

INFORMER

THE FELBERMAYR GROUP MAGAZINE 1/2025

«DEPARTED»

LARGE-SCALE MULTIMODAL
DEPLOYMENT FOR POWER
PLANT PROJECT

PHOTO: ANDRÁS VARGA



SCAN
and track
cross-border heavy
duty transportation.

HOME GAME

Building bridges
in Wels

FLOOD PROTECTION

Port gate for
commercial port

READY FOR PRINTING

Concrete construction
for paper factory



16

The successful completion of the Mintia project was a prerequisite for this cross-border masterpiece. Within a year, around 1,600 packages were transported for the expansion of a power station built in Romania in 1969. Turbines, generators and transformers were among the heavyweights in multimodal transport with final foundation installation.



12

Using a patent-pending solution, Felbermayr Construction managed to construct a bridge in just six months, achieving significant cost savings.

20

To protect the commercial port of Linz and large parts of the adjacent industrial area, Felbermayr Lifting Technology and Hydraulic Engineering joined forces at the beginning of January. A two-part flood protection gate was finally positioned.



04

Messages – latest news from the Felbermayr divisions

11

Felbermayr acquires Dutch transport and heavy installation specialist

30

Suction technology – Felbermayr waste management removes 70 tonnes of gravel and sand from power plant turbine.

32

Danner landscaping for amphibian protection in action

34

Drone use gives surveying technology wings

39

Anniversaries: Felbermayr-Lausitz is celebrating its 20th anniversary, while Felbermayr subsidiary Best Logistics is celebrating 25 successful years.

41

The personal details are dedicated to deserving Felbermayr pensioners and provide information about personnel changes.



24

Expertise in industrial construction and heavy installation was required for the rebuild of a paper factory in Laakirchen, Upper Austria.

36

In his younger years, speed and horsepower were part of everyday life for Felbermayr division manager Hans Wolfsteiner. This made the 56-year-old a two-time Superbike national champion. Today, Wolfsteiner turns the wheel of Felbermayr's water engineering division with great enthusiasm.



Editorial



”
Even in the Middle Ages, the transition from road tolls to robbery was a fluid one. Arbitrariness is still the method of choice today, one might argue in view of politically motivated customs turmoil.

Domestic production instead of customs roulette

Dear Ladies and Gentlemen,

The tariff whirlwinds unleashed by the United States clearly show how important it is to become less dependent on uncertain markets and to locate supply chains and production sites “at home”.

This is because the inappropriate increase and creation of import duties further exacerbates political tensions and economic uncertainty. This also affects logistics companies and construction firms, for example when freight or construction projects are cancelled.

That is why it is important to have strong partners and supply chains in the economy that can be relied upon. And thanks to our outstanding partner companies, we are in excellent company. Conversely, they too can rely on Felbermayr for a strong foundation, built and supported by dedicated employees.

This means that we will continue to stand for reliability and expertise in the future and will find and implement solutions even under adverse conditions. Be it in construction or transport and lifting technology.

And since cooperation and the promotion of synergies have always been part of what we do, I am particularly pleased that a traditional Dutch company recently placed its trust in us and joined the Felbermayr Group. You can find out more about this and many other successful projects that we have implemented for our customers on the following pages.

With this in mind, I look forward to continuing our good cooperation in what will hopefully be a peaceful and united Europe in the future.

And wherever you have spent your holidays or will spend them, enjoy them and let us strive with our talents for peaceful coexistence on this earth.

Warm regards,

DI Horst Felbermayr

QUALITY STANDARDS

New certificates for Felbermayr Construction and Hagn Environmental Technology

Felbermayr Construction GmbH & Co KG and Hagn Environmental Technology GmbH obtained ISO certifications 37001:2016 and 37301:2021 at the beginning of the year. This demonstrates that the Felbermayr management system for combating corruption and the Felbermayr compliance management system comply with internationally defined standards. These provide employees with a legal and regulatory framework and increase competitiveness. Repeated training ensures that ISO standards are adhered to.



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

INTERNATIONAL TRADE FAIRS

Felbermayr at Breakbulk Europe and Transport Logistic

In mid-May, Felbermayr Transport and Lifting Technology and Felbermayr subsidiary Haeger & Schmidt presented themselves at Breakbulk Europe in Rotterdam, the world's largest trade fair for project cargo and heavy lift cargo. The companies' experts were on hand to answer questions about transport logistics, crane hire and heavy installation.

Just three weeks later, both companies were also represented at Transport Logistic in Munich. Every two years, the top players in the international logistics industry meet at the leading trade fair for logistics and supply chain management to exchange ideas about new and innovative logistics solutions.

The stand parties were also particularly well received. First and foremost, the Kaiserschmarrn party at Breakbulk. Several hundred guests were treated to delicacies made according to original Austrian recipes.

PHOTOS: MARKUS WEICKINGER, DANIEL COBAN, KRISTINA MAJETIC, WOLFGANG SIMLINGER



SCAN
and experience
the stand party
at Breakbulk.

HYDRAULIC ENGINEERING

Dredging on the Danube

Felbermayr's hydraulic engineering specialists removed shoals from the Danube in March. The necessary dredging work was carried out on the Vienna-Bratislava section. Around 30,000 cubic metres of material

were moved in one month. An excavator pontoon, a motor vessel and a hopper barge were used. The aim of the work was to maintain shipping traffic even at low water levels. This is because the shallow waters

pose a risk of ships running aground. In addition, sediment management prevents side arms and backwaters from drying out. Furthermore, habitats for fish and drinking water supplies are secured.





CRANE HIRE

Raising the cross onto the National Cathedral in Bucharest

Felbermayr's crane hire company in Romania was involved in the installation of the new cross on the Romanian Orthodox cathedral in Bucharest in April. The seven-metre-high, seven-tonne cross was lifted onto the dome of the “Catedrala Nationala” using a crawler crane with a maximum loading capacity of 600 tonnes and a total of 150 tonnes of floating ballast. The crane was equipped with a 147 metre long main boom and a 12 metre long jib. The technically demanding lifting operation took around 20 minutes. After about an hour, the cross was finally fitted. Now it is visible from afar at a height of more than 120 metres.



SCAN
and learn more about
the stroke of the cross
on the cathedral.



LIFTING TECHNOLOGY

Tandem lift for motorway bridge

Using three cranes with a loading capacity of up to 650 tonnes, specialists from Felbermayr Transport and Lifting Technology in Graz and Linz lifted a 230-tonne bridge girder over the Mur river in Graz. The girder was transported away on two SPMTs.

In addition, formwork supports with a total weight of around 1,200 tonnes were moved. A total of seven cranes were used. There were only nine hours to complete the task, as the A2 motorway near Graz was closed for that length of time during the night.



STREET

Heavy transport measuring almost 40 metres in length

Felbermayr Transport and Lifting Technology transported two GIS trailers from Gföllner vehicle construction and container technology using a four-axle tractor unit with 770 horsepower and a six-axle low-bed trailer with extension beams. The two heavy transport projects carried out in December and January from St. Georgen near Grieskirchen to Hamburg took three days and two nights each. The total length of the vehicle was 39.5 metres, and the total transport weight was around 100 tonnes.

INDUSTRIAL ASSEMBLY

Crane replacement at the Freital stainless steel plant

In February, an old indoor crane was replaced at the Freital stainless steel plant in Germany in a joint effort by employees from Felbermayr's Dresden site and Wimmer Machinery Transport. The old "casting crane" was professionally disassembled using a 350-tonne crane/lifting equipment. The individual parts, weighing up to 55 tonnes, were transported out of the hall by a self-propelled industrial roller called Sefiro. These were then unloaded outside using two 100-tonne cranes/lifting equipment and stored temporarily. The new indoor crane was then fitted using a 350-tonne crane/lifting equipment. The heaviest part weighed 64 tonnes.



WASTE MANAGEMENT

Now you can rent containers online

On 1 May, Felbermayr took over the container rental business – including around 200 skip containers, 40 roll-off containers and 80 transfer containers – from a local supplier and integrated it into its existing quotation. Felbermayr Waste Management, which is part of the Environment and Resources division, now leases a total of around 3,000 containers as a regional service in Upper Austria. The containers can now also be ordered online at container.felbermayr.cc. Step

by step, customers are guided through the order process on the new website: from selecting the suitable type of waste and container size to the delivery and collection date.





HYDRAULIC ENGINEERING

Excavation work at Carolabrücke in Dresden

The city of Dresden assigned Felbermayr subsidiary Domarin, a specialist in hydraulic engineering and dredging, to carry out work on the Carolabrücke bridge in Dresden, Germany, which collapsed in September 2024. These included eliminating the

lack of depth in the Elbe and providing support with preparatory measures for renaturation.

Domarin supplied 3,000 tonnes of armour stone for the temporary construction road. Around 6,000 tonnes

of gravel were dredged from the section of the fairway below the bridge to remove the insufficient depth. The order involved the use of a push boat, a dredger pontoon, the push barge "Elisabeth" and a 64-tonne dredger, among other vessels.

TRANSFER

Disassembling core components of a gas-fired power plant

In February and March, employees from Felbermayr's Memmingen site and Wimmer Maschinentransporte worked together to dismantle a gas-fired power plant in southern Bavaria and transport the plant components away. The ten heavy components and accessories were disassembled and removed using lifting frames. Two vehicles with twelve-axle bogie combinations then transported the components to the port of Kelheim in a shuttle service. There they were transferred to an inland shipping vessel for onward transport to Antwerp. The system was delivered to a customer in Afghanistan.



NEW BUILD

Groundbreaking ceremony for new branch

The groundbreaking ceremony on 24 April marked the start of construction of the new-build Transport and Lifting Technology branch in Seiersberg-Pirka. The central unit for Styria is being built on an area of 50,000 square metres and will accommodate more than 170 employees. The new building offers more space for the Graz branch and at the same time enables the expansion of the warehouse business, which is to remain at the existing site.

The new property is located in an industrial park and close to the motorway.

Offices are being built on 20,000 square metres – including sanitary facilities, social rooms and storage rooms, a workshop, two garage halls, a warehouse, a car wash, a petrol station and 72 truck and 166 car parking spaces.

All roof surfaces will be greened or equipped with a photovoltaic system. Planned by the architectural firm Benesch-Stögmüller from Wels, the new site is scheduled for completion in approximately one year.



