Cement | Construction Minerals | Concrete Solutions | Road & Traffic

# KIRCHDORFER

## News 2026

The Kirchdorfer Group's customer and partner magazine | Issue No. 24

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# EDITORIAL

**Dear readers, valued partners of the Kirchdorfer Group!**

In this year's edition of Kirchdorfer News, we take you on an exciting journey through the most important developments, milestones and successes of our group of companies. In what is now the 24th edition of our group magazine, we are introducing a new visual identity and updated content. However, it is not only our reporting that is constantly improving, but the group itself as well.

**ONE K1RCHDORFER Initiative**
Around a year ago, under the motto 'ONE K1RCHDORFER', we were able to present our vision for the group's future development. By restructuring our management priorities and implementing measures for further integration, we have embarked on a path that is fuelling our group's current successes while simultaneously laying a strong foundation for a sustainable future as an industry leader.

We invite you to explore the following pages and see for yourself the exciting developments, new projects and outstanding achievements of our various companies.

**Joao Paulo Pereira da Silva & Michael Wardian**
Management Board, Kirchdorfer Group

# KIRCHDORFER NEWS 2026

## ONE K1RCHDORFER



## KIRCHDORFER CONCRETE SOLUTIONS



## KIRCHDORFER ROAD & TRAFFIC



## KIRCHDORFER CEMENT



## KIRCHDORFER CONSTRUCTION MINERALS

# ONE K1RCHDORFER

# ON THE PATH TO VISION 2030

**In July 2025, the new management team presented its work programme for the coming years as part of the 'ONE K1RCHDORFER' initiative. The focus is on growth, further integration of value chains and innovative products.**

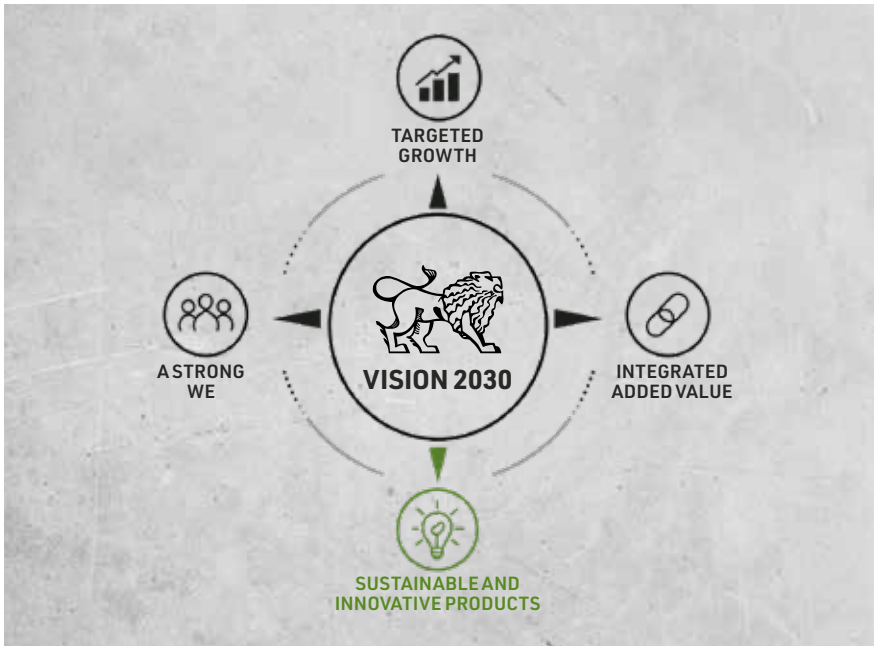
"How do we, as a group, take things to the 'next level'?" – in the words of Joao Paulo Pereira da Silva and Michael Wardian, this was the key question that preceded the development of their "Vision 2030". "The answer, in a nutshell, is: a strong 'WE'!" explain the two Group Managing Directors.

### Focus until 2030

The steady growth of recent decades is to be intensified going forward and focused on the Group's core markets – the DACH region (Germany, Austria, Switzerland) and the Czech Republic. A key driver for this is the vertical integration of the various value chains. At the same time, there is great potential in even closer networking across the entire Group. Enhanced collaboration will unlock numerous synergies.

"What we want to avoid is duplication of effort, going it alone and excessive bureaucracy," explained J.P. Pereira in a presentation of the programme last summer.

Further integration is a delicate balancing act: what has set the Group apart in the past was its promotion of entrepreneurship at the level of individual companies and divisions. The individual successes achieved – often spectacular ones – are now to be systematically channelled into a 'Group DNA', without stifling the entrepreneurial spirit through bureaucracy. The first year under the 'ONE K1RCHDORFER' banner has already impressively demonstrated that this approach is delivering results: the initial successes speak for themselves, as you can see for yourself on the following pages.



# JOINT EFFORT IN THE QUARRY

**Sustainable material cycles and synergy effects are Group-wide objectives. The joint construction of a replacement raw materials warehouse at the Micheldorf quarry is a prime example of collaboration within the Kirchdorfer Group.**

With its high level of utilisation of various secondary raw materials, the Kirchdorf cement works is one of the world's pioneers in the implementation of sustainable material cycles.

