

«ARTFUL»

HEAVY-LIFT EXPERTISE FOR THE CHANCELLOR'S OFFICE



SCAN

and watch a video showing
the spectacular relocation of
the "Südbrücke" in Berlin.

PHOTO: JEROEN MULDER

ANCHOR POINTS

Ship mooring points
successfully implemented

A FEAT OF STRENGTH

Lifting and assembly work
for steel production

WANDERLUST

Memories of
a driver's life



12

In the very heart of Berlin, the specialists from Felbermayr's Engineered Solutions division accomplished a technical masterpiece when relocating the "Südbrücke" at the Federal Chancellery. Cramped inner-city conditions, a pontoon in the Spree and a demanding bridge geometry made the operation a special kind of challenge.



16

In Aschach an der Donau, Domarin and Felbermayr-Infrastrukturbau created modern "parking spaces". The new moorings sustainably strengthen the Danube as an efficient transport axis for inland shipping.



22

The future of steel production is increasingly taking shape in Linz. The heavy-lift specialists from Linz are playing a major role on one of the most important industrial construction sites in Austria.



32

Where heavy-duty technology has left its mark, Danner is bringing nature back. The landscaping specialists are recultivating the construction site around the Aurach Bridge.

38

Hardly anyone else has captured their working life as much as Gerhart Stadler. More than two million kilometres and over 10,000 photographs tell the story of a very personal piece of company history.



- 04 Announcements – Latest news from Felbermayr Holding
- 18 Austrian-Italian co-production for transport and lifting to and in Donawitz
- 20 The Felbermayr construction firm in Spittal clears a dam at a power station
- 26 Jozef Hermans assembles gigantic press systems in Gloucester
- 28 Felbermayr transport and lifting technology manages a tandem lift of two gas tanks
- 30 Large-scale construction project for structural and industrial construction by Felbermayr at Wels local railway station
- 34 A house on the hook requires "precision work in the Mühlviertel"
- 36 Construction expertise from Felbermayr for a forward-looking industrial project

PHOTOS: JERON MULDER, MICHAEL RUDOLPH, MARKUS WEICKINGER (2), CHRISTIAN LEHNER

Editorial



”

As the saying goes, “Those who do not move cannot set anything in motion”, a message that deserves particular attention in times like these. After all, economic resilience requires projects that strengthen infrastructure and enable transformation.

Europe on the move

Dear Ladies and Gentlemen,

Europe is under pressure. Political tensions, economic uncertainty and global change are shaping our times, yet Europe remains on the move. And there is a positive side to that movement too. It is above all the business community that builds connections, drives projects forward and demonstrates remarkable resilience.

This is reflected in this issue of Informer. Take, for example, the relocation of the “Südbrücke” at the Federal Chancellery in Berlin. This saw an exceptional infrastructure project successfully delivered right at the heart of Germany’s political centre. In Aschach an der Donau, modern berths have been developed to further strengthen inland shipping as a sustainable transport route. And Transport and Lifting Technology operations supporting the production of “green steel” show how industrial transformation and the energy transition can take tangible form through

precision, experience and strong technical expertise.

Projects like these exemplify what Europe stands for: Cross-border collaboration, trust in capable partners and a willingness to tackle even complex challenges together.

We would therefore like to extend our particular thanks to our clients for the trust they place in us. Their willingness to embrace change is what gets projects like these moving in the first place. We also thank our employees. Their commitment, expertise and sense of responsibility make achievements like these possible.

If we keep moving forward, we will master the future together. With that in mind, I wish you an enjoyable read, a relaxing summer and, naturally, plenty of momentum.

Warm regards,

Horst Felbermayr

ANNOUNCEMENTS

COMMITMENT

Spring cleaning for stork nests

Felbermayr supports the Storchenverein Rust (Rust Stork Association) in the care and maintenance of the stork nests in the city of storks on Lake Neusiedl. The work is being carried out at the beginning of March, before the white storks return from their winter quarters. With the support of a truck-mounted work platform of the type F-48 LTK, the Storchenverein cleans and disinfects around 40 nests on the chimneys of the historic old town. In addition, nesting aids are installed and existing breeding sites are repaired. This creates optimal conditions for the arrival of the storks and a successful breeding season.



INLAND WATER TRANSPORT

Stake increased

In mid-May, Felbermayr increased its stake in the Dutch inland waterway shipping company Rijnmond Logistics Beheer BV from 50 to 65 per cent. Together with Haeger & Schmidt Logistics, the Felbermayr Group is thereby strengthening its position in the European inland waterway network and continuing to expand multimodal logistics solutions. The expansion of the stake will further deepen the successful cooperation and strengthen the long-term strategic partnership.

INSIGHT INTO PRACTICE

Experience technology up close

At the end of March, Felbermayr transport and lifting technology welcomed the 3rd class of commercial vehicle technicians from the Mistelbach State Vocational School to the Lanzendorf site. As part of a company visit, the students gained insights into the day-to-day work and the different areas of activity of the company. The visit to the workshop was particularly impressive, where, among other things, a jacked-up telescopic element of a Liebherr LTM 1650 could be viewed up close. In addition, the guests gained insights into the construction site of the new workshop and were able to get to know various pieces of equipment and machines, including a battery-powered aerial work platform and a mobile crane.





POWER STATION CONSTRUCTION

Major project on the Traun

As part of a cooperative joint venture, Felbermayr is taking on extensive earthworks, waterworks and concrete construction work for the new construction of the Traunfall run-of-river hydropower station in Roitham. The new construction replaces the existing Gschröff, Siebenbrunn and Traunfall plants, which have reached the end of their technical service life. More than 300,000 cubic metres of earth material have already been moved for the excavation of the cut funnel at the future powerhouse. From June, the focus will be on the concrete construction work for the new power plant facilities. Once completed, the power station will generate electrical power for around 35,000 homes.



SCAN

and view the dismantling work in the river area of the power station.



DANUBE DEVELOPMENT

Navigation channel deepened

The Felbermayr subsidiary Domarin is continuing the upgrade of the Danube between the Schwarzach estuary and Deggendorf. In the second construction phase of the major Straubing–Vilshofen project, new control structures, river islands and ecological bank structures will be built

over a length of around ten kilometres by the end of 2027. The navigation channel will be deepened at the same time. The scope of services includes, among other things, partial scour revetments and partial scour backfills as well as the restoration and new-build of groynes. In addition, two

parallel structures are being built and around 80,000 cubic metres of armour stones are being installed in line with the profile. The measures stabilise the river bed, direct the current and help to safeguard the navigation channel for inland shipping in the long term.



LIFT OFF Sports car soaring high

Normally, the rear spoiler of a sports car provides downforce on the road. However, “downforce” played only a minor role at the opening of the Porsche Centre Upper Austria in Leonding. There, a Porsche 911 Targa 4 GTS took off without further ado. The sports car was lifted to a height of around 30 metres with a 130-tonne mobile crane. To ensure that the Porsche retained its elegance throughout the entire lift, specially procured sling straps were used directly on the rims.



STRUCTURAL ENGINEERING Expansion for Andritz

At the Andritz site in Linz, Felbermayr is currently expanding the production hall built in 2010 by around 670 square metres. The extension is directly adjacent to an existing hall with three crane tracks, two of which are arranged one above the other. In the course of the expansion, the crane infrastructure will be continued and adapted to the existing structure. Ductile piles were used for the foundation, which were driven in and grouted to a depth of around ten metres. At the same time, Felbermayr is working on another hall area for Andritz. Extensive renovation measures are being carried out there, including the renewal of the base plate, the creation of a new crane track, and demolition and façade work. Completion is planned for the autumn.

TUNNEL BORING MACHINE Return transport from the Brenner

At the beginning of February, Felbermayr successfully completed the return transport of two tunnel boring machines from the Brenner Base Tunnel. Within a week, the large components were returned in two nights in a convoy with a total of eight heavy loads. The components transported included the 103-tonne cutter head, the gearbox housing, the main bearing and the erector. Due to the construction site situation, the route initially led towards Italy before the convoy continued via Innsbruck to Kiefersfelden.





SPECIALISED CIVIL ENGINEERING
Takeover of Robl

With retroactive effect from 1 January 2026, Robl Spezialtiefbau GmbH became part of the Felbermayr Group. In the future, the company will in particular complement the service portfolio of Hagn Umwelttechnik. The range of services offered by Robl Spezialtiefbau's specialised civil engineering extends from sheet pile driving and Berliner walling to vibro stone columns and ballast columns, as well as bored, cast, anchored and injection piles, and injection work. With the takeover, the Felbermayr Group is strengthening its expertise in specialised civil engineering and at the same time expanding its regional presence in southern Germany.

ART ON THE HOOK

Warhorse gets a new place

More than 2,000 years after his campaigns, "Bucephalus", the legendary warhorse of Alexander the Great, returned to Wels – at least as a statue. The copper statue, weighing around six tonnes, was delivered with an internal loader and then lifted onto a scaffold at a height of around six metres with a lorry-mounted loading crane. There it will in future tower above the Volksgarten as a striking eye-catcher.



LOCK RENOVATION
Modernisation of the Kachlet lock

In Passau, Felbermayr is working together with its consortium partners on the largest modernisation project in Bavaria. Both lock chambers of the Kachlet lock are being completely renovated over a period of 13 years on behalf of the Magdeburg Waterways New Construction Office. The double lock has two chambers with a usable length of around 230 metres and a width of 24 metres per chamber. To this end, the existing structures will be dismantled down to the base and then rebuilt. The aim of the major project is to increase operational safety and to adapt the lock system to the requirements of modern inland water transport in the long term.



