

# INFORMER

THE FELBERMAYR GROUP MAGAZINE 2/2021

## **AIR FRIGHT**

LOGISTICS CONCEPT  
AGAINST POWER OUTAGE

## **LONG LINE**

FOUNDATION WORK AND LIFTING  
TECHNOLOGY FOR ENERGY SUPPLY

## **AFFAIR OF THE HEART**

FELBERMAYR HELPS  
CHILDREN IN KENYA

PHOTO: MARKUS LACKNER



To the video

# Solidarity



Dear Ladies and Gentlemen,

Just a year ago, we thought 2020 would be remembered as the year of Corona. But now we have been proven wrong. The pandemic has come to stay.

At the moment, we are happy with the good economic development in the industry and well-filled order books. But in view of the growing supply bottlenecks, the future is uncertain.

Moreover, it cannot be ruled out that economic development will adjust to the speed of vaccination: because we know

that employees are a company's most important resource and that the labour market is increasingly losing them due to quarantine measures and measures resulting from vaccine scepticism.

However, this is not just about individual people; companies are also affected. An already thin staffing level can no longer cope with more staff shortages – but if this is the case, it will become difficult: Orders would no longer be accepted and economic success fails to materialise. And this is no theory, but a reality that has already been experi-

enced. But it is not only the economy that is dependent on the possibilities for pandemic control that have become so important for humanity. In view of the growing human suffering, a card called solidarity comes into play finally. At last we can see that people need each other and also bear a responsibility to one another – our fellow human beings.

With these words, I wish you and your family a Merry Christmas and a peaceful New Year in which we continue to put what we have in common ahead of what divides us. Stay healthy.

Warm regards,

Horst Felbermayr

## Content



### 08 LONG LINE

Foundation work and lifting technology for energy supply



### 14 BEST LOGISTICS

19,000 tonnes in the final stages



### 18 CIVIL ENGINEERING

Renovation work on the Mondseestraße

### 10 AIR FRIGHT

Abnormal load averts power outage

### 16 PAVING

Kaiser-Josef-Platz in new splendour

### 20 AFFAIR OF THE HEART

Felbermayr provides development aid



## SPARKLING LIGHT ILLUMINATIONS Felbermayr involved in the "Lichterpfad" [Path of Lights] project

Sparkling illuminations light up the new Kaiser-Josef-Platz in Wels city centre during the winter weeks from mid-November to early February. Also included is an impressive miniature replica of a Felbermayr

crawler crane more than six metres high. With over 20 other light sculptures, numerous other companies from the Wels business community are also represented in the pre-Christmas ambience.



## TITLE FTV 550 brings rotor blades through difficult terrain

The Goldhofer FTV550 was used for the first time at Felbermayr in July. This 'Blade-lifter' was purchased in order to be able to transport rotor blades for the latest turbine generations safely through difficult terrain with tight curve radii and low clearance profiles to the wind power construction sites. This is made possible by the rotor blade having an upright angle of up to 60 degrees. The location of the debut operation was the Lower Austrian wind farm of Poysdorf-Wilfersdorf. Four new plants were built there to complement the existing ones. The rotor blades used there weigh 21 tonnes, with a length of 74 metres.



## REFURBISHED Push-boat Emma shines in new splendour

The renovation work on the push-boat Emma took about a year. The outer skin, Kort nozzles and propeller as well as the electrical system including the navigation system were completely renewed. Furthermore, the

two 680 hp engines, the generators and the transmission were overhauled. In addition, the crew of the push-boat can also look forward to completely refurbished living quarters with contemporary furnishings.



The push-boat, built in 1981, has been back in service since October – currently, together with the other Felbermayr ships Greifenstein, Franz and Horst-Felix, for the Danube expansion in Germany

**GROWTH**  
New "Valla" electric crane  
for the Felbermayr Linz fleet

The Felbermayr branch in Linz is growing – a new electric crane is now available for operations with particularly difficult spatial conditions. This Valla 110 VR electric crane has a maximum lifting capacity of 11 tonnes. The new crane was used for the first time to lift stainless steel tanks into a brewery in Linz.



**BIOLOGICAL**  
Felbermayr hydraulic engineering in action for river biodiversity

Together with Viadonau and the Austrian fisheries association, Felbermayr developed a effective measures for the desedimentation of the Hössgang ponds, which are oxbow lakes from the Danube. The construction site was located in the Strudengau region of Upper Austria between Sankt Nikola and Grein.

The system proved itself and consisted of an approximately 80 square metre coupling pontoon with a 30 tonne excavator. This transported the sediment via a feed hopper into a suction line to an equalisation tank. From there, the material was then pumped into a 300-metre-long pressure line and fed into the Danube bed-

load. With this technique, 20,000 cubic metres of sediment were gently removed within a few months. This means that the Hössgang ponds have been secured as a valuable habitat and refuge for fish and other aquatic organisms for the coming decades.

## SPECIAL Geotechnical investigations at the Bockhartsee lake

Employees of Felbermayr specialised civil engineering were in action last summer at the Bockhartsee lake in the province of Salzburg for official explorations of the reservoir and the dam. The construction site was located at an altitude of about 1850 metres above sea level and is associated with the Gasteiner Tal pumped storage hydro power plant of Salzburg AG.

The equipment needed for the explorations, such as drilling rigs, floating pontoons and mobile cranes, had to be brought to the sites via a steep gravel road with narrow bends and a tunnel with little clearance.

A total of 14 rotary core drillings were carried out at depths of up to 30 metres as part of the routine work. These were partly constructed in the foot area of the water-side retaining structure as well as on the dam flank and crest during the



re-filling. This work was accompanied by difficult geological conditions due to large boulders and hard granite rock. Nevertheless, it was necessary to ensure that the drill cores were preserved for subsequent sampling by the geologist.

The difficulty was to maintain the planned drilling depths and the installation of the inclinometer tubes together with the scheduled filling targets. This was the only way to meet the deadline of early September.



## POWER-PACK! 1000-tonner for wind power put into operation

The new acquisition is equipped with all the innovations of Liebherr crawler crane technologies. These include the divisible suspended ballast known as VarioTray and the hydraulically adjustable folding V-frame enabling the radius to be varied during the lift. This means that in future there will be no need for time-consuming ballast adjustments in the event of changing loads. Furthermore, this crawler crane is equipped with a 168-metre lattice boom, a derrick jib and an F2 tip predestined for wind farm installations. The new Liebherr LR 11000 crawler crane made its début with the re-powering of an existing wind farm in eastern Austria.



## HEAVY TRANSPORT Transport project successfully mastered

In cooperation with Felbermayr Austria, Felbermayr's Nuremberg branch handled the transport of two boilers, each with a height of 4.4 metres and weighing 90 tonnes. The transport route stretched from Gunzenhausen in Middle Franconia to Wels, passing through the ports of Roth and Linz.

The transport from Gunzenhausen to Roth was carried out by means of an eleven-axle semi low-loader. The total transport height

was 5.35 metres with a weight of 150 tonnes. Once there, the cargo changed transport mode and was transported to Linz via inland shipping. Transshipping and transport to the final destination – the combined heat and power plant in Wels – were carried out by employees of the port or by the heavy transport department of the Linz and Wels sites. The final foundation placement was also carried out by employees from Linz, from the heavy installation department.