A new hall had to be built to provide weather-protected temporary storage for wood ash and other waste materials, which are transformed into new raw materials during cement production.

**Exemplary value creation**

In keeping with the spirit of the "ONE K1RCHDORFER" initiative launched in 2025, the construction of the new raw materials storage hall at the Micheldorf limestone quarry was largely carried out by a total of five Group companies. Under the site management of MABA Montagebau GmbH (Wöllersdorf) and in exemplary collaboration with the cement works' maintenance department, the hall was erected within a few months. The project utilised double-wall elements from MABA Fertigteilindustrie GmbH, columns and special precast components from Rauter Fertigteilbau GmbH, as well as 1,600 $m^3$ of concrete from the nearby Voralpen Beton GmbH.

The construction site had already been prepared by staff from the quarry and cement works under the supervision of Joachim Haller (Raw Materials Extraction and Process Engineering): amongst other things, 1,750 kilograms of explosives were used before the excavation work could begin.

The wall behind the hall was stabilised with 18,000 tonnes of dolomitic material. A six-metre-deep trench was dug for roof drainage and additional surface drainage. Apart from the earthworks and drainage works, the only external contractors brought in were structural engineers, metalworkers, roofers and a coordinator.

*The new substitute raw materials warehouse at the Micheldorf quarry is primarily used for the temporary storage of wood ash, which is used as a secondary raw material in cement production. As well as meeting regulatory requirements, this weather-protected storage facility enables a higher proportion of substitute raw materials to be used, as dry material has a positive effect on workability.*

**Joachim Haller,**
**Raw Material Extraction and Process Engineering**
**Kirchdorfer Zementwerk Hofmann Gesellschaft m.b.H.**

## Wood ash sourced from the group

With a storage capacity of around 5,500 m³ and an environmentally friendly dust suppression system, the new substitute raw materials hall at the quarry will initially be used primarily for the weather-protected temporary storage of wood ash. This – like a range of other substitute raw materials and fuels – is sourced from a group-owned subsidiary: Team Asche GmbH, based in Pöchlarn (Lower Austria), is the largest ash recycler in Austria north of the Alps.

The company, which has been part of the Kirchdorfer Group since 2021, focuses – under the leadership of Christoph Paul – on the recycling and disposal of biogenic ashes and dusts. These residues from biomass combustion in combined heat and power plants and private households are thus sustainably reused as valuable substitute raw materials in cement production.

In addition to meeting regulatory requirements, weather-protected storage enables a further increase in the use of substitute raw materials. In winter in particular, the reduced moisture content has a positive effect on workability and conveyability during production.

Like many of the substitute raw materials temporarily stored in the quarry, wood ash is largely used directly on site for quarry stone production and, as required, transported by rail to the cement works some six kilometres away, where all material cycles converge.

**5,500 m³ of storage capacity directly at the quarry in Micheldorf:**
The newly constructed warehouse complies with regulatory requirements and improves the efficiency of the material cycles that converge at the nearby Kirchdorf cement works.

**Exemplary collaboration with various companies within the Kirchdorfer Group:**
The quarry team, led by Joachim Haller, assisted with the construction of the hall.

# R&D-COOPERATION **REDUCES $CO_2$**

**Kirchdorfer's Road & Traffic division's ambitious "Road to Green" initiative is increasingly collaborating with the Group's other divisions. This is resulting in impressive synergies aimed at sustainable, low-carbon precast production.**

As a pure technology developer, provider of expertise and licensor of vehicle restraint systems and noise barriers 'for the rest of the world', DELTABLOC International GmbH does not have any production facilities of its own – neither in Austria nor internationally. The impeccable 'environmental footprint' of the Kirchdorf-based Road & Traffic division therefore essentially reflects only the office and travel activities of its approximately 160 employees.

By contrast, the significant $CO_2$ impact in terms of sustainability arises almost exclusively from the hundreds of production partners and licensees around the globe. Nevertheless, DELTABLOC® has been working on a comprehensive decarbonisation strategy for many years. Through the 'Road to Green' initiative, it enables both production partners and end customers to use material-efficient and low-carbon precast concrete elements that deliver significant competitive advantages.

### R&D synergies within the Group

The engineers working on the ongoing development of the DELTABLOC® and PHONOBLOC® systems for international markets are increasingly doing so in collaboration with other subsidiaries of the Kirchdorfer Group. In particular, they are drawing on the production expertise of Kirchdorfer Concrete Solutions, as well as the concrete expertise of the Kirchdorfer cement division.

Whilst isolated collaborations – such as the production of prototypes for the new SL 70 system at MABA sites in Upper Austria and Styria – have been standard practice for several years now, cooperation will in future begin at the level of research projects. This is due to the establishment of the group-wide R&D Board, initiated by the new group management in 2025.

**Production engineering meets concrete technology:** (from left) Patrick Ritter (MABA Micheldorf), Franz Weissengruber (Kirchdorfer Cement Works) and Wolfgang Ruppitsch (Phonobloc Oberndorf).