PHOTOS: ROBL SPEZIALTIEFBAU, DANIEL COBAN, HABAU/NORBERT ENDERS



ANNIVERSARY

Ten years in Sulzemoos

Ten years ago, Wimmer Maschinentransporte moved into the Felbermayr site in Sulzemoos together with the construction company Hagn-Umwelttechnik. Since its opening, Wimmer has developed the branch into an important site for industrial assembly and

heavy goods storage in southern Germany. Thanks to its easily accessible location near Munich, the site offers ideal conditions for national and international projects. Over the past ten years, numerous assignments for industrial, plant construction and heavy-duty logistics have been handled from

Sulzemoos. This success is also reflected in numerous construction projects by Hagn-Umwelttechnik and the subsequent expansion in Germany. The anniversary thus marks an important milestone in the development of the companies belonging to the Felbermayr Group.



"BIENNALE ARTE"

Technology meets art

In mid-March, Felbermayr Transport- und Hebeteknik transported a Roto lift truck of the type F-18 TSX-R, including a cable winch, to Venice. After delivery, the device was taken by boat to the Giardini della Biennale. There, as part of the 61st Venice Art Biennale and is playing a supporting role in the truest sense of the word. The Biennale Arte is one of the most important international exhibitions for contemporary art. It takes place every two years, runs until November and recorded around 700,000 visitors in 2024.

DATA CENTRE
Generators
for energy supply

At the end of May, Felbermayr took on the transport of three emergency power generators for a data centre in Austria. The units, each weighing 52 tonnes, were manufactured in the UK and transported to Linz by sea. After transshipping at the heavy lift terminal, they were transported to Wels using a six-axle low-bed semitrailer. There, the generators were unloaded with a 230-tonne mobile crane and temporarily stored on the site of the Felbermayr headquarters until further use. Felbermayr is taking over the storage of a total of 34 generators. All components are expected to reach their final destination by the end of the year. The emergency power generators form an important part of the energy supply for the future data centre.



EXTENDED
More room for growth

Construction work on the extension of the Felbermayr headquarters in Wels has been underway since the beginning of April. By the end of the year, additional office space will be created to meet the company's future requirements. With the expansion, Felbermayr is sending a clear signal for the further development of the Wels site and the entire Felbermayr Group, even in economically challenging times.

SITE DEVELOPMENT
New areas for major tasks

With the asphaltting work at the new branch in Seiersberg-Pirka, the site built on a former landfill is nearing completion. From the end of February to the end of May, the road construction specialists from Haag

worked at full speed and created more than 30,000 square metres of asphalt surfaces in the hall and outdoor area, as well as a further 2,200 square metres of paved surfaces. Around 13,000 tonnes of asphalt

mix were processed for the construction of the traffic and storage areas. The work was supported by a powerful fleet of machinery with excavators, rollers, wheel loaders and asphalt pavers.



PHOTOS: DANIEL COBAN (3), BENESCH/STÖGMÜLLER ZT GESMBH

POWER STATION RENOVATION

Fit for the future

At the end of March, Felbermayr successfully completed the renovation work on the weir system of the Traunleiten power station in Steinhaus near Wels. The work included the scour renovation in the weir system, the repair of an existing retaining wall and the renewal of the ballast locks. In the course of the construction work, extensive concrete renovations, including steel armouring, were also carried out on the weir system.

In addition to the renovation work, the Traun was ecologically upgraded. This included the creation of a bed reinforcement in the residual water section, the erection of structuring elements and the construction of a pond. The work started in September 2025 and was carried out jointly by the areas of structural engineering, industrial and power station construction, earthworks and Spezialtiefbau Salzburg specialised civil engineering.



EVENTS SERVICE

Powerful machinery for Nova Rock Festival

Around 200,000 music fans flocked to Nickelsdorf from 11 to 14 June, once again transforming the municipality of just under 2,000 inhabitants into a hotspot for the international rock scene. But before the first chords echoed over “Pannonia Fields II”, an impressive event backdrop was

created on the festival grounds. From the end of May to the end of June, Felbermayr played a significant role in the assembly and dismantling of the Nova Rock Festival with an extensive range of equipment. A total of around 70 pieces of equipment from several Felbermayr branches were used. The

largest contribution was made by the Lanzendorf site, supplemented by machines from other branches across Austria. On site, telescopic lift trucks, work platforms, all-terrain lift trucks and a mobile crane, among other things, assisted in the installation of stages, tents and other event infrastructure.

PHOTOS: STIPAN BANDIC, DANIEL COBAN (3)



ENERGY INFRASTRUCTURE

Heavyweights for a transformer station

For the expansion of the Pichling substation, Felbermayr transported three transformers, each with a piece weight of 272 tonnes, from Weiz via Asten to Pichling. The works involved a 32-axle open-nose

trailer and, after the transshipping, a road configuration with a total of 18 axle lines and open-nose or loading girders. Special challenges along the route required precise planning. For example, a temporary “fly-over

bridge” was built to cross a stream bridge. Furthermore, an underpass had to be digitally measured in advance. It was possible to cross the passage safely with a clearance of only five centimetres.

SECURING ROCK

Protection for the riverbank slope

Felbermayr specialised civil engineering carried out extensive stabilisation and clearing work at the Aschach power station. First, a slope on the left bank of the Danube near the power station site was cleared of loose rock before the actual securing measures followed. Mesh, individual block reinforcements and shotcrete were used to stabilise the riverbank.

The work increases safety in the affected area and protects against possible rockfalls. The specialists were supported by two drilling trucks.





The all-new Chancellor's Bridge

Bridge relocated for the Federal Chancellery in Berlin



PHOTO: FEDERAL REPUBLIC OF GERMANY - FEDERAL CHANCELLERY

The feat required a masterstroke of logistics and engineering from the heavy-lift experts.



SCAN
and watch a video showing
the spectacular relocation
of the "Südbrücke" in Berlin.

Berlin is a city of great artists and designers, from Karl Friedrich Schinkel to Bertolt Brecht and Paul Kalkbrenner. What unites them is their unique style. Something that is seen in the German capital in many places and in various forms. Most recently, it has become evident in a structure produced from 1,500 tonnes of steel. When the "Südbrücke" was moved into position at the Federal Chancellery at the end of March, the "curators" from Felbermayr's Engineered Solutions also left their mark – characterised by technical excellence.



Midway through Berlin's government district, framed by the River Spree, the Chancellery and urban life, a structure was set in motion in a three-part process; impressive not only for its size but, above all, for the way in which it found its place.

"185 metres long, 6 metres high and wide, and weighing in at around 1,500 tonnes – the 'Südbrücke' was, in itself, no ordinary project. And the River Spree added to the mix, making sure that things never became tedious. We moved the bridge across the water metre by metre until it reached its final position," explains Jens Fuchs, project manager at Engineered Solutions.

A bridge with character

The distinctive feature of the steel bridge is its striking Z-shape, an architecturally sophisticated solution that presented considerable technical challenges. "Whilst the centre of gravity lies in the middle of other bridges, this is difficult to manage in a Z-shaped structure," explains Fuchs, adding, "As a result, the bridge is prone to twisting. And that was one of the biggest hurdles. We had to design the entire concept to accommodate the fact that the loads change constantly during the relocation process. At the same time, the four cross beams on which the bridge rested were allowed to deviate from one another by a maximum of two centimetres upwards and two centimetres downwards in height." For the engineers in their sky-blue overalls, this meant the utmost precision; from planning right through to implementation.

However, the unusual shape was no accident. The existing Nordbrücke already features this design and the new 'Südbrücke' deliberately follows suit, thereby blending into the overall architectural landscape of the capital.

Setting the Stage

Weeks before the bridge relocation began, preparations were already in full swing. The Kanzlerpark was quickly transformed into an inner-city construction site, where complex logistical operations were carried out in cramped conditions. The 'Südbrücke' first had to be assembled from individual segments and welded together on site

before it could later be moved as a single unit. The four solid crossbeams ultimately formed the basis for the support structure on a specially constructed skidway. The bridge was picked up at these points. So-called step jacks were used to raise the steel body with millimetre precision, after which the mounting blocks were removed to make way for three sets of SPMTs with a total of 68 axles. Over 1,000 tonnes of equipment were used during the relocation works.

Technology that makes a difference

The actual relocation procedure was a perfectly coordinated combination of various systems. On the land side, the bridge, mounted on SPMTs, was guided along a roughly 60-metre-long skidway from Kanzlerpark to the banks of the Spree. This skidway continued across the water on a pontoon and carried the structure further towards the Chancellery. The track was designed to ensure that the 'Südbrücke' could be kept safely on track whilst being guided. "Every step of the process had to be planned and carried out with precision. There was no room for improvisation," says Fuchs, describing the situation. "To move a bridge like this continuously in the heart of the city, in full view of everyone, whilst maintaining control over both the load distribution and the minute height differences between the crossbeams at all times, is certainly something of a challenge."

Engineering masterpiece

"The most spectacular moment was when the bridge reached the River Spree. Whilst the rear section of the bridge was still resting on the Magnus-Hirschfeld-Ufer bank, several hundred tonnes of steel were already being moved across the water, beyond the skidway positioned on the pontoon in the River Spree," says Fuchs, describing the challenging manoeuvre, and adds: "It's that moment you've been working towards for months, when everything comes to a standstill and you pause briefly once more before the colossal structure glides across the water."

Once the first of the two lifted crossbeams reached the second skidway, which had been founded on pile moorings on the bank near the Federal Chancellery, the pontoon was only partially loaded by a single crossbeam and was able to move back. This marked another particularly demanding phase of the operation. The

pontoon then had to be carefully withdrawn from beneath the second crossbeam in a controlled manner. The extremely small vertical clearance of the crossbeam resting on the pontoon made this manoeuvre especially challenging.

