

«LOCATION MAINTENANCE»

FELBERMAYR BUILDS
FOR FELBERMAYR



PHOTO: LUCAS VOLLMANN-OSWALD

“DEBOHRA”

A long journey for a
tunnel boring machine

WHERE THE VULTURE LIVES

Special civil engineering
on the Großglockner

THREE CHEERS

Environment, social issues,
corporate governance



11

By summer 2026, the new home for the Felbermayr Styria division will be built south of Graz. The five-hectare site is actually being built in the village of Seiersberg-Pirka. As the structural engineering is taking place on a former landfill site, the construction work was preceded by extensive soil improvement measures.



20

Challenging for people and technology: Until autumn, employees of Felbermayr Specialised Civil Engineering were commissioned to carry out stabilisation works to secure a section of the Grossglockner High Alpine Road.

28

Like a mole, the Debohra tunnel boring machine is burrowing its way through Vienna's underground. Transport and lifting technology from Felbermayr was used for the relocation.



32

Sustainability is a word with many meanings. At Felbermayr, the term stands for the pursuit of future-oriented corporate management and responsible action.

35

Björn Zirotzki has a professional and personal connection to water – as coach of the German national canoe polo team, he guided his team to victory at this year's World Games.



04

Messages – latest news from the Felbermayr divisions

14

Casawest – stone craftsmanship for interior and exterior use

16

Felbermayr undertakes major project for copper producer in Bulgaria

18

Hagn Umwelttechnik prepares sewer system in Upper Bavaria for the future

22

Bau-Trans Liechtenstein celebrates anniversary and makes significant progress in the construction of an eight-seater gondola lift in Switzerland

24

Concrete repair work for a power station in Upper Austria extended “from the sole to the power station”

26

Felbermayr combined demolition, stonemasonry and industrial construction for a traditional garden centre in Wels

30

A look behind the scenes at the Erlenbach shipyard reveals how floating masterpieces are created.

Editorial



”

2025 presented us with new economic challenges, but we have once again proven that uncertainties can be changed into opportunities and we can gain new strength from this.

Stand together, work together

Dear Ladies and Gentlemen,

The past year once again presented the European economy with major challenges. After a period of attempted crisis management and geopolitical tensions, the European Union is proving to be more stable than expected, though economic momentum remains subdued - due to low growth and only a slow decline in inflation, the situation remains anything but rosy. The willingness to invest has stagnated, competitiveness suffers under high energy prices, complex regulations and a persistent shortage of skilled workers. At the same time, global uncertainties are weighing on export markets and business confidence.

The structural problems are particularly alarming: While individual member states benefit from robust consumption, key economies such as France and Italy, as well as Germany and therefore Austria, are struggling with weakening industry and reform backlog.

We are therefore moving into an environment

that is characterised by uncertainty - but also offers opportunities. The European economy is increasingly focussing on strategic autonomy, digitalisation and the green transformation. These developments open up new prospects for innovative logistics solutions and sustainable infrastructure projects.

In this environment, reliability is key: on teams that stand together, on tested partnerships and on customers that trust us. I would like to express my sincere thanks to all of you. Your engagement and support are the driving force that carries us through this difficult time with remarkable stability and success. Together, we will turn challenges into opportunities.

Therefore, I would like to wish you and your families a peaceful Christmas season as the year draws to a close – may the New Year bring you peace, optimism, renewed strength and success, but above all, good health.

Warm regards,

Horst Felbermayr

ON TRACK

ITB and RCG extend cooperation

Since 1 July 1994, the Rail Cargo Group and Felbermayr's ITB division for international low-loader rail transport have been working together. This partnership has been extended for another ten years, until the end of 2034. During their meeting in mid-October 2025, the two cooperation partners set the course for future collaboration.

The cooperation is considered one of the longest-standing success stories in the industry.

The extension maintained the proven basis of predictable capacities, well-established processes and high reliability. RCG and ITB are thus heading towards their 40th anniversary.



RENOVATED

Complete renovation of Göweil Bridge

From the beginning of June to the end of August, Felbermayr Civil Engineering renovated the Göweil Bridge over the Große Gusen along Gusentalstraße in Engerwitzdorf. The work included widening the supporting structure, including the edge beams, waterproofing the structure and completely rebuilding the carriage-way. Another key focus was the production of a facing shell to reinforce the central pillar, which was concreted in flowing water. In addition, Felbermayr Civil Engineering employees constructed new access stairs in the shore area to enable access to the lower part of the supporting structure when carrying out bridge inspections. Wheeled and tracked excavators, front tippers, a high-pressure water jet and several asphalt pavers were used.

100 AXLE LINES

Roll-off with long cargo

Felbermayr's joint venture partner PSA Breakbulk unloaded the Marine Control Building MCB-1, weighing almost 385 tonnes, and the SS-06 transformer station, weighing over 1,000 tonnes, from M/V Rolldock Storm. Both components are required for a new ethylene plant at the Port of Antwerp. Two Felbermayr SPMT combinations with a total of 100 axle lines were used for roll-off and transport across the site. The two units, measuring up to 70 metres in length and 9.7 metres in height, were brought ashore using dredging

mats – these steel supports ensured the necessary stability and safety. In cooperation with Felbermayr and Haeger & Schmidt Logistics, the PSA project cargo ecosystem acted as a one-stop shop for

the project with direct sea and hinterland access. This ensured transparency and efficiency as well as a timely logistics chain. The project was commissioned by Ineos Project One.





NATURNAH

Danner Landscaping for green space design in action

The VGP Group built a business park in the Ehrenfeld industrial estate in Ohlsdorf. Since September 2024, Danner Landschaftsbau, a subsidiary of the Felbermayr Group, has been responsible for the natural outdoor landscaping. Around 50,000 square metres will be planted and 120,000 square metres will be landscaped on a 189,400 square metre site. To secure the embankment over an area of approximately 14,000 square metres, the specialists from Danner used erosion control fabric made from coconut fibre and installed around 2,000 willow stakes sourced locally. On steep slopes, spray-applied vegetation ensures the necessary recultivation. In addition, around 400 large trees and 8,000 shrubs and trees will be planted. A key aspect is the creation of three wetland biotopes covering a total of 1,000 to 1,200 square metres, which will provide habitats for small and micro-organisms and promote a valuable range of species.



SCAN
and discover
the new Danner
website.



SEWER CHANNEL RENOVATION using robotic processes

At the beginning of September, the civil engineering specialists from Lungau began extensive sewer renovation work in Zell am See. Depending on the type of damage, short liner, inliner or robotic methods were used on a total of 700 metres of sewer with a diameter of 200 to 400 millimetres. The sewer rehabilitation robot took on the tasks that were inaccessible or only accessible to a very limited extent for humans. It milled, ground and drilled away deposits and obstacles directly in the pipe, prepared the sections for the installation of the liner and repaired cracks, leaky sleeves and damaged inlets and branches. The robotic process can fully demonstrate its strengths here and ensure safe and permanent repair of the pipes.



SCAN
and see the robotic
process in action.

ANNOUNCEMENTS



“HEAVY METAL”

Felbermayr lifting technology in festival fever

From Linz to Nickelsdorf, Felbermayr was right in the thick of festival fever this summer. During Bubble Days at Linz Harbour, the pontoon with the “Felbermayr Floating Beach” brought a real holiday feeling to the industrial area for two days at the beginning of June. Together with thousands of visitors, Felbermayr

employees and their families and friends enjoyed sand, sun and sound – before the DJs transformed the pontoon into a dance island in the evening. Felbermayr also played a leading role at the Danube Island Festival – in the truest sense of the word: With around 20 machines, including forklifts, telescopic forklifts and mobile

cranes, a platform for millions of music fans was constructed in just two weeks. Felbermayr lifting technology celebrated its premiere this year at the Nova Rock Festival in Nickelsdorf. With around 30 rental machines, Felbermayr's “Heavy Metal” provided the perfect rhythm for assembly and dismantling.

LIFTING TECHNOLOGY

Crane deployment for railway bridge

In mid-July, Felbermayr Transport and Lifting Technology took on the abnormal load of a railway bridge weighing around 90 tonnes from the ÖBB plant in St. Georgen am Steinfelde to the construction site in Wiesenfeld, some 20 kilometres away. A 4-axle tractor unit and an 8-axle semi low loader were used. After about two hours of driving along narrow roads, the transport arrived on schedule. On site, a 650-tonne mobile crane lifted the supporting structure and positioned it with millimetre precision on the abutments within a further two hours.

The lifting marked an important step towards the environmentally friendly electrification of the Traisentalbahn railway in Lower Austria.



MACHINE HIRE

Felbermayr involved in expansion of TGW Logistics

Over several months, Felbermayr Transport and Lifting Technology took on key tasks in the expansion of the TGW Logistics site in Marchtrenk, which will continue until October 2025. Numerous work platforms, excavators and trucks were used, as well as a mobile construction crane. The mobile construction crane, also known as a taxi crane, proved to be particularly flexible, as it can be used in confined spaces and without fixed tower anchoring. The extensive use of machinery highlighted the scale of the project and supported the efficient implementation of the installation work. Since September, Felbermayr has also been on site for the construction of the 20,000 square metre production hall with a length of 230 metres, most of which is being built using prefabricated construction methods.

**SCAN**

and follow the helicopter operation and the work on the Elsenthaler Leite.

**SPECIALISED CIVIL ENGINEERING**

Helicopter deployment near Grafenau

In August, Felbermayr Specialised Civil Engineering was awarded the contract for rock stabilisation measures in the Grafenau area of Lower Bavaria. Large boulders above the track posed a hazard to traffic and were secured using a combination of nailing, nets and rockfall protection fencing. In the terrain, which was difficult to access in places, materials were transported by helicopter. A total of around 3,500 running metres of anchors were installed: depending on the section, this was done using a drilling truck, a walking excavator or by hand. Where necessary, a telescopic platform with a working height of 34 metres was also used for the installation. Subsequently, approximately 1,850 square metres of high-performance spiral rope netting and around 1,700 square metres of high-performance mesh were installed. A 230-metre-long rockfall protection fence with 2,000 kilojoules of energy absorption complements the system and increases safety for adjacent road traffic.

**STEEP JOURNEY**

Transformer transport to Vissoie

In May, employees at Felbermayr's Mägenwil site in Switzerland once again transported a 36-tonne transformer to the power station in Vissoie in Valais. For the approximately 1,200-kilometre special transport with numerous hairpin bends and narrow tunnels, a 3-axle semitrailer tractor in combination with a 5-axle semi-low loader was used at 1,100 metres above sea level. The challenging Alpine route was completed according to plan and the unit was delivered to the power station site on schedule. The transport is part of a multi-year project to expand hydropower.



ANNOUNCEMENTS

EQUIPMENT PARADE

The trade fair city of Wels continues to expand

The trade fair city of Wels remains on the agenda: In spring 2025, the starting signal was given for a new exhibition hall. Felbermayr Construction carried out extensive earthworks on an area of around 14,000 square metres. Around 18,000 cubic metres of soil were moved and around 10,000 cubic metres of material were disposed of. Recycled materials

from broken concrete were used for the soil replacement. Two 27-tonne GPS excavators, a 23-tonne wheel loader, a 13-tonne compactor and seven articulated lorries per day ensured that construction progressed smoothly. In addition, Felbermayr Construction carried out asphaltting works inside and outside the hall and laid the kerbstones. Felbermayr subsidiary Casawest

is also working on site on the forecourt of the hall, laying newly designed concrete paving stones and constructing drainage channels. Completion is scheduled for the end of January 2026. Preparation for the first event will begin in mid-February, with Exhibition Hall 22 becoming the new home of the construction section of the 2026 Energy Saving Fair.