## **CRANE HIRE** **Tandem lifts successfully mastered**

Two Felbermayr cranes were used in the construction of the new logistics centre for the Freistadt brewery on behalf of the Upper Austrian

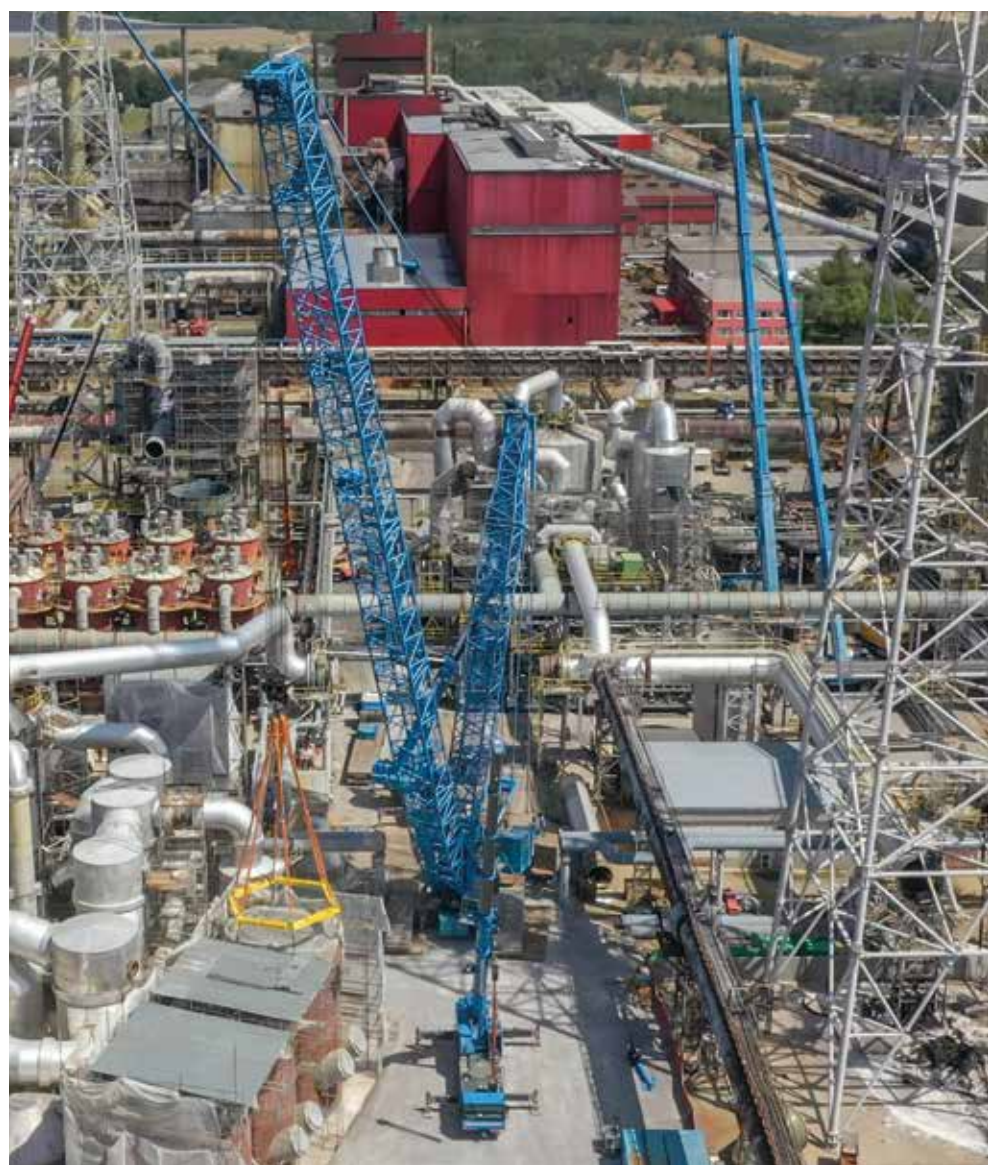
load-bearing system manufacturer Wiehag. For this, the Freistadt brewery relies on specially made glulam beam constructions with a length

of 60 metres and a weight of around 28 tonnes. The tandem lifts were successfully implemented using two mobile cranes.

## **ALL NEW** **Crane parade for factory revision**

Employees from the Felbermayr Bucharest branch assisted with around a dozen mobile cranes for the plant revision of a globally active metallurgy company. The work took place in the small town of Pirdop in Bulgaria, about 350 kilometres south-east of Bucharest (RO). Thanks to corona, up to ten hours of waiting time had to be taken into account to cross the border between the two countries.

An LR 1600 from Liebherr was used on the Bulgarian construction site as the crane with the highest load capacity. One of the heaviest lifts carried out by this crawler crane was an industrial column of 160 tonnes and about 20 metres in length. For the lift with a radius of 28 metres, the crane was ballasted with 320 tonnes of suspended ballast and the 65-metre-long main boom was supported by a rear derrick boom. Two 500-tonne cranes as well as 250-tonne and 200-tonne cranes were also used for the four-week operation. The order was completed in early September.





To the video

## WATER STOP Austria's largest flood protection gate lifted into place

The gate of the Albern port in Vienna is 30 metres long, about 14 metres high and more than two metres thick. This makes it not only Austria's largest port gate, but at 250 tonnes it also weighs as much as four blue whales. A Liebherr LTM 1750

was used to lift this huge steel structure into place. Together with 204 tonnes of ballast and a 43.7-metre jib, this mobile crane managed the lift with a radius of 14 metres. According to those responsible at the Port of Vienna, the lifting of the gate

in mid-September literally closed "the last gap" in the flood protection of the Albern port. Thus, this important transshipment point for grain and heavy lift cargo will be protected against floods for up to 100 years into the future.

## INDUSTRIAL CONSTRUCTION Construction of an operating facility fully underway

Felbermayr structural engineering is currently constructing a plant consisting of an office building, workshop halls with washing bays, painting facilities and storage rooms. The client for this industrial property is the well-known Kuhn Group, based in Eugendorf near Salzburg. It is active in the areas of construction machinery, loading technology and EMCO machine tools.





# Foundation and crane work for energy supply

**For about a year now, Felbermayr has been commissioned with crane and construction work for the Salzburg power line in the Salzburg state. The spectrum of services ranges from concrete construction and crane operations for mast construction to measures for rockfall protection, slope stabilisation and deep foundation work by the specialised civil engineering department.**

**T**he course must be set now to ensure the success of the energy transition. In addition to renewable energy sources, the simultaneous expansion of the electricity grid infrastructure is central to this: Only with strong electricity grids can, for example, electricity from renewable energy sources be transported from eastern Austria to the storage power plants in the Alps and, conversely, the energy from these storage cells be quickly brought to where it is needed at any time.

The new Salzburg line increases the transport capacity sevenfold and is a prerequisite for a secure transformation of the energy system in Austria. As early as 2030, Austria wants to cover 100 percent of its electricity consumption with green

electricity. This means an energy increase of about 27 terawatt hours. As an important east-west connection in Austria, the Salzburg line is a key project for ensuring an efficient exchange between surplus wind power from eastern Austria and the pumped storage power plants in the west.

Along this new line, which is around 120 kilometres long, Felbermayr was commissioned with the various tasks for the construction of 40 mast foundations in the Pinzgau region of Salzburg, for the deep foundation of around 20 further masts in exposed steep terrain locations in the rest of the state, as well as various crane works.