*The production know-how and expertise in concrete technology possessed by the Kirchdorf precast plants and the cement works are of inestimable value to product development within the Road & Traffic division. They are directly incorporated into the development of low-carbon products and production systems, which give our international licence partners a significant competitive advantage.*

**Wolfgang Ruppitsch,**
**Business Development and R&D Engineering**
**PHONOBLOC® noise barrier systems**

## ONE K1RCHDORFER

"Both the Road & Traffic division and the Kirchdorfer precast division each have dozens of Research and Development projects underway, in which research into similar issues has often been carried out in parallel in the past. Many of these projects relate, for example, to materials technology, decarbonisation and other fundamental areas of interest to many Group companies. Within the new R&D Board, we are now actively coordinating our research projects to avoid duplication of effort and pool our resources," explains Gerald Lanz, Head of R&D at Kirchdorfer Concrete Solutions.

Coordinated by KRT Division Head Thomas Edl, the four Group divisions are represented by Gerald Lanz (KCS), Vladimir Crovetto (KRT), Wolfram Müllauer (KCE) and Gerhard Kraus (KCM). Their work will in future benefit not only international licensees, but the entire Kirchdorfer Group.


**DELTABLOC's "Road to Green" as a group-wide development collaboration:** The first prototypes for the $CO_2$-reduced SL70 system – developed entirely from scratch – were successfully optimised and produced at the MABA site in Grafendorf as early as 2024.


**Proof of Concept:** 100 per cent $CO_2$-neutral KERB elements for a Formula 1 circuit demonstrate what is technically possible.

**In service on the world's roads with reduced $CO_2$ emissions:** DB SL70 installation in Laholm (Sweden).

# KIRCHDORFER CONCRETE SOLUTIONS

## Premiere at the ÖBV Construction Congress 2026

# PREFABRICATED & FULL OF ENERGY

**The Austrian Construction Technology Association's 2026 Construction Congress was all about expertise, networking and innovation. Kirchdorfer Concrete Solutions attracted particular interest this time with the presentation of a new strategic business area.**

For the Austrian construction industry, it is the most important event on the calendar – and for Kirchdorfer's precast division, this year's event at the Austria Center Vienna marked a promising milestone: with the official launch of the new 'Energy and Electrical Engineering' business division, the precast companies associated with MABA Fertigteilindustrie GmbH are breaking new ground in the construction of sustainable energy infrastructure.

**Solutions for photovoltaics and electrical engineering**

MABA, in Vienna and Lower Austria, has been supplying a combination of precast concrete elements and turnkey

*With energy and electrical engineering, we are rounding off our strategic business areas whilst taking our vertical integration to a new level: with immediate effect, Kirchdorfer Concrete Solutions offers a full-service package, from design right through to turnkey construction and cabling. In addition, we offer the option of implementing projects under an operator and contracting model.*

**Christian Nageler,**
**Managing Director**
**MABA Fertigteilindustrie GmbH**

electrical equipment in the transformer station sector for many years now, in collaboration with a partner company. This new business area now significantly expands the range of services on offer: a broad product portfolio covering photovoltaics, commercial energy storage and energy infrastructure is now available, from planning right through to turnkey implementation.

The services provided by Kirchdorfer's precast division range from technical and economic planning, through obtaining planning permission, to advice on funding opportunities. Another new development is the optional implementation of various energy and electrical engineering projects in the photovoltaic sector via an operator or contracting model. In such cases, Kirchdorfer not only offers business-friendly financing models but, in certain instances, even takes over the operation and maintenance of the installed infrastructure. This provides a seamless service chain from a single source, which is unique on the market to date. Not only are all project stages handled by the experts in this new business division, but all necessary trades are also covered – ensured by MABA Montagebau GmbH's own specialised and multidisciplinary installation teams.

The new Energy and Electrical Engineering division is launching with a portfolio comprising PV carports, transformer and charging stations, energy storage solutions and noise barriers with integrated photovoltaic systems.

**A wealth of expertise at the Construction Congress:** Pictured on the left (from left to right): Thomas Plassner, Franz Strobl, Thomas Hauer, Klaus Aichholzer, Andreas Mauthner and Franz Buschmüller. Pictured on the right: A large crowd of visitors at the Kirchdorfer stand.

## Modular photovoltaic carports

The innovative PV car park canopies from Kirchdorfer Concrete Solutions enable the efficient dual use of existing car park spaces. Not only do they provide shade and protection from the elements, but they also generate valuable solar power at the same time. In doing so, they also meet the future requirements for PV car parks, which are already mandatory in some German federal states.

The market for solar-powered carports has also been gaining significant momentum in Austria for some time now. Over a dozen projects have been completed in recent years using precast concrete elements from MABA Fertigteilindustrie GmbH. Based on the experience gained from these projects and ongoing product optimisation, a standardised modular system is now available. This enables a wide variety of requirements to be met using a standardised system.