A 72-hour state of emergency

The plot of this "heroic epic" unfolded over a tightly packed period of just 72 hours. The team from Krefeld worked round the clock in 24-hour operation. Ten workers per shift ensured that the masterful production could go ahead without a break. "What sounds like just a few hours' work was actually the result of two years of planning and preparation. In the end, it all comes down to those few but crucial moments," said Fuchs. "Then the choreography has to go off without a hitch."

At the heart of Berlin

The construction work in Kanzlerpark left the specialists at Engineered Solutions with very little leeway in terms of space, logistics and time. Narrow streets, winding access roads and the heavy traffic typical of a major city made delivery of the large components required a particularly challenging task. At the start of the year, the image of the 'Südbrücke' gradually came together, piece by piece over the course of several weeks, like a collage. The project was also supported by crane technology provided by the Felbermayr branches in Bautzen and Dresden. One 230-tonne and one 650-tonne mobile crane together became the hammer and chisel of the operation, and brought the structure to life, step by step.

A project that brings unity

Once completed, the new 'Südbrücke' will blend beautifully into Berlin's government district, bolstering the city's infrastructure development and providing an additional crossing over the River Spree.

With this project, the experts at Engineered Solutions have once again demonstrated the expertise and engineering know-how that the Felbermayr Group has to offer. "The 'Südbrücke' demonstrates what we are capable of. We create unique solutions that are, quite literally, sustainable. For us, no task is too big – only those that haven't been thought through fully," says Fuchs, summing up the project. A project that has left a subtle mark on the heart of this metropolis and combines technical and artistic perfection in equal measure.

“Parking spaces” on the Danube

Modern boat landing stages successfully completed in Aschach

Where steel giants weighing tonnes are drilling their way through the rocky shallows of the Danube banks, Felbermayr’s Domarin subsidiary is never far away. Working alongside Felbermayr Infrastructure Construction, the hydraulic engineering specialists from Bavaria constructed two new boat landing stages on the Danube, in Aschach an der Donau. Thanks to heavy machinery, state-of-the-art drilling technology and close coordination between the work on water and on land, the modern infrastructure for inland water transport was completed on schedule in early 2026.

Following the dry goods landing stage in Linz in 2021, the Fischamündung landing stage in 2022, the Wildungsmauer landing stage in 2023, and the Brigittenau II landing stage in Vienna in 2024, Domarin has now achieved the next milestone for Danube shipping with the “Lände Aschach” and “Öffentliche Lände Aschach”, commissioned by viadonau, marking the next milestone for Danube shipping. “Every river has its own language. The Danube speaks clearly, if you know how to listen. This intuition is crucial. The successfully completed projects along the Danube show that we are able to reliably translate this intuition into practical solutions,” emphasises experienced Domarin Construction Manager Martin Röche.



“Modern shipping requires modern infrastructure. And that is precisely what we have laid the groundwork for in Aschach.”

Martin Röche, Construction Manager

Precision work under challenging conditions

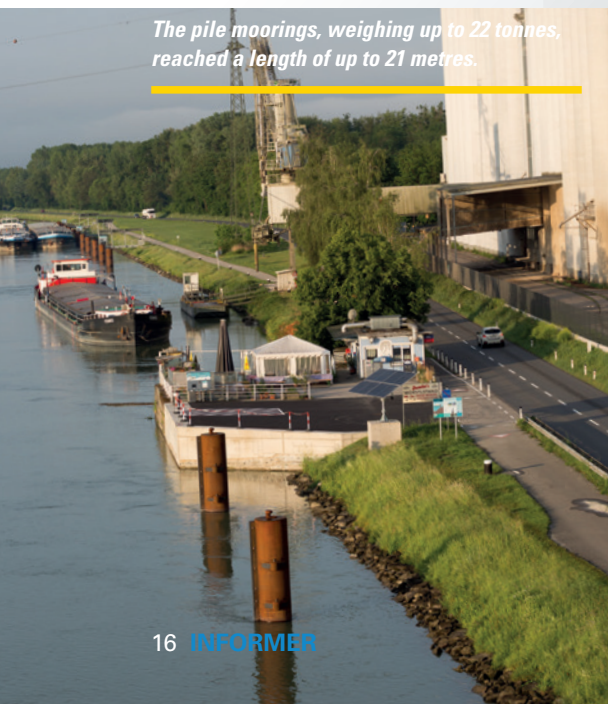
Construction work began at the end of September with the removal of the armour stone, which was subsequently used to stabilise the embankment. Only then did the actual work on the riverbed begin. Over a period of four weeks, boreholes with a diameter of one and a half metres were drilled using a 150-tonne drilling device. These holes penetrated the armour stone embankment protection and the layers of gravel down to the bedrock beneath. “Granite and gneiss place high demands on both man and machine. The hard silicate rock of the Bohemian Massif made the “sinking” of the cased boreholes particularly challenging,” explains Röche, adding: “In some cases, the boreholes extended up to twelve metres below the Danube riverbed. With a total of 23 boreholes, it is clear just how extensive this undertaking was.” Filling the boreholes

with a total of 1,200 tonnes of gravel laid the groundwork for the subsequent driving of solid steel pipes, known as pile moorings. In November, Domarin’s experts drove the pile moorings into the riverbed within a matter of weeks, using a combination of a 230-tonne cable crane and an 11-tonne vibratory pile driver with a power output of 708 kilowatts. The steel pipes, which had a diameter of 1.22 metres, a wall thickness of 35 millimetres and a total length of up to 21 metres, weighed in at up to 22 tonnes each.

Heavy-duty “Kilian” pontoon

A true behemoth was deployed for the work on the water: the heavy-duty “Kilian pontoon”, with a load-bearing capacity of 1,100 tonnes. The pontoon deployed by the hydraulic engineering specialists is one of the most powerful of its kind and has been specially designed for challenging applications. Measuring 82 metres in length and 11.40 metres in width, it offers a massive working surface that guarantees stability even under extreme loads. If necessary, the pontoon is anchored to the riverbed via four hydraulic piles, each designed to support loads of up to 200 tonnes. The floating unit is moved by the push-boat “Domarin 12”, which manoeuvres the pontoon precisely into position. The setup was supplemented by two barges, which ensured the supply of 1,200 tonnes of gravel and 500 tonnes of steel pipes directly from the water during the construction work.

The pile moorings, weighing up to 22 tonnes, reached a length of up to 21 metres.



Operations on land and water perfectly coordinated

Construction of the boat landing stages depended on close coordination between the work carried out on the land and water. Whilst Domarin carried out the hydraulic engineering work, Felbermayr Infrastructure Construction undertook additional construction work on land. This included excavation work for the shore power supply, construction of bridge foundations, and demolition of the old jetty and construction of the new, raised jetty. "It is precisely in projects of this kind that the great strength of our wide range of services really comes to the fore. Hydraulic engineering and infrastructure construction form a well-coordinated team and work hand in hand; this is the only way to successfully manage projects of this scale," sums up Ivan Topalovic, Departmental Manager at Felbermayr Infrastructure Construction.

Enhanced safety, efficiency and sustainability for shipping

Completion of the new mooring facilities has expanded the waterway infrastructure and significantly improved the conditions for sustainable shipping operations. A key feature of the "berths" for cargo ships is the provision of shore power facilities, which enable docking ships to switch off their diesel generators and instead use

a quieter, low-emission power supply. The new jetties in Aschach are therefore a prime example of modern hydraulic engineering projects. Through this project, the subsidiary Domarin and Felbermayr are demonstrating how economic and environmental requirements can be reconciled, while also strengthening the Danube as a sustainable, high-performance transport corridor for inland water transport.

In all, 1,200 tonnes of gravel was used to backfill the pile moorings.



PHOTOS: MORITZ GLÜCK

Global heavyweights

From the blue heavy-goods terminal to the green heart of Austria



Between November 2025 and April 2026, Felbermayr carried out around 35 heavy transports to Leoben and specifically to the voestalpine site, where it positioned the components, each weighing several tonnes, with millimetre precision using precise tandem lifts. The site in Donawitz will be home to an electric arc furnace plant by the end of 2027.

Working in tandem, an LTM 1650 and an LTM 1450 lifted the 134-tonne loading crane into position.



The crane beams, at up to 32 metres long, were transported from the Linz heavy-duty terminal to Leoben at night.



This logistical masterpiece, an Austrian-Italian co-production, was characterised by its sheer scale, complex route planning and close cross-border cooperation. The route took us via international seaports, inland waterways and finally by road to the heart of Styria. "It was an extremely challenging project in which a large number of gears, both large and small, had to mesh together," says project manager Francesco Gasparotto, describing the sheer scale of this international logistics project.

Spectacular heavy transport

The journey of these components, each weighing several tonnes, began thousands of kilometres away: in Thailand and Türkiye. The cargo set off for Austria via two different routes – via the port of Antwerp and via Constanța on the Black Sea – before the two routes converged at the port of Linz. There, Felbermayr's heavy lift cargo specialists took charge of transferring the freight from inland shipping to road transport. "Things started to get exciting from Linz onwards. The most challenging part of the journey – transport by road through Austria – lay ahead of us, and with it the responsibility of getting the components safely to their destination," explains Gasparotto.

Several factors presented the project team in their sky-blue overalls with extraordinary challenges: Crane girders with lengths of up to 32 metres, heights of 3.65 metres and weights of up to 77.5 tonnes. The combination of length and height proved a challenge even for experienced heavy load logistics specialists. The components, which weighed in at several tonnes, could only be moved using special "12-axle THP combinations" with a total height that

pushed the permissible transport height to the very limit. In addition to the crane beams, four packages measuring 9.61 by 7.26 by 2.40 metres and weighing 24 tonnes each, as well as four others measuring 7.99 by 6.86 by 2.40 metres and weighing 19 tonnes each, proved particularly challenging for the route planners and drivers.