PROJECT OF THE CENTURY

Pipe transport for the new Rhine culvert in Cologne

The construction of the new Rhine culvert is considered a once-in-a-century project that will ensure safe wastewater disposal for Cologne's growing population in the long term. Extensive tunnel construction work began in May of this year: A new culvert route is being created between Cologne-Stammheim and Cologne-Niehl using pipe jacking under the Rhine. The significantly larger culvert pipes will enable a much higher flow rate in future. Up to 6,000 litres of wastewater per second can later be safely and efficiently conveyed to the large sewage treatment plant in Cologne-Stammheim. Work on the construction pits and pipe jacking is expected to be completed in autumn 2026. Full commissioning of the new culvert is planned for 2028. A key challenge of this project was transporting a total of 234 DN 3200 tunnel boring pipes – with an outer diameter of four metres, a length of 4.16 metres and an individual weight of around 47 tonnes. Haeger & Schmidt Logistics took on this logistical task together with Felbermayr Germany. To minimise traffic disruption, deliveries were made exclusively at night. At times, four vehicles were in operation simultaneously, each making up to three trips per night – always accompanied by BF4 escort vehicles. Due to limited storage capacity on site, the delivered pipes were integrated into the construction process immediately after transport and installed in parallel.

PHOTOS: MARKUSWEICKINGER, MARKUSWIRZ, JÜRGEN KOSTELAC DORNBIERNER

BRIDGE TRANSPORT

Dornbirn trolley bridge

At the beginning of June, the Felbermayr team from Lauterach transported and assembled the new trolley bridge for the trolley cable car in Dornbirn. A four-axle heavy-duty tractor, a five-axle low loader and several escort vehicles were used for transport. On site, two mobile cranes lifted the bridge and placed it precisely on the abutments. Project preparations began at the start of the year and included route testing, permits and the installation concept. The new bridge has created a barrier-free connection to the popular local recreation area.



LIFTED

Mobile crane lifts tower crane in Kaprun



The Limberg dam at the Wasserfallboden high mountain reservoir, which is 120 metres high, will be raised by almost nine metres over the next three years. This will increase the usable capacity of the reservoir to more than 90 million cubic metres and boost its capacity by around 30 gigawatt hours. A total of around 32,000 cubic metres of concrete will be used for the concreting work. A rail-mounted crane was installed to enable material to be transported across the dam.

Felbermayr Transport and Lifting Technology was used for this purpose in

the summer of this year: The tower crane was positioned on the dam wall using a 130-tonne mobile crane and assembled piece by piece. Even the approach proved to be extremely challenging. In the vicinity of the barrier, the tunnel had to be widened over a length of around 80 metres to ensure access to the construction site. The assembled crane runs on rails, reaches a hook height of 27.9 metres and has a jib length of 65 metres. In this configuration, up to 6.5 tonnes can be lifted. Felbermayr is thus ensuring material handling at the Limberg dam, paving the way for the next construction phases.



CIVIL ENGINEERING EXPERTISE

Source renovation in Millstatt

The market town of Millstatt commissioned the Felbermayr branch in Spittal an der Drau with the comprehensive renovation of the two springs Sulznig and Gasser. From early April to late May, civil engineering experts renovated the existing spring catchment, spring collection tanks and supply lines. Due to the steep and difficult terrain, an eight-tonne walking excavator was used. The approximately 50-year-old

spring catchments were removed and technically modernised. The spring water is collected in a spring collection shaft and fed through pipes into a 1,500-litre spring collection tank before finally being fed into the municipality's 25,000-litre drinking water tank. During the course of the work, Felbermayr specialists carefully exposed and renewed existing catchments down to a depth of un

filled with gravel, sealed with food-safe film and covered with another layer of concrete. A newly laid drainage pipe will ensure reliable drainage of surface water in future. Finally, Felbermayr took over the professional construction of all connection points to the existing water supply network. With the renovation now complete, the drinking water supply for the market town of Millstatt is secured for

TRACK-LAYING MACHINE

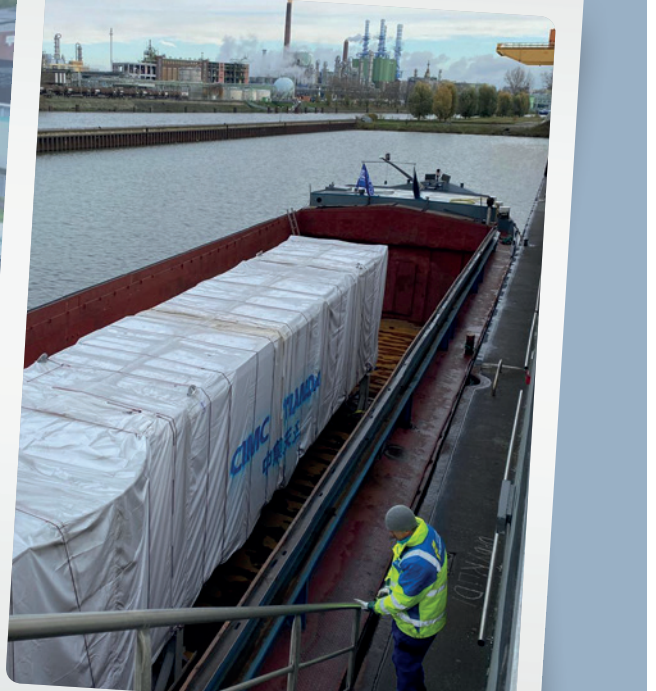
From Linz to Hamburg

At the end of September, Felbermayr took on the transport of a two-part track-laying machine from its Linz site. This will be used in the rail infrastructure sector in future. The two segments each weighed around 50 tonnes and were approximately 20 metres long. Two four-axle tractor units and flatbed low-loader trailers were used for the heavy transport, including precise route planning and logistical coordination



across several countries. The destination was the German North Sea port of Hamburg, where the two machine parts were handed over for onward transport. With this project, the transport and

lifting technology division has once again demonstrated its expertise in the safe handling of large-scale railway technology – from loading at the heavy lift terminal in Linz to arrival at European seaports.



MULTIMODAL

54 Aircraft boarding bridge for Frankfurt and Munich

Between April 2024 and April 2025, Felbermayr Transport and Lifting Technology transported a total of 41 passenger boarding bridges weighing up to 40 tonnes for the new Terminal 3 in Frankfurt. Felbermayr took delivery of the components at the ports of Rotterdam, Zeebrugge and Hamburg. Special three-axle vessel beds with

four-axle tractors and so-called dollies, which are used to divide the load, were used for onward transport. Due to transport heights exceeding 4.5 metres, various transport sections were carried out using multimodal solutions by road or inland shipping in the ports of Roth and Höchst. Our colleagues at Haeger & Schmidt Logistics provided support

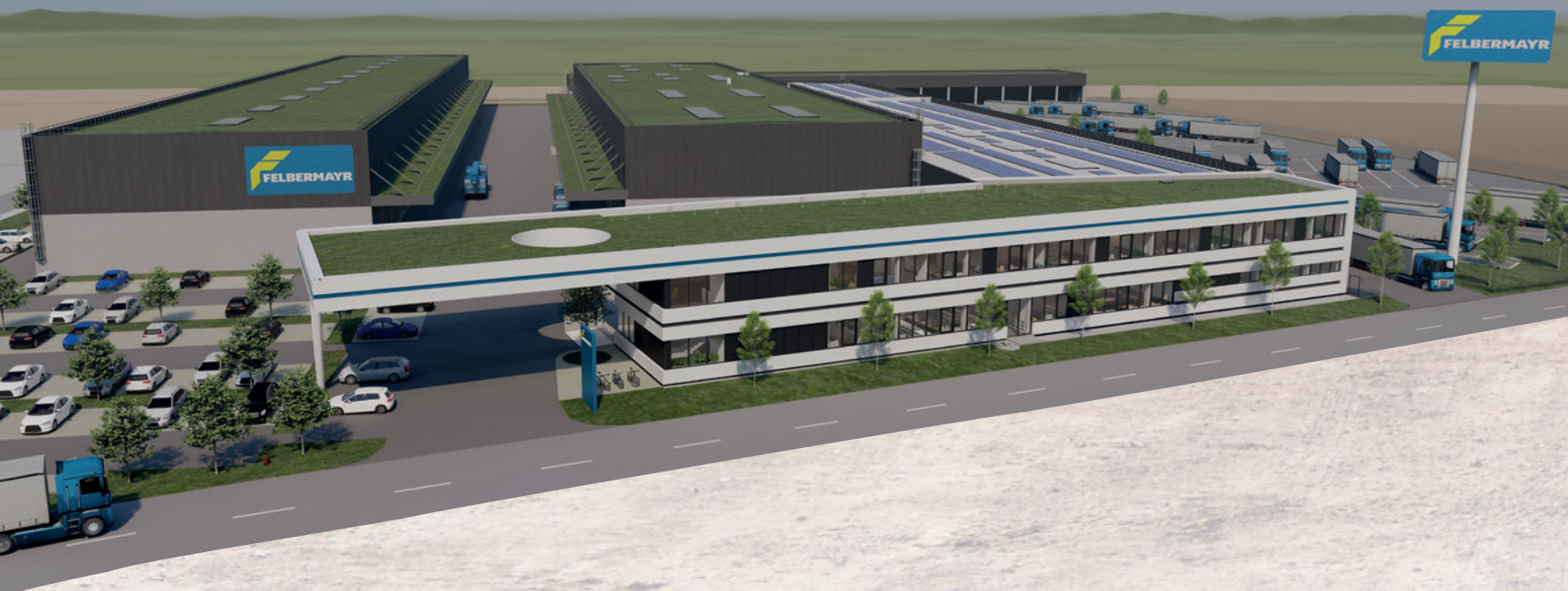
in this endeavour. Upon arriving at the airport, the heavy goods vehicle rolled across the runway at night. After delivery, the passenger boarding bridges were unloaded using two cranes in tandem lift. A total of 13 passenger boarding bridges with lengths of up to 22.7 metres and a width of 3.9 metres were installed at Munich Airport.



DREDGING

Channel depth established

In order to restore the required depth of the navigation channel along a stretch of approximately 90 kilometres, Domarin carried out extensive dredging work on the Main from the beginning of August to the end of October. Shallow areas were removed at a total of 20 defined locations between Marktbreit and Volkach in the greater Würzburg area towards Schweinfurt. The affected bottom areas varied in size from approximately 250 to 10,000 square metres, with excavation depths of around 3.10 metres. A dredger pontoon with a Liebherr 966 was used, supported by a push boat with two barges and a boat with a sounding frame for depth measurements. The loosened material was loaded directly into barges and then transported by waterway to a subcontractor for proper disposal. Domarin thus ensures that sediment deposits are systematically removed and important waterway areas are kept clear for shipping.



Location maintenance

A solid foundation for a strong future

With the new-build of the Seiersberg-Pirka branch, Felbermayr is creating a modern location for Styria. After an intensive development and approval phase, the new headquarters for transport and lifting technology is being built on a 50,000-square-metre plot of land. Completion of the property, which is being built by Felbermayr Bau, is planned for summer 2026.

On 24 April, the official ground-breaking ceremony marked the start of one of the largest infrastructure projects in the company's more than 80-year history. The new main branch for Styria is being built in the industrial park of Seiersberg-Pirka, south of Graz. After three years of development and approval, the construction project is currently in the construction phase. "Demand in Styria is growing, and we need more space – both for our employees and for our vehicles and equipment," explains Wolfgang Schellerer, Managing Director of Transport and Lifting Technology, and continues, "With the new-build, we are creating the conditions for further growth and a future-oriented organisation of our processes."