"The demanding project, which will last several years, is being realised by Felber-

mayr's Salzburg colleagues from the transport and lifting technology division as well as employees from the specialised civil engineering and engineering structures departments," says site manager Johann Bugelnig from Felbermayr specialised civil engineering, explaining that the variety of trades, starting with the site development, the excavation and foundation work, the erection of concrete bases, through to the backfilling and recultivation of the respective construction section, presents the project participants with numerous challenges, which are, however, also gladly accepted. In addition, the work, which has to be carried out under strictly observed environmental protection regulations, also requires advance protective measures. These include rock clearance and special

slope protection measures to secure the construction site as well as for the infrastructure provision of mast locations.

## In ecological balance

The mast foundations are anchored in the substrate on slopes with a gradient of up to 40 degrees, mainly by means of small drilled piles. These consist of four cuboid concrete foundations with a side length of 2.5 to 4.5 metres and a height of 1.2 to 1.8 metres per mast. Bugelnig comments: "If you consider that the masts are partly located in mountainous areas next to rock faces and in some cases with the help of material ropeways as well as helicopter operations up to altitudes of almost 1500 metres, it quickly becomes clear that specialised civil engineering, in the sense of excavation support with sprayed concrete, rockfall protection nets and other special measures, is also a broad field of activity". In addition, depending on the static and geological requirements, the foundations must be secured in the substrate with up to 1000 linear metres of small drilled piles each. In total, more than 20,000 linear metres of small bored piles are being installed in exposed locations by Felbermayr specialised civil engineering in the Pinzgau region alone. The individual foundations are reinforced with up to two tonnes of structural steel each. "Accordingly, over 300 tonnes of reinforcing steel are used for the 40 masts," Bugelnig estimates. After shuttering the foundations, the construction site is backfilled and recultivated.



*Before work begins, the construction site is cleared of amphibians and reptiles.*

Furthermore, depending on the terrain, the specialised civil engineering is also used for roadway construction for site development. In addition, strict nature conservation requirements have to be fulfilled on the construction site. For example, according to the environmental impact assessment, amphibian protection fences have to be erected at several mast sites before excavation begins. The construction areas are

then cleared of amphibians and reptiles on a daily basis and only after 14 days without any finds is the construction area released by the ecological construction authorities for the actual start of construction. "In addition, grassland sods are to be carefully salvaged at defined points in the construction field, stored to the side protected from grazing animals during the construction period and, if necessary, watered and then replanted. Protected plants, lowland moor areas or wetland meadows are protected by means of planked fences," Bugelnig further informs us. The sensitive treatment of nature is also evident from a visual perspective. For example, rockfall protection screens are painted green in order to integrate them as harmoniously as possible into the environment.

## Crane use for mast construction

The construction of the four individual foundations at a mast site takes about four to eight weeks on average. After that the actual mast construction begins. Mobile cranes from the Felbermayr Bergheim branch are used to lift in the countless individual parts. The precise lifting is made possible by luffing jibs.

For the pure construction work, an average of two to three months is planned for each mast site, including accompa-



*Crane and lifting services are implemented by the Bergheim branch in Salzburg.*

nying ecological measures and recultivation. The actual erection of a mast, including pre-assembly work, takes up to 14 days.

The 380 kV Salzburg line project is one of the most important infrastructure projects of our time. In this way, Felbermayr, with its diversity of expertise, is making a significant contribution to Austria's future-proof electricity supply. ■



*Up to eight tonnes of construction steel are needed for each site.*

## Abnormal load secures power supply

In July, the abnormal load - consisting of a 55-tonne motor component - set off from Augsburg in Germany and arrived in Melilla in North Africa, where it enabled the production of electricity. This particular transport was unusual because it was a race against time. The component had to reach its destination and be installed as quickly as possible, otherwise there was a risk of capacity bottlenecks in the power supply at the destination.



The cargo hold of the "Antonov 124-100" is capable of taking up to 120 tonnes of cargo.



**A**t the start of July, Marc Schellerer received an urgent request from MAN Energy Solutions in Augsburg. The order: Development of the fastest possible transport concept for a 55-tonne crankcase from Augsburg (D) to Melilla on the North African Mediterranean coast with subsequent assembly. For the sales manager of Felbermayr's international heavy transport division, this was a "time-critical challenge", especially as the bidding period for such a complex project was extremely short.

For Schellerer, it was instantly apparent that transporting the abnormal load by road was not the solution in this case: "It would have taken about ten weeks to get approval for road haulage in France," Schellerer explains. Special transport of the load over the distance of around 3,000 kilometres from Germany, via France to Spain, to North Africa could therefore only take place by plane. The solution was finally found in the form of the cargo aircraft "Antonov 124-100".

Setting off from the MAN plant in Augsburg, the engine component (roughly eight metres long and over three metres wide) was transported on a low loader to Munich airport.

### Timeplan in jeopardy

Following arrival, the project participants were immediately able to make the most of the flexibility of the Felbermayr subsidiary Wimmer, based in Sulzemoos, to the north-west of Munich - because the charter plane was delayed by six hours. This

threatened to put the further course of the transport at risk. However, thanks to the quick action of the Wimmer employees and the Antonov crew, as well as the support of the airport staff, it was possible to load the aircraft and make it ready for flight within just four hours using a mobile crane supplied by Wimmer. This meant the team could make up for lost time, and the plane with its precious cargo landed at the Spanish airport of Malaga just a few hours later. Transshipping onto a low loader then took place, followed by road haulage over roughly 100 kilometres to Motril. Once in Motril, the abnormal load was fortunately able to make the connection with the twice-weekly RoRo ferry (from the English phrase "Roll on, Roll off") between Motril and Melilla. The crankcase - pulled by a three-axle heavy-duty tractor, on the six-axle semi-low loader - therefore rolled onto the ferry as planned. After reaching the port of Melilla, the last leg of the journey consisted of little more than one kilometre to the power station.

### Teamwork with Engineered Solutions

The project became an example of perfect teamwork thanks to the new Felbermayr Engineered Solutions division. Working together with the colleagues from Wimmer, the defective crankcase was removed and the new one installed within just ten days. "A lifting frame was used for the transshipping process, while the disassembly and reassembly of the 55-tonne high-tech component required the use of a Sefiro (note: self-propelled industrial roller) as well as extensive expertise and teamwork," explains Schellerer. Together with his colleagues, he is very happy to have completed the job successfully and according to the mantra "everything from a single source". The recipients were also delighted, because the successful transport and installation of the diesel engine crankcase meant that the power generator could resume its operation – the power supply in the region was secured.