Route planning proves a key skill

Planning the route proved to be at least as challenging as the transport operations themselves. The original plan was to take a route via Vienna, as several roadworks had been announced along the direct route from Linz to Leoben. In addition, the authorities requested detailed analyses, and a 3D laser scan was carried out for several tunnels in the Leoben area to simulate the passage through them and ensure accuracy down to the millimetre. No sooner had the permits been granted than a landslide on the planned route near Pinkafeld created yet another obstacle, forcing the heavy transport specialists from Venice to completely rethink their plans.

In the end, it was possible to take the direct route via the A9. But this meant it was essential to plan the timing meticulously. Two consignments were transported in early March, before work began on a number of construction sites on the A9. After that, it was a matter of waiting patiently until the traffic management arrangements had been adjusted and it was safe to drive the route again. By mid-April, the last of the 35 transports had been completed.

Heavy load meets fine precision

Steel construction work at the voestalpine site in Donawitz began as early as autumn 2024. And so it was a real home game for the transport and lifting technology firm from Graz. On behalf of a steel construction company, the heavy-lift specialists carried out key lifting operations during the construction of two new-build electric furnaces for

steel production. Among the most spectacular lifting machines were two loading cranes, each weighing 134 tonnes. Following transport by SPMT, the components were lifted into position in a tandem lift operation involving an LTM 1650 and an LTM 1450. A tandem lift was likewise used to lift an 88-tonne alloy bridge and a 95-tonne saturated steam accumulator for heat recovery. "Operations like these require the utmost flexibility. Many decisions have to be made at short notice and implemented on the spot," says Anton Holzschuster, an experienced sales representative for transport and lifting technology, describing the fast-paced nature of the construction site.

Teamwork across borders

The project is a striking example of how seamlessly the Felbermayr Group's sites work together. Whilst the Venice branch was responsible for operational planning, colleagues from Wels provided support with route checks and disposition. Transshipping on the other hand took place at the Linz heavy-goods terminal. The components were finally unloaded and moved into the factory premises in Donawitz by staff from the Graz branch. "Cross-border collaboration was crucial to the project's success. Each site has contributed its own strengths – and that is precisely what makes projects like this possible. Our drivers, in particular, have done an exceptional job," emphasises Alessandro Stradiotto, branch manager at Felbermayr Italy.

After around a year of intensive planning and several months of implementation, Gasparotto draws a positive conclusion: "It was an extremely demanding undertaking, involving numerous tasks taking place in parallel, last-minute adjustments and unforeseen challenges. At the same time, it is precisely these aspects that made the project so exciting. What remains is more than just a major project successfully completed. It is a striking example of how, through excellent teamwork and a genuine commitment to the cause, we can overcome any challenge."

PHOTOS: MICHAEL RUDOLPH



SCAN
and take a behind-the-scenes
look at the exciting work
carried out by Felbermayr's
Spittal construction division.

The dump trucks made around 8,000 trips to the gravel yard.

Backwater reach clearing Civil engineering expertise in flood protection

To prevent flooding in the area around the backwater reach of the Paternion power station on the River Drau, Felbermayr's Spittal construction division is clearing a section of river approximately 800 metres long at regular intervals in the village of Mauthbrücke. Work on the Drau takes place every two to three years, exclusively during the winter months from December to April.

Our task is to clear the backwater reach in such a way as to ensure the long-term operation of the power station," explains Ferdinand Wirnsberger, authorised signatory and divisional manager of the Spittal construction operations division. A 130-tonne Liebherr LH 984 excavator fitted with a long-reach boom is being used for this task. First, material is released from the bank into the middle of the Drau, which is around 90 metres wide, until a channel approximately 30 metres wide has been created in the riverbed. This forms the basis for further transport operations and ensures safe access to the area.

Excavation and processing of approximately 110,000 cubic metres

Once the channel has been constructed, the excavator is converted to load the material for removal. Three dump trucks transport the dredged material over a distance of around 800 metres to a gravel yard, where it is further processed. In total, around 110,000 cubic metres were moved, equivalent to roughly 8,000 HGV loads.

Winter operations with a tight timeframe

The construction period, lasting between two and a half and three months, falls within a narrow window between January and April. Work continues regardless of the weather or temperature. To make the most of the low water levels, the specialists from Spittal often start as early as 3 am. The excavator works directly in the water. Even at low water, the water level is between one and a half and four metres.

High daily output in ongoing operation

The logistical effort involved is correspondingly high: around 250 HGV loads are transported from the site every day. Fuel consumption alone amounts to around 1,500 litres of diesel per day, totalling roughly 80,000 litres over the entire construction period. "The combination of a short winter construction period, working in deep water and extensive logistical requirements really puts our team to the test. Thanks to careful planning and well-established processes, we are able to carry out this task reliably for our client," sums up Wirnsberger.

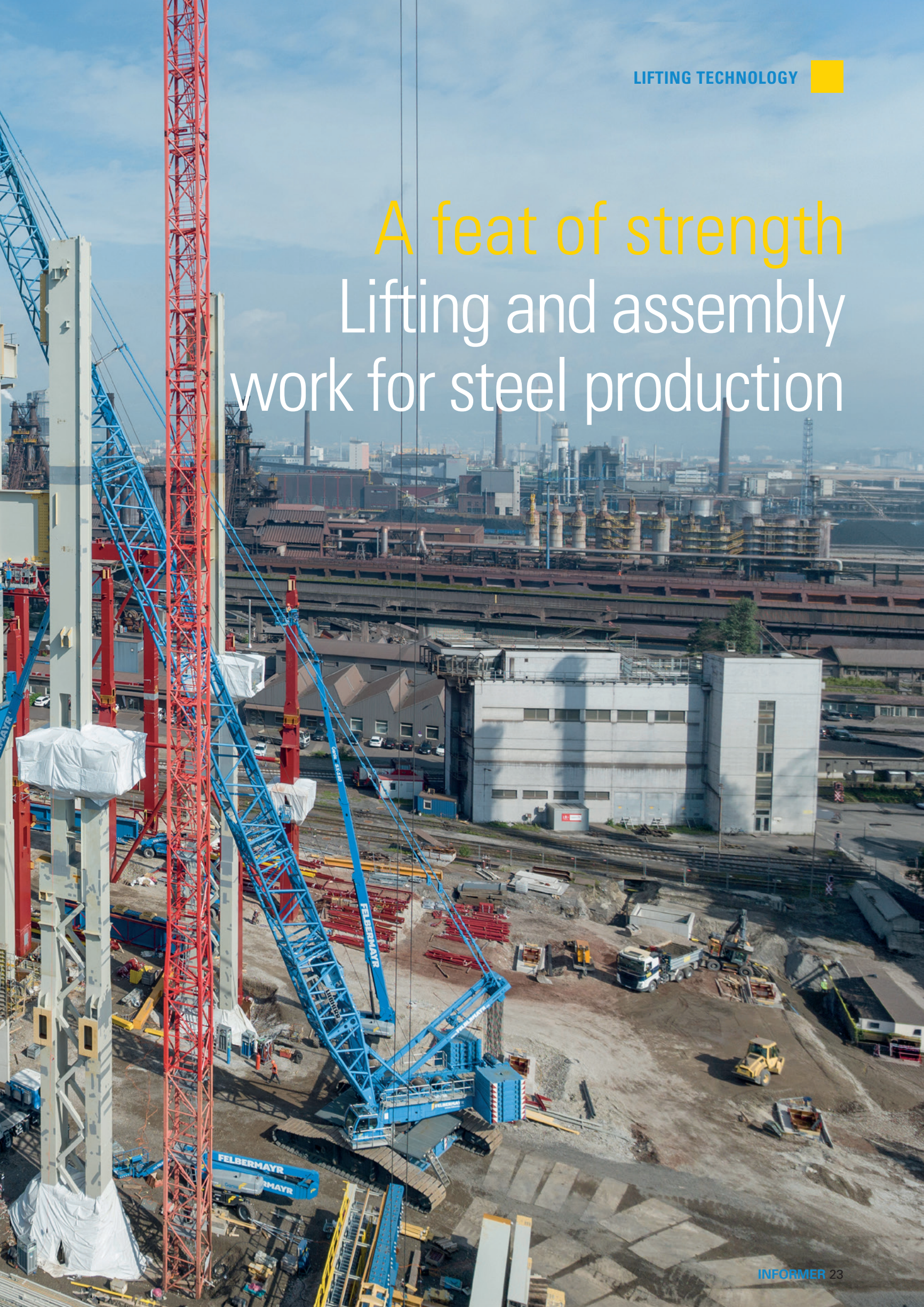
PHOTO: MARKUS WEICKINGER





A feat of strength

Lifting and assembly work for steel production



Since April 2025, Felbermayr Transport and Lifting Technology has been providing key lifting, installation and logistics services for the construction of the new electric steelmaking facility at the voestalpine plant site in Linz. At one of Austria's most important industrial construction sites, the heavy-lift specialists at Felbermayr's Linz branch are keeping construction on track while handling tandem lifts, special transports and components weighing more than 100 tonnes.

With its TransMet investment and transformation programme, voestalpine is setting the course for the future of steel production. From 2027, electric arc furnaces are expected to make a significant contribution to reducing carbon dioxide emissions from steel production. Numerous companies and specialist trades are working in parallel to deliver this major project. At the heart of it all: Felbermayr Transport and Lifting Technology. Since April last year, Felbermayr has been supporting the construction of the new electric steelmaking facility in Linz. The work ranges from conventional lifting services, through the positioning of components using 14-axle self-propelled

modular transporters, to complex installation operations.