The optimised U-beams can be installed either on the surface without foundations or, in some cases, underground. A range of charging systems and stations for all types of vehicles is available for this purpose. The spectrum of systems on offer ranges from private car parks and the provision of charging facilities across entire company premises to commercial fast-charging infrastructure – for example, at petrol stations and motorway service areas.

**Carport with solar roof,** including a charging point.

Kirchdorfer's comprehensive range has recently also won over Austria's largest SEAT dealer, which has expanded its existing photovoltaic system – comprising 170 car parking spaces – by a total of 570 kWp. A 1 MWh commercial energy storage system was also installed alongside the carports. In total, 1,700 modules were installed and approximately 20 kilometres of cabling laid. What was particularly surprising was how quickly and smoothly the project progressed:

"Whenever there are too many points of contact and suppliers, the risk of coordination errors increases. Working with Kirchdorfer was therefore a huge relief: we had a single point of contact for everything. I was particularly surprised by how quickly the PV carports were assembled and wired – not even a foundation was required," reports Christian Harb, Managing Director of C.H. Autozentrum GmbH in Weiz.

## Storage facility with enclosure

The expertise gained from the professional enclosure of transformer stations and technical buildings is also being channelled into the implementation of battery-based commercial energy storage systems, which are

**170 parking spaces with solar-powered canopies** on the premises of Austria's largest SEAT dealership.

*Turnkey electrical infrastructure from a single source, with optional operator and contracting models, is a unique offering. This transforms the precast manufacturer into a full-service provider.*

**Andreas Mauthner & Jürgen Grasmann,**
**Head of the Energy & Electrical Engineering Business Unit**
**Kirchdorfer Concrete Solutions**

playing an increasingly important role in the electrification of infrastructure.

Andreas Mauthner, who heads up the new business division alongside Jürgen Grasmann, explains: "Virtually every second photovoltaic project that we are currently offering or implementing already includes a commercial storage solution – not least in conjunction with smart control technology, which we also design and install as part of a turnkey solution for the entire system."

Whether for private energy communities, commercial enterprises or commercial providers – there is high demand for the turnkey implementation of photovoltaic solutions, including storage and control technology.

In addition to the carports on offer, the Kirchdorf-based prefabricated components division is also already working on innovative and patented PV substructure blocks for mounting PV installations on flat roofs. The compact, interconnected mounting elements, each weighing just 25 kilograms, are impressive for their ease and simplicity of installation. They are being developed by TIBA Austria GmbH and will be available in the near future through its extensive network of specialist dealers.

**Transformer stations and more**

Just under ten years ago, Kirchdorfer Concrete Solutions began manufacturing transformer stations for Vienna's public electricity supplier Wiener Netze. The transformer stations are supplied as monolithic precast structures. The electrical installation, including all electrical equipment, is carried out by Uhl Bau. Incidentally, transformer stations are a product with a long history for the Kirchdorfer Group – MABA Fertigteilindustrie GmbH was founded over 100 years ago to provide enclosures for transformers.

The requirements for modern transformer stations have evolved significantly since then, as has the demand. The range of compact transformer stations is therefore being expanded and will in future be available throughout Austria from a single source.

The massive expansion of the electrical infrastructure is crucial for the implementation of a sustainable and efficient energy supply. Accordingly, not only are transformers required, but also, amongst other things, a wide range of technical buildings, which are now being offered by Kirchdorfer Concrete Solutions' new business division in modular design for various applications.

With 25 years' experience in the industry, Jürgen Grasmann is working to combine MABA's existing expertise in compact substations and walk-in modular substations with the modern requirements of electrical engineering, particularly with regard to arc fault protection. The first projects – such as specialised technical buildings along the ÖBB railway lines – have already been implemented and are being continuously developed.

**'Sile & Sun' noise barriers**
As a full-service provider in the field of noise barriers and vehicle restraint systems, the Kirchdorfer Group has a well-established market position not only in Austria. As one of the first providers, MABA Fertigteilindustrie in particular has been working for years on the integration of photovoltaic modules into noise barriers. As early as 2021, the first system was installed at an ASFINAG test site on the Vienna South-East Bypass, and its performance is being continuously monitored and evaluated.

Generally speaking, the installation of PV modules on noise barriers represents a classic trade-off between the noise-reduction function and the potential amount of electricity generated: unlike noise-absorbing wood-concrete panels, smooth photovoltaic elements significantly reduce the effectiveness of the overall system.

In addition to the general requirements regarding the structural integrity and durability of the construction, the number, arrangement and orientation of the PV elements therefore have a major influence on the overall performance of the noise barrier.

Furthermore, practical experience with older installations across the ASFINAG network has shown that simple and safe access for maintenance – for example, to replace faulty modules – is of crucial importance. With Austria's longest solar installation along the A12 Brenner motorway near Zirl (Tyrol), Kirchdorfer Concrete Solutions recently demonstrated the state of the art in conventional 'on-top' solutions: over a length of 1.1 km, the PV modules are positioned horizontally along the entire top edge of the noise barrier.