SPECIALISED CIVIL ENGINEERING

Soil investigation with crawler drill rig

In preparation for the refurbishment of the Deggendorf industrial port, specialists from Felbermayr Specialised Civil Engineering carried out ground investigations in January using a 10-tonne crawler drill rig with telescopic undercarriage. The investigations included six ram sondages, five small boreholes,

two land boreholes, six water boreholes and around 150 laboratory tests on soil samples.

Parallel to the drilling work, Felbermayr subsidiary Domarin carried out dredging work in the industrial harbour. The Domarin 22 dredger pontoon with

an 80-tonne excavator, two push boats and five push barges, each with a loading capacity of around 1,200 tonnes, were used for this purpose.



STATE OPERA

Mobile cranes and semi-low loaders in action for opera ball

Felbermayr Transport- und Hebetchnik Lanzendorf has been delivering the boxes for the Opera Ball from the warehouse in Haringsee (Lower Austria) to the Vienna State Opera for around 20 years- and will do so again at the end of February 2025. The boxes were transported to the venue on telescopic semi low-loaders. Loading and unloading was carried out using mobile cranes with lifting capacities of up to 60 tonnes. These were able to overcome the limited space requirements.

The first components of the boxes were delivered three days before the opera ball. Not only 67 box parts had to be transported, but also the necessary accessories and the components for the VIP entrance. Nine low-loaders and several trailer combinations with loading cranes carried out almost 200 transports there and back.

Felbermayr was also hired to set up and dismantle the VIP entrance at the State

Opera House. The so-called "red box" at the red carpet consists of containers, wall structures and steel components with a component weight of up to twelve tonnes. The parts were fitted using mobile cranes, some of which were used in tandem lift.

On the day after the Opera Ball, the dismantling and loading work was carried out and on the following two days the return transport took place.



BOTTLE FILLING SYSTEM

30-tonne oversized cargo transported with triple-axle vessel bed

Felbermayr Nuremberg transported a bottle filling plant from Bad Kreuznach to Bingen in Germany for GC Logistics, Schwelm. The system was housed in a crate measuring 8 metres long,

approximately 7 metres wide and 3.7 metres high, and weighed 30 tonnes. A three-axle vessel bed was used to lift the load over roundabouts and crash barriers. In Bingen, the crate was loaded

onto an inland shipping vessel belonging to Haeger & Schmidt Logistics GmbH using a 200-tonne mobile crane and then delivered to the customer in Baku, Azerbaijan.



HEAVY LOAD CRANE

Felbermayr strengthens crane fleet with LR 11000

Felbermayr Transport and Lifting Technology invested in a new LR 11000 crawler crane at the beginning of April. The rental fleet now comprises a total of three cranes with a maximum load of 1,000 tonnes, bringing the total number of cranes available for hire to more than 500. Two of these are in operation in the Swabian Alb from the end of April to the end of July. They will be used in Magolsheim for the installation of six wind turbines with a hub height of 162 metres. The systems have a rotor diameter of 175 metres.

INVESTMENT

New excavator for hydraulic engineering

The new Liebherr R972 with backhoe kinematics is used to dredge shipping channels in rivers. The excavator has an operating weight of 84 tonnes and a reach of 17.28 metres. The investment was necessary because the previous unit was no longer sufficiently reliable due to its age and operating hours – for example, during “emergency excavations” under time pressure. The new excavator reduces noise and carbon dioxide emissions. The excavator is assigned to the multi-purpose vessel Horst Felix and has been in service since February.



Logistics specialist Felbermayr takes over Jozef Hermans

With retroactive effect from 1 January 2025, Felbermayr has acquired the company Jozef Hermans with four sites in Holland. The family-run niche provider operates in the field of industrial relocations, primarily in Germany and the Netherlands. This strengthens Felbermayr's standing in Western Europe. The current owner Jos Hermans remains the managing director.



Close to our site in Krefeld, Hermans' warehousing and machine assembly business complements our service portfolio very well. We are delighted that the existing team will remain on board and that Jos Hermans will continue to contribute his experience and expertise as Managing Director," says CEO Horst Felbermayr of the holding company of the same name.

Industrial relocations, machine assembly and transport

The company Jozef Hermans provides production line and machine relocation services, as well as entire company relocation services. Experienced project engineers ensure that machinery and industrial plants are dismantled professionally. As a logistics specialist for machinery and systems, the company also guarantees that special transport is carried out professionally.

The fleet of machines includes around a dozen cranes, numerous trucks, several lifting and hoisting systems, as well as self-propelled units and semi-trailers. "We have electric, remote-controlled forklift trucks, pick and carry cranes, trans-

port rollers, flat transport carriages and telescopic hydraulic gantry systems that can lift, move or tilt machinery and objects weighing up to 1,100 tonnes in their entirety – and in the tightest of spaces. If required, we can also develop and build accessories that will ensure that the company relocation runs smoothly," says Jos Hermans, who took over the family-owned company as Managing Director in 2007 and will continue to be Managing Director.

Utilising synergies and driving growth

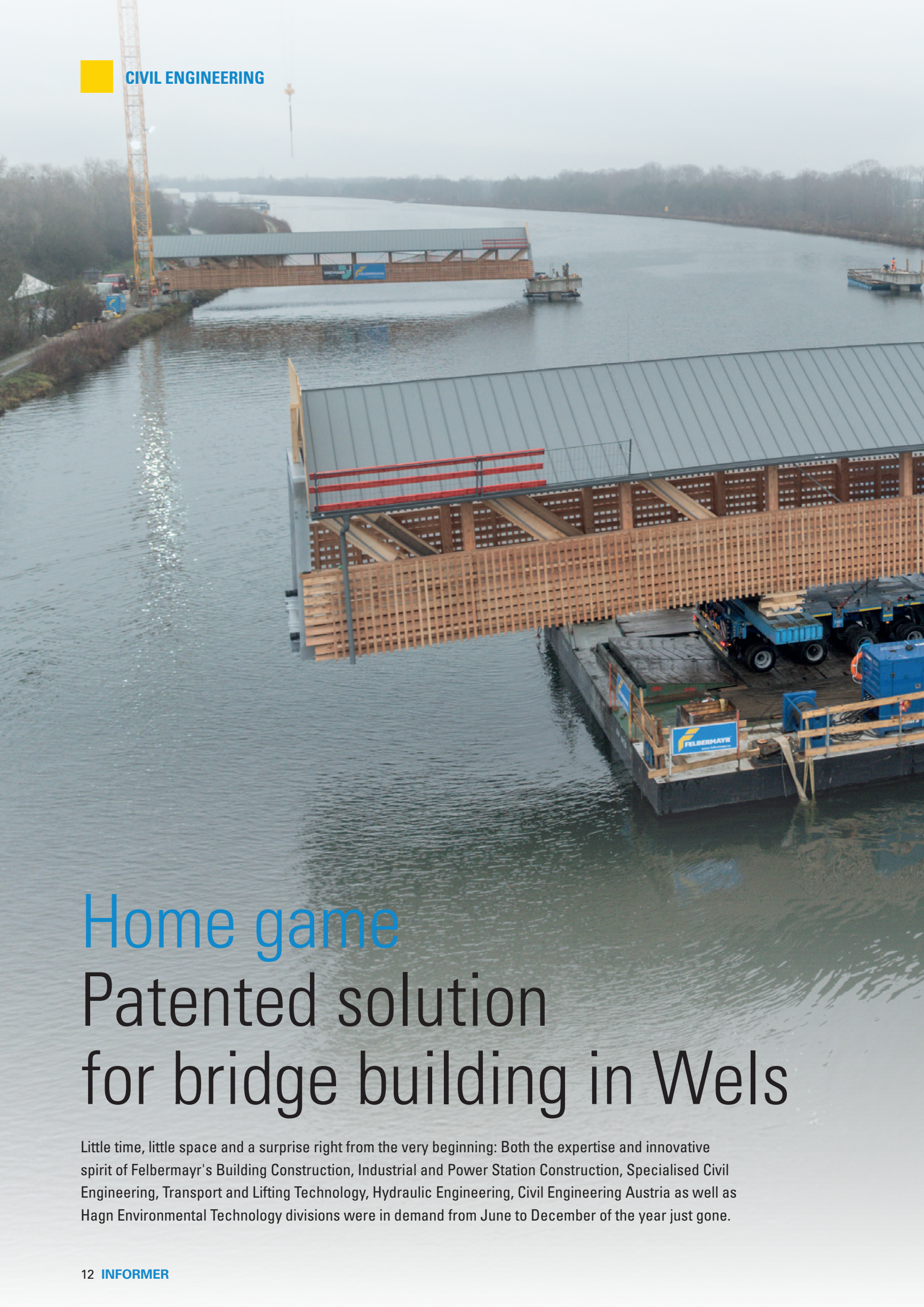
The closing, i.e. the signing of the contract for the takeover, took place on 14 May 2025. However, the two companies – Hermans Werk B.V. and Hermans Estate B.V. – were legally acquired with effect from 1 January 2025. "We will benefit from Felbermayr's large network throughout Europe and especially Eastern Europe. There are opportunities for synergy between our

assembly teams," says Hermans, explaining the advantages of the takeover by Felbermayr.

"The wide range of assembly equipment, electrically powered pick and carry cranes, and lifting frames, not to mention decades of experience in heavy installation and the company's geographical location on the Dutch-German border, including a heavy goods warehouse, complement the Felbermayr Group's service portfolio perfectly," says Peter Stöttinger, Managing Director of Felbermayr Transport and Lifting Technology: "In particular, we will be utilising the synergies with the Felbermayr site in Krefeld and our subsidiary Wimmer Maschinentransporte." In the coming period, integration into the Felbermayr corporate group will be the main focus. "We will then work together to identify the markets in which we want to drive growth and how quickly," says Stöttinger, looking to the future.

About Hermans

Jozef Hermans has specialised in the horizontal and vertical transport of production machinery for more than 85 years. Operating from its headquarters in Venlo and with twelve employees, the industrial relocation expert is mainly active in Germany and the Netherlands. The company also has three warehouses in Venlo, Baarlo and Lomm. The company's clients include original equipment manufacturers, machine users and assembly and disassembly companies in the automotive, pharmaceutical, food and mechanical engineering industries, as well as in the mechanical engineering, offset printing and board industries.