XXL-scale plant construction

The team led by Branch Manager Michael Maier-Bauer is already playing a key role in the construction of the production halls. A total of three hall bays are being built for future steel production. For the installation of the crane runways alone, a 750-tonne crawler crane is lifting 22 crane runway girders, each weighing up to 90 tonnes, into position. In addition, the specialists are installing a total of six indoor cranes. Four of these have already been installed. The experts from Felbermayr's Engineered Solutions division are currently installing a further indoor crane, while a sixth is already being planned.

Felbermayr's heavy-lift expertise is also in demand for the plant components required for the electric arc furnaces. Among other things, two 95-tonne steam accumulators, a steam drum and the five-part furnace cradle have been installed. The heaviest individual component of the furnace cradle weighed 47 tonnes. Felbermayr also provided the necessary access equipment, drawing on work platforms from branches across Austria. Equipment with working heights of up to 103 metres was used. At peak times, a total of 55 lift trucks and working platforms were in operation

simultaneously. The work was particularly challenging because of the restricted space available.

"Many components have to be positioned to millimetre precision in extremely confined spaces. Ensuring that the right equipment is available at the right time is crucial," agree Head of Operations Karl Berghuber and Maier-Bauer.

Heavy lifting at great heights

The dust extraction system is a key element in the construction of the new electric steelmaking facility. Individual components weigh up to 110 tonnes and are installed at heights of more than 40 metres. The full range of cranes was deployed for this work, from a 45-tonne city crane to a 650-tonne mobile crane. Some stages of installation even required tandem lifts using two 650-tonne cranes.

One particularly memorable moment for Maier-Bauer was when a component of the dust-extraction ductwork weighing around 65 tonnes was lifted into position at the end of April. The component was first raised, then manoeuvred with millimetre precision through a steel structure and finally rotated through 90 degrees so that it could be connected to the existing dust extraction system.

"For this lift, we needed almost a full working day. The component had to be guided through the existing steel structure with millimetre precision. At times, it really feels like threading a needle, except that the 'thread' has a diameter of more than six metres," Maier-Bauer recalls.

Numerous trades

The real complexity, however, lies less in the individual lifts than in coordinating the many processes on a major construction site. Different trades, hundreds of employees, several contractors and constantly changing stages of construction all need to be



SCAN
and experience the
spectacular lifting and
installation work at the new
electrical steelworks.

*Confined spaces and heavy loads
made many lifting operations
a precision task.*

coordinated precisely. "Delivery dates shift, installation windows change at short notice and available laydown space is scarce. Every adjustment can affect the work that follows. We often need to respond with a great deal of flexibility," Maier-Bauer explains, before adding appreciatively: "That also requires people you can rely on completely. In that respect, we are very well placed."

This reliability makes Felbermayr an important partner on site. The Linz branch is also receiving additional support from Felbermayr's Engineered Solutions division. At the beginning of June, colleagues from Krefeld will assist with the installation of an indoor crane using a strand jack system.

Multimodal

The project also has an international



Hardly any other project combines so many different tasks, and that is exactly what makes it particularly exciting.

Prok. Michael Maier-Bauer
Branch manager

dimension from a logistics perspective. Numerous components are delivered from Poland, Italy and the Czech Republic. In addition to road transport, some plant components are also transported by sea to the heavy-lift terminal. The Felbermayr

Group's multimodal transport concepts ensure that the large-scale components can be brought onto the plant site on schedule.

A flagship industrial project

For Maier-Bauer, the new electric steelmaking facility is one of Felbermayr's most significant projects of recent years. "Few construction sites bring together so many facets of Felbermayr's expertise. From heavy transport and the positioning of components to complex lifting and installation work, the different services within Felbermayr's portfolio complement each other perfectly," Maier-Bauer emphasises. With completion planned for early 2027, the extensive lifting, installation and logistics services will have made an important contribution to delivering the new electric steelmaking facility.



Giants under pressure

Jozef Hermans assembles state-of-the-art presses in England

As steel behemoths weighing tonnes are slowly assembled into gigantic press systems, Felbermayr subsidiary Jozef Hermans industrial system assembly is injecting new energy into the process. From the beginning of March, the Dutch heavy-load specialists installed two gigantic press systems in Gloucester, UK, for German press manufacturer Andritz Schuler. Industrial presses with a pressing force of 1,600 and 3,500 tonnes respectively were assembled within a period of around nine weeks.

Where sheet metal parts for the automotive industry are usually mass-produced, a particularly heavy-duty atmosphere prevailed. On the premises of automotive supplier G-TEKT, Jozef Hermans installed two large mechanical presses, the components of which were impressive in their own right.

At the smaller of the two plants, the Dutch installation team led by Managing Director Jos Hermans moved heavyweights including a 164-tonne base plate, a 90-tonne ram and a pre-assembled press head weighing in at 240 tonnes. And the 3,500-tonne press was even more impressive: the sub-assemblies installed here included a 294-tonne base plate, a 190-tonne ram and a 360-tonne press crown. "The 3,500-tonne press is one of the largest machines of its kind in the world. With every sub-assembly that was fitted, you could see the system taking shape bit by bit. It's not something you come across every day," says Hermans, emphasising the scale of this project.

Unique heavy-duty backdrop

The scene on the company premises was impressive. Heavy-duty beams up to 16 metres long, rail-guided lifting systems and Hermans' fleet of vehicles dominated operations for weeks. At the heart of the operation was an Enerpac gantry system with a lifting capacity of 1,100 tonnes, supported by a ten-axle SPMT from the equipment fleet of Felbermayr's Engineered Solutions division, a pick-and-carry crane and a Greiner Sefiro self-propelled unit.

A further highlight was the practical use of the recently acquired Hofmann equipment: just a few weeks after integration, the systems were already supporting operations in Gloucester. "The new systems have performed exceptionally well in their first major deployment and have given us greater flexibility," emphasises Hermans.

In particular with projects of this scale, high-performance technology and thorough preparation go hand in hand. To ensure that the components can be fitted together later on like the pieces of a mosaic, the real work begins long before the first stroke – on the drawing board. The engineering phase is key to future success: "We spent countless



It's impressive to see a system of this scale taking shape for the first time.

Jos Hermans
Managing Director

hours on static calculations and computer simulations in the weeks leading up to the work. However, it was only when put into practice on the ground that it really made a difference. This really showed just how meticulously we had worked. That was the litmus test for us," says Hermans.

Powerful signal for Europe as an industrial hub

The project schedule presented additional challenges. Delays with the heavy transport operations caused the schedule to be pushed back by around three weeks. However, thanks to close coordination and a high level of commitment, the heavy-lift experts managed to make up most of this lost time. In the end, the total delay was reduced to roughly one week.

Despite the challenges, Hermans looks back on the project with a positive outlook. "We are particularly pleased to see that investment in such large-scale industrial facilities in Europe is continuing. Projects like these open up new opportunities,

strengthen the region's position as an industrial hub and demonstrate that modern manufacturing will continue to have a place in Europe in the future. As specialists in industrial relocations, it's particularly wonderful for us to be part of this development," emphasises Hermans. With the successful completion of the project in Gloucester, Jozef Hermans has once again demonstrated expertise in the international heavy load and installation sector, thereby giving industrial systems a new lease of life.



In Gloucester, every centimetre counted when moving in the components, which weighed several tonnes.



Duet in steel

Tandem lift for gas tanks in Linz



SCAN
and witness the impressive
tandem lift up close.

In mid-May, Felbermayr transport and lifting technology moved two gas tanks, each weighing over 80 tonnes, across the site at the Bosch Engineering Centre in Linz. In future, the tanks will be used to supply hydrogen to the site, thereby contributing to research and development into alternative energy sources. The lift required precise preparation, a special lifting technique and a tandem lift executed with millimetre precision.

Back at the start of the year, Felbermayr undertook the abnormal load transport of the two tanks from Kreutztal in North Rhine-Westphalia to Linz. The tanks were delivered on an eight-axle semi-low-loader, after which they were unloaded and stored temporarily on the company site. It was only possible to install them once the necessary certificates had been obtained.

Planning with foresight

Preparations for the subsequent lifting and assembly began as soon as the equipment was placed in temporary storage on the factory site, because the two huge structures had to be positioned in such a way that there was enough space left for the cranes. "It was already clear during the interim storage phase that the storage area for the two tanks must not obstruct the crane's footprints at a later stage. The entire logistics operation therefore had to be planned with particular foresight," explains Thomas Pamminger, crane department manager and head of national transport in Wels.

The two tanks, each around 18 metres long and approximately 2 metres in diameter, will in future provide the infrastructure required for a range of hydrogen applications. This in turn will establish a key facility for the development and testing of forward-looking energy solutions at the Bosch Engineering Centre site.

In tandem lift

Working across multiple sites, the crane experts from Wels and Linz performed the lift using one 650-tonne and one 160-tonne mobile crane. The 650-tonne crane was provided by the Linz branch. Whilst the main crane supported the load, the auxiliary crane controlled the rotation of the tank. The process required the utmost precision. First, both cranes lifted the first tank. The auxiliary crane then lowered its cable in a controlled manner and gradually moved the tank from a horizontal to a vertical position. Only then was the main crane able to lower the tank onto the pins in the foundation with millimetre precision. Special shackles and slings were procured specifically for the lifting work, to ensure that the loads could be secured properly.

"Installing gas tanks is almost part of our day-to-day business, but we usually handle much smaller tank dimensions. This time, we had two tanks of that size to deal with," says Pamminger, describing the "fantastic" operation. Finally, both tanks were pinned and screwed together by the customer's fitters. After about three hours, both tanks were standing upright, towering into the sky and visible from afar.

For Pamminger, however, the project has significance beyond its technical achievements: "The customer has been a trusted partner of ours for many years. So that makes it all the more rewarding to see that our work will help to further develop hydrogen technologies in the future."

From left: Safet Catic, Karl Berghuber and Peter Starchon were responsible for the successful lifting work.