Central location with clear advantages

The new location offers what is crucial for day-to-day operations: short distances and optimal accessibility. The direct connection to the motorway in both directions enables the rapid dispatch of large equipment and heavy loads. At the same time, the site is located in the immediate vicinity of Graz and thus in one of the economically strongest metropolitan areas in Austria. The construction of the new branch is being coordinated by Felbermayr Property Development through Mr Benedikt Linimayr, technical administrator. "With the new-build, we want to strengthen the location in Styria and also create an attractive working environment," emphasises Elisabeth Felbermayr-Schierl, who has been a key driver of the project.

Sustainable construction and complex implementation

Felbermayr's construction specialists, led by construction manager Robert Grundner, ensure precise and timely implementation. "Due to complex soil conditions, a conventional flat foundation was not possible," explains Grundner. Instead, a combination of concrete columns and vibratory compaction was used – a technically demanding special foundation that permanently stabilises the subsoil and ensures a solid foundation. The construction of the halls in particular impressively illustrates Felbermayr's construction expertise. Large-format load-bearing fields are being realised with trusses up to 42 tonnes in tare weight and 30 metres in span. In addition, moulded

The construction site in Seiersberg-Pirka is running at full speed to meet the ambitious schedule.



SCAN
for insights into the
new Seiersberg-Pirka
branch build.

foundation solutions on the hall supports reduce assembly times and optimise load transfer. In addition, extensive functional buildings are being built for future operation. For example, a 27-metre-long assembly pit and a filling station with a capacity of 15,000 litres for AdBlue and just over 85,000 litres of diesel are being built on the workshop site. This ambitious construction project is being implemented by a sky-blue armada of vehicles and equipment. The lineup ranges from 450-tonne truck-mounted cranes to mobile cranes with 40 to 250 tonnes of load capacity to 30-tonne excavators, bulldozers and - in the peak phase - around 25 risers and numerous work platforms. For the material and equipment logistics alone, more than 1000 transports were coordinated by the end of the shell construction.

Architecture with vision

The architectural office Benesch/Stögmüller from Wels is responsible for the architectural planning. The clear, functional design is tailored to the requirements of a modern



**With the new location in Seiersberg-Pirka,
we are creating space for growth
and efficiency.**

Authorised signatory Konrad Vollmann,
Head of Styria Divisional Management

business location. The building complex is complemented by a workshop with 5,400 square metres, two garages with an area of more than one hectare and a warehouse with around 3,000 square metres. After its completion, the Seiersberg-Pirka site will offer sufficient space for offices, workshops

and warehouses on a total of 20,000 square metres. This includes around 72 truck and 166 car parking spaces. Particularly noteworthy is the generous office space of around 1,700 square metres, which enables flexible team division and further staff growth. "All roof surfaces will be planted with greenery, and one of the garages will receive a photovoltaic system with a maximum output of 480 kilowatt-peak," reports Felbermayr-Schierl, emphasising, "We attach great importance to the fact that our construction projects combine ecological responsibility with functionality." For Konrad Vollmann, Head of Styria Transport, Cranes, Platforms, Moving In and Warehousing, the new branch symbolises the start of a new generation of operating locations: "The generous spatial planning allows us to organise ourselves much more efficiently. At the same time, our employees benefit from modern premises and better workplace quality." According to the current schedule, the new branch is to be completed by summer 2026



Logistics hall Linz - New capacities in the heavy lift terminal

The image shows the completed and already leased logistics and assembly hall at the heavy-cargo terminal.



The new logistics and assembly hall in the port of Linz has been completed and is already rented out. With around 2,600 square metres, the hall provides extensive capacities for assembly and logistics tasks. Construction started in December 2024 and was completed in June of this year after a record construction time. The new hall, measuring 66 by 41 metres, is equipped with a total of three 60-tonne gantry cranes. The crane systems are distributed over two hall aisles, with two cranes running in one hall aisle and, in combination, reaching a load-bearing capacity of 120 tonnes – ideal for heavy assembly and handling operations at the site. Due to the special location in the port area, extensive pipe relocations and soil surveys were required. This posed a costly logistical and technical challenge. The new-build complements the existing logistics and assembly infrastructure at the Felbermayr heavy lift terminal.

PHOTO: ELISABETH FELBERMAYR-SCHIERL

Casawest

Stone craftsmanship for interior and exterior use

The natural stone specialists Casa Sasso and West-Asphalt merged on 1 April 2025 to form casawest GmbH. With more than 60 years of combined experience in the stone trade, the company will be operating at the Pucking site in the future. With the know-how of more than 70 employees, the company is one of the largest stone processors in Austria.

The two companies complement each other perfectly," says Felbermayr Construction Managing Director Bernhard Strasser. With concentrated expertise in interior and exterior stonework, the company aims to inspire public clients as well as architects and private customers in the future. With trades such as road surfacing and natural stone work indoors and outdoors – from stone facades to kitchen worktops – the company is marking

a new era. The stone craftsmen are based in Felbermayr civil engineering.

Shared location

By the end of July, the relocation to the former Casa Sasso site in Pucking, located around 15 kilometres east of Wels, was completed. "With the joint location, we are creating concentrated expertise under one roof and thus positioning ourselves as one of the leading natural stone processors

and installers in Austria," Strasser confirms.

With 72 employees and state-of-the-art machines – such as a "waterjet" for cutting natural stone – Casawest can offer a wide range of products.

Civil engineering division manager Hans Becker and Casawest branch manager Johannes Eder agree: "Now it's time to further bundle the knowledge of all



From left to right: Dipl.-Wirtsch.-Ing. (FH) Bernhard Strasser (Managing Director of Felbermayr Construction), DI (FH) Hans Becker (Head of Civil Engineering) and Johannes Eder (Head of the Casawest branch) are pleased to be working together.

employees. There are already successful examples for indoor and outdoor use: "For example, the Pluscity shopping centre in Pasching with floor designs and the 6,000 m² Hörsching town square," Becker mentions, pleased about the projects already completed under the Casawest name.

History

Founded in Ansfelden in 1991, Casa Sasso moved to its current location in Pucking at the end of the 1990s. The company received the Crafts Award for the natural stone work around the parish church in

Gallspach. At the beginning of 2024, it was integrated into the Felbermayr family of companies.

West-Asphalt, the professional for road surfacing and natural stone laying, broke new ground in road and square construction in 1996 with its first projects, such as the

redesign of the church square in Ried. In 2021, it was incorporated into the Felbermayr Holding. West-Asphalt's outstanding services were highlighted by the awarding of the Upper Austrian Crafts Prize in 2024. To make the merger visible to the outside world, a new corporate design was created and a website was created at casawest.at.



SCAN
to access
the new
website.

With a modern waterjet system, customised cuts can be produced to a high standard of quality.



Durable polygonal tiles made from Verdura Kavala quartzite create a timeless look and add a natural accent to the bathroom.





Record time

Felbermayr is managing a major project for Aurubis in Pirdop

The copper producer, headquartered in Hamburg, relied on Felbermayr's heavy-duty expertise for one of the largest maintenance projects of the Aurubis Group. At the Pirdop site in Bulgaria, two 450-tonne electrostatic precipitators had to be replaced within a tightly timed 62-day window starting in May. A task that demanded the highest precision, cooperation across national borders and an unimaginable workload.

More than 120 individual tasks were completed in just 62 days through shift work – a project of impressive and almost monumental scale.

the Felbermayr colleagues from Romania. The main protagonist of this blockbuster project was a 750-tonne crawler crane – powerful enough to lift around 190 elephants in one piece, and at the same time sensitive to the millimetre to position the new filters exactly. The crawler crane was accompanied by a 650-tonne truck-mounted crane, which, among other things, enabled the construction of a bridge crane and thus secured the further heavy load manoeuvres. In addition, the parallel use of two 600-tonne crawler cranes was required. When it became clear shortly before the start of the project that one of them was not available, a replacement could be organised from Poland within a few days, coordinated by the Felbermayr headquarters in Wels. For the client Aurubis, this clearly showed: A partner like Felbermayr is convincing with its flexibility and reliability – and is not only a prerequisite, but almost a guarantee for successful implementation.

120 individual projects

In addition to replacing the electrostatic precipitators, six heat exchangers weighing between 100 and 150 tonnes were replaced in sulphuric acid production. The complete renovation of the smelting furnace was a particular challenge: More than 100 truckloads with 1,500 tonnes of refractory bricks, 300 tonnes of steel structures and 15 kilometres of copper pipes had to be installed. In total, during the two-month shutdown, more than 120 individual projects were implemented – a dimension that is exceptional even by international standards.

Precision under time pressure

"A tight schedule and the enormous loads made this project a special test. Every move had to be right, every step was meticulously planned. "When production losses in the millions are on the clock every day, no mistakes can be made. The pressure was enormous – that motivated us to work even more precisely and efficiently," Georgiev says, describing the challenging situation.

A total of 19 cranes and more than a dozen work platforms were in use on the factory premises. It was clear from the start of the project: Ten cranes had to be in operation around the clock – including operating

personnel. Another test was therefore the provision of our own employees to ensure "24/7 operation" in the long term. Despite the large-scale scope of work with hundreds of professionals in action, the project proceeded without significant incidents – the result of a year-long preparation, in which about 2,000 specialists from twelve countries were involved. For Georgiev it was impressive to see: "How quickly our departments from Bulgaria and Romania formed into a unit and then worked around the clock for a month in shifts. A logistical, technical and above all human masterpiece that you do not experience every day."



I am proud of our team, of the commitment and the solidarity. That's what made this project possible.

Yordan Georgiev, General Manager Bulgaria

Modernisation with a signal effect

For Aurubis, the modernisation in Pirdop marks an important step towards the future. The new systems operate more efficiently, more safely and with a significantly better energy balance. For Felbermayr, too, the project was a reference achievement of international standing. "The project in Pirdop is a strong sign: With our technology and our expertise, we can secure even the largest industrial projects – and coordinate them internationally," Georgiev emphasises.

After 62 labour-intensive days, the Pirdop plant was able to resume production – with modernised technology and assured future viability. For Felbermayr, the operation was further proof of how international teams and state-of-the-art technology, supported by high precision standards, can achieve great things even under demanding conditions.



SCAN
and experience
the major project
in its full dimension.

From 10 May to 12 July 2025, production in Pirdop was at a standstill – every single day meant losses of around one million euros. "The pressure to meet the tight schedule was thus high. In the past, a single filter could be replaced in 45 days, in Pirdop two 450-tonne colossi had to be replaced in just 62 days," says Yordan Georgiev, General Manager Felbermayr Bulgaria, pointing out the dimension of the project. This makes the scheduled maintenance shutdown the largest maintenance project at the site in the past three decades. For Southeast Europe, this is a milestone in copper production.

Impressive lifting technology

Felbermayr Bulgaria was responsible for the lifting technology, with the active support of



Safety for generations

Loisach-Isar Canal renovated



Heavy equipment is working on the Gelting bend, including a telescopic crawler crane and several excavators powered by HVO.



SCAN
and learn more about
the work on the
Loisach-Isar Canal.

For around a hundred years, the Loisach–Isar Canal has been diverting water from the Isar system, which enters the Loisach system via the Walchensee power plant, back into the Isar in front of the town of Wolfratshausen. The canal has been gradually renovated since 2022 – the focus is currently on the section on the Gelting bend. On behalf of the energy company Uniper, HAGN Environmental Technology, a company of the Felbermayr Group, is sustainably sealing the approximately 1.6-kilometre-long area and making one of the most important water management structures in Upper Bavaria fit for the future.

Punctual leaks and damage, which led to bank collapses in December 2023, made a more extensive renovation necessary than originally assumed. This is where the strengths of Hagn Environmental Technology come into play: Masters of their craft ensure safe water management, stable operations and long-term plant reliability. “With our work here on the Loisach–Isar Canal, we are helping to enhance safety,” says construction manager Martin Höpp.