Combined with its range of operator models and its focus on turnkey solutions – which are delivered through the new strategic business unit – the Kirchdorfer Group, through its precast plants, is sending a strong signal in favour of sustainable and future-proof electrical infrastructure.

**Sile & Sun:** A 1.1 km-long photovoltaic installation on a noise barrier on the A12 near Zirl.

# EXPERT LECTURE ON SEISMIC SAFETY

**The scientifically proven earthquake resistance of fully prefabricated walls was one of the key topics for the interested professional audience at this year's construction congress.**

For a long time, the seismic safety of fully prefabricated walls – the core of the slim and resource-efficient MABA housing construction system – was the subject of debate amongst experts. The supposed shortcoming lay in the widely used calculation models, which only provide a limited representation of the structural behaviour. This has now been resolved through a research project. The findings were presented to the specialist community in a lecture by Peter Bauer.

**Prof. Peter Bauer** (Head of the Institute for Structural Engineering and Timber Construction, Vienna University of Technology) and **Martin Schramböck** (Project Manager at MABA Fertigteilindustrie GmbH).


**Technical presentation at the 2026 Construction Congress:** The research project on seismic design for fully prefabricated walls, carried out in collaboration with the Vienna University of Technology, was the subject of a presentation for designers and structural engineers.



# INDUSTRY PIONEERS

**In addition to a wide range of innovative product developments, the further development of sustainable material cycles and the gradual decarbonisation of precast concrete elements, the flagship plant of the Kirchdorf precast division is also involved in numerous sustainability initiatives – ranging from certifications to digital resource databases.**

Precast concrete elements with a reduced carbon footprint, resource-efficient product design and the use of recycled concrete are key pillars of the sustainability agenda. However, MABA Fertigteilindustrie GmbH is also at the forefront of the precast concrete industry when it comes to issues such as environmental certification, participation in groundbreaking research projects and the use of digital technologies. Awards such as ECOVADIS, the use of EMIDAT to calculate product-specific EPDs, and participation in digital resource databases such as MADASTER bear witness to this. Alongside ongoing material and resource optimisation, increasing digitalisation is paving the way for the future.

# PREFABRICATED BRIDGE SYSTEM

**The clean-up work following a flood event led to the development of a new construction system.**

During severe flooding near Pinkafeld (Burgenland) in June 2024, several 50-year-old bridges were swept away. Thanks to a number of ad hoc ideas from the precast plant in Wöllersdorf, new replacement bridges were produced and installed at short notice in collaboration with the relevant department at the Ministry for Torrent and Avalanche Control.

After one and a half years of further research, structural analysis and product development, what began as a temporary flood relief measure has now evolved into an entirely new product segment that greatly simplifies the construction of small bridges.

**Bridge systems with spans of up to 8 m**
Small bridges for local and regional roads, farm access roads and farm tracks no longer need to be built as one-off structures using in-situ concrete every time. The factory-based prefabrication of a stable structure – consisting essentially of a double-walled abutment and a monolithic supporting structure – enables the bridge to be installed without the need for temporary supports within a few days. Optionally, the modular system can also be extended with additional shallow foundations.

**Stable and durable**
Once the bridge has been assembled and the grout concrete has been poured, the result is a durable, monolithic frame bridge that is designed in accordance with the requirements of Eurocodes 1 and 2 and is supplied with a certified structural analysis.

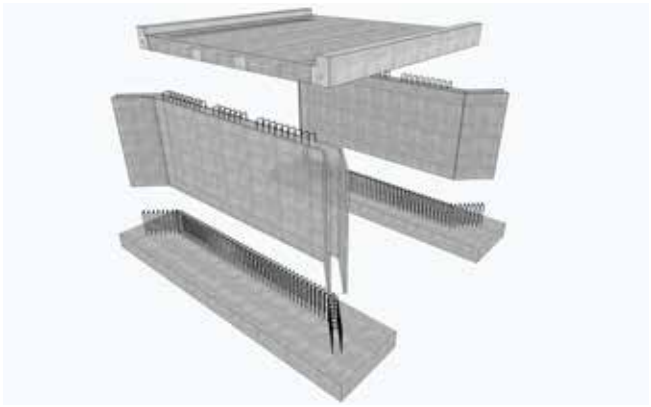
The bridge structures are suitable for direct vehicular traffic but also allow for the installation of an asphalt surface. Thanks to prefabrication under controlled factory conditions, the edge beams have a visually appealing concrete surface with high strength and high resistance to external environmental influences.


AI-modified

**Cost and resource savings**
The precast bridge system from MABA Fertigteilindustrie GmbH enables local authorities and road operators to replace old bridges at risk of collapse with sturdy and cost-effective alternatives.

*The key advantage of MABA's prefabricated bridge system was speed. We would never have managed to complete the project on time using conventional construction methods.*

**Christian Amberger,**
**Head of the Torrential Streams and Avalanche Control Section**



**Efficient design – quick and easy installation:** The prefabricated bridge elements (support structure, double-walled abutments and optional shallow foundations) allow for installation without the need for temporary supports and without interfering with the watercourse.