*The first leg from the MAN plant in Augsburg to the airport in Munich was carried out by the Felbermayr subsidiary Wimmer Maschinentransporte.*



*No traffic-routing measures were required for transport on the six-axle low loader.*



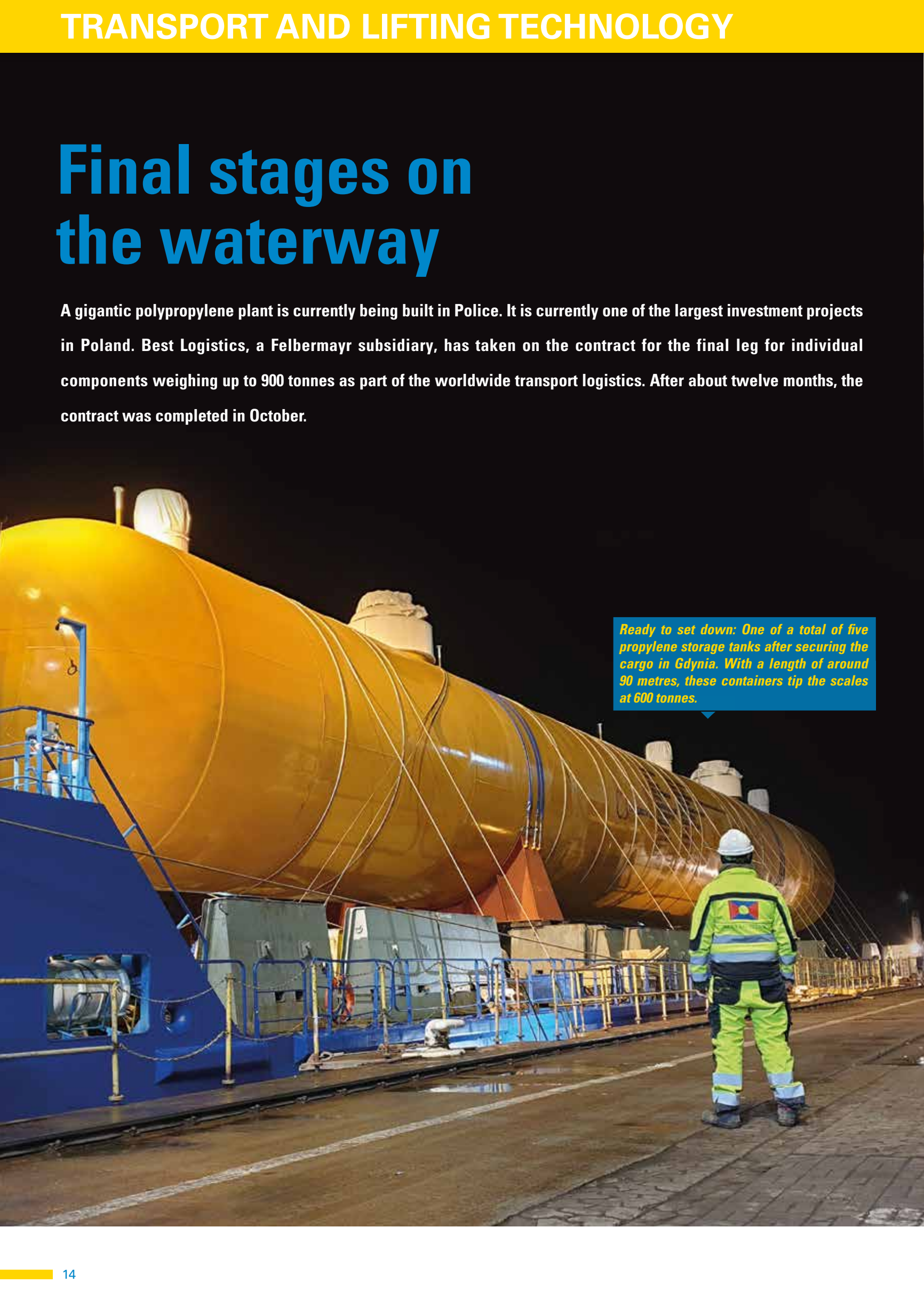
## **FELBERMAYR HEAVY LIFT TERMINAL IN LINZ IN OPERATION FOR 25 YEARS**

*During the course of the privatisation of the then Voest-Alpine-Stahl AG, in 1996 Felbermayr purchased the heavy goods port from the steel production-focused company. For Felbermayr - with around 300 employees at that time - it was difficult to realise this investment, but the company recognised the potential of the then inadequately equipped industrial plant. Over the years, the port has succeeded in becoming a state-of-the-art transshipping centre for heavy lift cargo. With connections to rail, road and sea transport modes, it is possible to realise transport concepts here with piece weights of up to 600 tonnes. Other key figures include 24 hectares of open space and around six hectares of space for warehousing.*



## Final stages on the waterway

A gigantic polypropylene plant is currently being built in Police. It is currently one of the largest investment projects in Poland. Best Logistics, a Felbermayr subsidiary, has taken on the contract for the final leg for individual components weighing up to 900 tonnes as part of the worldwide transport logistics. After about twelve months, the contract was completed in October.

A large yellow polypropylene storage tank is being transported on a barge at night. The tank is cylindrical and has several white pipes or cables running along its length. A worker in a high-visibility yellow suit and white hard hat stands on the barge, looking towards the tank. The barge is blue and has some equipment on it. The background is dark, suggesting it is nighttime.

*Ready to set down: One of a total of five propylene storage tanks after securing the cargo in Gdynia. With a length of around 90 metres, these containers tip the scales at 600 tonnes.*



*One of a total of 26 heavy lift cargo vessels. The cargo: a "splitter" weighing 900 tonnes and 95 metres in length.*



**Andreas Häfner**

**A**ndreas Häfner, co-founder and managing director of Best Logistics, recalls that Felbermayr has been involved with this major project for about six years. At that time, the aim was to prepare a feasibility study for such a plant in Police.

After this study yielded a positive conclusion, Hyundai Engineering Company in Korea was awarded the contract to supply and construct the plant. The logistics company Deugro, also based in Korea, had taken on the task of organising the transport chain to the chemical company Azoty Police's own port. The Felbermayr subsidiary Best Logistics was commissioned for the route of up to 35 kilometres from the Polish seaports of Szczecin, Swinoujscie and Police.

A serendipitous decision, because the company Best Logistics, based in Szczecin and founded in 2000, specialised in its early days in large-volume and heavy transport on inland waterways in Poland. And transporting the large components by road was not possible in this case. However, the order represented a special challenge for the company, which has been successfully operating for over 20 years – and this was also the largest single order for Best Logistics.

"The factory's own port in Police has a water depth of only about 3.50 metres

and was just large enough for the large components to be shipped in. For example, in order to be able to land the 95-metre-long, 900-tonne splitter in Police, we chartered ourselves a special RoRo (roll-on, roll-off) pontoon ship in Finland," says Andreas Häfner, describing one of the challenges.

A total of 26 heavy lift cargo ocean-going vessels with around 19,000 tonnes of cargo have had to be unloaded since October 2020, mainly in Szczecin, but also in Swinoujscie and Police itself. This could only be done with the heavy lift cargo vessels' own on-board cranes. The plant components were transshipped onto special RoRo ships, pontoons and inland shipping vessels. "We were not only responsible for providing the cargo space from the seaports to the plant harbour. We were also

responsible for the corresponding preparations and for the lashing – i.e. securing the load" Andreas Häfner continues.

At the Azoty Police plant harbour, the "lighter" components were finally unloaded using cranes and the heavy components using the RoRo method and transported on heavy transport units to the respective assembly areas. And after just one year, Best Logistics then took over the last components for the "EGAT Police" project in the port of Szczecin in October 2021: A 200-tonne coldbox was transferred by the shipboard crane of a heavy lift cargo vessel onto a pontoon and then taken to the Azoty Police plant harbour.

