagn, Hydraulic engineering
- Jerzy Pacak - Cranes, Bautzen
- Vujadin Rakic - Hagn, Hydraulic engineering
- Gerhard Ringer - Civil engineering, Wels
- Muhamed Sabic - industrial construction, Wels
- Theresia Santl - Administration, Hagn, Osterhofen
- Said Silnovic - industrial construction, Wels
- Reinhold Stöckelmayer - General cargo, Wels
- Harald Stutz - IS Baubetrieb, Linz
- Karl Unterwainig - FST, Salzburg
- Friedrich Voglhofer - Equipment deployment, Linz
- Herbert Wegerer - Casa Sasso, Pucking
- Walter Zitzler - MTA, Wels





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