## A Profile of Raphael Höller

# RESOURCE-EFFICIENT STRUCTURAL ENGINEERING

**The civil engineers at MABA Fertigteilindustrie use their expertise to ensure the design of safe, durable and resource-efficient precast concrete elements. Raphael Höller has taken the structural analysis of slender elements to a whole new level.**

Modelling the deformation of thin concrete slabs (as well as two-dimensional graphene lattices) was part of his PhD thesis – the optimal slenderness analysis and structural calculation of precast concrete components is now his day job: As a qualified civil engineer with experience gained at a major structural engineering firm, Raphael Höller has been contributing his expertise to MABA Fertigteilindustrie GmbH since 2024. The combination of theoretical calculations and their immediate application on the shop floor makes his work particularly exciting.

The results of his expertise are both visible and measurable: load-bearing layers for noise barriers reduced to 9 cm, optimised angular retaining walls, efficient precast bridges and elegant car park canopies (see page 10) are already proving their worth in practical use.

**Raphael Höller** carried out extensive research in the field of structural analysis and the strength of concrete structures. His expertise is now being applied to the development of optimised, slender precast concrete elements.

# KCS Project Highlights

**MABA housing construction system:**
According to the vision of the non-profit operator's co-operative, the 'Assemblage Niklas-Eslarn' is a place where 'people from many different backgrounds' come together in Vienna. It is also where timber construction meets solid construction. The MABA housing system, certified for ecological building standards and made from Ziegelit®, thus blends perfectly into the harmonious ensemble. In four solid-construction blocks, each of which was erected in just around 30 days, 2,000 m² of Ziegelit walls and 1,600 m² of precast ceiling slabs (of which 1,120 m² were designed as climate-regulating ceilings) were installed, along with 200 m² of double-wall 'coffin lids', 100 m² of reinforced concrete walls and nine prefabricated staircases were installed.

© WAY Architecture ZT GmbH

**A unique connecting bridge at the Meidling Health Campus:**
Rauter custom-made components for the transport of patients between a trauma and a rehabilitation centre in the south of Vienna.

**A seamless noise barrier – perfection itself:** KATZENBERGER Fertigteilindustrie GmbH (Wiesing, Tyrol) and the MABA site in Micheldorf (Upper Austria) constructed the noise barrier on the A12 Brenner motorway near Zirl with precision and elegance.
The noise barrier was also fitted with a 1.1 km-long photovoltaic system by MABA Montagebau GmbH.


**How to build a stadium quickly:**
With a total of 1,200 linear metres of 'grandstand corner elements' from Rauter Fertigteilbau GmbH and double-skin walls from the MABA site in Grafendorf, TSV Hartberg's football stadium has been fitted with a new grandstand for its thousands of fans. The prefabricated components were manufactured in just a few weeks and installed quickly and efficiently. Following its sporting successes, the professional team from Eastern Styria is now also delighted to have a prestigious home stadium.

**Anniversary Chapel at Hinterstoisser Air Base (Zeltweg):**
This modern religious building in the Murtal valley was constructed using elegant exposed concrete elements supplied by Rauter.

**KCS roundabout in Wöllersdorf:** In addition to the elegant 'Easyblock' wall by TIBA AUSTRIA GmbH, MABA Fertigteilindustrie GmbH will follow up with DELTABLOC® safety barriers.


**424 stones,** weighing a total of just under 390 tonnes, form a 70-metre-long wall up to four metres high. In collaboration between MABA (Dietmar Treiber – delivery of concrete vehicle restraint systems) and TIBA (Christoph Sziderits), the roundabout was completed with lighting column bases, road drainage inlets and guide post bases.