Here at the Loisach–Isar Canal, a structure is being built that will last – for people, the environment and the next generations.

Martin Höpp, Construction Manager

Focus on the Gelting bend

The focus of the renovation – internally referred to as lot 2 – is where the flow dynamics particularly challenge the canal, on the Gelting bend. The specialists from Hagn first remove the old concrete cover in the construction areas, re-profile the bed and slopes and thus create a stable base. The technical linchpin of this work is the complete lining with geosynthetic clay sealing membranes, GTD for short. A swellable bentonite sealant is used. In combination with water, this forms an elastic, self-sealing barrier. In addition, geotextiles and geogrids secure the embankments against erosion and roots. This allows the canal to be sealed sustainably and its service life to be significantly extended. “As we know, water always finds its way,” emphasises Höpp. “Our task is to guide this path – in a controlled and permanent way.”



As part of the renovation work, the specialists at Hagn Environmental Technology are laying a total of 35,000 square metres of geosynthetic clay liners.

Protection for aquatic ecology

With the construction of a separation dam at canal kilometre “7 +450”, the canal can be renovated in sections, with the canal remaining flooded in front of and behind it. An approximately 1,600-metre-long pumping line with drainage channels – designed for up to 70,000 litres per hour – ensures construction operations and protects the aquatic ecology. Where the GTD is installed, Hagn will then implement appropriate ecological accompanying measures with lean grass instead of deep-rooted trees.

Schedule and investment

The main work on sealing the canal in the Geltinger Kurve has been underway since October 2024 and will be mostly completed by the end of 2025. In 2026, the sections east of the municipality of Gelting up to the districts of Farchet and Waldram in the city of Wolfratshausen will follow, as well as the final completion, recultivation measures and functional tests. Over the entire project period from 2022 to 2026, Uniper will invest around 15 million euros in the Loisach–Isar Canal.

Added value for the region

The renovation will be a double win for the region: The canal will once again be fully functional – without uncontrolled water losses. The modernised construction significantly reduces the risk of future damage. At the same time, the ecological corridor along the canal will be upgraded. As an additional aspect, the use of hydrogenated vegetable oil called HVO as a diesel substitute shows that modern construction operations and lived sustainability can go hand in hand.

Future-proof building of the century

The Loisach–Isar Canal remains what it has been for a hundred years: a reliable element of the power plant system on the upper Isar, adapted to today's technical and environmentally relevant solutions. The combination of modern sealing methods and new vegetation structure makes the renovation of the canal a project with charisma. Or, as Martin Höpp puts it: “Our work here on the canal is a promise for the next decades – to the next generation.”

Edelweißspitze

Specialised civil engineering above the clouds

In order to protect the Grossglockner High Alpine Road from landslides in the long term, Felbermayr's specialised civil engineering experts carried out extensive safety measures to stabilise the embankment. A total of 28 so-called umbrella elements were installed a few metres below bend four at an altitude of almost 2,536 metres above sea level. The project demanded the highest precision from the Lienz high-altitude workers under extreme conditions - where the Grossglockner High Alpine Road seems to touch the sky.



SCAN

and gain insights into
the spectacular work of
specialised civil engineering.

In August 2025, the 48-kilometre-long Grossglockner High Alpine Road celebrated its 90th anniversary.

At 2,571 metres, the Edelweiss Spitze marks the highest point of the Grossglockner High Alpine Road and offers a unique panoramic view of 37 three-thousand-metre peaks. Due to erosion and persistent precipitation, the slope had already slipped by up to two metres in places over the years. In order to permanently guarantee the safety of the historic panoramic road, the team of Felbermayr Specialised Civil Engineering contributed its many years of expertise.

Challenge in the high mountains

"We work here at over 2,500 metres above sea level in rocky terrain at a gradient of almost 40 degrees - every move must be right and every step must be well thought out," says construction manager Johann Bugelnig, describing the demanding working conditions. The elements for securing the slope were positioned in the terrain with the help of a walking excavator, partly on unpaved scree ground. "In addition to the physically demanding work in the high alpine terrain, logistics was a central issue.

The transport of materials to the construction site and the lifting of the umbrella elements on the slope had to be precisely coordinated and implemented under increased safety precautions," adds construction manager Florian Haller.

Technical implementation of slope stabilisation

The assembled umbrella elements consist of a flexible steel construction with a base area of 2.00 by 2.50 metres. Two intersecting steel beams



”

At these altitudes, every move counts – and so does trust in colleagues.

Florian Haller, Construction Manager

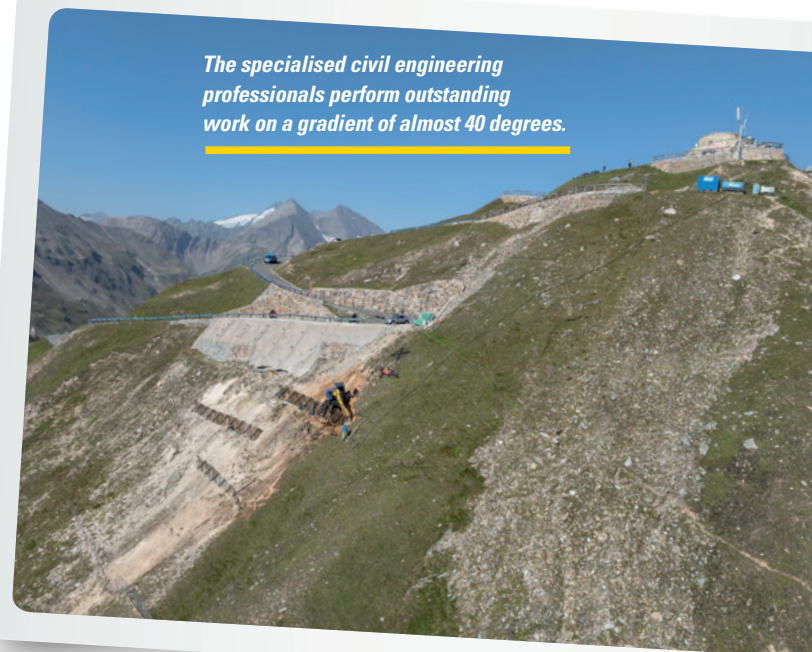
are connected via a central plate to which the central rod is mounted. Steel cables additionally tension the structure so that the forces that occur are dissipated via the built-in anchors into the load-bearing subsoil. A total of 850 linear metres of injection anchors were installed. These self-drilling hollow rod anchors are filled with injection mortar via a pipe system and ensure optimal power transmission.

In addition to the umbrella elements, the specialists built a shotcrete beam positioned beneath an existing rock protection system. "The reinforced shotcrete wall, in conjunction with the slope protection elements, significantly increases the overall stability of the slope," explains Haller. In addition to sustainable stability,

the system offers two main advantages: relatively uncomplicated assembly and low demands on the backfill material. These are both crucial aspects in difficult-to-access terrain.

Due to the compact design, the umbrella elements can be precisely positioned on site and assembled in a short time. "Despite the extreme conditions, the slope protection was completed on time. Such projects show that with experience, team spirit and technical know-how, we can create unique and individual solutions where others reach their limits," Bugelnig sums up. With the completion of the work, the Edelweiss Spitze remains a topographical and safe highlight of the Grossglockner High Alpine Road - and an example of how Felbermayr's specialised civil engineering brings precision and performance to the highest altitudes. ■

The specialised civil engineering professionals perform outstanding work on a gradient of almost 40 degrees.



High Alps

Crane operation for eight-seater gondola lift

In the Swiss ski resort of Laax, the Felbermayr subsidiary Bau-Trans will be helping to assemble three stations of a new eight-seater gondola lift in summer 2025. A mobile crane and a large number of work platforms and forklifts are being used for the project at an altitude of around 2,200-2,600 metres. Thanks to state-of-the-art technology and heavy equipment, commissioning is expected to be successful for the 2025/26 winter season.



Our Liechtenstein branch in Triesen is responsible for the installation of three stations of the new Crap Masegn – Fuorcla – Vorab cable car line. In doing so, we are making an important contribution to the modernisation of the infrastructure in the Laax ski resort,” explains Roger Beck, Managing Director of Bau-Trans Triesen. With the project, the

Weisse Arena Group, operator of the ski resort, is replacing the over 45-year-old Habegger gondola lift, which was last in operation in March 2025. Stations and supports will largely be retained and reinforced or adapted. The new gondola lift from the manufacturer Garaventa and cabin builder CWA will offer space for 86 cabins of eight people each, a travel speed of 6 metres

per second and a capacity of up to 2,000 people per hour.

Heavy equipment in action

A 100-tonne mobile crane with an 8x8 drive is being used for the installation work. This is supplemented by telescopic forklifts, scissor lifts, mast lifts and caterpillar lifts. Beck emphasises: “The crane work alone takes about

With a view of the panorama of the Swiss Alps, the Bau-Trans team masters its task at an altitude of 2,475 metres.

20 years of Bau-Trans

Bau-Trans AG, based in Liechtenstein, has been part of the Felbermayr Group since 2005. In 2025, the team led by Managing Director Roger Beck will celebrate its 20th anniversary. For two decades, the Felbermayr Group company has been synonymous with extensive expertise in international heavy and special transport, precision assembly logistics and the rental of cranes, platforms and forklifts. It is these qualities and the dedicated team from Liechtenstein that have made Bau-Trans famous far beyond the country's borders.



From left to right: Dominik Kaufmann, Jose Varela, Helmut Nigg, Nick Winteler, Roger Beck

6 weeks to complete." In addition, there are helicopter flights for the removal of column heads- a logistical challenge at high altitudes and under tight time windows.

Working in high alpine terrain

The location above the clouds demands a lot from the experts at Bau-Trans. "In addition

to the short construction season, there are mainly weather changes and limited accessibility. This requires precise planning and maximum flexibility. At the same time, this project impressively shows how versatile our team and our equipment are," emphasises Beck.

View of the winter season

Work on the stations will continue into the autumn. This is followed by commissioning

and system integration by the manufacturer. From the 2025/26 winter season onwards, the new eight-seater gondola will provide guests with a modern, high-performance connection between Crap Masegn, Fuorcla and Vorab. With an investment of around 24 million Swiss francs, the Weisse Arena Group is focusing on comfort, efficiency and sustainability in Alpine tourism – supported by the expertise of Bau-Trans.

From the bed to the power plant

Headrace canal renovated

Since mid-June, Felbermayr's Structural, Industrial and Power Station Construction has been modernising the headrace canal of the Kleinmünchen hydropower plant. By December 2025, a new base slab made of fibre concrete will be built on an area of more than five hectares, which will sustainably secure the operation for decades.

The Kleinmünchen hydropower plant went into operation in 1978 and has been supplying green electricity to around 20,000 households ever since. The water is taken from the Traun via a weir system and led via the headrace channel to the powerhouse, where the coupled generators of two tubular turbines generate an output of about ten megawatts. After more than four decades of operation and twelve years since the last renovation, a comprehensive repair of the canal was now due.