Working in precise unison, the two cranes lifted the tanks into position in a tandem lift.





Living near the local station

Major construction project in the centre of Wels

Since last August, building shells have been springing up all over the place in the area around Wels local station. On the site of a former DIY store, Felbermayr's structural engineering and industrial construction division has been collaborating with consortium partner Gerstl Bau on the construction of a total of 231 apartments over several phases. Brick by brick, a new neighbourhood is rising up, forming one of the largest residential developments in the centre of Wels.



construction is scheduled for completion in autumn 2027, and the second phase in autumn 2028.

Apartments with specific requirements

For Felbermayr’s building construction specialists, who usually find themselves working on sites featuring cavity walls and precast concrete, solid brick construction is not entirely unfamiliar territory, but it is by no means part of their everyday work on site.

“Building two is proving to be a bit of a challenge. A pitched roof with three ridges is taking shape there, but its geometry is proving quite a challenge. The roof surfaces intersect in several places, terraces break up the roof structure, and the roof system also includes a small flat roof area,” says Marko Pranjić, structural and industrial construction engineer, describing the challenge at hand. He goes on: “To make matters worse, there are no eaves at all, and the roof is flush with the external façade. A construction project that demands precision down to the very last detail.”

In addition to the structural aspects, the simultaneous construction of several buildings in particular requires a high degree of coordination. “As the residential buildings are all at different stages of construction, it is essential to have a particularly clear overview of this site. The resulting parallel construction schedule and the intricate coordination make this construction project particularly complex,” explains Pranjić.

Concentrated Felbermayr expertise

Just under a dozen structural engineering experts from Felbermayr are ensuring that

the construction project does not lose momentum. The construction team in their sky-blue overalls received support from Felbermayr Pipeline Construction. Starting in March, the latter carried out extensive sewer and pipe works on the site over a period of around seven weeks.

Felbermayr’s extensive expertise is also evident in the field of site logistics. Materials and equipment are transported using a total of seven HGVs from the company’s own fleet. In addition, Felbermayr is providing one of the three construction cranes, as well as excavators with an operating weight of up to 25 tonnes and generators to supply power to the cranes.

The scale of the project is also impressive: during the first two construction phases, around 1,000 tonnes of steel, approximately 12,000 cubic metres of concrete and around 220,000 bricks will be used.

“The close, collaborative partnership between the Gerstl and Felbermayr teams plays a key role in maintaining the fast pace of work on the construction site. On a construction site like this, every task must flow seamlessly into the next. When coordination, trust and commitment all come together, a real rhythm develops on the construction site, despite the many tasks being carried out in parallel,” emphasises Pranjić.

The construction project at the local train station will see new urban housing developed in the heart of Wels over the coming years. At the same time, Felbermayr structural engineering is impressively demonstrating how residential construction is done.

The Welser Heimstätte housing development is divided into three construction phases and comprises a total of five residential buildings. Work on the first two construction phases is already in full swing. Work began in late summer, starting with buildings three and four. This was followed by building two, once the underground car parks of the first two buildings had been connected. Structural work is currently under way on building two and is due to continue until the end of August. Whilst construction work has already begun on building three, building four is nearing completion. At the same time, the second phase of construction began in February 2026 with building one. Work on building five is also set to begin before the end of this year. The first phase of



Felbermayr’s specialists moved around 8,000 cubic metres of earth material using heavy equipment.

Putting down roots Danner is reclaiming the construction site area neighbouring the Aurach Bridge

Once the cranes and heavy machinery have finished their work, a new task begins: allowing nature to take root once more. This is precisely where Felbermayr's subsidiary, Danner Landschaftsbau, comes in, making sure that new greenery can flourish around the Aurach Bridge since autumn 2023.



At the start of 2024, the 1,000-tonne LR 11000 crawler crane put on a real show with spectacular night-time operations and the dismantling of bridge girders up to 72 metres long and weighing in at 240 tonnes. Where excavation, clearing and landscaping work has previously taken place, Danner Landschaftsbau is now working to restore the natural environment and cultivate the land in a sustainable manner. Work began on behalf of the consortium as early as autumn 2023. First, the landscaping specialists used coconut mats and spray-seeding vegetation to protect the reinforced earth and the embankment of the temporary bridge against erosion. Subsequently, the customer Asfinag commissioned the Danner consortium to carry out extensive landscaping, recultivation, slope stabilisation and planting works. Most of the work was completed by May this year. For Danner, however, this marks the start of the multi-year regrowth and development phase for the area under restoration.

10,000 square metres of reclaimed and cultivated land

More than 10,000 square metres of space are being redeveloped in the area around the Aurach Bridge. Services here range from seeding to specialised spray-seeding vegetation projects, as well as the statutory recultivation of land used for construction purposes. Particular attention was paid to a number of steep embankments. To shore these up and minimise surface erosion, the landscaping experts from Vorchdorf laid coconut fibre and straw matting in certain areas. The natural mesh stabilises the embankment whilst improving the adhesion of the sown seeds. "We are laying the groundwork here to ensure that nature can recover in the long term. Landscaping is

therefore much more than just a finishing touch; it is an integral part of the overall project," explains Roman Lassmann, branch manager at Danner Landschaftsbau.

Reforestation in accordance with clear guidelines

A key part of the work stems directly from the requirements set by Asfinag. Areas that have been permanently cleared must be replanted with native trees and shrubs in accordance with a specified planting plan. Work on this began in mid-2025 with around a dozen plots identified and gradually reclaimed. In total, the experts in their dark green overalls managed to plant more than 4,000 bare-root plants. To protect young crops, special privacy screens and protective covers are used to prevent damage caused by trampling or browsing wildlife. These protective covers are attached to stakes made of acacia wood and are designed to aid the growth of the young plants during their first few years.

In addition, Danner erected a protective fence around the plot to shield the reforestation area from damage caused by browsing wildlife. "Young cultures, in particular, are fragile. Without protective measures, wild animals can cause considerable damage in a short space of time. That's why we are monitoring and supporting the development in collaboration with the environmental building inspectorate over a period of several years," explains Danner project manager Philipp Öllinger.

Nature follows its own rules

Unlike traditional construction projects, the success of greening and planting initiatives can only be controlled to a limited degree. Weather, precipitation, vegetation growth and soil quality have a significant impact on the progress of the project.

This is also apparent during the operation of equipment: large machines are of little use on steep slopes. Much of the work is carried out by hand. Shovels and pickaxes play a far greater role in day-to-day work than heavy machinery. Only spraying vehicles are deployed on an ad hoc basis. "Nature follows its own rules. A building can be planned with precision, whereas vegetation develops in its own way over a period of several years or even decades, which is precisely where the challenge lies – and at the same time what makes our work so special," explains Öllinger. Once the primary work is complete, a maintenance and aftercare phase lasting several years begins. The initial care during the first year is followed by several years of maintenance. This includes such activities as mowing, watering and the ongoing monitoring of crops. Little by little, a landscape is taking shape around the Aurach Bridge that blends nature with infrastructure.



With a great deal of manual labour, the landscaping specialists at Danner are ensuring that new greenery once again takes root around the Aurach Bridge.



SCAN
and experience
the impressive heavy-duty
operation up close.

A house takes to the air Precision work in the Mühlviertel

At the end of March, heavy load hauliers with an XXL fleet undertook a move of a very special kind – no boxes very involved, but around 25 tonnes of ballast instead. The Upper Austrian municipality of Grünbach, in the district of Freistadt, was the scene of a spectacular heavy load operation. The experts at Felbermayr transport and lifting technology moved a former residential building just like that. A project that even experienced heavy-lift professionals considered anything but run-of-the-mill.

The usually peaceful rural idyll of this village of just under 2,000 inhabitants in the Mühlviertel region was disrupted for two days in March, when an entire house was suddenly suspended from a crane hook. “I’ve never seen a move like this in my 36 years in the business,” jokes project manager Herbert Gruber from the Linz installation department. Preparations for the incredible operation began the day before the actual lift.

Limited space for large-scale technology

Even before the crane could start work, improvisation was called for: access to the property proved to be a major hurdle. Narrow paths and limited space left little room for manoeuvre for the heavy machinery. Where children would normally be going to school, a mobile crane weighing around 115 tonnes was being moved across the school car park. It was only after an access road some 100 metres long had been built that the machine could actually be moved into position. Around midday, the LTM 1150 mobile crane was set up, equipped with 165 tonnes of full ballast and telescopic stabilisers. “Projects like this begin long before the actual launch. It’s the preparation that determines whether everything runs smoothly in the end,” explains Gruber, adding: “The confined space and the need to leave everything intact required the utmost care even at this stage.”

House hanging on a hook

The real highlight came on 25 March with the lifting of the timber-framed house. What may appear to outsiders to be a simple lifting operation is, in reality, a highly complex process. The first step was to determine the exact centre of gravity of the building – no easy task with a structure of this kind. “We raised the house a little at a time, seven or eight times in total, until it became clear how the load was distributed. Only then were we able to balance it precisely,” said Gruber. Chain hoists attached to the side of the building were used to fine-tune the alignment until it hung exactly in the balance.

Special solutions for delicate loads

Particular attention was paid to preserving the building’s structure. Instead of conventional round slings, specially procured, extra-wide lifting straps were used. These distribute the load over a wide area and prevent damage to the timber structure.



”

Even in our line of work, it's not every day you see a house hanging on a hook.

Herbert Gruber
Project manager

The building had already been thoroughly analysed in advance in collaboration with structural engineers: lifting points were identified, the centre of gravity was calculated, and all lifting operations were planned in detail. At the same time, there were numerous consultations with construction companies and carpenters; a collaboration between many trades that ultimately makes all the difference.