Home game Patented solution for bridge building in Wels

Little time, little space and a surprise right from the very beginning: Both the expertise and innovative spirit of Felbermayr's Building Construction, Industrial and Power Station Construction, Specialised Civil Engineering, Transport and Lifting Technology, Hydraulic Engineering, Civil Engineering Austria as well as Hagn Environmental Technology divisions were in demand from June to December of the year just gone.



PHOTO: MARKUS WEICKINGER

The city of Wels was in search of an efficient, economical and, most importantly, a solution that could be realised in a short space of time for the foundation of the pillars of the new "Römerbrücke" bridge over the Traun. "We were awarded the contract to construct the bridge in a consortium at the end of June last year. It was then necessary to float in the finished bridge before the end of the year," explains project manager Thomas Wallenstorfer from Felbermayr Building Industry and adds: "Planning and execution went hand in hand during this extremely short order period."

Surprise on the riverbed

At what depth can you find load-bearing rock? The specialists from Felbermayr Specialised Civil Engineering in Stams and Salzburg were faced with this question. Twenty metre long drilling cores were first taken from the river bed using a pontoon and drilling device. "These were handed over to the Salzburg Structural Testing and Research Institute to be tested," explains Wallenstorfer, describing the process that was necessary for further structural planning. In the process, the subsoil surveying professionals stumbled upon a surprise, because if the Felbermayr team had built a conventional sheet pile box for the foundation of the pillars as planned, it would have been expensive. Instead of the anticipated one metre of bed load, there were five metres in the river bed.

Cost savings through innovation

Felbermayr developed a revolutionary method for anchoring the pillars of the bridge securely in the river bed. Instead of conventional sheet pile boxes, a combination of large bored pile and pile mooring was chosen. Four large bored piles

measuring 1.5 metres in diameter and up to 25 metres in length were installed using special drilling equipment. This innovative method proved to be more economical and also resulted in a significant reduction in construction time.

"The targeted use of this innovative foundation technology helped us to achieve significant cost savings in the high five-figure range. We also created an extremely stable and durable solution which perfectly blends in with the local conditions," emphasises Wallenstorfer.



Despite the enormous challenge, we have shown that we have a solution for everything.

Thomas Wallenstorfer, Project Manager

Millimetre work with pontoon and SPMT

The bridge elements, consisting of a timber framework construction, were produced by the consortium partner. The six truss girders, each measuring 40 metres in length and weighing 12 tonnes, were transported from Mühlviertel to Wels. These segments were put together on site at a pre-assembly site to construct three bridge spans - each measuring 40 metres long, six metres high and weighing up to 80 tonnes.

The most spectacular part of the project was floating in the bridge spans. The "Self-Propelled Modular Transporters", abbreviated to SPMT, were used to drive the fully assembled elements onto a specially constructed ramp and load them onto a heavy-duty pontoon. The precision involved in this process was impressive: The pontoon was precision-adjusted by means of targeted ballasting through water inlets and outlets. This meant that the bridge elements could be placed precisely on the abutments on the banks and on the supporting pillars.

"Absolute precision was what was needed here. Even the smallest inaccuracies would have resulted in the elements not being able to be positioned perfectly. Despite this, the process proceeded without a hitch thanks to the excellent partnership and cooperation with the consortium partner," concludes Wallenstorfer with a satisfied smile: "Despite this enormous challenge, we have shown that we have a solution for everything."

Pioneering infrastructure for the region

The completion of the new bridge represents an important contribution on the part of the city of Wels to strengthening the cycling network. Two nationwide cycle trails are now directly connected. This means attractive, safe and environmentally friendly alternatives for commuters and leisure cyclists. Final completion work will follow by spring 2025. This includes constructing two viewing platforms, connecting to existing footpaths and cycle routes and installing LED lighting and railings. The ceremonial opening of the 120-metre-long bridge is planned for 22 April.



Using a pontoon and drilling device, 20-metre-long drill cores were extracted from the riverbed.



Four large bored piles measuring 1.5 metres in diameter and up to 25 metres in length were installed using special drilling equipment.



The six truss girders, each measuring 40 metres in length and weighing 12 tonnes, came from Mühlviertel to Wels.



SCAN
and witness
the spectacular
bridge crossing.



The 120-metre-long “Römerbrücke” bridge over the Traun River connects Wels and Schleißheim.

Transnational masterstroke for a power station project

One of the largest transport projects at Felbermayr to date will be completed in late summer 2025. Felbermayr delivered all technical components - more than 34,000 freight tonnes of material or approximately 1,600 packages - for the Mintia gas and steam power station in Romania within just one year. Three generators, transformers as well as the turbines were among the largest components.



The project was a major challenge both technically and logistically, since the power station is located more than 250 kilometres away from all navigable waterways. All core competences of the Felbermayr Group were called upon: Inland water transport, port transshipment, RoRo shipping capacity and road haulage," reports Peter Niedermair-Auer, Project Manager of Felbermayr's Wels project department.

First components delivered in May 2024

It took just under a year to plan the project before the first major components were transported to the power station in May and June 2024. The two gas turbines arrived in dismantled form by inland shipping from Berlin, were transferred to another inland shipping vessel in the port of Linz and transported to Budapest. They were placed on low-loaders in the port of Csepel and transported to the Mintia power station. The gas turbines each came in twelve packages. The heaviest part weighed in at 150 tonnes with a length of 13.7 metres and a width of 3.6 metres. Eight transports per turbine were necessary.

The steam turbine was picked up from Mühlheim by inland shipping in April 2025, transferred to another inland shipping vessel in Linz and transported to Szeged. It was dismantled and sent to Mintia with seven heavy transports and several loads

of accessories. The heaviest part weighed in at 150 tonnes with a width of 6 metres, a length of 9.90 metres and a height of 3.90 metres.

"We had to overcome the usual challenges on Romanian and Hungarian roads, such as old bridges and narrow through roads. We had to carry out a lot of structural calculations and route tests in advance," reports Niedermair-Auer and continues: "The project would not have been possible in this way without the local support of Eszter Balog in Hungary and Marius Tudose in Romania."

380 tonne generators

The heaviest components were transported at the beginning of 2025. All three generators, which each weighing around 380 tonnes, arrived on the sea-going vessel from Charleston (USA)- two in February and one later in May. They were transhipped onto an inland shipping vessel at the PSA Breakbulk terminal in Antwerp, Belgium, and transported to the port of Linz. Handling was undertaken by Haeger & Schmidt Logistics. The generators were transhipped onto the



The gas turbines were loaded onto a HGV at the port of Csepel in Budapest, Hungary, and driven to the Mintia power station.

Two of the three large transformers at the Mako reloading point, Hungary.



RoRo30 push barge in Linz. One of the two had already been loaded onto a 12-axle 3-file SPMT and secured. The journey first led along the Danube, then via the Tisza to Tape in Hungary. The SPMT rolled out of the ship with the first generator using a so-called RoRo (roll-on, roll-off) ramp and continued directly through the city of Mako. The generator was hoisted from the SPMT onto another transport vehicle at a reloading point using a tower lift and strand jack system.

Largest road transport in Hungary

The generator was then transported around 270 km by road across the border to the power station in Mintia in Romania using 2 x 20 axle lines and a Baumann lifting-lever side girder bridge. The entire transport length measured 100 metres, was 6 metres wide and 5.4 metres high. The total transport weight came to 770 tonnes.

It was the largest road haulage operation in Hungary's history and posed a particular

challenge for the Bau-Trans Hungary team to organise. Several route inspections were conducted together with the road authorities. The size and weight of the transport made it necessary to dismantle signs, cut trees and shore up bridges.

313 tonne transformer

Three large transformers with piece weights of up to 313 tonnes were transported by seagoing vessel from China to Constanta, Romania in February and from there to Tape, Hungary via the Danube and Tisza rivers. They were transported to Mako in the same way as the generators using SPMT by means of the RoRo ramp. One was loaded onto a side girder bridge at the transshipment point. The two other transformers arrived in Mintia with the new 24-axle Goldhofer THP/FT, comprising 12 axles with an increased bending moment. The entire transport measured 60 metres in length, 5 metres in width and 5.5 metres in height and weighed a total of 466 tonnes.

Foundation position at the power station

Five of the six heavy components - generators and transformers - were installed by experts from Felbermayr's Engineered Solutions division on the foundations immediately following delivery. The two generators for the gas turbines had to be reloaded onto a 10-axle 4-file SPMT using a 500-tonne lifting frame and then transported to the foundations. The foundations were

positioned using a lifting frame and a track made of 36 metres of rail.



The project was a major challenge both technically and logistically, since the power station is located more than 250 kilometres away from all navigable waterways.

Peter Niedermair-Auer, Project Manager

The generator for the steam turbine could not yet be placed on the foundation when it arrived, since this had not yet been completed. It was therefore unloaded by means of a lifting frame and set down temporarily in a storage area. The foundations will be positioned at a later date. The two transformers for the gas turbine were delivered to the construction site using a 24-axle low-loader. The heavy haulage was then positioned under the lifting frame. Subsequently, the transformers were pushed to the foundation by means of

a 400-tonne shifting system and placed on the foundation using four 150-tonne climbing jacks. "An additional challenge for the employees of Engineered Solutions was to build over a three metre wide pit between the unloading point and the foundation with supports and beams," says Niedermair-Auer, outlining the outstanding performance of his colleagues from Krefeld.

The transformer for the steam turbine was placed on the shifting girders using the hydraulics of the side girder bridge. A girder of the side girder bridge had to be removed in order to push the transformer into its final position. It was then pushed onto the foundation with the shifting track and set down with stepped jacks.

Multimodal competence

"Thanks to our multimodal competence - on the road, water and rail - as well as our Europe-wide network, we were able to successfully complete this complex project," says Peter Stöttinger, Managing Director of Felbermayr Transport and Lifting Technology: "We have once again shown that we are also capable of handling major logistical challenges."

The Mintia coal-fired power station will be converted into a gas and steam power station by 2026. Featuring an installed capacity of 1,700 megawatts, it will be the largest of its kind in the European Union when it is commissioned.



The second generator was hoisted onto the SPMT using a 750-tonne crawler crane.



PHOTO: MARKUS WEICKINGER



Flood protection Harbour gate in Linz raised



The push-boat "Grafenau" transported the harbour gate parts on a lighter.

Dark, wet and cold - Felbermayr's specialists in transport and lifting technology and hydraulic engineering once again put their skills to the test in the most adverse conditions at the beginning of January. They were able to impress with their expertise in heavy goods logistics and the installation of the new harbour gate system in a pioneering project for flood protection at the port of Linz.