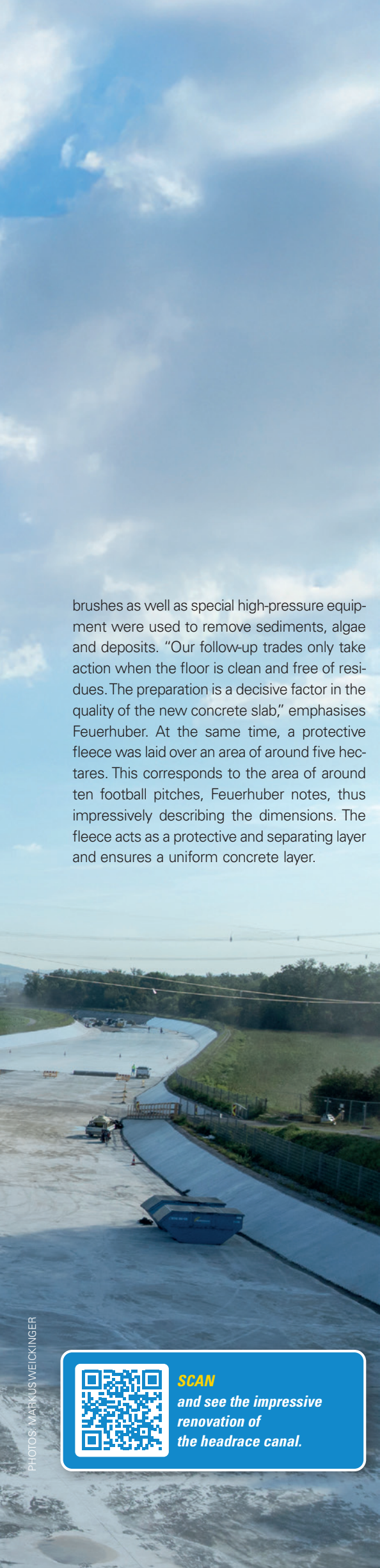
Drainage and dam construction

The headrace canal was completely drained to carry out the work. For this purpose, the power station construction specialists from Felbermayr built several temporary dams - including bulk, protective and flood dams - as well as pumps and pumping lines for draining cleaning and precipitation water. "Complete drainage is the exception in power station construction, because every hour in which no electricity is generated costs money," explains Felbermayr construction manager Hubert Feuerhuber.

The water outflow could be controlled in a targeted manner with the bulk dam above the junction and an end dam in front of the turbine inlets. "This allows us to create defined, dry construction sections and at the same time maintain sufficient reserves for precipitation events," explains Feuerhuber.

Cleaning and preparation of the canal bed

After completion of the drainage, the extensive cleaning of the canal began in July 2025. Excavators with long arms and attachment



PHOTOS: MARKUS WEICKINGER



SCAN
and see the impressive
renovation of
the headrace canal.

brushes as well as special high-pressure equipment were used to remove sediments, algae and deposits. "Our follow-up trades only take action when the floor is clean and free of residues. The preparation is a decisive factor in the quality of the new concrete slab," emphasises Feuerhuber. At the same time, a protective fleece was laid over an area of around five hectares. This corresponds to the area of around ten football pitches, Feuerhuber notes, thus impressively describing the dimensions. The fleece acts as a protective and separating layer and ensures a uniform concrete layer.



CIVIL ENGINEERING

Where water usually flows, the experts from Felbermayr Structural, Industrial and Power Station Construction are concreting the new bed.

Invert concrete over the entire canal section

Subsequently, the concreting work for the new concrete base slab began. The three-kilometre-long renovation section has a base width of between 7 and 63 metres. In this area, a 15-centimetre thick base slab of a total of 7,500 cubic metres of fibre concrete was installed. The concrete surface was then removed over an area of around five hectares using so-called battery-powered vibrating screeds and smoothed with ride-on power trowels. Access to the canal was only possible on one side for the concrete to be poured in, so the concrete was conveyed via specially installed pumping lines up to 140 metres long.

Accompanying repair and protective measures

In addition to concreting the base slab, Felbermayr carried out extensive concrete repairs to the canal embankment walls and the weir system as well as to the powerhouse building. During the work, the power plant remained shut down, so that repair measures on turbines and ancillary systems could be carried out by Linz AG in parallel. To protect the aquatic ecology, all fish and crayfish were fished out by external specialists during the gradual damming. "For us, technology and ecology belong together: We plan the construction processes in such a way that human influence is minimised and appropriate protective measures are effective," emphasises Feuerhuber.

Structural challenge

The use of fibre-reinforced concrete instead of conventional mat reinforcement on a PVC composite seal ensures an increased service life with reduced material use. For Feuerhuber it is clear: "Fibre concrete shortens installation times, reduces joint cracks and

reduces the reinforcement effort. This increases durability in design and operation and thus forms an ideal example of efficient and sustainable construction in the power plants."

Heavy rainfall in July 2025 also put the project team to the test. In order to avoid damage to the existing base due to rising



”

When the power plant and canal are at a standstill, it means full concentration and maximum performance for us - because every day counts.

Hubert Feuerhuber, Construction Manager

groundwater, the installation of the base concrete fields was accelerated. "As the level rises, speed is crucial, but quality must not suffer," Feuerhuber notes.

Commissioning before Christmas

All work is to be completed by mid-December 2025 and the canal is to be dammed up again. The water will then flow back to the powerhouse, where the two tubular turbines will once again generate around 70,000 megawatt hours of electricity per year – clean, sustainable and, thanks to Felbermayr's structural precision, ready for the next few decades. "Our goal is a permanently resilient structure. The new base plate forms the appropriate foundation for stable operation in the coming decades," Feuerhuber says, looking to the future.



Concentrated construction expertise

Demolition, stonework and industrial construction

The Felbermayr Group is showing its versatility in the construction of the new Dopetsberger adventure garden centre in Wels. Several areas work hand in hand here – from the renaturation of the old plant to the construction of the rainwater basin to concrete and road surfacing work by the subsidiary Casawest and industrial construction for the district heating connection. The result is one of the most modern horticultural facilities.

The traditional nursery now employs around 60 people and built its first greenhouse at its Wels site in 1982. With the current new-build, the facility is growing to a total area of around 15,000 square metres. The Felbermayr Group has been involved in the implementation of this project from the very beginning and is impressively demonstrating its versatility in the construction business. The

demolition specialists from Felbermayr Civil Engineering started the process in June with the dismantling of the old plant. “In just three weeks, we dismantled three greenhouses piece by piece – one of them in the immediate vicinity of the existing building, where precision down to the last centimetre was required,” reports Florian Beschta, site manager for civil engineering in Austria.

Subsequently, the Structural Engineering and Industrial Construction department took over the construction of an underground rainwater basin with a capacity of around 640 cubic metres and the expansion of the business area by 300 square metres. In addition, a lift shaft was built in the existing building, which allows barrier-free access to the office wing above the commercial area. Slavisa Kesic, construction manager for Structural,

Industrial and Power Station Construction, explains how intensive this work was: "The lift shaft was real manual work: Under the cramped conditions and with ongoing business operations, the use of a crane was out of the question. So we took each brick individually and built the shaft brick by brick."

Casawest designs concrete floors and exterior surfaces

The Felbermayr subsidiary Casawest is responsible for road surfacing the sales areas and designing the extensive outdoor area. From the beginning of September, the natural stone specialist from Pucking will be putting the finishing touches to the company premises- with a large parking area and newly designed paths and access roads. "The paved outdoor area and the newly designed green spaces are the first thing customers see. Our goal is to create paths and spaces that are functional and inviting and that underline the overall impression of a modern garden centre," explains Casawest construction manager Helmut Schmidt.

Industrial construction for district heating network

Another central construction project of the nursery is the connection to the district heating network of the energy supplier



With the construction of the rainwater basin, the nursery is focusing on sustainable irrigation of the plants.

eww. The Wels-based family-owned company is thus focusing on a sustainable energy supply and reducing the use of fossil fuels. The Felbermayr Infrastructure department is responsible for excavating the trench required for this. "For the new district heating connection, we are digging a 124-metre-long and 1.20-metre-deep trench. Time is running out, because the nursery has to be connected by the beginning of October," says Martin Jellen, construction manager for civil engineering in Austria.

Fit for tomorrow

The new Dopetsberger nursery is not only being enlarged, but also technically

updated. In addition to a sustainable heat supply, rainwater is collected from the roof surfaces and used for irrigation. The sustainable concept of the nursery is complemented by photovoltaic systems.

With this major project, the Felbermayr Group is making a significant contribution to the further development of one of Austria's leading horticultural companies – and at the same time showing how different departments and competencies within the Group interact harmoniously. ■

The work at the Dopetsberger adventure garden shows how Felbermayr's different construction areas fit together perfectly.



"Debohra"

A long journey for a tunnel boring machine

In a three-part epic, Felbermayr moved central components of the "Debohra" tunnel boring machine from Augustinplatz to Matzleinsdorfer Platz in Vienna. With a tandem lift, a four-axle tractor and a ten-axle semi-low loader, the heavy components were moved across the city on an eleven-kilometre route at the end of September. This masterpiece, successfully orchestrated down to the last detail, ensures the continued construction of the second U2 tunnel tube.

The "Debohra" tunnel boring machine is a unique machine, manufactured by the German manufacturer of tunnel boring machines, Herrenknecht. The cutting wheel measures around seven metres in diameter, while the tunnelling machine itself weighs around 1,300 tonnes and reaches a length of more than 120 metres when ready for operation. With a drive power of 1.92 megawatts or the equivalent of 2,600 horsepower, it digs its way through the Viennese underground metre by metre with its enormous cutting wheel.

Three nights, three strokes, three transports

In order for Debohra to be able to start work on the new tunnelling section, it had

to be partially dismantled, loaded and transported back to Matzleinsdorfer Platz on the surface. The central chapter of this epic was written by the experts in transport and lifting technology from Felbermayr, who excavated these huge components at Augustinplatz and manoeuvred them through Vienna at night.

The first to be moved was the 73-tonne cutter wheel drive. It was excavated and loaded with a 400-tonne crane. Only one night later, the heart of the machine, the 78-tonne cutter wheel, followed. Due to the dimensions, the component had to be lifted in tandem, with the 400-tonne crane being supported by a 250-tonne crane when it was turned on and set down. Finally,

on the third day, the so-called shield tail, weighing 34 tonnes and with a diameter of almost seven metres, was excavated and transported. "Such transports cannot be improvised, they are planned for months down to the smallest detail," explains Thomas Daxelmüller, deputy head of the Lanzendorf branch and project manager on the part of Felbermayr. "It's not enough to lift the load and drive off. We have to consider every intersection, every bottleneck, every height limitation in advance."

Vienna by night

In the evening, when the metropolis on the Danube slowly comes to rest, the tandem lift starts. Fastening, pre-tensioning, load test- then the cutting wheel rises millimetre



and traffic signs temporarily removed and several no-parking zones set up before the convoy reached its destination at around three o'clock in the morning. "When a seven-metre-wide component rolls through a metropolis, you feel the dimension of the project with every metre," says department and project manager Gabriel Asböck, noting: "For outsiders, it looks like a spectacle - for us it means the highest precision and concentration."



„*„Debohra” was a real challenge, which we mastered with the highest precision and strong team spirit.*“

Thomas Daxelmüller, Project Manager

In addition to orchestrating the two cranes and the transport unit, it is above all the experts from Felbermayr Transport and Lifting Technology who guide the components safely through the inner-city corridor - especially in narrow streets and bends.

"Lifting and transporting the components is like waltzing," says Asböck. "Guidance, posture, rotation must be internalised and executed exactly - if only one step is not in time, the figure threatens to tip over. Only with a well-rehearsed team and in excellent cooperation with the authorities can a choreography like this succeed."