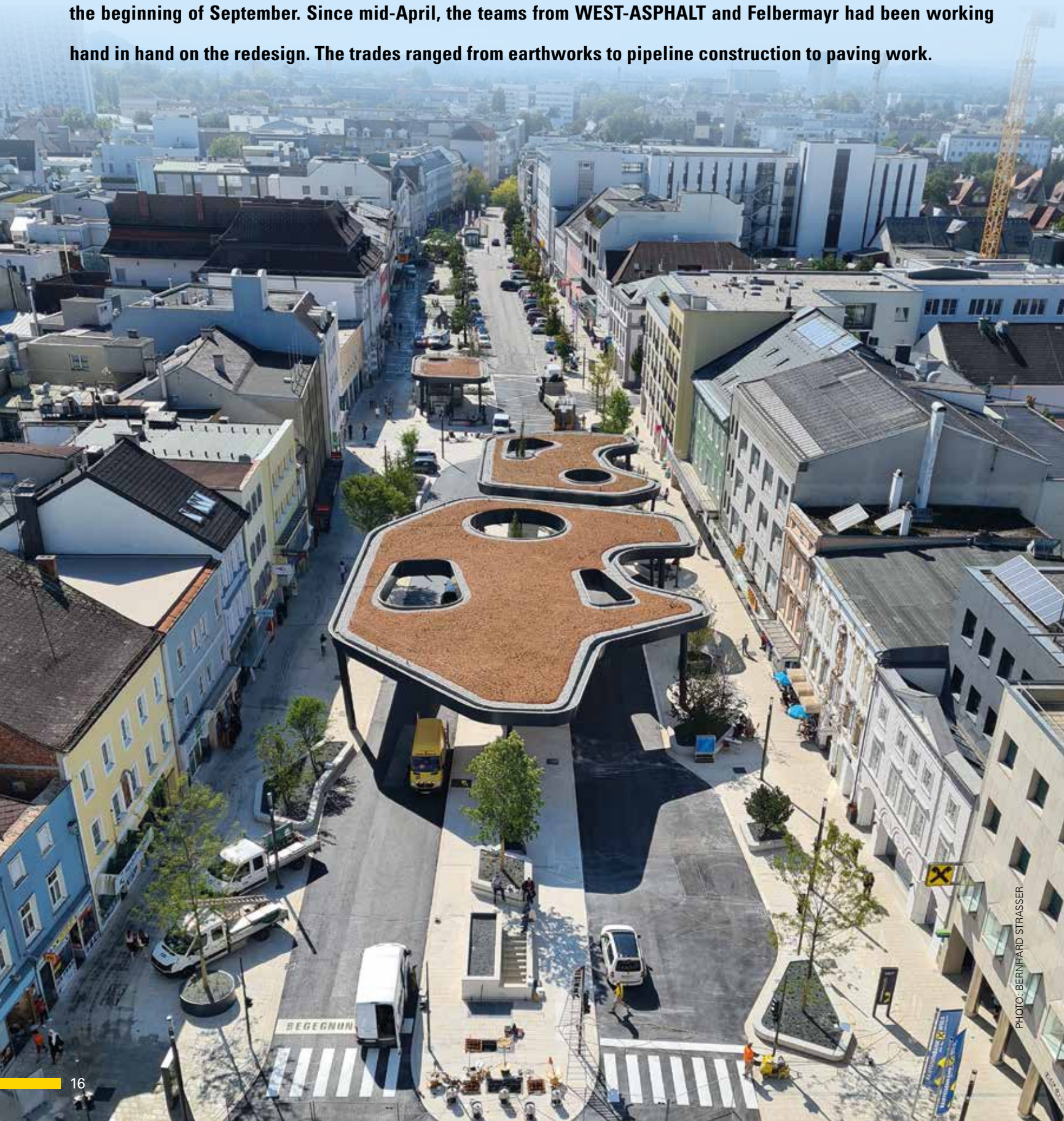
The new-build of the large-scale polypropylene manufacturing plant is scheduled to go into operation next year. ■



*One of the three transshipment points for the total of 19,000 tonnes of cargo was the Polish seaport in Szczecin.*

# Kaiser-Josef-Platz gleams with new splendour

After only about four months of construction, the opening of the new Kaiser-Josef-Platz in Wels was celebrated at the beginning of September. Since mid-April, the teams from WEST-ASPHALT and Felbermayr had been working hand in hand on the redesign. The trades ranged from earthworks to pipeline construction to paving work.



In March of this year, the city of Wels put the redesign of Wels Kaiser-Josef-Platz out to public tender. The aim was to make the square more attractive and to bring it technically up to date. „Thanks to the flexibility within the company, the required references were provided on time and thus the contract was won by WEST-ASPHALT in cooperation with Felbermayr,” explains Reinhold Wersching, from the paving company WEST-ASPHALT, which was recently taken over by Felbermayr.

### Construction project in detail

For the redesign of Kaiser-Josef-Platz, two earthworks teams and two paving teams were in action almost simultaneously, first working on the northern half of the square and then the southern half in a cycle. In each case, the entire pavement was removed, earthworks were carried out, drainage and infrastructure lines were laid and foundations for the canopy were concreted. In addition, the substructure was renewed, prefabricated parts were delivered and moved, and a fountain was constructed. „The monument to the former Kaiser was relocated and more than 3000 square metres of paving slabs were laid on the entire square in record time,” reports Wersching. In addition to WEST-ASPHALT and Felbermayr structural engineering, Felbermayr road construction was also involved. The latter took over the asphaltting of the roadway at the new Kaiser-Josef-Platz.



*For the redesign of Kaiser-Josef-Platz, two earthworks teams and two paving teams were in action simultaneously.*

### Special challenges

The construction period for this project was very short from the outset, with a planned duration of five months. When it came to it, this was shortened by another three weeks in the middle of the construction phase. The reason for this was the desired organisation of the traditional Welser Innenstadtkriterium, an inner city cycle race on or across the new, extended square. In addition, the surrounding shops and bars were open

during the entire construction phase – so safe access had to be guaranteed. On top of this, the consortium had to deal with delivery bottlenecks for pipes and paving materials.

„It is gratifying that the desired completion date could be kept despite the aforementioned challenges and that the cycle race could be held on the new Kaiser-Josef Platz in Wels,” Wersching proudly announces. Thanks for this go above all to the tireless efforts of all those involved. ■



*In total, WEST-ASPHALT laid more than 3,000 square metres of paving slabs in record time.*

*The work on the approximately three-kilometre-long construction lot "IN-Scharfling" is part of the Upper Austria Plan for Mobility Infrastructure.*



# Civil engineering deployed for road renovation

**An essential part of Felbermayr civil engineering is the road construction department in Haag am Hausruck. At the start of October, the skilled workers delivered a road renovation project on Mondseestraße near Scharfling in Upper Austria under major time pressure. The asphalt for the base course was supplied from the company's own asphalt mixing plant.**

**T**he project to renovate the approximately three-kilometre stretch of road is part of the Upper Austria Plan for Mobility Infrastructure. "Renovation of the roughly three-kilometre-long section below the so-called "Scharflinghöhe" became necessary due to the heavy volume of traffic. Furthermore, the road had been repeatedly damaged by rock slides and falling rocks says Felbermayr construction manager Martin Haas, when explaining the reasons behind the renovation.

## Thermal saddles, road rollers and asphalt mixing plant

At the beginning of the work, roughly ten centimetres of the existing asphalt structure were milled off. The milled surface was then cleaned using a high-pressure sweeper and a bitumen emulsion was applied with a pre-sprayer as a tack coat for the individual asphalt layers, after which a 7.5 centimetre

thick asphalt base course was placed on top. "A half-lane closure was sufficient for this work," reports Haas. This meant that the busy road did not have to be completely closed for the duration of the works.