The harbour gate system in the port of Linz is part of Linz AG's "Safe Port of Linz" project aimed at providing the most comprehensive flood protection possible on the Danube. The level of media interest was all the greater for it. In the thick of the action and right up close: the experts from Felbermayr Transport and Lifting Technology and Hydraulic Engineering with the floating units. They were commissioned by Andritz for the heavy goods logistics and the lifting of the two steel structures on the construction site.



It was an interesting, unusual project. On top of the time pressure and the extreme weather conditions, the nature of the components also presented a challenge.

Michael Maier-Bauer, Project Manager

Time pressure during transshipment

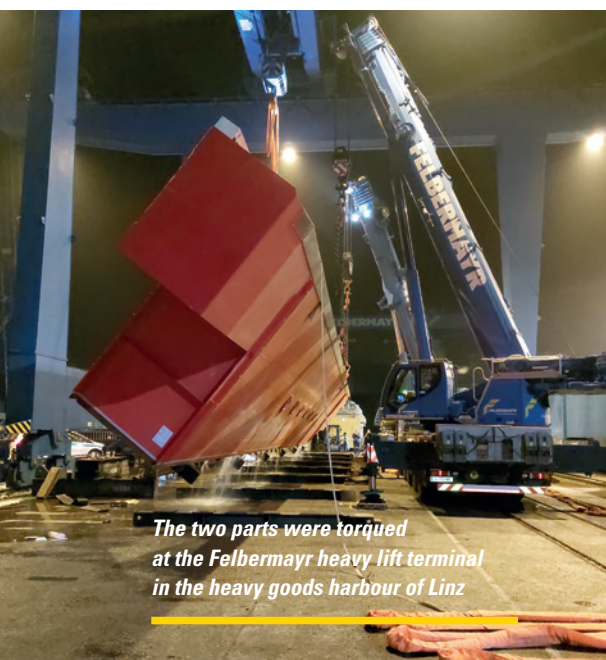
The harbour gate was produced in Turkey and shipped horizontally in two parts to Austria. The Danube ship arrived at the heavy goods harbour in Linz a day late. The two parts were unloaded and torqued at the Felbermayr heavy lift terminal in the heavy goods harbour of Linz during the night of 8 January. "Alongside the 400-tonne gantry crane, two mobile cranes with maximum lifting capacities of 150 and 160 tonnes were also deployed," explains Michael Maier-Bauer, Project Manager at Felbermayr Transport and Lifting Technology Linz. It was then necessary to load the

harbour gate parts onto the lighters that had been moored to the push-boat "Grafenau". "Grafenau" transported the harbour gate parts from the heavy goods harbour to the construction site in the commercial port. The highlight of the assignment was the hoisting of the new harbour gate into the harbour gate chamber at the entrance to the commercial port of Linz using a 650-tonne LTM 1650 mobile crane. The crane reached a maximum radius of 18 metres and was loaded with 135 tonnes of ballast.

The two parts of the harbour gate were lifted from the ship into the gate chamber one after the other in full view of politicians and the media. The lower part of the harbour gate measured 27.70 metres long, 2.60 metres wide and 5.30 metres high. Once the first section had been secured, the upper section was lifted into place. This measured 35.7 metres long, 2.3 metres wide and 4.9 metres high. The horizontally guided sliding gate has a clear passage width of 26 metres.

Expertise was in demand

"It was an interesting, unusual project. On top of the time pressure posed by the delay and the extreme weather conditions, the nature of the components also presented a challenge," explains Maier-Bauer: "Their centre of gravity was not favourable. In other words, they had



The two parts were torqued at the Felbermayr heavy lift terminal in the heavy goods harbour of Linz

to be attached with centimetre precision so as to guarantee that they could be lifted vertically into the gate chamber during installation."

The new harbour gate system will help to protect more than 560 hectares of industrial land up to the town centre from a flooding event spanning 300 years in the future. What's more, this ensures that transshipping, storage and transport activities can proceed without interruption even during flood events.



SCAN
and see the installation
of the harbour gate
in motion.

The employees of Felbermayr Transport and Lifting Technology put their expertise to the test during the installation of the new harbour gate



PHOTOS: MARKUSWEICKINGER

*Around 3,400 cubic metres
of concrete were used
in the 21 months.*

Industrial construction Rebuilding of superlatives

The experts from Felbermayr Industrial Construction were involved in the rebuilding of the Laakirchen paper mill by providing extensive construction services. Starting with demolition work, concrete and civil engineering, Felbermayr lifting technology divisions were also put to work. The work was concluded in May 2025 following a construction period of around two years.

Between 10 and 20 Felbermayr Construction employees were on site at any one time.

The 'Paper Machine 11' in the paper mill, which previously manufactured paper for magazines and advertising folders, was rebuilt. It is now used to produce packaging paper from recycled waste paper. Numerous construction works were necessary to complete the rebuilding. Excavators ranging from 5 to 35 tonnes, lifting platforms and forklifts- in some cases 84 at the same time- dumpers, articulated climbers, various mobile cranes as well as a building construction crane were used. Between 10 and 20 Felbermayr Construction employees were on site at any one time.

High level of reinforcement and high concrete quality

The main rebuild, which accounted for around 60 per cent of the work, took place between August 2023 and June 2024. "This was demolition and concreting work for the rebuild of paper machine 11. This was carried out in existing facilities and during operation," reports Christian Gugerbauer, construction engineer from Felbermayr's Building, Industrial and Power Station Construction division: "The demolition and new concrete work posed a challenge, given the high level of reinforcement and high concrete quality. The cast-in-place concrete components and precast concrete parts were characterised by high precision requirements."

This included setting small-calibre piles, constructing foundations for a machine with

dynamic behaviour, installing numerous built-in parts and performing extensive grouting work. "Extensive adaptations, combined with various dismantling works, concrete reinforcements and the construction of a new machine base including foundations, were necessary to install new parts of the paper machine and system components," explains Gugerbauer.

Ceilings with around 250 heavy-duty pedestals underneath

In addition to the rebuild of paper machine 11, the RCF 11 (Recycled Fibre) waste paper processing system was replaced by a new drum. The existing facilities were also rebuilt and small-calibre piles were set. The enormous weight of around 220 tonnes forced Felbermayr Construction to place the ceilings underneath the old drum before it was removed. Around 250 heavy-duty pedestals were set up in the basement area for this purpose. After removal in December 2024, the construction experts concreted new foundations, as the new drum was installed in a different position. It is also larger and heavier than the old drum.

When the new drum was installed in February 2025, Felbermayr Construction once again secured the ceilings in the basement area and also erected a temporary concrete ramp as well as two 60 metre long strip foundations to support the lifting frame. Work was completed in April 2025.



Due to the tight schedule, individual construction phases were carried out in shifts 24/7.

Christian Gugerbauer, Construction site manager



The construction of a new machine base including foundations

What was used in the Laakirchen paper factory?

- approx. 1,600 m³ of concrete demolished (floor slabs, plinths, walls, ceilings, supports, beams)
- approx. 1,620 running metres of core drillings produced (diameter from 50mm to 800mm)
- approx. 1,700 m² of concrete cutting work (plinths, foundations, walls, ceilings, supports, columns, floor slabs)
- approx. 3,400 m³ of concrete used (floor slabs, plinths, walls, ceilings, supports, beams)
- approx. 820 running metres of GEWI piles drilled (for drum foundations)
- approx. 354 tonnes of structural steel laid (steel bars, mats, spacer strips)
- approx. 28,600 pcs. of drill-in/glued-in bars (diameter from 8mm to 24mm)
- approx. 62,000 litres of grouting concrete laid (base)

"220 tonne drum" renewed in the paper mill

Several departments of Felbermayr Transport and Lifting Technology were responsible for removing and installing the drums. The confined space in the paper factory meant that millimetre precision work was necessary, from pre-assembly to laying the foundations. The project started back in December 2023 with the transport of the five new drum parts from the Felbermayr heavy goods harbour in Linz to Laakirchen. Three of the five drum sections were installed in the hall in October 2024 and pre-assembled by employees of the technology company Andritz. In December 2024, the old drum was dismantled and removed in two parts - 140 tonnes and 18.5 metres long and 60 tonnes and 12 metres long - over a period of one and a half weeks.

The installation of the new drum took two weeks in February 2025. First, one of the two components still stored outside the hall was brought into the hall using a PST self-propelled unit. A rail-mounted 500-tonne lifting frame was used at the assembly site. For the time being, it remained suspended eight metres above the foundation. The pre-assembled centre section of the drum was then transported to the assembly site using a PST self-propelled transporter. A second 500-tonne lifting frame placed this section on the foundations. The still-hanging component was then positioned next to the centre section and married. Finally, the last component was brought into the hall using a PST self-propelled unit and assembled at the other end of the centre section. In the end, the new drum had a total weight of around 220 tonnes with a length of 54.5 metres and a diameter of up to 5.5 metres.

The new drum was installed using two 500 tonne lifting frames consisting of eight rams, each with a load capacity of 125 tonnes.



SCAN
and watch
the drum moving in.

Colossal Engineered Solutions positions Europe's largest lifting swing bridge

The team from Felbermayr's Engineered Solutions division was responsible for transporting the new Friesenbrücke bridge in Weener from the beginning of June to mid-December of the year just gone on behalf of Deutsche Bahn. The steel bridge structure, which is 335 metres long and weighs around 3750 tonnes, was positioned over the Ems in three bridge sections with millimetre precision.

The region on the border with the Netherlands has been waiting a long time for this moment: After the old Friesenbrücke bridge was irreparably damaged by a freighter in December 2015, travellers had to switch to buses and rail replacement services. So far: Thanks to precise planning, the efficient use of heavy-duty equipment and close coordination between the authorities involved and Deutsche Bahn, the new bridge was successfully handed over ahead of the planned project completion date.