The public transport network continues to grow

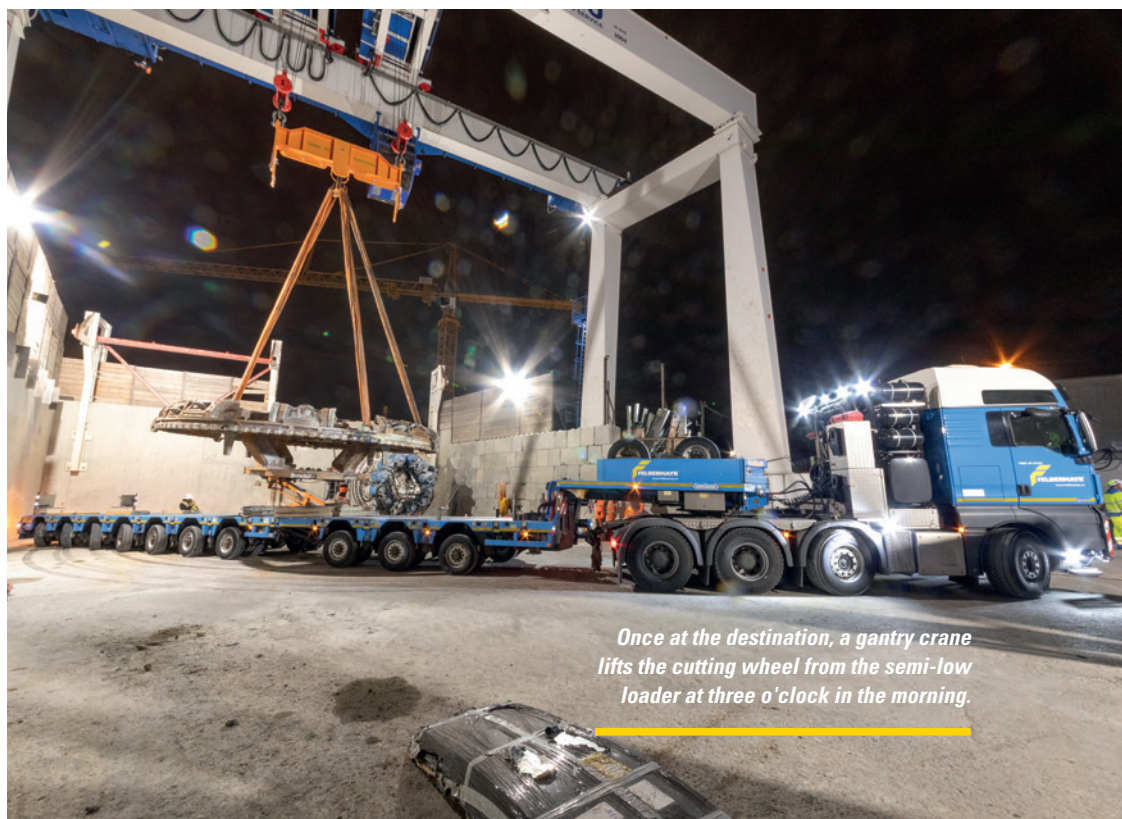
With the successful transport of the three components, Debohra will now be ready for use again at Matzleinsdorfer Platz. There, the tunnel boring machine will continue its work for the second tunnel tube - its task is to construct the new U2 line from the existing Rathaus station to Matzleinsdorfer Platz. Together with the new U5, the U2xU5 public transport expansion is being created - one of the largest infrastructure projects in Vienna. The first tunnel tube was completed in the summer of 2025. With a propulsion of up to ten metres per day, it is working its way towards Augustinplatz bit by bit. In total, twelve new stations and around eleven kilometres of track are to be built. "When you travel through Vienna in the middle of the night with a machine like this, you also think about the big picture," Daxelmüller sums up. "We are creating the infrastructure for the next few decades. I am pleased to see how we as a company are making a significant contribution with our expertise."



SCAN
and experience the spectacular
transport of the "Debohra"
tunnel boring machine.

by millimetre from the ground. Guided at the centre of gravity and held synchronously by both cranes, the load of the cutting wheel remains stably balanced before the component finds its place on the prepared ten-axle semi-low loader. Then the four-axle tractor started moving - escorted by police vehicles, secured by escort vehicles and flanked by Felbermayr specialists who kept an eye on obstacles along the route.

The route of the load journey led about eleven kilometres across the city. Past the Lugner City, against the direction of travel over the belt, further towards Schönbrunn Palace and finally into the city to Matzleinsdorfer Platz. For this project, intersections had to be closed in sections, lampposts



Once at the destination, a gantry crane lifts the cutting wheel from the semi-low loader at three o'clock in the morning.

Shipbuilding

Floating masterpieces made of steel

After months of planning, burning and welding, the 1,188th ship built at the Erlenbach shipyard will leave the yard at the end of 2025. The employees of the shipyard in Erlenbach am Main carried out numerous work steps before the maiden voyage. With a site of 50,000 square metres, the Felbermayr subsidiary owns one of the largest inland shipyards in Germany.

In June 2024, the shipyard received a request for the construction of a self-propelled barge to be used in hydraulic engineering. The inland shipping vessel was designed and built entirely in the shipyard. With a length of 50 metres, a width of 9.50 metres and a side height of 2.20 metres, it has a maximum displacement of 800 tonnes and an average light draught of 86 centimetres. The fixed point height is five metres. The motor vessel has a propulsion system consisting of two engines, each with 478 kilowatts and 1,900 revolutions, a generator with 48 kilowatts and a bow thruster with 294 kilowatts.

Careful planning

Before construction of a ship can begin, careful planning is required. "A preliminary design is created according to the customer's specifications, on the basis of which the price is calculated. If the customer places the order, the first rough calculation is made. This shows whether the ship can also meet the load capacity with the customer specifications. Usually, several designs are required," says Harald Hillmann, shipbuilding engineer at Erlenbach Shipyard, and explains: "Only when a suitable design basis has been found, can we move on to the finer construction. The final steel plans

should ideally be available three to four months after the order has been placed."

With block construction to the goal

For the construction and expansion of a ship, Erlenbach has outdoor areas as well as three halls - a metalworking hall, a shipbuilding hall and a welding hall. The ships are assembled in the shipyard from prefabricated sections, a process known as block construction. Normal structural steel is mainly used for this, and occasionally stainless steel for the exhaust components.



Shipbuilding on the slipway

The ships are assembled outside the hall on the so-called slipway. The shipyard on the banks of the Erlenbach Main is the only shipyard between Duisburg and Linz with a 135-metre-long slipway. This is a shore area with an inclined track on which ships can be built, rebuilt, repaired and maintained on land. The shipyard has two slipways. This means that ships with a length of up to 135 metres can be taken ashore. A total of four slipways are available for the common dimensions of 110 and 86 metres.



”
Behind every ship there is much more than just structural steel - namely passion for craftsmanship and the interaction of many experienced hands.

Harald Hillmann M.Eng., Shipbuilding engineer

slipway wagons,” reports the shipbuilding engineer and adds: “The ship is driven to the Main on tracks that run up to 40 metres below the water level. When we launch a new-build ship, it is 95 percent complete. After commissioning and an initial standing test at the outfitting quay, the test run can finally take place. “The tension before this crucial moment of shipbuilding is great. “You are very nervous when the first trip on the water takes place, because a lot can go wrong. If everything works out, you are quite relieved,” says Hillmann.

Steady hands are required

About 30 employees are involved in building a ship. Shipbuilders, welders, precision mechanics, pipe fitters, painters and electricians work on the production of the ship. “A steady hand is required for cutting, welding and tacking, as well as good spatial thinking and a certain level of physical ability. You should not have claustrophobia, the openings of the ship are sometimes very narrow,” says the shipbuilding engineer.

Challenges in shipbuilding

Hillmann lists the following challenges: “Dimensional accuracy, customer acceptance, the weather, coordination of the trades and adherence to delivery times.” “OHF 400”, as the ship is called, is currently being given the finishing touches and will in future work on the Rhine together with the “OHF 380” dredger pontoon. “OHF 380” was built in 2023 on the shipyard site in Erlenbach. Parts for the next new-build are currently being manufactured in the neighbouring halls. The deck pram with the construction number 1.189 is to be completed in 2026.



SCAN
and gain insights into the craft of Erlenbach shipbuilders.

Burning, welding and tacking

The first step in shipbuilding is the unwinding of the outer skin surfaces made of steel. Then the first of many thousands of flame cuts is carried out. When sufficient tonnage has been cut, construction begins- usually about a month after the start of the cutting. The assembly of the steel surfaces usually begins with the wall courses, followed by the double floors. “These structural elements are primarily for stability and safety,” explains Hillmann: “They are manufactured as a section, similar to Lego blocks, to be welded together later outside the hall. These sections are volume parts with a piece weight of up to 30 tonnes. “In order to be able to move these components, a total of three cranes - each with a load capacity of 30 tonnes in the portal - are available at the Erlenbach shipyard.



The shipbuilders from Erlenbach cut the steel parts of the stern.

Sustainability Structured for a responsible future

Under the international umbrella term ESG – Environmental, Social and Governance – the Felbermayr Group anchors responsibility for the environment, society and corporate governance in projects, investments, structures and corporate culture. The aim is to secure the future viability of our company and create a measurable positive impact – across all business areas.

Sustainability is an integral part of our corporate philosophy and a key lever for long-term stability and competitiveness," emphasises Felbermayr CEO Horst Felbermayr. This aspiration is upheld throughout the entire Felbermayr Group and reflected in specific decisions, standards and responsibilities. "We see sustainability as a fundamental attitude that shapes our daily actions," explains Katharina Perfahl, ESG Manager at the Felbermayr Group.

Concrete initiatives based on the three ESG pillars demonstrate how this attitude manifests itself in everyday life: Hydrogenated vegetable oils (HVO) as an alternative fuel to diesel, new e-charging infrastructure and e-trucks, photovoltaic

systems at several locations, collaborations with external partners, and structural and personnel anchoring through the newly created Sustainability Board.

Environmental – Responsibility for the environment and resources

Felbermayr is focusing on energy efficiency, alternative drive systems and a resource-saving recycling economy with specific initiatives. The focus is on reducing emissions and continuously improving the environmental impact of our own activities and, consequently, those of our customers.

Alternative fuels

Sustainability begins where conscious decisions meet long-term responsibility –

for example, when choosing fuel. In order to reduce greenhouse gas emissions, Felbermayr is focusing on alternative drive solutions and is currently testing the use of HVO, a renewable diesel substitute. This bio-based fuel is obtained from hydrogenated vegetable oils and animal fats, which are mainly derived from residual and waste materials. With the appropriate quality and production, greenhouse gas emissions can be reduced by up to 90 per cent compared to fossil diesel. "In order to continue to meet customer requirements and legal specifications, we test alternative drive solutions at an early stage. For application areas where there are currently no alternatives available, HVO represents a sensible transitional technology," explains Perfahl.

This sustainable approach is also reflected in the rental park: Around 70 per cent of the work platform fleet is already battery or hybrid powered. Diesel-powered machines that are HVO-compatible according to manufacturer information are uniformly labelled – a simple but effective step.

The project on the Loisach-Isar Canal in Bavaria demonstrates how successfully HVO can be used in practice. There, Hagn Environmental Technology, a company belonging to the Felbermayr Group, is working with the energy company and client Uniper to promote synthetic diesel substitutes. The entire fleet of construction machinery – including several excavators and a telescopic crawler crane – is powered entirely by HVO. The result is impressive: A reduction in greenhouse gases of around 90 per cent was achieved compared to conventional diesel. This corresponds to approximately 26 tonnes of CO₂ saved, or the annual storage capacity of 1,000 trees.

E-mobility, charging infrastructure and PV

Felbermayr is also consistently investing in low-emission technologies in the transport business segment. A total of six electric trucks with a range of around 350 kilometres will soon be put into service. The fully electric vehicles will complement transport logistics at central locations in future. This represents the continuation of a gradual electrification of the vehicle fleet wherever technically possible. To this end, the charging infrastructure at the Felbermayr headquarters in Wels was expanded to include six charging points, each with a capacity



„We want to actively shape the future and take responsibility – ecologically, socially and entrepreneurially.“

DI Horst Felbermayr
General management - Holding

of up to 160 kilowatts. The implemented charging management system prioritises electricity from the “in-house” photovoltaic system. The car charging infrastructure for pool vehicles in the underground car park has also been expanded. In addition to the Felbermayr headquarters in Wels, PV systems at the Haeger & Schmidt Logistics site in Duisburg, at Felbermayr Transport and Lifting Technology sites in Seiersberg-Pirka and Klagenfurt, and at other Felbermayr Group sites are also contributing to the company's own electricity supply, both now and in the future. A green roof at the new location in Seiersberg-Pirka will further contribute to greening and create habitat for plants and insects.