After four days of paving preparation, the time had come - application of the surface layer could begin. However, this required complete closure of the road and the set-up of a diversion. "This was necessary in order to seamlessly apply the asphalt across the entire width and to achieve as level a finish as possible," explains Haas. Two so-called pavers were used for this, which were arranged slightly offset in parallel. The asphalt surface layer was delivered by 35 thermally insulated trucks. These special trailers are able to keep the material at the necessary processing temperature of about 170 degrees.

This was essential due to the distance of around 80 km from the mixing plant in

Haag am Hausruck to the construction site. Otherwise, the asphalt mix would have cooled down too much. Including the base course, roughly 4,700 tonnes of asphalt were laid in total. This corresponds to around 250 truck transports. In order to keep traffic disruptions to a minimum, this construction work was carried out at the weekend.

"The mixing plant has a maximum daily capacity of 2,000 tonnes, while an average of 1,000 tonnes was needed every day," Haas notes; he is delighted to have contributed to road safety on Mondseestraße with the work. The client - the Directorate for Road Construction and Transport: Department of New Road Construction and Maintenance - also has reason to be pleased with the job. The department was delighted with the very high quality of the mix production and mix incorporation. ■

## SUCCESSFUL 10 racing victories for the Felbermayr Simplon Wels team

With the 2021 racing season over, the Wels cycling pros can look back on one of their most successful years. Ten races won, 28 podium places and just as many placings in the top ten testify to this.

Outstanding were the victory in the ÖRV cycling league in the individual and team rankings, the Austrian Champion title in the Berg-Staat championships for Riccardo Zoidl and the Champion's title in the



Mountain Bike Eliminator for Daniel Federspiel. Other highlights were Daniel Turek's stage win at the Circuit des Ardennes, the victories in the Bundesliga races in Leonding by Moran Vermeulen, in Burgenland by Manuel Bosch,

in Königswiesen by Riccardo Zoidl and a stage win at the International Oberösterreich-Rundfahrt by Daniel Turek. In total, the cycling pros spent 100 days racing at national and international cycling races in the past season.

## TABLE TENNIS Felbermayr sponsors the "Welser Spielgemeinschaft" [Wels players association]

With a 2nd place in the European Cup, the Felbermayr Wels team showed its international class again this year. As before in 2020 with the Austrian Cup victory, head coach David Huber and top athlete Andreas Levenko were responsible for this, with Andreas Levenko having a leading role as a player in the SPG Felbermayr Wels team. Together with Nandor Ecseki, Jiri Martinko and Gabor Böhm, the club wants to make it to the Champions League again, as it did in 2019.

However, the absolute young hope of the playing community is twelve-year-old Petr Hodina – with a gold medal at the



Italian Open, he secured the lead in the U13 world ranking list and thus replaced his club mate Julian Rzihauschak as the top player. Next year Hodina will compete

in the top 10 in the U15 class. This is a great start, says Huber, who also acts as Hodina's private coach.

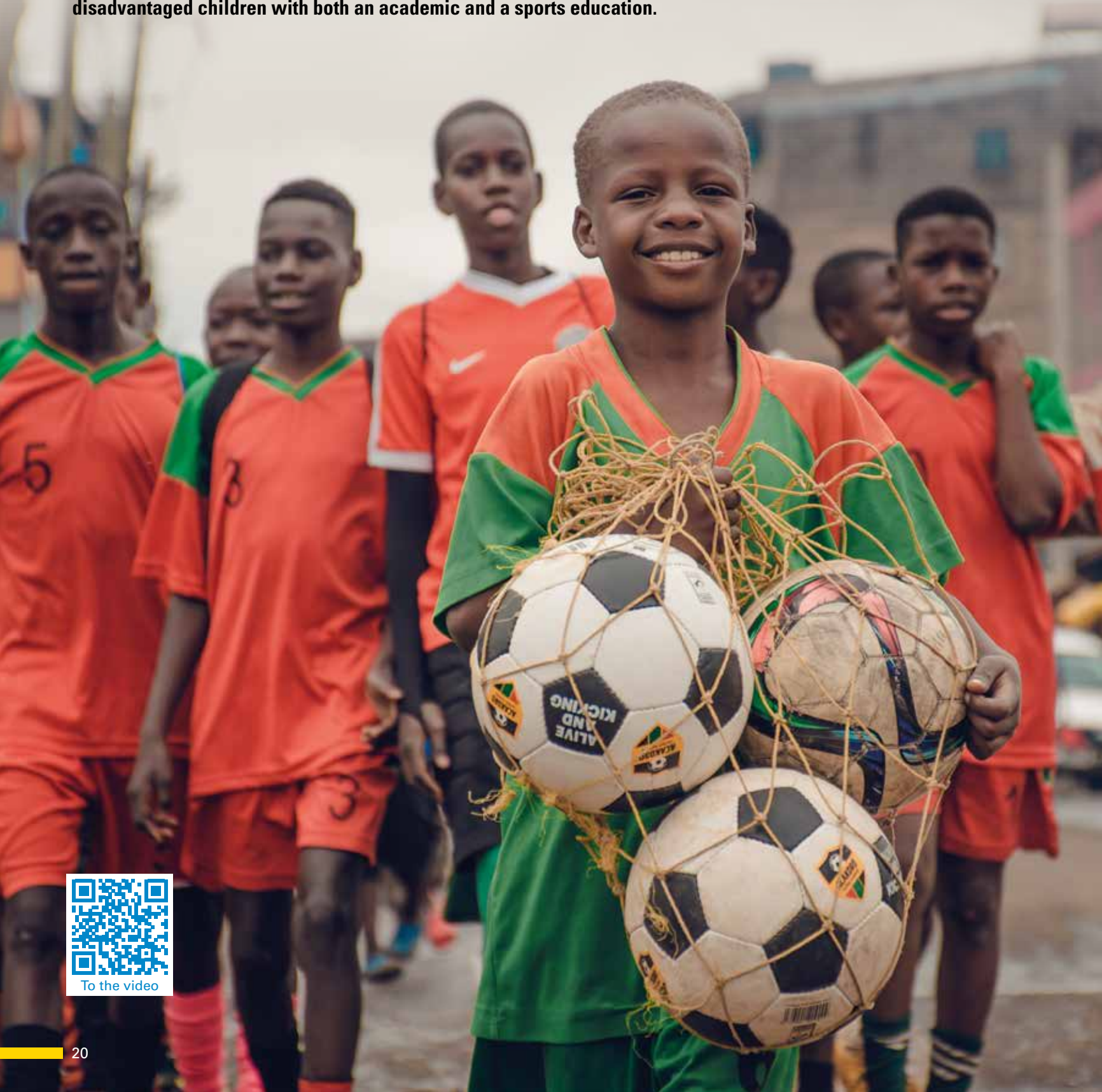
## SPORTING ENDEAVOURS WKO business community run - Felbermayr was there

At the beginning of September, the 19th WKO-business community run by the Austrian chamber of commerce took place in Linz. 15 highly motivated runners from the Felbermayr team once again showed what they are made of, successfully mastering the 4.6 kilometre run along with around 3000 other amateur athletes from various companies. The fun and pleasure of running as well as the strengthening of the team spirit were the focus of this year's run once again.



## A matter of the heart: Support for the Acakoro Football project

Felbermayr has been supporting the "Acakoro Football" project since last year. The project was founded in 2013 in the Korogocho slum, Nairobi, Kenya. The aim of the Acakoro Football Academy is to provide socially severely disadvantaged children with both an academic and a sports education.