Bridge transport in sections

From the beginning: A lift-and-turn construction was planned to make the bridge equally passable for ship and land traffic. This consists of two foreland bridges and a movable centre section. The centrepiece of the bridge is a rotating pillar with the mechanical equipment in the riverbed, on which the 145-metre-long central bridge section rests. In June, the Engineered Solutions team started work on the first 120 metre long and 1250 tonne bridge section. „This consisted of individual parts four ten metres wide and thirty metres long, which we first loaded onto two eight-axle SPMTs at the assembly site and then transported to the quay,” says Roel Aarts, project manager at Engineered Solutions, describing the first steps. The bridge sections were each loaded individually onto a floating crane for the approximately seven-kilometre transport from the assembly site in Papenburg across the Ems to the final location. „At the installation site, these were



„
*Months of planning were necessary
to ensure that everything ran
smoothly.*

Roel Aarts, Project Manager

then loaded onto a double ten-axle SPMT, securely lashed down and then driven to the foundations,” says Aarts. There they were set down on the abutments with millimet-

re precision. Once the four bridge sections had been positioned and aligned, they were welded together.

Numerous plans

The second 75 metre long bridge section required even more precise coordination. After pre-assembly, the bridge colossus was first loaded onto a 36-axle SPMT. However, before the 700-tonne heavyweight could be moved onto a pontoon for onward transport across the Ems, a further point had to be addressed in the planning: In order to manoeuvre the colossus safely between the buildings at the port to the quay, a hall had to be demolished.

Set down with high water

But it wasn't just the transport on land that required months of precise advance planning - the Engineered Solutions team also had



*The team and technology put in a
great effort for an extraordinary project.*



SCAN

and experience the transport
of the Friesenbrücke bridge
in motion.

to take the tide of the river into account for the transport on the Ems: „Firstly, we positioned the pontoon together with the SPMT and bridge behind the piles for the guide gear. On the day of floating in, we turned the bridge 90 degrees on the pontoon,” says Aarts, explaining the highly demanding process. We had to wait until the Ems had reached high-water in order to reach sufficient height for the float-in. The team had a time window of exactly one hour to align the bridge over the foundation

along the vertical beam. Due to the naturally falling water level, the second section of the Friesenbrücke bridge could be transferred to the already installed step press and lowered onto the prepared mountings.

Ems dammed up

The highlight of the project was the positioning of the 1800 tonne swing bridge. This was initially stacked up to around four metres high in order to „shoulder” the two ends with two SPMTs with 36 axles

each. The 145 metre long centrepiece of the Friesenbrücke bridge was then rolled onto two pontoons for final positioning. However, before the movable centrepiece of the bridge could be floated into place, adverse weather conditions delayed the spectacular showdown for the prestigious project: „During a critical phase, we had wind speeds of up to 22 metres per second,” explains Aarts: „Under these conditions, the loaded pontoon would have reached a transverse inclination of 5 de-



The team from Felbermayr's Engineered Solutions division was responsible for transporting the new Friesenbrücke bridge in Weener from the beginning of June to mid-December on behalf of Deutsche Bahn.

grees, which is why we left the bridge on the SPMTs for the time being. Normally, the water level of the Ems fluctuates by three metres between high and low tide, with current speeds of up to 2.5 metres per second - too much for the floating-in process, during which the 1800-tonne bridge has to be positioned with millimetre precision. Therefore, a special damming of the Ems was requested for the final placement, which enabled a stable water level for 24 hours.

The final rotation of the bridge, which was carried out with the drives of the SPMTs, required not only the damming of the Ems but also a closure to shipping. „Months of planning were necessary to ensure that everything ran smoothly,” says Aarts, looking back. But the hard work was to pay off: The order was successfully completed two weeks before Christmas and so before the end of the year. „Of course, you're really pleased when clients, politicians and the local

population are enthusiastic,” says Aarts, proudly summarising his team's achievement.

Milestone for infrastructure

The completion of the project marked an important milestone for the „Wunderline”. The new 173-kilometre rail link, between Groningen in the Netherlands and Bremen in northern Germany, will bring the two trading centres even closer together in future.

The turbine room at the Schwarzach im Pongau power station in Salzburg was cleaned by means of a suction excavator.

Suction excavators Suction instead of shovelling

A four-day deployment in February 2025 at the Schwarzach power station in the Pongau district revealed just how versatile suction excavators can be. The experts from Felbermayr Waste Management and Suction Technology removed around 70 tonnes of gravel and sand from the area around a power station turbine. This ensured that the power station operated smoothly.

The innovative suction excavation technology facilitates the fast and precise removal of solid, dusty and liquid materials. With two powerful vacuum pumps, suction excavators are able to suck up materials such as soil, gravel, crushed stone, building site rubble, wood chips or intermediate layers effortlessly and dust-free, even in places that are difficult to access," explains Günter Zehetmair, Head of Waste Management and Suction Technology.

Felbermayr employs two suction excavators with vacuum technology with an air flow

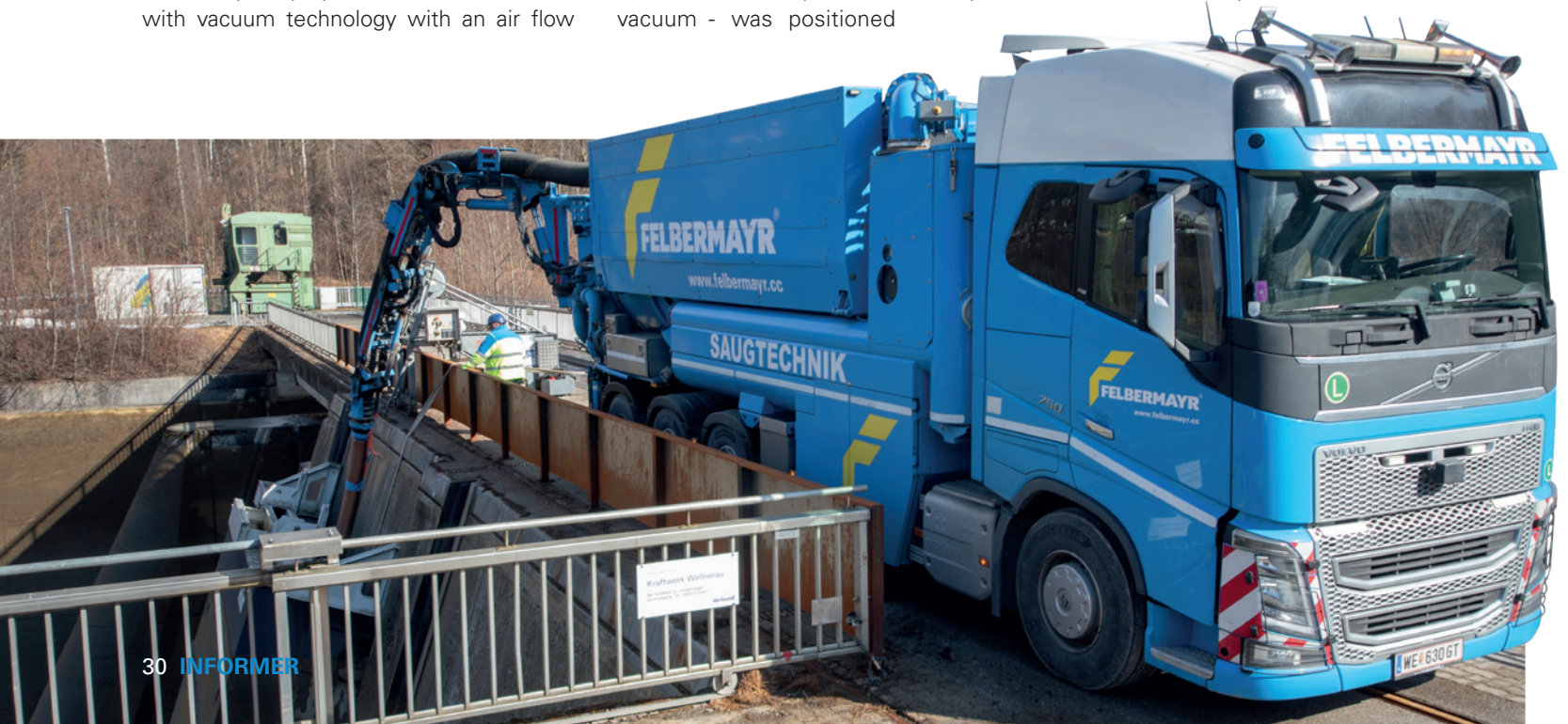
rate of 18,000 cubic metres per hour and a vacuum of 0.9 bar. "We can also use it to blast gravel and roof substrate, allowing us to gravel flat roofs and lay green roofs," explains Zehetmair.

70 tonnes of gravel and sand extracted from power station

Verbund Hydro Power commissioned Felbermayr with the cleaning of the turbine room at the Schwarzach im Pongau power station in Salzburg. In the process, the suction excavator- with 750 HP, 18,000 cubic metres of air flow per hour and 96 percent vacuum - was positioned

directly on the dam wall. The line led down a shaft about 20 metres along the dam wall to the access to the turbine.

An employee entered the turbine room in a work basket that was provided. Around 70 tonnes of gravel and sand - equivalent to around 50 cubic metres - were removed in a total of 35 working hours over four days. The material was collected in a container on site. The precise use of modern technology ensured that the power station could continue to operate.



**Versatile areas of application:
Renovation, exposure
and cleaning**

It usually takes two people to operate a suction excavator: a machine operator who operates the device and a helper who suctions at the end of the line. The areas of application are extremely versatile. For example, suction excavators are used in the renovation of old buildings and in structural



Suction excavators with two powerful vacuum pumps are able to extract materials without creating dust, even in hard-to-reach places.

Günter Zehetmair, Project Manager

engineering for extracting building site rubble, intermediate layers or roof gravel. They are also used in civil engineering, sewerage, pipeline and hydraulic engineering to expose pipes, sewer connections and such like in the ground. They are also ideal for cleaning commercial and industrial facilities such as power stations.



An employee removed around 70 tonnes of gravel and sand in the turbine room



SCAN
and see the suction excavator in action.



The suction excavator stood on the dam wall and the pipeline led down a shaft some 20 metres to the access to the turbine.

Danner Landschaftsbau erected around 13 kilometres of amphibian protection fencing around the construction sites and along the construction roads.



Animals are collected in the buried buckets and carefully relocated to replacement habitats.

Landscape ecology measures

Before construction of the new-build Traunfall power station

For the “New-build Traunfall Power Station” project, which is located in an EU nature reserve, Danner Landschaftsbau from Vorchdorf, a subsidiary of Felbermayr, has been constructing a 13-kilometre-long amphibian protection fence since the beginning of February 2025. In addition, more than 80 replacement habitats are being created as part of the Traunfall power plant project in Roitham. This is a prerequisite for the planned new-build of the power station.