“Recycling economy” in IT

For us, sustainability also means using resources sensibly throughout their entire life cycle. In cooperation with the non-profit IT service provider AfB, old electrical

appliances are reconditioned or destroyed in accordance with the law. This has already enabled several hundred appliances to be reused, saving valuable raw materials. In addition to the environmental benefits of reducing electronic waste and greenhouse gas emissions, the cooperation also has a social impact.

Because sustainability does not end with the environment. Social commitment and responsibility towards employees and society are also a focus. Because if you want to shape the future, you need strong cooperation. Felbermayr sees social responsibility as part of its corporate culture – characterised by fairness, equal opportunities and respectful interaction with one another.

Social – Sustainability begins with people

The focus is on people – regardless of their origin, age or physical limitations. The non-profit IT service provider AfB is committed to promoting inclusion and creating jobs for people with disabilities. Around half of the employees have a disability. “For us, sustainability means enabling everyone to participate,” emphasises Perfahl, adding: Respectful treatment and equal opportunities – regardless of origin, gender or age – are a matter of course for us. People are at the heart of everything we do, and this is reflected in all our decisions.”

In order for this aspiration to have a long-term impact, cooperation between existing and new structures is required, as well as binding processes that support us in achieving our goals.

Governance – Responsibility requires clear structures

This year, the company-wide Sustainability Board was established. The committee brings together individuals from various areas of the Felbermayr Group. The board's task is to coordinate ESG issues and make their progress measurable. The Sustainability Board has extensive powers and responsibilities to initiate and evaluate sustainability measures and integrate them into existing processes. “The board is our connecting platform for sustainable thinking and action,” explains Perfahl. Direct communication between specialist departments and management creates a management structure that makes decisions more transparent and ensures that environmental, social and economic goals are pursued jointly.



HVO results in no loss of performance, and refuelling is carried out just as it is with conventional fuels.



The Felbermayr Group Sustainability Board:

1st row (from left to right): DI (FH) Erhard Pichler; Josef Kreuzmayr; Hashem Rahsepar-Hashemi; Mag. Thomas Schimpfhuber; Dipl.-Wirtsch.-Ing. (FH) Bernhard Strasser

2nd row (from left to right): Ing. Thomas Brunmair; Dr. Benjamin Schlager; Ing. Mag. Peter Stöttinger; Mag. Alfred Feldbauer; Rainer Traunwieser; Mag. Franz Trinkl

3rd row (from left to right): Mst. Stefan Aichinger; Katharina Perfahl, MSc; Astrid Reischl, BSc; Matthias Baschinger, MSc; **Not pictured:** Birgit Bechwar, MSc; MMag. Mojca Kalan; Fabian Klasen; Thorsten Koch, Betriebswirt (VWA); Dr. Alexander Kücher, LL.B.; David Mayrhofer, BSc

Further steps are planned for the coming years: the expansion of photovoltaic areas, the gradual expansion of alternative drive systems, new social initiatives and the ongoing development of comprehensive measures.

This creates a comprehensive system at Felbermayr that combines ecological, social and corporate responsibility – an approach that goes beyond the present and shows how sustainability can be efficiently implemented. ■



In 2026, six MAN TGS 20.449 electric trucks will be added to the Felbermayr fleet.

With the paddle in the manoeuvrable single kayak, the athletes create space through fast movements and interaction to get into the final position.



Björn Zirotzki and the German national team win the trophy at the World Games for the fourth time in a row.

World-class With a clear course to success

Björn Zirotzki, Managing Director at HSW Logistics and national coach of the German national canoe polo team, led his team to victory at the World Games in Chengdu in mid-August. While he professionally navigates Europe's waterways, he directs a world-class team in sports – both with the same care and passion.

Germany cheered in Chengdu: With two gold medals in canoe polo, the national team made a sporting splash at the 2025 World Games. Under the management of national coach Björn Zirotzki, the German men's team defeated Italy 3:1 in the final and thus confidently defended its title. "From minute one, we were there, focused, consistent, and cool-headed – until the final whistle. This is the reward for the past few years," says Zirotzki, visibly satisfied after the success. It was the last great triumph of his coaching career, because at the end of the year, the

Duisburg native will resign from his position as national coach.

The fascination of canoe polo

Canoe polo is a team sport on the water in which two teams, each with five field players, compete against each other in a single kayak. The aim is to get the ball into the hanging goal at a height of two metres, either by hand or with the paddle. The game is played with a rush goalkeeper on a pitch measuring around 35 by 23 metres, and the playing time is two periods of ten minutes. In Germany alone, there are over 1000 athletes

in more than 100 clubs who compete against each other in five performance classes. In addition to speed and technique, tactics are the main focus – similar to water polo or handball, but with the additional challenge of controlling the boat, paddle and ball at the same time. "Our attack thrives on movement and quick interaction. Possession of the ball and switching play are essential. This is how we manage to open up gaps in the defence or create a numerical advantage on one side of the pitch. That's why we train to play at the top, twice a day, seven days a week, exactly these processes."



The eight-member German national team with coach Zirotzki celebrates after winning the final at the World Games.

From player to national coach

For almost three decades, Zirotzki has shaped the sport of canoe polo in Germany like no other – first as a player, then as a coach. His father, who was also active in canoe polo, instilled in him a passion for water sports. As a child, he joined his home club, the 1st Meidericher Kanu-Club Duisburg. Later, he also met his wife there. Since then, sport has been an integral part of the family.

As a national player, he won several German and international titles before moving to the sidelines in 2013. With irrepressible passion, a fine instinct for young, up-and-coming talents and a great deal of commitment alongside his day-to-day work as a managing director, he has shaped the German men's national team into a consistently successful team. At the 2022 World Games in Birmingham, he led the team to gold for the third time in a row, and this year in Chengdu, he repeated this triumph – again unbeaten. Through his work, Germany became the benchmark in international canoe polo. "Canoe polo is a complex sport in which tactics, technique and an incomparable team spirit must be deeply internalised. If everything is right, an incredible dynamic is created," says Zirotzki, describing the fascination of his discipline.

Success in the workplace too – with a clear course and responsibility

When Björn Zirotzki is not on the sidelines, he professionally manages the fortunes of HSW Logistics in Duisburg. As Managing Director, he is responsible for short sea shipping and thus for international maritime transport between inland and seaports throughout Europe.

As a manager, Zirotzki attaches as much importance to planning, structure and team spirit as he does in sport. "Whether on the water or in the office, the key is an ambitious and competent team that acts as a unit. My task is to create the framework in which team dynamics and performance can unfold in the best possible way," emphasises Zirotzki. This attitude also shapes his understanding of leadership. He knows how to motivate people to take responsibility and to be successful on the basis of a common strategy – whether in the national team or in the company.

Under his management, HSW Logistics has established itself as a reliable partner for combined transport solutions. With a specialised fleet, HSW Logistics connects the Rhine river and European ports. The focus on Norway and Great Britain ensures optimal connections

between German inland ports and seaports throughout Europe. In addition to a modern fleet and port network, the company stands for sustainable and efficient logistics chains.

After his success at the World Games, the Duisburg native can look back on an impressive career as a player and coach: five gold medals at the European Championships, three gold medals at the World Championships, four gold medals at the World Games, one Champions League victory and several German championships. At the end of the year, Zirotzki will resign as national coach. He will remain an active member of the 1. Meidericher Kanu-Club Duisburg, and he will remain at the helm of HSW Logistics as Managing Director. ■

HSW in association with Felbermayr and Wilson

HSW Logistics is a joint venture of Haeger & Schmidt Logistics GmbH and the Norwegian shipping company Wilson EuroCarriers AS, each with equal shares. The close connection to the Felbermayr Group is via Haeger & Schmidt Logistics, which has been part of the family-owned company since 2013. HSW Logistics is thus embedded in a strong European network – with bundled expertise for combined transport solutions on road, water and rail.

PERSONNEL RESHUFFLE

Changes in the general management necessitate a reorganisation of senior positions

Wolfgang Schellerer will retire at the beginning of 2027 after more than four decades at the family-owned company Felbermayr. As the Managing Director and spokesman for the general management, he shaped the transport and lifting technology business over many years and his commitment provided important impetus for the development of associated areas.

Due to his planned retirement, the future direction of the general management must also be clearly defined. **Peter Stöttinger**, previously a member of the general management, will take on the **role of spokesman** in future. **Clemens Felbermayr** and **Marc Schellerer** will **join the general management** with the retirement of Schellerer. Both have many years of experience within the company and have gained valuable expertise in various locations and specialist areas. The two authorised signatories have already held responsibility as Sales Manager for crane, access platform and forklift rental, and as Head of International Heavy Transport respectively. Together with Peter Stöttinger, they will in future be responsible for driving the strategic development of the Transport and Lifting Technology business.

Since August 2025, **Georg Brugger** has been enriching the Felbermayr transport and lifting technology team as **head of sales for cranes, work platforms, lift trucks and national transport**. The 54-year-old can look back on more than 20 years of experience in the sector. What he finds particularly fascinating about his job is the variety of tasks. No day is the same as the next, and close cooperation with customers, partners and employees motivates him again and again. Implementing visions with structure - Brugger sees this as one of his greatest strengths. He also closely follows developments in his sector: The fast pace of the markets and increasing momentum of technological changes are of particular concern to him. Brugger has set clear goals for his new role. He wants Felbermayr to continue to maintain a strong position in the market, build long-lasting customer partnerships and actively contribute to shaping the company for the future. In his private life, Brugger enjoys



DI Georg Brugger

spending time with his family and finds balance in gardening or fly fishing.

Julian Wittenberg will take over the **sales management for international special transport in Germany** in future. He has been part of the company since June 2021 and is originally from Lübeck. His career at Felbermayr began in Lauterach, where he was initially responsible for sales in southern Germany. He later moved to northern Germany, where he has since been involved in developing the location and strengthening its market position. With his background in mechanical engineering and his experience in engineering design and sales, he

combines technical know-how with a clear understanding of customer and market requirements. He is particularly motivated by the opportunity to break new ground and drive developments forward – both for the business location and for his team.

What he particularly values about Felbermayr is that the company offers a wide range of opportunities for personal and professional development and enables interested employees to gain insights into different areas and to continuously evolve. To balance the demands of his professional responsibilities, he enjoys working out at the gym.



Julian Wittenberg

There has been another change of personnel in the Construction segment: **Stefan Hielle, Managing Director and spokesman for Felbermayr's construction segment, has decided to leave the company at the end of 2025**. This also means he will be leaving Upper Austria and relocating back to his home region near Vienna. Felbermayr thanks him for his many years of service and his major role in the development of the Construction segment. Until a successor to Hielle is found, Managing Director Bernhard Strasser will assume responsibility for the technical remit. Rainer Traunwieser will continue to be responsible for the commercial management of the expanding segment.