To the video

**W**hat is so special about "Acakoro Football" is that the values of football serve as a school of life," explains Stefan Köglberger, Co-Founder of Acakoro. This means that daily football training with the necessary equipment and a focus on personal development is a fixed item on the agenda for the 150 or so children in the academy's care. The children are able to attend one of four partner schools. The all-round care programme is complemented by tutoring, access to medical care and hot meals.

Felbermayr has been supporting the Acakoro association since last year. The association was increasingly in need of help in 2020 in particular, because Kenya was especially badly affected by the Corona crisis.

### Special demands due to Corona

In March 2020, the COVID-19 pandemic had hit Kenya in full force and public life was massively restricted. The crisis resulted in night-time curfews and schools were closed. For Acakoro, the major effects were school closures and the ban on sporting events. The latter would continue until autumn 2021, the school closures until January 2021. Following the announcement of the temporary closures, the Kenyan Ministry of Education switched to online learning. In Nairobi, roughly 60 per cent of all inhabitants live in slums - meaning that only a fraction of the children were technically able to participate in online classes. "In response, an analogue learning programme was implemented by Acakoro in collaboration with UNICEF-Kenya. This gave around 1,000 children access to age-appropriate education and also worked perfectly," reports Köglberger proudly.

### Everyday life in Kenya with the Corona virus

The prescribed safety measures were essentially well implemented. However, due to the severe levels of poverty in the Korogocho slum, many circumstances make compliance simply impossible. "Living together in small corrugated iron



**Stefan Köglberger, Co-Founder of Acakoro together with Mr DI Horst Felbermayr at the signing of the sponsorship contract.**

### Encouraging prospects for Acakoro

huts, wearing the same masks for weeks on end, travelling to the workplace in buses that are far too small- these are just a few examples of the issues that aid the spread of COVID-19," explains Köglberger. The lockdown and the general economic development during the pandemic have been disastrous - countless companies have gone bankrupt, people have lost jobs that were already low-paid, and the state has been unable to afford to provide aid.

"Although the past two years have been extremely gloomy, there is a ray of hope when it comes to positive development in Kenya and for Acakoro Football," says Köglberger. In the past, the Acakoro association has already succeeded in changing many children's fates for the better. With the support of an Austrian directly on site and the knowledge of the companies that back the organisation financially, the organisation can look to the future with confidence. Köglberger hopes to have 160 children in the programme by the end of the year. "In future, we have plans to build our own home. Furthermore, the project is set to pass completely into the care of the Kenyans in the near future-relevant steps for this have already been taken in 2020," Köglberger adds. ■



**From a hopeless life on the streets to a life with prospects through academic and sports education for children experiencing severe social disadvantage.**



**RETIREMENT**  
**Friedrich Rametsteiner retires as managing director**

After eight years as commercial managing director at Felbermayr Construction, Friedrich Rametsteiner took his well-deserved retirement in September. As reported in the last Informer, Dietmar Rosenberger succeeded him in this post.

Rametsteiner's primary achievements included solid commercial planning and the pursuit of this corporate strategy of the Felbermayr construction business unit, which was cast in figures. The focus here was always on achieving defined sales and earnings targets. This led to a further positive development of the construction divisions.

Rametsteiner was always correct, sincere and down-to-earth when dealing with his employees, so that they could communicate with him on a par. Furthermore, the 62-year-old from Gmund will also be remembered by his colleagues as being willing to compromise. But Rametsteiner did not shy away from confrontation but rather called it as he saw it and looked for a solution.

Most recently, Rametsteiner accompanied the successful economic integration of the acquired companies WEST-ASPHALT and Danner-Landschaftsbau in his usual successful manner. We thank



Friedrich Rametsteiner

Rametsteiner for his devoted work and wish him all the best for his future. May it bring him happiness, joy and time for hobbies.



Hans Becker (DI)

**NEW APPOINTMENT**  
**Departmental manager for infrastructure construction**

Since September, Styrian Hans Becker has been in charge of the infrastructure construction department in Felbermayr's civil engineering division. After studying "construction management and civil engineering", the 43-year-old gained 15 years of experience as a construction and project manager on civil engineering and tunnel construction sites and worked as an estimator. At Felbermayr, the enthusiastic outdoor sportsman and family man will drive major projects in earthworks, road and railway construction.



Markus Meusburger

Daniel Haukwitz

Marc Schellerer

**REIMAGINED**  
**Responsibilities in international special transport**

The responsibilities in the area of international special transport have been changed within the course of a project led by the transport and lifting technology general management. The new organisational areas are sales, planning, production and technology. Marc Schellerer is responsible

for sales, Daniel Haukwitz and Markus Meusburger for planning, production and technology. The aim of this restructuring is to further increase global and area-wide solutions for even more customer proximity in the field of international special transport.

**READ AND WIN**  
**15 non-cash prizes await you**

Please send in the right answer, quoting your postal address, to us by email [informer@felbermayr.cc](mailto:informer@felbermayr.cc). The deadline for entry is 31st March 2022. All decisions are final and not subject to legal appeal.

**Prize question:**  
*Since when has Felbermayr been commissioned with crane and construction work for the Salzburg power line?*

**1st prize: A model of a Felbermayr 5-axle "LTM 1110-5.1" mobile crane in scale 1 : 50.**



PHOTOS: MARKUS LACKNER(2), MARKUS WEICKINGER (2)

## ANNIVERSARY

# MANY THANKS TO OUR LONG-SERVING EMPLOYEES

### 15 YEARS

Safet Besic – Earthwork/Wels · Michael Blank – Transport/Krefeld · Ferenc Bodor – IT/Bau-Trans Budapest · Paul Brand – ITB/Linz · Branislav Chaláni – Cranes/Bratislava · László Csiba – Transport/Bau-Trans Budapest · Leopold Diemer – Cranes/Lanzendorf · Rado-vance Dordevic – Cranes/Lanzendorf · Edgar Eberhardt – Cranes/Graz · Michael Falkner – structural engineering, industrial construction and power station construction/Wels · Birgit Flotzinger – Administration/Wels · Pal Fodor – Crane/Linz · Michael Freund – Heavy installation/Linz · Józsefné Fülöp – Administration/Bau-Trans Budapest · Herbert Gruber – Cranes/Wels · Andreas Hager – Cranes/Braunau · Christian Höcher – Cranes/Klagenfurt · Milan Hribik – Sales/Bratislava · Ingo Kaiser – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Florian Katzinger – Platforms/Wels · Jana Kirsten – Cranes/Bau-Trans Lauterach · John Kliu – MTA/Wels · Bernhard Konrad – Installation/Bau-Trans Lauterach · Jozef Kozák – Cranes/Košice · Kamillo Krüger – Transport/Bau-Trans Lauterach · Brigitta Lantos – Accounting/Bau-Trans Budapest · Michael Leipold – Cranes/Linz · Christian Lettner – MTA/Wels · František Lörinc – Workshop/Košice · Herbert Louda – Cranes/Lanzendorf · Michael Maier-Bauer – Cranes/Linz · Gernold Mailänder – Project Planning/Wels · Kresimir Martinovic – General cargo/Wels · Thomas Meister – Management – Group East/HAGN Hengersberg · Andreas Metzler – Platforms/Bau-Trans/Lauterach · Markus Meusburger – Transport / Bau-Trans/Lauterach · Berthold Mörzinger – Hydraulic engineering/Wels · Sveto Narancic – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Rastislav Navara – Workshop/Bratislava · Jürgen Nawijn – Installation/Wimmer Krefeld · Hannes Niegl Cranes/Lanzendorf · Stanislav Novotný – Administration/Košice · Manuela Nowotny – Administration/Wels · Redzep Nuhanovic – Earthworks/Wels · Klaus Ohmeyer – Heavy transport/Wels · Zoltán Paulik – Techn. management/Bau-Trans Budapest · Antal Peidl –