The temporary fence-bucket method consists of a plastic mesh and buried catch buckets

The amphibian protection measures are an essential ecological measure prior to the start of construction work, enabling Energie AG to carry out the planned and officially approved construction project at the Traunfall hydroelectric power station. The ecological building inspectorate ensures that ecologically relevant official requirements are implemented in accordance with the building permit during the construction phase and grants approval for construction once the trap fields have been cleared of reptiles and amphibians,” explains Philipp Öllinger, site manager at Danner Landschaftsbau, adding: “Amphibians and reptiles such as snakes, lizards and frogs must be collected in advance. This is done using the temporary “fence-bucket method”. To this end, amphibian protection fences approximately 13 kilometres long were erected around the construction sites and along the construction roads, and the area was additionally subdivided into smaller individual fields.”

The fence consists of a plastic mesh and has a finished height of 45 centimetres

above the top edge of the terrain. “The terrain always poses a major challenge when erecting fences,” reports Öllinger.

Buckets and film for collecting the animals

Approximately 600 buckets are buried at ground level along the fence and within the catchment areas. The animals collected there are carefully relocated to replacement habitats. Every day, checks are made to see if there are any living creatures inside and to record how many animals were caught, where and when.

In addition, Danner employees laid out more than 150 snake sheets made of pond liner as hiding places. “An ecologist regularly checks whether there are any snakes underneath and relocates them,” says Öllinger.

The fence in the catch fields will be dismantled again after construction has been approved. The outer fences and fences along the construction road will remain in place until the end of construction. This



Inspection, care and maintenance of the fence shall be carried out by Danner to the extent necessary.

prevents the animals from returning to the construction sites.

More than 80 replacement habitats

To help the relocated amphibians and reptiles and generally improve the habitat for herpetofauna, Danner Landschaftsbau is currently building more than 80 replacement habitats in the form of egg-laying piles, laying stone walls, wood piles, branch and root piles, and small bodies of water. ■



The dry stone walls are used as habitats for sun-loving animals such as grass snakes, Aesculapian snakes, smooth snakes and sand lizards.



Wood piles covered with tarpaulins were erected in sunny areas. They are used as hiding places, resting places and moulting areas for the reptiles.

With centimetre precision Surveying using cutting-edge drone technology

A low humming sound can be heard above a construction site and shortly afterwards it becomes clear where it is coming from. On the ground, where excavators, loaders and rollers move tonnes of soil, a small grey drone flies over the construction site. It is used to survey the terrain from the air. And that's not the only area of application for the modern technical equipment that is operated by Robert Freundlinger, head of the surveying technology department, and his two colleagues.

The surveying department is fully armed with the equipment and expertise to carry out all the surveying work required by Felbermayr. Drones have been used since 2017. "This makes it possible to completely survey a very large area within a very short space of time," explains Robert Freundlinger. He heads a team made up of two colleagues alongside him - surveying technician Mako Kocila and apprentice Ismail Jakupi.

New drone can obscure vegetation in the terrain

A photogrammetry drone was previously used. Felbermayr has also been in possession of a laser scanner drone since May 2025. The key driver for the investment of around 30,000 euros is an order in power station construction. "The drone is to be used more and more in this field, for example when inspecting buildings and terrain," says Freundlinger, listing the many advantages: "The laser scanner

drone is cutting-edge technology. It delivers a completely photorealistic 3D image by creating photos and colouring the terrain in the correct colour on the basis of the dense point cloud. It also delivers usable images in wooded areas, since the vegetation can be obscured. This is very helpful since we typically need the original terrain for further calculations."

Checking the excavation

Freundlinger inspected the excavation on the construction site at the exhibition centre in Wels. "I check how much material has been excavated and compare the amount with the materials lying on the site," explains the experienced surveyor. Freundlinger has been active in this profession since 1981 and has been working for Felbermayr for eleven years.

The surveying technology also creates a terrain model to aid excavation of the foundations. "Using a GPS device on the excavator, the driver can see

where, how far and how deep they still have to excavate," reports Freundlinger.

Results down to the centimetre

Before the drone can take off, some preparatory work is required. Freundlinger distributes survey markers around the edges of the terrain- by means of boards or sprayed on using luminous spray. From these markers, the location is measured using a GPS device for 15 seconds at a time. "The measurement result with the photogrammetry drone is accurate down to one or two centimetres. The laser scanner drone delivers results that are accurate to the millimetre," explains the surveying technician.

Flight altitude of 50 metres is ideal

Once the preparations are complete, Freundlinger places the drone in an area that is as clean and safe as possible. A hotspot is set up on a mobile phone to connect the drone to the internet and the programme is launched. A flight area is then specified on the digital map and a flight altitude is set, usually around 50 metres - measured from the starting point. "I have to assess how high I can fly and take a crane into account, for example. The drone is capable of flying up to 120 metres high. I need a height of between 35 and 70 metres for ideal measurements. The more depth, the more accurate the result," explains Freundlinger.

After entering the flight area, altitude and speed, the programme calculates a flight route. The drone needs around ten minutes to cover an area of 1,000 square metres.



The laser scanner drone delivers a completely photo-realistic 3D image by creating photos and colouring the terrain in the correct colour on the basis of the dense point cloud.

The programme then calculates a flight path. The surveyor specifies an airspeed of 7.5 metres per second. "The drone is capable of flying up to 70 kilometres per hour. Having said that, the results would then be unusable," says Freundlinger. The drone is able to fly up to 500 metres within a radius of the radio remote control. The maximum flight time is 45 minutes. The drone needs around ten minutes to cover an area of 1,000 square metres. It flies its route automatically and lands back at the starting point once it has finished.

Freundlinger obtained a drone operating licence online. It was necessary to take a test at Austro Control for larger drones, such as the new laser scanner drone. "It's important to ensure you keep your distance from buildings on the construction site and inform people you are flying over. Apart from that, you generally don't need any permits," explains the expert.

The challenges of surveying with drones

The drone cannot always be deployed. "The wind must be taken into account. I can fly in wind speeds of up to 20 kilometres per hour. However, the wind must not be gusty. You should also keep in mind that it is windier higher up than on the ground. Flying is not possible in the rain. The drone is unaffected by cold and heat. However, I prefer overcast weather. The sun makes the ground reflective and the survey marks are difficult to recognise during the analysis," says Freundlinger.

When he returns to the office, he loads the data onto the computer. The data is analysed by photogrammetry using specialised software. "I am able to export the finished orthophoto to scale and the terrain model in a special file format to allow me to process it further

using computer-aided design. This is used to perform all calculations," says the surveying technician.

Drone to be used in transport and lifting technology in the future

The drone is currently used primarily in civil engineering. The laser scanner drone will also be used in structural engineering for the 3D mapping of buildings. Drones are also used to safeguard physical evidence

and document construction progress. Felbermayr Transport and Lifting Technology is also interested in the new drone, for instance for surveying narrow city streets.

The use of drones for surveying is therefore having a significant impact on the building industry and is opening up new possibilities in other areas. High-tech drones such as the laser scanner drone are proof from Felbermayr that progress and innovation go hand in hand. ■



Mako Kocila and Robert Freundlinger (f. left) with the new laser scanner drone.

As head of the hydraulic engineering division, Hans Wolfsteiner masters challenging projects, while in his private life he likes to overcome obstacles on his two wheels.



SCAN
and Hans Wolfsteiner
in action on his trial
bike.

From national champion
to master builder
Full speed ahead on the road
and in hydraulic engineering

Hydraulic engineering division manager Hans Wolfsteiner puts the pedal to the metal on the job, and he is also unstoppable on his motorbike. The two-time Superbike national champion from 1999 and 2001 still enjoys spending his free time on his bike. This strengthens his body and mind, something that is beneficial to him in his responsible tasks at Felbermayr.

If you're cornering at 200 kilometres per hour at an angle on two wheels, you have to have 100 percent focus. You have to keep a cool head in precarious situations in motorsport and make split-second decisions. There's no room for fear," says Hans Wolfsteiner and recognises that these qualities are also important on the job.

Wolfsteiner comes from Hartkirchen, Upper Austria, and has been working for Felbermayr since 2003 - first as a site manager in civil engineering. He built up the hydraulic engineering division from 2006. "Receiving the trust of the owner in return was nice. I appreciated the straightforward and close cooperation. The short distances made it easier and allowed decisions to be made quickly. The owner also focussed on continuously developing devices, making us the market leader in this area. That's unique," says Wolfsteiner, who heads a team of 35 employees in Austria. His tasks include: Acquiring orders and preparing quotes, developing devices and personnel and managing the vehicle fleet.

"We had many orders in hydraulic engineering, especially in the early days, which proved particularly exciting as we still had very little experience. We often undertook pioneering work," says Wolfsteiner, reflecting on many extraordinary projects. The floating in of the "Stary Most" Danube bridge in Bratislava with a weight of 1,200 tonnes and the laying of the sea pressure line in Lake Ossiach are particularly memorable for him: "We laid the pipes floating along eight kilometres of the lake and lowered them to the bottom of the lake at a controlled depth of up to 60 metres."

Fascinated by speed

Wolfsteiner loves to take on new challenges that keep his body and mind fit, both at work and in his private life. Ever since he bought a Yamaha RD 350 during his school-leaving exams, he has been an enthusiastic motorcyclist. "At the time, I wanted a lot of horsepower for very little money," Wolfsteiner laughs and explains

"I've always been a speedy driver on the road. I was particularly fascinated by speed as a young lad." And so it wasn't long before he was in his first races.

Racing in secret

"My parents didn't initially realise that I was racing. I used to sneak away in secret. They were completely against motorbike riding," Wolfsteiner recalls. But once the newspapers took notice of him and published the first reports about him, there was no hiding it. Wolfsteiner contested his first race in 1992 at the age of 23. He finished runner-up for the first time three years later. "This led to me getting a contract with Kawasaki Austria. In turn, this opened doors for sponsors," explains Wolfsteiner.

Back then, he worked as a site manager for a construction company in Salzburg. "I was either on the construction site or on the race track. That's all there was for me back then. The biggest challenge was not to get injured and to stay healthy so that I could keep my job," reports Wolfsteiner. "We're already aware that some accidents can happen that result in serious injuries. The price you pay for this sport is often high. We have to ask ourselves whether it's worth it." For Hans Wolfsteiner, it was. But he was also lucky that he was spared any serious injuries: "I must have been recuperating eight times a year at the beginning, but less often later on. This is what experience brings. Minor

injuries and bruises, sometimes even broken bones, are all part of this. But I always got straight back on the bike."