Precision down to the last millimetre

Once the house was finally suspended and perfectly balanced in the straps, the real precision work began: The crane swung the structure, weighing in at around 25 tonnes, more than 180 degrees towards the new foundations. Slowly and carefully, and under the watchful eyes of local residents, the building was moved into its new position. Millimetre by millimetre, the house was lowered onto the prepared foundations in a process that required the crane operator to exercise the utmost precision.

Planning proves the key to success

Despite the unusual nature of the task, the project went smoothly. For Gruber, the reason is obvious: “The biggest challenge in this case was not a technical one, but ensuring everything was perfectly and thoroughly prepared. If all the steps are carefully planned in advance and everyone works well together, even an extraordinary project like this follows the same principles.”

A new chapter

The house has a long history: for decades, it was more than just a building – it was a home. People lived and worked here, and memories were made. Part of the house has already been demolished, but the owner made a conscious decision not to build a completely new property. Instead, the familiar features were to be retained, with the use of a crane providing the solution.

With the help of an LTM 1150 mobile crane, the former residential building in Grünbach was moved to its new location and given new foundations.





Under high voltage Felbermayr builds service facility for power transformers in Linz

Since the beginning of the year, a forward-looking industrial project for the energy supply of tomorrow has been under construction on the site of the Felbermayr heavy goods terminal in Linz. As the client, Felbermayr is responsible for the construction of the new service facility for power transformers from Siemens Energy, combining structural engineering expertise, project management and its own heavy-duty and logistics infrastructure at the heavy load terminal. Production halls, a high-voltage testing laboratory and office and social areas are being built on an area of almost 12,000 square metres. Completion is planned for mid-2027.

With the new service facility, Siemens Energy is creating the conditions to repair and modernise transformers with power ratings up to 500 MVA and voltages up to 550 kV in Linz in the future. These facilities make a key contribution to the stability and security of the electricity grids and are becoming increasingly important with the growing demand for energy and the expansion of the grid infrastructure. At the same time, up to 80 new jobs will be created at the site.

The official start was marked by the ceremonial laying of the foundation stone

at the beginning of May. Together with representatives from Siemens Energy, Felbermayr and the Austrian state and federal governments, the symbolic starting signal was given for a very special construction project at the industrial site in Upper Austria.

Parallel operation under high pressure

In terms of construction, the project is divided into a total of six interconnected building sections. Despite this subdivision, a coherent overall property is being created with high demands on planning, coordination and process control.

Extensive preparatory work was required even before the actual start of construction. First, an explosive ordnance survey was carried out before work could then begin on the erection of vibratory stone columns to improve the soil's load-bearing capacity. At the same time, the first excavation work for the individual foundations began. Due to the challenging subsoil conditions, the Felbermayr experts had ductile piles installed as a special civil engineering measure for the foundation. "While the first piles were being erected, formwork, reinforcement and concreting work had already begun in the excavation pits. The entire construction process

is based on a large number of processes taking place in parallel and requires precise and close coordination. The most diverse trades are interlocking here step by step," says Benedikt Linimayr, Technical Director of Felbermayr-Immobilienentwicklung, describing the intensive timing on the construction site.

This parallelism also continues in the structural engineering: While the sky-blue construction crew is already installing cavity walls and ceilings, the structural prefabricated parts are being set down at the same time. Another special challenge is the ambitious schedule, which placed many extraordinary demands on the construction site logistics. "At times, it was very demanding to create the necessary clearance profiles for the cranes. Our 270 EC-B tower crane was set up at a hook

height of around 53 metres so that it could swing over the approximately 49-metre-high crawler crane that was installing the prefabricated parts," explains site manager Slavisa Kesic, who is impressed by the commitment of the employees: "What our team achieves here day after day deserves the greatest respect. Despite the tight schedule and the high demands, everyone involved is pulling in the same direction."

"Electrifying architecture"

Hall D, the technical centre of the future service facility, is particularly demanding. The Faraday cage, a central component of the high-voltage testing laboratory, is being built here. The dimensions are impressive: The cavity walls are growing to a height of around 28 metres in nine construction phases without false ceilings. The individual elements weigh up to twelve tonnes, thus

almost fully exhausting the lifting capacity of the tower crane.

"Together, with this project at the Felbermayr heavy lift terminal, we are creating the basis for a plant of great strategic importance. The trimodal connection with waterway, rail and road offers ideal conditions for the transport of power transformers to and from the facility," explains Wolfgang Schellerer, managing director of transport and lifting technology.

With the emerging service facility, far more than an industrial building is growing in Linz. An important building block for the energy supply of tomorrow is being created – built on a foundation of a reliable partnership between international players at a strong domestic location.

SITE EXPANSION
Lanzendorf continues to grow

With the construction of a new workshop, including an office and social area, as well as a warehouse, Felbermayr is investing in modern infrastructure and additional capacity at the Transport- und Hebeteknik site in Lanzendorf. From the first dismantling work in November 2025 to completion at the end of 2026, an ambitious schedule must be adhered to.

The new-build was preceded by extensive preparatory work. In addition to soil characterisation, the existing hall in the area of the new workshop was dismantled. Due to the difficult soil conditions, soil replacement measures were also required. The crushed concrete material from the existing outdoor facilities and the old hall was prepared directly on site and reused as a frost blanket and bulk material. In total, the specialists from Felbermayr Earthworks moved more than 30,000 cubic metres of material. By the end of 2026, a workshop of around 4,000 square metres with a height of 13 metres will be built on the site. In the future, two indoor cranes, one with a lifting capacity of 20 tonnes and one with a lifting capacity of 15 tonnes, will be used on the crane track, which is located at a height of ten metres. The 2,000 square



By the end of 2026, modern workshop, storage and office space for transport and lifting technology will be built in Lanzendorf.

metre warehouse will be occupied as early as this summer. This is equipped with four hall cranes, two with a lifting capacity of 30 tonnes each and two with a lifting capacity of 15 tonnes each. The workshop is complemented by a modern office and social area with about 550 square metres. "With the additional storage capacity, the new workshop and the modern office and social

space, we are creating the best possible conditions for our employees. At the same time, we can react even more flexibly to the requirements of our customers," emphasises Christian Wallner, Head of the East Division. A photovoltaic system with a maximum output of 300 kilowatts peak contributes to a sustainable energy supply at the site.

Two million kilometres of memories

“Da Wickerl” and his passion for HGVs

For almost four decades, Gerhart Stadler has been part of Felbermayr’s history – first as a young driver in the domestic heavy transport division, later in earthwork, and most recently in transport and lifting technology. What set him apart from many others was the photos he took of almost every journey. Over the decades, this has resulted in a unique archive of around 10,000 images, depicting tractors and transport operations, as well as telling the story of a true Felbermayr veteran. At the end of August, “da Wickerl” as many of his colleagues know him set off on his final journey into retirement.

Some people collect stamps, others collect coins, and others collect beer mats. Gerhart Stadler collected a transport history. Even as a schoolboy, the Wels-born photographer would cycle, and later ride a moped, to building sites to take photographs of cranes and HGVs. He always has his father’s camera with him. Even back then, he was particularly taken with Felbermayr’s sky-blue fleet of vehicles. “In 1977, there was an article about Felbermayr in the Welser Zeitung. I’ve kept it to this day,” says Stadler nostalgically.

Back then, the idea that he would one day find himself behind the wheel of a heavy transport vehicle seemed like a distant dream. After completing his apprenticeship at MAN Commercial Vehicles in Wels, Stadler went on to train as a heavy goods driver. In 1986, he finally joined Felbermayr. Horst Felbermayr, the company’s senior partner, is said to have remarked jokingly at the time: “Stadler, wait until you’re 24, then you can start working for me.” In fact, Stadler began his career at the company at the age of 22.

All around Europe with “Flocki”

His first vehicle was a 320 hp Magirus Deutz – affectionately known internally as “Flocki”, a specially configured car transporter that had been put together personally by the senior partner. “Back then, a single tractor was used for almost everything – you simply attached whatever was needed at the time,” recalls Stadler.

Over the decades that followed, he drove a wide range of vehicles from MAN, Mercedes, Steyr, Iveco, DAF and Scania. The list of his vehicles is reminiscent of a long-distance lorry park at full capacity. Stadler was particularly proud of his first new tractor unit, a Steyr 32 S37 6x4, which he took delivery of back in 1989. Of course, there is still a photograph of it today. The new Steyr was featured on Stadler’s personal business card at the time.

Stadler travelled all over Europe with his transports, visiting countries including Sweden, France, Russia, Romania and Bulgaria. The longest journey took him

some 3,500 kilometres across Europe, all in a two-week trip. Throughout his career, Stadler has been in charge of transporting goods with sizeable dimensions: weighing up to 90 tonnes, 6 metres wide and 38 metres long.

Camera in the jacket pocket at all times

Over the years, Stadler has kept an eye not only on the traffic but also on capturing those special moments. He has photographic documentation of almost every journey, initially in analogue form and latterly digitally. Over the years, this has resulted in around 1,000 photographs in photo albums and over 9,000 digital images. “I always had a small camera in my jacket pocket,” says Stadler. There was a system behind his records: the whole vehicle was always photographed from a similar angle, often showing the sunrise and the departure time in Wels. He carefully archived the photos in photo albums and on memory cards. “Just looking through them brings all the memories flooding back. And it’s all still stored in here,” says Stadler, tapping his forehead with his index finger





On 5 May 1989, with just 245 kilometres on the clock, Gerhard Stadler took delivery of his life's pride and joy: the first new HGV of his driving career, a Steyr 32 S37.

and chuckling. Stadler's passion for heavy goods vehicles continues to this day – and is likely to do so in the future as well. At home, he has an impressive collection of around 6,000 model vehicles, as well as thousands of magazines and brochures from the world of truckers and long-distance drivers, which continues to grow.