Transport/Lanzendorf · Helmut Pfanagl – Port transshipping/Linz · Arnold Pichler – Cranes/Wels · Erhard Pichler – Administration/Wels · Markus Pinzl – Division management/Braunau · András Plesa – Transport/Bau-Trans Budapest · Daniela Pocherdorfer – Heavy transport/Wels · Michaela Polith – Administration/Wels · Christoph Reitingner – Road building/Haag · Erich Rendl – Crane/Wörgl · Milivoje Ristic – Crane/Lanzendorf · Jürgen Rottenfusser – Waste management/Wels · Karol Świercz – General management/ITB Poland · Radoslaw Szanisz-ló – Cranes/Košice · Róbert Timko – Cranes/Košice · Petar Trivkovic – Cranes/Linz · Carsten Urban – Installations/Wimmer Sulzemoos · Mario Vidak – Transport/Bau-Trans Lauterach · Wolfgang Vogler – Heavy installation/Graz · Konrad Vollmann – Divisional management/Graz · Michael Vorstandlechner – Workshop/Wels · Manuel Weickl – Workshop/Wels · Harald Zahn – Hydraulic engineering/Wels

### 20 YEARS

Manfred Anzinger – MTA/Wels · Klaus Auer-nig – Administration/FST Salzburg · Thomas Augustin – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Ralf Bauer – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Robert Bauer – Divisional management/Wörgl · Benjamin Bíró – Workshop/Bratislava · Bernd Beck – Heavy transport/Wels · Maximilian Cisek – ITB/Wels · Wilhelm Dornstädter – MTA/Wels · Michael Eberhard – Assembly management/Wimmer Sulzemoos · Christian Fruhwald – MTA/Wels · Lukas Höpler – Transport/Lanzendorf · Markus Hüttmeyer – Port transshipping/Linz · Audij Ivančuk – Branch manager/Bratislava · Clemens Kaiser – Divisional management/FST Salzburg · Wolfgang Kas-es – Cranes/Thaur · Simone Klämpfl – Account-ing management/HAGN Hengersberg · Josef Kramser – FST Lienz · Dragan Lapadatovic – Cranes/Lanzendorf · Andreja Lucic – Admin-istration/Wels · Bernd Luft – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Jozef Macák – Cranes/Bratislava · Manfred Mayrhofer – Platforms/Linz · Josef Messner – FST Salzburg · Claus Mittermayr – Heavy trans-

port/Wels · Robert Mittermayr – Platforms/Wels · Petra Moffroid – Installations/Wimmer Krefeld · Dalibor Nikolic – Cranes/Lanzendorf · Mario Pichler – Platforms/Linz · Karl Heinz Pu-cher – Heavy transport/Wels · Jürgen Rusam – Platforms/Linz · Tanja Seliger – Accounting and finance/Haeger & Schmidt Duisburg · Georg Süntinger – FST Salzburg · Andreas Swoboda – Platforms/Wörgl · Franz Trinkl – Administration/Wels · Christian Zsalac – Cranes/Lanzendorf

### 25 YEARS

Ali Basak – Civil engineering/Hydraulic engi-neering/HAGN Hengersberg · Jürgen Dick-inger – Earthwork/Wels · Mirsad Hibic – Heavy installation/Linz · Manfred Höhfurner – Crane/Wels · Károly Majnár – Transport/Bau-Trans Bu-dapest · Gerhard Mikusch – Crane/Graz · Tino Möckel – Assembly management/Wimmer Sulzemoos · Christoph Nüßler – General man-agement/Wels · Steffen Putjus – Port Logistics/Haeger & Schmidt Duisburg · Mario Rose – Civil engineering/Hydraulic engineering/HAGN Hengersberg · Pierre Robert Rosina – Cranes/Thaur · Johann Schmidt – MTA/Wels · Klaus Stützner – MTA/Wels · Roman Sulzner – Ad-ministration/Wels · Paul Wahl – Civil engineer-ing Hydraulic engineering/HAGN Hengersberg

### 30 YEARS

Helmut Demmelmayr – MTA/Wels · Branko Derek – Workshop/Wels · Roswitha Gerlach – Administration/Krefeld · Bernhard Gessl – Gravel quarry/Weißkirchen · Heiko Heining – Transport/Wimmer Sulzemoos · Franz Hellein – General cargo/Wels · Jusuf Hrnčić – Work-shop/Bau-Trans Lauterach · Momir Jovanovic – Cranes/Lanzendorf · Robert Matthes – Civil engineering/Hydraulic engineering /HAGN Hengersberg · Markus Seebacher – MTA/Wels · Gerald Taibon – MTA/Wels · Kurt Wohlfahrt jun. – General cargo/Wels

### 35 YEARS

Josef Amman – Transport/Bau-Trans Lauter-ach · Josef Angerer – Heavy installation/Linz · Alfred Ringer – Earthwork/Wels

### 40 YEARS

Wolfgang Schellerer – General management/Wels · Peter Linimayr – Management/Linz

**Media owner and publisher:** Felbermayr Holding GmbH · Voralpenstraße 4 · A-4600 Wels, Austria · Tel.: +43 5 0695-0 · [www.felbermayr.cc](http://www.felbermayr.cc)  
E-mail: [office@felbermayr.cc](mailto:office@felbermayr.cc) · **Responsible for the content:** DI Horst Felbermayr · **Concept:** Markus Lackner · **Editing:** Markus Lackner and Kristina Kast · **Layout:** Markus Weickinger · **Review and subscription management:** Sabine Schütz · **Free subscription:** Not subscribed to the »INFORMER« already? If you would like to receive a copy delivered to your house free of charge twice per year, or if you would like to subscribe on behalf of someone else, please visit us at: [www.felbermayr.cc/informer](http://www.felbermayr.cc/informer). Any specific gender references in this document are used purely for linguistic simplification. **Printing:** December 2021 · All information without guarantee and subject to change as well as printing errors and typesetting errors.

**Data protection information:** If you receive a personalised copy of this publication without having requested it, this means that we have identified you as being interested due to your professional activity. Data processing is implemented on the basis of our data protection declaration. This can be called up via the following link: [www.felbermayr.cc/data-protection](http://www.felbermayr.cc/data-protection). If you no longer need your free subscription, this can be cancelled at the first available opportunity: Felbermayr Holding GmbH · Voralpenstraße 4 · A-4600 Wels, Austria · E-mail: [informer@felbermayr.cc](mailto:informer@felbermayr.cc) · Telephone: +43 5 0695-0



# high attraction

Be impressed by the Magni passion and know-how. The elegant lines of the iconic RTH range give life to machines with strength and style. These attractive machines incorporate cutting-edge technology, and incredible performance, to elevate the concept of the rotating telehandler to new heights.



[www.magnith.com](http://www.magnith.com)



**POWER  
IN MOTION**



Go to shop

[www.felbermayr.cc/shop](http://www.felbermayr.cc/shop)