Two-time Superbike national champion

The highlight of Wolfsteiner's racing career came in 1999 and 2001, when he became Superbike national champion. He never thought about quitting until his second national championship title. "But it was on this day that the question of what makes sense came into my head for the first time: Why am I actually doing this? At that point, I was no longer 100 per cent committed." That gave him food for thought. He also asked himself at the time whether he could still improve. "I took part in a few international races, such as the Macau Grand Prix, and picked up world championship points. The leap to the next level would have been the World Championship. But I was 32 at the time and didn't want to give up my job for a few more years of racing," says Wolfsteiner, who then called time on his motorsport career.

Quit while you're ahead

He took part in the 24 Hours of Le Mans in 2002 as a parting gesture from racing, so to speak. "A young, committed German team motivated me to do this. It was a tremendous experience to be part of this very prestigious race in France. We even managed to finish in a good midfield position," reports Wolfsteiner.

Trial biking keeps the 56-year-old mentally and physically fit.



His time as a racing driver has left its mark on him both professionally and privately. "You learn a lot. For example, that you can direct your attention to essential things," says Wolfsteiner. Motorsport also brought him to Felbermayr in a way. "I was interested in the company because I knew that the owner was also involved in motorsport," says Wolfsteiner.

Balance and precision in trial riding

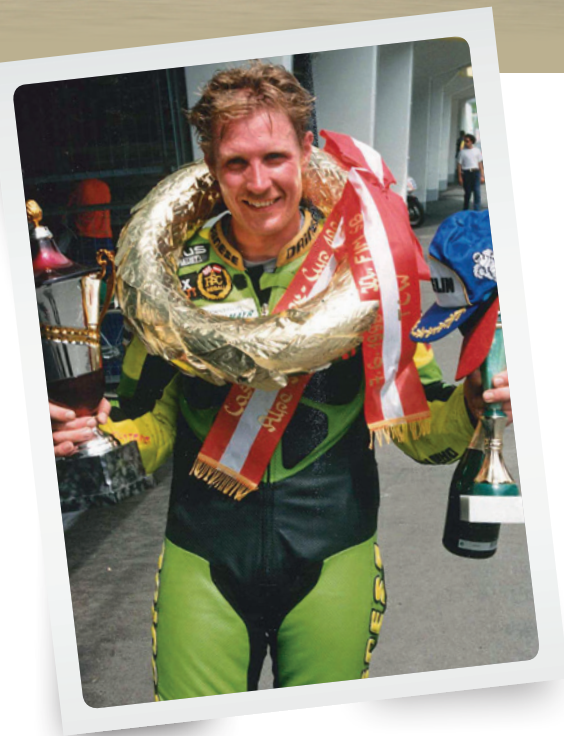
The 56-year-old still enjoys riding his bike today. There are currently two trial bikes, two superbikes, an Aprilia 250 GP and a few road bikes in the Hartkirchner's garage. "I started building a factory bike from spare parts four years ago. I always dreamed of this as a youngster," says Wolfsteiner. He spent two years tinkering with the Kawasaki ZX-7R.

Wolfsteiner discovered trial riding for himself five years ago. This involves overcoming obstacles off-road on a two-wheeler. He



In 1999 and 2001, Wolfsteiner won the Superbike National Championship title.

practises balance and precision on his self-built track at home. "Endurance sport is just too monotonous for me. I have to react and act alternately in trial sport - with all my senses and my whole body. It's good training to ensure you're mentally alert and active." In turn, this also benefits the division manager on the job, where he is able to devote his full attention to new, challenging hydraulic engineering projects.



In addition to trial bikes, Wolfsteiner's garage also houses a number of road motorcycles, including a Kawasaki ZX-7RR WSBK that Wolfsteiner built himself, screw by screw. The individual parts for this 1990s superbike were collected by motorcycle enthusiasts from all over the world.



20 years Felbermayr-Lusatia celebrates an anniversary



From left to right: Jörg Raschke, Lothar Fleischer and Enrico Bräuer

Felbermayr Germany in the Lusatia region has reason to celebrate this year. The branch based in eastern Germany has already been successful for 20 years. To mark the anniversary, history and special projects are put in the spotlight.

Following a change of ownership with our previous employer, Lothar Fleischer and I had the desire to set up something of our own in Lusatia. Our business plan was presented to Horst Felbermayr senior in Wels at the end of 2004. He liked it and was on board," says Enrico Bräuer, Head of the Lusatia region, recalling the early days.

No sooner said than done: An office measuring 15 square metres was rented in Bautzen. It was in 2005, at the beginning of January, that Felbermayr launched in Lusatia with three colleagues in the office and three crane drivers. The first cranes included a 60-tonner, a 100-tonner and a 150-tonner.

Growth driven by coal-fired power station

An order for the lignite-fired power station in Boxberg in Upper Lusatia, Saxony, in 2006 played a key role in the branch's growth. "We were involved in the construction of the so-called 'Block R' using cranes and lifting platforms. The major order continued until 2012," says Bräuer.

Expertise in demand as far as northern Europe

Those were the early days. Ever since, Felbermayr Lusatia has been engaged in many projects, predominantly in the east of Germany: Saxony, Thuringia, Brandenburg and Berlin. But the specialists and their cranes can also be found further afield. Their expertise was in demand for projects including the construction of the new Airbus site in Hamburg, a residential construction project in Copenhagen, Denmark, the construction of a furniture retailer in Malmö, Sweden, and the construction of a stadium in Wrocław, Poland.

"We used a 500-tonne crane to place two 100-tonne cranes on the roof of the Bosch chip factory in Dresden. The cranes were necessary for the assembly of a steel structure on the roof," recalls Enrico Bräuer and continues: "Two years ago, we lifted a 77-tonne excursion boat into Lake Berzdorf in Görlitz using two 200-tonne cranes. We are also repeatedly involved in the construction of power lines and wind turbines."

The Lusatians continue to be involved in open-cast coal mining even after the initial phase. "The excavators used to transport coal suffer a lot of wear and tear. We provide cranes and lifting platforms for repairing the equipment," says Bräuer.

Felbermayr Lusatia boasts an impressive portfolio of equipment: around 50 cranes with lifting capacities of up to 650 tonnes, a dozen semitrailer tractors and two loader cranes as well as around 150 platforms and forklifts.

Seven sites in eastern Germany

More than 100 employees work at the seven sites- Bautzen, Dresden, Spremberg, Kamenz,

Görlitz, Schwarzeide and Jänschwalde.

Lothar Fleischer and Enrico Bräuer managed the branch until 2021. Jörg Raschke succeeded Lothar Fleischer, who retired, in 2021.

Anniversary celebrated with staff

The anniversary of the branch was celebrated together with approx. 140 people- employees and their companions as well as owner and CEO Horst Felbermayr and the managing directors Peter Stöttinger from Felbermayr Transport- and Lifting Technology and Per Nyström from Felbermayr Germany. Long-standing employees were also honoured, including mobile crane operator Wolfgang Korch for 20 years of service. Colleague and competitive dancer Holger Bönisch, who achieved second place with his wife at the Rostock Tournament Dance Days, performed several dances. The DJ and solo entertainer ensured there was a lively atmosphere.

The cranes are also used in open-cast coal mining.





Anniversary

25 years of Best Logistics

Felbermayr subsidiary Best Logistics was founded in Poland 25 years ago and has developed into a specialised supplier of tailor-made logistics services for the transport of heavy and oversized loads throughout Poland, Europe and worldwide.

On the initiative of Andreas Häfner, Best Logistics was founded on 12/04/2000 in Szczecin, Poland. At that time, Häfner was responsible for a growing number of project transports on Polish inland waterways for Haeger & Schmidt, based in Duisburg. The decision to open a branch in Poland was intended to drive the company's further growth and improve the quality of service on site. "This step quickly proved to be the right one. Best Logistics has made a name for itself as a specialised supplier of tailor-made services in the field of project logistics. As a link between business partners from Poland and Western Europe, Best Logistics has closed an important gap in the market and implements even the most complex logistics requirements," says Häfner. He transferred operational management of the company to Monika Foryś in March 2024 and continues to work as a consultant for Felbermayr and Best Logistics.

Generators, steam turbines and transformers transported

In the first four years of the company's existence, the number of employees increased to six. "In the beginning, we were mainly involved in transporting generators, steam turbines and transformers from Poland to Western Europe, Scandinavia and, in some cases, overseas," recalls Häfner: "Later, imports to Poland also increased, including contributions and foundation work."

Participation in major projects for power stations and chemical plants

"Over the past ten years, Best – as we call the company for short – has been involved in almost all major projects in Poland, particularly in power plant construction and chemical plants. Here, you can draw on Felbermayr's technical expertise. The customers are mostly international project forwarders who purchase services from Best from the port of arrival to the construction site," reports Managing Director Monika Foryś.

Today, Best Logistics has ten employees. The core business is the organisation of transport, transshipment and installation on site of heavy and oversized goods, mainly in Poland. Best Logistics has been 100% owned by the Felbermayr Group since 2007 and since 2024. For its projects, Best Logistics relies heavily on services from the Felbermayr Group, such as Felbermayr

Engineered Solutions, the Felbermayr projects department in Wels, ITB and others.

"Best Logistics will remain a competent partner on the Polish market for the handling of large-scale projects in the future," says Peter Stöttinger, member of the Felbermayr General Management responsible for Best Logistics.



From left to right: **Monika Foryś (General Manager)** and **Piotr Bossy (Authorised Signatory)**.

A ramp and access road had to be built to transport a gas turbine (photo) and a generator to a power station in Grudziadz. The trailer was transported using an SPMT





Zoran Ivanovic (left) passed the management of the branch office into the hands of Martin Haas.

NEW BRANCH MANAGER

Martin Haas is the new head of the civil engineering branch in Haag

Martin Haas took over the management of the branch in Haag, specialising in road construction, paving work and outdoor facilities, from Zoran Ivanovic on January 1st, 2025. He will continue to support him as deputy until his retirement.