Many thanks to our long-serving employees



Reinhold Bredl – Surveying/Hagn Osterhofen
Karin Jäger – MTA/Wels · **Jürgen Steiner** – Administration/Wels



Kadir Alaca – Port Logistics/Haeger & Schmidt Duisburg · **Andreas Hintringer** – Heavy Transport/Wels · **Andreas Hüttmayr** – MTA/Wels · **Dietmar Mörigsbauer** – Heavy Transport/Wels · **Bernhard Radler** – Civil Engineering/Wels · **Friedrich Tempelmayr** – Heavy Transport/Wels · **Angelika Wiebus** – Administration/Haeger & Schmidt Logistics Duisburg



Alois Dengg – Crane/Graz · **Ralf Dieckmann** – Hydraulic Engineering, Landfill Construction/Hagn Osterhofen · **Ljubisa Dimitrijevic** – Crane/Lanzendorf · **André Hoffmann** – Intermodal/Haeger & Schmidt Andernach · **Heike Hörtenhuemer** – Heavy Transport/Wels · **Enes Husic** – Skipper/Domarin Erlenbach · **Mehmed Komic** – Civil Engineering, Industrial Construction and Power Station Construction/Wels · **Jutta Kronschnabl** – Administration MTA/Hagn Osterhofen · **Robin Meier** – Assembly Management/Wimmer Sulzemoos · **Thomas Pamminer** – Heavy Transport/Wels · **Sabine Rudolph** – Customer Service/HSW Logistics Duisburg · **Robert Schauer** – MTA/Wels · **Robert Stieger** – Heavy Transport/Wels · **Josef Teubl** – Heavy Transport/Wels · **Johann Trinkl** – MTA/Wels



Harald Achenrainer – Transport/Lauterach · **Karl-Heinz Berghuber** – Fleet/Linz · **Josip Budac** – Matrose/Domarin Erlenbach · **Harald Gruber** – MTA/Wels · **Mario Grünwald** – Dorn Lauterach · **Viktor Haderer** – Heavy Transport/Wels · **Günter Hapt** – Heavy Transport/Wels · **Zbigniew Kalemba** – Engineered Solutions/Krefeld · **Sven Kitze** – Hydraulic Engineering, Landfill Construction/Hagn Osterhofen · **Josef Kreuzmayr** – Workshop Management/Wels · **Alexander Schellerer** – Heavy Transport/Wels · **Gerhart Stadler** – Heavy Transport/Wels ·

Alessandro Stradiotto – Heavy Transport/Wels · **Sándor Szél** – Transport/Bau-Trans Biatorbágy · **Jan-Simon Tyca** – Intermodal/Haeger & Schmidt Duisburg



Stefan Auzinger – Casawest Pucking · **Markus Boandl** – Crane/Graz · **Abdelghani Boutahiri** – Port Logistics/Haeger & Schmidt Duisburg · **Enrico Bräuer** – Divisional Management/Lusatia Region · **Markus Bstielier** – Civil Engineering, Industrial Construction and Power Station Construction/Wels · **Péter Buchholz** – Transport/Bau-Trans Biatorbágy · **Thomas Daxelmüller** – Department Management Crane/Lanzendorf · **Erwin Eder** – Crane/Graz · **Herbert Eder** – Hydraulic Engineering, Landfill Construction/Hagn Osterhofen · **Claudia Eidenberger** – Administration/Wels · **Otto Eschlböck** – Workshop/Wels · **Roland Füreder** – Heavy Transport/Wels · **Sascha Geithner** – Port Logistics/Haeger & Schmidt Duisburg · **Matthias Franz Gruber** – Workshop/Wels · **Dragoslav Keric** – Moving In/Lanzendorf · **Gerd Kernbichler** – Dorn Lauterach · **Andreas Kollant** – Workshop/Graz · **Wolfgang Korch** – Crane/Kamenz · **Lajos Kovács** – Transport/Bau-Trans Biatorbágy · **Wilhelm Kronberger** – Projects/Wels · **Djelair Limani** – Warehouse/Lanzendorf · **Stephan Loibl** – Low Loader Driver/Hagn Osterhofen · **Philip Müller** – Casawest Pucking · **Hansjörg Ortler** – FST/Stams · **György Pesel** – Transport/Bau-Trans Biatorbágy · **Wolfgang Pucher** – Civil Engineering, Industrial Construction and Power Station Construction/Wels · **Boris Pusnik** – Crane/Klagenfurt · **Leopold Riedl** – Machinist/Hagn Landshut · **Sabine Ruttmann** – Administration/Lanzendorf · **Josef Salmer** – Administration/Lanzendorf · **Hubert Seeburger** – Fleet/Klagenfurt · **Jozef Solčanský** – Crane/Bratislava · **Marian Svecula** – Skipper/Domarin Erlenbach · **Roman Tutko** – Crane/Košice · **Irfan Unutkan** – Port Logistics/Haeger & Schmidt Duisburg · **Daniel van Wiltenburg** – Intermodal/Haeger & Schmidt Duisburg · **Andrea Vidra** – Finance/Bau-Trans Biatorbágy · **Dusko Zecevic** – Crane/Lanzendorf · **Vahid Zehic** – Waste Management/Wels



Georgi Angelov – Crane/Bulgaria · **Annette Amrhein-Schäfer** – Administration/Domarin

Erlenbach · **Christoph Bergthaler** – Danner Vorchdorf · **Branko Borčić** – Representative/Zagreb · **Peter Buchner** – Crane/Wörgl · **Florin Cristian Culache** – Workshop/Bucharest · **Hristo Chilingirov** – Crane/Bulgaria · **Kalina Valentinova Doppelbauer** – Projects/Wels · **Jens Endesfelder** – Hydraulic Engineering, Landfill Construction/Hagn Osterhofen · **Corina Elena Farkas** – Workshop/Bucharest · **Alfred Feldbauer** – General Management/Wels · **Walter Fischer** – Crane/Klagenfurt · **Marian Ghita** – Crane/Bucharest · **Christoph Grabenhofer** – Moving In/Graz · **Christian Graggl** – Platform/Graz · **Goran Grbic** – Casawest Pucking · **Rene Gruber** – Moving In/Graz · **Clemens Hager** – Civil Engineering/Wels · **Martin Herák** – Workshop/Bratislava · **Thomas Herold** – Workshop/Lanzendorf · **Frank Hobusch** – Civil Engineering/Wels · **Jürgen Hochenadl** – Transport/Memmingen · **Daniel Istrate** – Platform/Bucharest · **Helfried Jantscher** – Platform/Graz · **Jan Kachlik** – Moving In/Brünn · **Franz Kaltenleitner** – Civil Engineering/Wels · **Plamen Genev** – Crane/Bulgaria · **Eörs Géza Karácsonyi** – Transport/Bau-Trans Biatorbágy · **Manuel Kiechl** – FST/Stams · **Peter Klčo** – Crane/Bratislava · **Ingo Krautgasser** – Civil Engineering, Industrial Construction and Power Station Construction/Wels · **Günter Kreische** – Civil Engineering/Wels · **Andreas Laschinsky** – Crane/Bautzen · **Harald Leitgöb** – Moving In/Linz · **Georg Aaron Leithenmair** – Workshop/Wels · **Sascha Lengauer** – Administration/Wels · **Marius Marcel Matei** – Crane/Bucharest · **Naim Mustafa** – Transport/Bulgaria · **Stanislav Nigut** – Sales/Košice · **Peter Ökrös** – Crane/Wels · **Rene Penkala** – Industrial Mechanic/Erlenbacher Schiffswerft · **Martina Peter-Reiter** – Crane/Graz · **Christian Pfaffenberger-Bauer** – Waste Management/Wels · **Markus Pichler** – Workshop/Wels · **Petrica Pitigoi** – Workshop/Bucharest · **Michal Pruša** – Management/Brünn · **Sebastian Pschipsch** – Hydraulic Engineering, Landfill Construction/Hagn Osterhofen · **Wolfgang Pühringer** – Environment and Resources/Wels · **Michael Reicher** – Crane/Graz · **Manuel Reiter-Stranzinger** – Casawest Pucking · **Florian Reiter-Stranzinger** – Casawest Pucking · **Erich Ringer** – Civil Engineering/Wels · **Lukas Rückert** – Industrial Mechanic/Erlenbacher Schiffswerft · **Harun Saljiji** – Danner Vorchdorf · **Minur Saljiji** – Danner Vorchdorf · **Sebastian Schinagl** – Senior Site Management for Hydraulic Engineering and Landfill Construction/Hagn Sulzemoos · **Philipp Schnalzer** – Platform/Graz · **Verena Steinbauer** – Administration MTA/Hagn Osterhofen · **Riccarda Steinhäuser** – Assembly/Lauterach · **Stefan Stinglwagner** – Projects/Wels · **Paul Stroe** – Heavy Transport/Bucharest · **Cornel Tanase** – Crane/Bucharest · **Marius Tudose** – Heavy Transport/Bucharest · **Karl Wasserbauer** – Crane/Wels



CEO DI Horst Felbermayr and Ing. Wolfgang Nöstlinger, MSc, MBA, President of FC Hertha Wels, are celebrating the team's promotion to the Austrian 2nd Bundesliga.

2ND BUNDESLIGA

Felbermayr supports FC HOGO Hertha Wels

With FC Hogo Hertha Wels' promotion to the 2nd Bundesliga, the football club is entering a new sporting era. Felbermayr is accompanying this important step as a strong partner and supporting the team on its journey through its first season in professional football. At the start of

mid-July, the club presented its new home jersey at the Felbermayr Group's headquarters – with the Felbermayr logo on the chest. This means that the team will be wearing Felbermayr's blue and yellow colours. For Felbermayr, this commitment is a conscious declaration of support for regional sport. The collaboration is intended to provide support for the club as the team competes in the second-highest division and takes on the challenges of the season.



PERFECTLY COMBINED

Thomas and Stefan Rettenegger off to a strong start to the season

Felbermayr brand ambassadors Stefan and Thomas Rettenegger got the new Nordic combined season off to a strong start in October. The two brothers celebrated a double victory at the Austrian Championships on the large hill in Bischofshofen: Stefan Rettenegger secured the national championship title after a strong mass start race on roller skis and a confidently defended lead in the mat jumping. His brother Thomas secured second place and rounded off the result impressively. With impressive jumping power from the ski jump and endurance on the cross-country track, the ÖSV Nordic combined athletes made a clear sporting statement and confirmed their sporting success. Stefan Rettenegger had already won the Summer Grand Prix, underlining his top form. The results of the championships clearly show that the Rettenegger brothers are excellently prepared. They also give cause for optimism ahead of the 2026 Olympic Winter Games in Milan and make Nordic Combined, from an Austrian perspective, a strong medal prospect.

SPG FELBERMAYR WELS

Long-standing partnership further strengthened

Felbermayr has been a reliable partner to SPG Felbermayr Wels for many years – and will continue to support the successful table tennis club on its way to the top this season. Continuous support is an important basis for the club to maintain its position at the highest level of sport and consolidate its role among the top teams in the Bundesliga. The team is currently attracting attention once again: In the election for Upper Austria's Sports Team of the Year, SPG Felbermayr Wels was ranked

among the top 20 teams in the state. In addition, Maciej Kolodziejczyk, one of their top performers in the singles category, is also up for election. The nominations demonstrate the club's standing in the domestic sporting scene – and how consistently it has confirmed its successes in recent years. With this commitment, Felbermayr once again emphasises the importance of regional sports promotion and remains a strong partner to SPG Felbermayr Wels.

READ AND WIN

Prize draw question: When is the new Felbermayr branch in Seiersberg-Pirka scheduled for completion?

You can find the right answer in this edition.

The deadline for entry is 31 March 2026.

All decisions are final and not subject to legal appeal.



SCAN
and take part
in the
competition.

www.felbermayr.cc/informer

Answer our prize
question – 15 great prizes
await you!



1. PRIZE:
Felbermayr model:
Saurer classic D330
in a scale of 1:50.

Stays strong when things get tight

With its various boom configurations, the LR 11000 covers a wide range of applications, including port handling, industrial construction, infrastructure and wind power. The crane's design is also ideal for confined spaces, such as refineries. The economical transport concept with a transport width of 3.5 m and a transport height of 3.2 m perfectly rounds off the overall concept.

www.liebherr.com

LIEBHERR

LR 11000