## MABA Prefa spol. s r. o. (CZ)

# EXPANDING THE **PRODUCT RANGE**

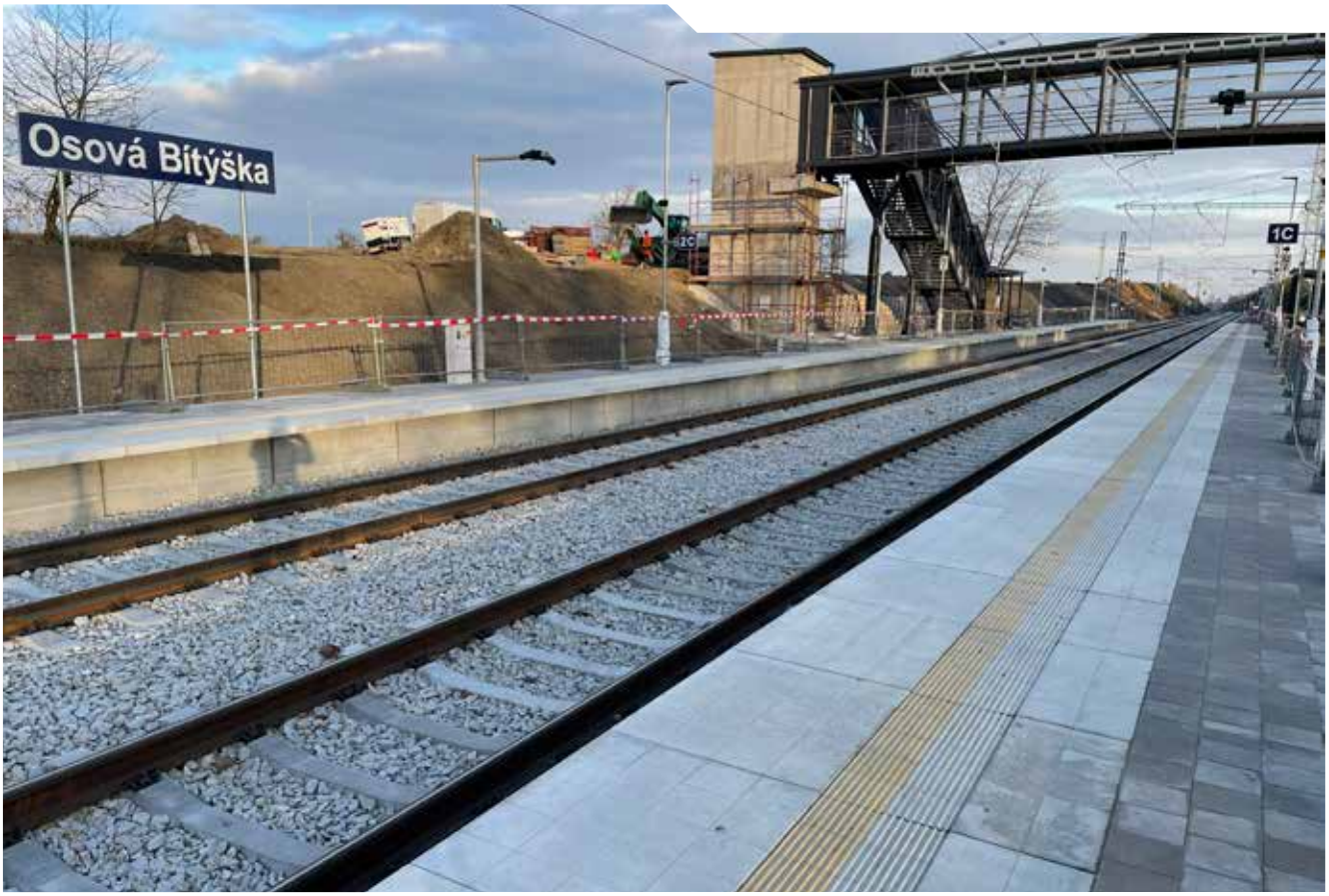
**The Czech company MABA Prefa is expanding its range of precast products for railway stations and local infrastructure – including new platform slabs and a modular construction system for marshalling yards.**

With its newly developed system of platform slabs, MABA Prefa not only enables quick and precise installation, but also stands out for its permanent safety features for passengers with impaired orientation. In the standard versions, the safety area is coloured directly into the concrete – the visual contrast is thus achieved without the need for additional paint or surfacing and is permanently durable.

**Integrated guide strip**
The paving slabs serve as a surface covering for platforms at railway stations and stops, and are used in conjunction with the platform edging from the UB13, UB5 and UB4 series.

The integrated contoured guidance and warning strip is coloured directly into the concrete and clearly demarcates the safety area from the rest of the platform surface, both visually and in contour. The slabs are suitable for both high-level and island platforms at various heights.

**Angled bracket plates**
The console slabs (NDL1300x2100) were designed for platforms with a height of 550 mm and are approved for use on sections of track with train speeds of up to 200 km/h. They are placed on two rubber pads on the support edges anchored in the concrete plinth.



The integrated 40 cm wide warning strip is situated 130 cm from the platform edge; it is coloured into the concrete and additionally features trapezoidal grooves.

**MODULO – a building system for communal courtyards**
As a licensee, MABA Prefa is bringing to market a fully prefabricated concrete system for the construction of municipal waste collection centres. In this system, delivery takes place at a higher level, separate from the handling and storage of the containers on the ground. This significantly reduces the space required and ensures order, convenience and safety in day-to-day operations.

The 100 per cent prefabricated concrete elements enable quick and precise assembly. They can be completely dismantled and reused at another site.

Featuring optional underfloor heating for winter operation, an integrated gatehouse and a storage area for special and electrical waste, this intelligent building system is being marketed exclusively throughout the Czech Republic as a turnkey solution in partnership with Komunální technika, s.r.o. (K-Tech), a well-established supplier of municipal equipment.

The **MODULO system** brings order and saves space in the collection yard.

## MABA Fertigteilindustrie GmbH

# SEMMERING BASE TUNNEL

**As part of one of the most important infrastructure projects of recent years, MABA Fertigteilindustrie GmbH is to supply around 10,600 track slabs by 2028. The Governor of Lower Austria went to see for herself the significant regional economic benefits this project brings.**

With its tight hairpin bends, the historic Semmering Railway is effectively the last remaining bottleneck in the expansion of the Southern Railway: from 2030, both passenger and freight traffic will be routed comfortably and efficiently through the newly constructed Semmering Base Tunnel. For the 53-kilometre section of track between Gloggnitz and Mürzzuschlag – 27 kilometres of which is tunnel – the track slabs are being delivered directly and on a just-in-time basis by rail from Wöllersdorf.