Zoran Ivanovic, also known as "Hugo" by his colleagues, was branch manager in Haag am Hausruck for around ten years. He will retire in May 2027. The 60-year-old will then no doubt be found on the football pitch more often, since the sport has always been his passion. He will support his successor, Martin Haas, as deputy until then. "It was always our intention to hand over the branch management at an early stage so that nobody would be thrown in at the deep end," reports Zoran Ivanovic: "I wish Martin enough strength in the future to overcome the challenges that lie ahead."

Well-rehearsed team

Zoran Ivanovic and Martin Haas have been working together since 2008, having started out at Streicher, a company that was taken over by Felbermayr in 2013. "I'm grateful to have Hugo's support until he retires. Achieving an orderly transition is a win-win situation. I benefit from his experience," says Martin Haas, who brings a lot of expertise in the construction sector himself.

After his apprenticeship as a panel beater, painter and mechanic, Martin Haas switched to the construction industry. He was a foreman, technician and most recently site manager at Felbermayr. He enjoys the variety in his job: "No two construction sites are the same. You get to know lots of people and there are always new challenges to tackle."

The 39-year-old can look back on many successful projects: "It's especially rewarding to master challenging projects on time working together - from asphaltting the embankment to working in the most unfavourable weather conditions. We couldn't do it without a good team." The Haag site has a workforce of 15 employees and 30 industrial workers.

Powerful into the future

The aim of Martin Haas in his new role as branch manager is to ensure "that the commercial result continues to be satisfactory so that we can continue to deliver projects that people enjoy in the future". The Felbermayr company is well positioned to meet the challenges in the construction industry. "We cover a very broad range and it is important to specialise. We remain powerful and competitive thanks to our outstanding team," says Haas.

The new branch manager will be kept busy in the coming years with the construction of the new asphalt mixing plant. "We are currently in the submission phase. I enjoy being part of the whole thing and look forward to the task of making a difference together with the team," enthuses Haas, optimistically looking to the future. Martin Haas lives with his wife and two children in St. Aegidi in the district of Schärding. As a balance to his job, he enjoys running, reading, travelling and cooking.

Civil Engineering Division Manager Hans Becker is thrilled to have found a successor from his own ranks in Martin Haas: "He understands the company from the ground up and can count on the support of his employees."

PEOPLE GOING INTO RETIREMENT

Entering a well-earned retirement

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

Wolfgang Abraham – Port/Krefeld
Manfred Anzinger – MTA/Wels
Stephan Beck – Transport/Thaur
Sead Besic – PHON/Scharten
Senad Besic – PHON/Scharten
Johann Eberl – Workshop/Wimmer/Sulzemoos
Uwe Eifrig – Installations/Wimmer/Sulzemoos
Johanna Maria Ennsgraber – Administration/Linz
Franz Fahrngruber – Hydraulic engineering/Wels
Ibolya Fülöp – Bau-Trans/Hungary
Mijo Gagulic – Workshop/Wels
Herbert Gruber – Crane/Wels
Elmar Gsaller – Crane/Thaur
Günter Indinger – Road construction/Haag
Franz Javornik – IS Baubetrieb/Linz
Ervín Juck – Crane/Bratislava
Jürgen Kramer – Installations/Wimmer/Sulzemoos
Günter Kreutzer – Transport/ Wels
Edith Kronawitter – Landfill Nord/Wels
Ernst Lechner – Crane/Lanzendorf
Nedo Mandic – MTA/Wels
Andreas Metzler – Platform/Lift trucks/Lauterach
Dietmar Michael Moosbrugger – Transport/Lauterach
Hubert Nimmervoll – Transport/Linz
Werner Noll – Administration/Erlenbacher Schiffswerft
Klaus Ohmeyer – Int. Transport/Wels
Lubomir Pavelka – ITB/Linz
Antal Peidl – Transport/Lanzendorf
Helmut Pfanzagl – Warehousing/Linz
Michael Reicher – Crane/Graz
Suljo Samardzic – Workshop/Wels
Peter Schiebler – Landfill construction/Hagn/Osterhofen
Silvia Schimpfhuber – Administration/Wels
Peter Silbersdorff – Administration/Bratislava
Sinisa Sipljanovic – Crane/Lanzendorf
Donald Strommer – Heavy installation/Graz
Herbert Taferner – Civil engineering/Wels
Zoltán Tóth – Bau-Trans/Hungary
Enes Veladzic – casawest/Wels
Josef Walter – Heavy installation/Graz
Oskar Wolfmayr – IS Baubetrieb/Linz

HIRED

New senior employees

Benjamin Schlager has been **Head of Environmental Technology & Resources** at Felbermayr-Bau since 15 January. The trained biologist has ten years of experience in waste management and most recently worked in landfill operations. The goals in his new position are the completion of the Kreisbichl landfill site in Edt near Lambach, the expansion of the last filling section of the Wels-Nord landfill and securing the supply of raw materials with the Weißkirchen gravel quarry. It is also important to him to drive forward digitalisation in waste management.



Dr. Benjamin Schlager

The 43-year-old comes from the Mostviertel region and has recently moved for the 17th time. He has lived and worked in Germany, Switzerland and the USA. Benjamin Schlager not only gets around a lot in terms of where he lives, he also often travels on foot. In his spare time, the Lower Austrian enjoys mountain climbing and long-distance hiking.



Daniel Hobmaier

Hagn Umwelttechnik opened a new branch in Landshut on 1 April. After Osterhofen and Sulzemoos, it is the third site from which civil engineering projects in the region will be implemented. **The branch manager** is Daniel Hobmaier from Bodenkirchen, who has many years of experience in civil engineering. The 44-year-old married father of two children manages a team of 11 employees and 19 industrial workers.



Stefan Aichinger

Philipp Eder

Since January 2025, Stefan Aichinger has been **Head of Facility Management** at the central unit in Wels and coordinates related matters within Austria. The 40-year-old brings a wealth of experience to the table. Most recently, he worked as Head of Technical Department in a manufacturing company. After 14 years at the same company, the Wels native wanted to put what he had learned to use at Felbermayr and further optimise facility management. Among other things, a new filing register provides a better overview of costs and creates greater transparency.

The trained mechanical engineer and metal technician teaches at WIFI, Austria's largest education provider. There, he teaches technical subjects and technical mathematics, which are specifically geared towards preparing students for skilled worker, master craftsman and entrepreneur examinations. In addition, Aichinger is a member of the examination board for metal technology and mechanical engineering at the Upper Austrian Chamber of Commerce. The married father of two children keeps fit by running and volunteers on the board of the Lions Club Wels Puchberg.

Philipp Eder has been responsible for the Felbermayr fleet as **Fleet Manager** since the beginning of January. This means that from delivery to vehicle sale, he has everything under control – from cars to lifting platforms to cranes. The trained mechanic and automotive electrician most recently worked as a sales manager for an agricultural engineering company. His goal at Felbermayr is to keep the fleet efficient and modern and to implement new processes in fleet management.

Mobility also plays a major role in the 35-year-old's leisure time: He enjoys cycling,

riding motorcycles and driving classic cars. Philipp Eder is married and the proud father of two daughters. The Wels native enjoys spending time with family and friends and particularly enjoys barbecuing.



MMag. Mojca Kalan

After graduating from high school, Mojca Kalan decided to pursue an academic career, studying linguistics and international business administration. She gained her professional experience in the financial sector, consulting and industry, and held several senior commercial positions. Since January 2025, she has been supporting Andrea Felbermayr as **Assistant to the General Management** in many strategic matters. As the link between the holding company and the operational divisions, Mojca Kalan is also responsible for GPM and is involved in ongoing strategic IT projects. Her goal is to enable and further develop a view of the company that is focused on business processes.

In her private life, she can be found either enjoying the daily adventures of motherhood, participating in various sporting activities, or hunting for new knowledge. Mojca Kalan lives with her family in Weißkirchen an der Traun.

NORDIC COMBINATION

Training for the Olympics and World Cup

Nordic combined athletes and Felbermayr brand ambassadors Thomas and Stefan Rettenegger are highly motivated as they kick off the 2025/26 winter season. Their goal: The best possible results at the 2026 Winter Olympics and in the overall World Cup standings. The brothers are particularly excited about the premiere of a Nordic Combined World Cup event on the large ski jump at Kulm. Your preparation is going well:

Intensive training, mental strength, a balanced diet and targeted regeneration are the main focus. They train together as a team and focus on different areas in their individual training sessions. While Thomas focuses on technique and endurance, Stefan invests a little more time in strength training. The brothers are ready to push their limits in the coming season. As a sponsor, Felbermayr wishes them every success.



SPG FELBERMAYR WELS

Celebrations for fourth championship title

As a long-standing partner and sponsor of SPG Felbermayr Wels, Felbermayr is delighted to celebrate the table tennis team's victory in the Austrian Bundesliga championship. With a 4:1 victory against Stockerau in front of a packed home crowd, the team was

crowned champions. For President Bernhard Humer, this fourth championship title is more than just a sporting success, underlining the current superiority of SPG Felbermayr Wels: "We made history. For the first time in the club's history, we won both the upper and

lower play-offs. That makes me incredibly proud." According to Humer, this achievement would not have been possible without strong partners in the business world. He is therefore delighted to have Felbermayr as a key supporter at his side.

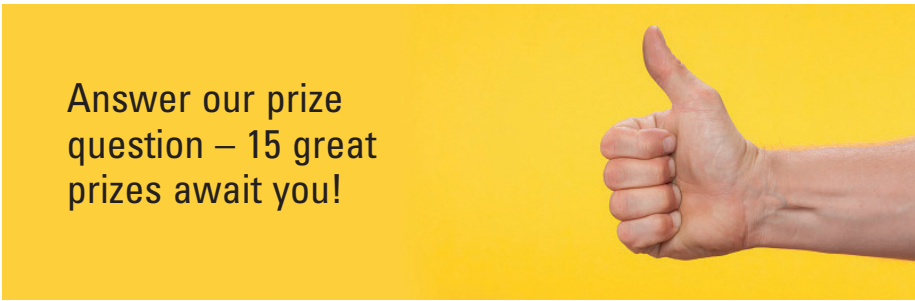
READ AND WIN

Prize draw question: For which power plant did Felbermayr transport more than 34,000 tonnes of freight material and around 1,600 packages?

You can find the right answer in this edition. The deadline for entry is 31 October 2025. All decisions are final and not subject to legal appeal.



www.felbermayr.cc/informer



1. PRIZE:
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