Adventure meets responsibility

Stadler particularly recalls his transports to the power station construction sites in Kaprun, Kühltal and Tauernmoos. The journeys often led far from well-maintained motorways and main roads, along narrow mountain roads or forest tracks. "Many people only see the finished power station or the construction site. But hardly anyone stops to think about how the components actually get there. That is precisely where the

importance of the profession lies," explains Stadler, adding, "Without transport, there is no infrastructure, no power station and, as in this case, ultimately no electricity either." For Stadler, the extent of the responsibility that comes with the job became clear during challenging assignments. In 2005, as part of a disaster relief operation, he transported materials for flood protection measures from the quarry in the Kaunertal valley to Strengen am Arlberg, where severe storms had caused considerable damage. As well as dealing with challenging disaster relief operations, the 63-year-old had to keep a cool head, particularly when travelling to the former Eastern Bloc countries. "Back then, we drivers would often spend a

whole day at the border crossings waiting for our papers," recalls Stadler. "Above all, it teaches you one thing: patience."

Life on the road

"For me, life as a driver was always more than just a job – it was freedom. Being able to work independently, a spirit of adventure and the ability to find solutions are essential qualities for a good driver," says Stadler, summing up the appeal of his profession. After clocking up more than two million kilometres, his final journey came to an end on 29 August 2025. However, Stadler will probably never completely let go of the world of HGVs. Thanks to thousands of photos and model cars, and above all to the many memories of a life "on the road".

PHOTOS: GERHART STADLER, MARKUSWEICKINGER



After over two million kilometres later, Stadler is back behind the wheel – this time in the historic Saurer D330 at a joint gathering at Felbermayr's headquarters.



HOLDING

Thomas Schimpfhuber appointed to the general management

With effect from 1st January 2026, Thomas Schimpfhuber was appointed to the general management of Felbermayr Holding. The lawyer has been part of the Felbermayr Group for 23 years and has made a significant contribution to the development of the company during this period. Until now, Schimpfhuber was responsible for the areas of law and compliance as well as the topics of property, management systems, occupational safety, insurance and facility management. He will continue to oversee these areas in his new role. Thanks to his many years of collaboration with the general management, as well as his professional expertise and strong connection to the company, the father of two adult children has the best possible qualifications for his new role. The enthusiastic cyclist gets the necessary energy for his everyday professional life from mountain biking and road cycling.

CONSTRUCTION GENERAL MANAGEMENT

Markus Hilgarth joins the construction general management team

On 1 April 2026, the trio of the construction general management was once again completed with Markus Hilgarth. The 57-year-old brings decades of experience in senior positions in the building industry. Most recently, Hilgarth was managing director of a regional construction company and successfully repositioned it.

At Felbermayr, the Buchkirchen native is responsible for structural engineering, industrial and power station construction, including acoustic construction, Felbermayr hydraulic engineering, and the subsidiaries Domarin, Erlenbacher Schiffswerft and Casawest. He finds the entrepreneurial diversity of the Felbermayr Group and the interplay of the two business areas under the common sky-blue roof particularly appealing. Hilgarth places great importance on an open management culture as well as on the training and further education of employees. At the same time, he would like to further strengthen cooperation between the different divisions. The married father of three enjoys spending his free time with his family or doing sport.



PHOTOS: MARKUS LACKNER



PHON AKUSTIKBAU

New management at Phon Akustikbau

Christoph Peham has been responsible for the management of the Felbermayr company Phon Akustikbau since 1st March 2026. The 45-year-old has around 30 years of experience in the construction industry and has gained expertise in project management, sales and in management roles in the building materials industry. Peham's goal is to further develop Phon Akustikbau in a targeted manner, to acquire new clients and to further strengthen the company's market position. Within the Felbermayr Group, the father of two sees great potential in the use of synergies. In his private life, Peham enjoys spending time with his family and devotes himself to the restoration of vintage Vespas.



REINFORCEMENT

Legal, Compliance and Property

Birgit Hager has been supporting Thomas Schimpfhuber in the areas of law, compliance and property since 1st December 2025. The lawyer brings with her extensive experience, a passed bar exam and broad expertise in various legal matters. Whether in her day-to-day professional life or in her private life, Hager keeps a cool head in the truest sense of the word, for example when ice swimming in her free time.

PEOPLE GOING INTO RETIREMENT

Entering a well-earned retirement

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

- Josef Angerer – In-situ transport/Linz
- Klaus Auernig – FST/Salzburg
- Oswald Harald Bauer – Workshop/Wels
- Ioan Borban – Transport/Lanzendorf
- Jovica Dimitrijevic – Phon/Scharten
- Ronald Eberhardt – Crane/Graz
- Jürgen Peter Ess – Workshop/Lauterach
- Wolfgang Ferk – Transport/Graz
- Edwin Gesslbauer – Civil engineering/Spittal
- Norbert Haider – ITB/Linz
- Günter Hapt – Transport/Wels
- Martin Humer – Group Controlling/Wels
- Christian Lettner – MTA/Wels
- Franz Mai – Workshop/Wels
- Cornelia Manteufel – Administration/Sprenberg
- Claudio Mayerboeck – MTA/Wels
- Christel Meyhöfer – Administration/Sprenberg
- Dietmar Mörigsbauer – THP/Wels
- Ruediger Mueller – Hagn environmental technology/Osterhofen
- Günther Natter – Transport/Lanzendorf
- Klaus Ohmeyer – Int. Transporte/Wels
- Antal Peidl – Transport/Lanzendorf
- Andreas Pointner – IS Baubetrieb/Linz
- Wolfgang Pühringer – Environment and Resources/Wels
- Edwin Reng – Wimmer Maschinentransporte/Sulzemoos
- Christian Rieger – Projects department/Wels
- Alfred Ringer – MTA/Wels
- Sergej Sacharow – Hagn environmental technology/Osterhofen
- Johannes Scharitzer – Cranes/Lanzendorf
- Anton Schell – FST/Stams
- Ralf-Jürgen Spieß – Crane/Dresden
- Gerhart Stadler – Transport/Wels
- Henry Stümke – Cranes/Sprenberg
- Herbert Taferner – Civil engineering/Wels
- Manfred Urdl – Transport/Graz
- Josip Veljaca – Transport/Lauterach
- Birgit Wahl – Casawest/Pucking
- Gerhard Stefan Zarl – Workshop/Klagenfurt
- Walter Florian Zechner – Structural Engineering, Industrial Construction and Power Station Construction/Wels
- Radovan Zoric – Casawest/Pucking

SPORTS COMMITMENT

New faces in the Felbermayr sports family

In addition to the Nordic combiners Thomas and Stefan Rettenecker, the paraski athlete Manuel Rachbauer, FC Hertha Wels and the long-standing partnership with SPG Felbermayr Wels, two more promising young athletes are now joining the Felbermayr sports family. With golfer Johanna Janisch and rower Lisa Zehetmair, Felbermayr is expanding its sporting commitment and supporting the two Upper Austrians on their onward journey.

A strong drive for success

Felbermayr is providing its support to the young Upper Austrian up-and-coming golfer Johanna Janisch in achieving her sporting goals. The 19-year-old from Gmunden is already one of the most promising talents in European golf and is a member of the Austrian women's national team.

Janisch first came into contact with golf at the age of six. She has been consistently pursuing competitive sport since 2021 and has since celebrated numerous national and international successes. After joining the national team in 2022, she took part in the U18 European and World Championships. In 2024, Janisch competed in a professional tournament of the LET Access Series for the first time. This second-highest international tournament series in women's golf marked another important step on her path towards a professional career. Her greatest successes include several Austrian championship titles and top placings in international tournaments.



Johanna Janisch

one of the most successful Austrian U23 rowers in recent years and has also attracted international attention.

After bronze at the 2023 U23 European Championships and reaching the A final of the U23 World Championships the following year, Zehetmair achieved the greatest success of her career to date in 2025. In the coxed pair, she was crowned U23 runner-up. Together with her partner, she also won silver at the U23 European Championships.

With a high stroke rate towards the top of the world

With the switch to the open class, a new phase of her career began for the Upper Austrian rower Lisa Zehetmair. Together with her team-mate Laura Swoboda, the army athlete has been

In the future, the athlete, who is studying in Vienna, would like to compete with the best rowers in the world. The big goal is the 2028 Olympic Games in Los Angeles. With Felbermayr at her side, Zehetmair is looking forward to the challenges ahead with great ambition.



Lisa Zehetmair

PHOTOS: GEPA PICTURES / MARIO BUEHNER-WEINRAUCH, DETLEV SEYB, MARKUS WEICKINGER

READING AND WINNING

Prize draw question: Which Felbermayr division carried out the relocation of the "Südbrücke" at the Federal Chancellery in Berlin?

You can find the right answer in this edition. The deadline for entry is 31 October 2026. All decisions are final and not subject to legal appeal.



www.felbermayr.cc/informer

Answer our prize question – 15 great prizes await you!



1ST PRIZE: Felbermayr model: Scheuerle SPMT scale 1:50.





#LIFTDIFFERENT

The 3-in-1 solution for every challenge.

By combining technological innovation with craftsmanship, we create solutions that continuously redefine industry standards in access equipment technology. Magni telehandlers are designed to overcome every challenge with unrivalled performance, best-in-class visibility, and state-of-the-art technology.

The RTH is the versatile 3-in-1 solution: telescopic handler, rough-terrain crane and aerial work platform.

Thanks to their wide range of attachments, they offer unlimited applications on construction sites. We create a safe and comfortable working environment so you can focus on the success of your project.

magnith.com

MAGNI
TELESCOPIC HANDLERS

DER NEUE CAT 319 20 Tonnen Kurzheckbagger

ZEPPELIN CAT

zeppelin-cat.at



**JETZT VORFÜHRTERMIN
VEREINBAREN!**