**Regional high-tech value creation**
Around 20,000 m³ of concrete and just under 3,000 tonnes of reinforcing steel are used to produce over 10,000 high-precision slabs, which, instead of a ballast bed and sleepers, provide a stable yet flexible foundation for the tracks: high-tech manufacturing from the region and for the region!

© NLK Pfeffer

**Governor Johanna Mikl-Leitner** visited the track slab production facility at MABA's headquarters in Wöllersdorf, Lower Austria, accompanied by Michael Wardian (CEO of the Kirchdorfer Group).

# KIRCHDORFER ROAD & TRAFFIC

## DELTABLOC® TAM at Intertraffic Amsterdam

# AWARD-WINNING INNOVATION

**DELTABLOC® TAM technology wins the Innovation Award at Intertraffic Amsterdam 2026. With this groundbreaking solution in every respect, concrete guardrails, steel guardrails, and the road surface itself become smart road and traffic sensors.**

Every two years, Amsterdam hosts the world's leading trade fair for transport infrastructure. Over 900 suppliers showcase their best solutions for smart, safe and sustainable mobility there. This year, DELTABLOC International GmbH was presented with the 'Inspiration Award' for its groundbreaking Traffic and Accident Monitoring (TAM) technology.

### Entry into the Information Technology Segment

Smart traffic management systems have been developed, tested and implemented by IT providers and tech companies worldwide for years. Matt Smith, National Technology Manager at the UK's Kier Infrastructure, sums up why DELTABLOC® – known as a technology leader in vehicle restraint systems – is now causing a stir with an information technology application: "Until now, it hasn't been possible to monitor road traffic seamlessly – with TAM, this is becoming a reality – and Kier has been on board from the very start!"

The appeal for Kier – a leading UK infrastructure services, construction and property developer which employs around 10,000 people and counts National Highways among its clients – lies in the simplicity of the solution: instead of a complex network of cameras, sensors and other input sources, TAM operates exclusively based on the measurement of vibrations. A single fibre-optic cable and a compact receiver at one of the end points are sufficient to capture all traffic activity along a stretch of up to 50 km – for Kier Infrastructure, this is the ideal solution for closing numerous blind spots and gaps in the existing smart road network. Matt Smith therefore launched a pilot project a few months ago – on a section of road whose name is almost programmatic in its reflection of the aspirations of DELTABLOC® TAM technology: "The Missing Link".


**Inspiration Award 2026 at Intertraffic Amsterdam:** (from left) Joao Paulo Pereira da Silva (CEO of the Kirchdorfer Group), Thomas Edl (Division Head and TAM mastermind), and Klemen Klemar (product developer) celebrate the award together with Neil Levitt from the industry association Intelligent Transport Systems (ITS UK).

### Pilot project in the UK, live operation in five countries

The A417 – The Missing Link is a missing cross-

connection linking the two most important north-south axes in the United Kingdom. This gap in the national motorway network has existed for around 80 years. The reason: the link between the M4 and M5 near Gloucester runs through the world-famous Cotswolds Area of Outstanding Natural Beauty. This picturesque hilly landscape is protected primarily as a cultural heritage area – characterised by its iconic dry stone walls and traditional hedgerows.

Kier Infrastructure has therefore secured the contract to build the highway through the Cotswolds with a particularly sensitive and sustainably designed project that, amongst other things, involves twelve stonemasons practising their millennia-old craft. 2026 will thus be the year in which not only the world's oldest construction technique is put to use, but also the latest cutting-edge technology from Kirchdorfer's Road & Traffic division.

Alongside this flagship project in England, the TAM system – which we presented from a technical perspective in last year's edition of Kirchdorfer News – is now already in live operation in Germany, Latvia, Belgium and Slovenia. Further information and a concise technical description of this revolutionary system can be found at: www.tam-data.com

**DELTABLOC's expansion continues unabated**
Intertraffic Amsterdam provided a good opportunity to exchange valuable experiences with users. Unsurprisingly, therefore, further new customers were secured right there at the stand. Among other things, Joao Paulo Pereira da Silva, CEO of the Kirchdorfer Group, sealed the sale of the first 21 kilometres in Brazil – which will be used on a permanent basis by a major motorway operator – with a handshake. This is a strong sign of things to come for the newly founded TAMDATA GmbH, which is setting out to market its products worldwide.

*In 2022, the very first idea for TAM came to me all of a sudden. Just a few years later, we have a groundbreaking technology that is being marketed worldwide by our new company, TAMDATA. The demand is enormous!*

**Thomas Edl,**
**Head of Division**
**Kirchdorfer Road & Traffic**

## Experts Q&A ...


**Matt Smith,** National Technology Manager, Kier Infrastructure (UK)

**(Q) Matt, as a user of DELTABLOC's outstanding technology, what can you tell us about TAM?**

(A) We first heard about DELTABLOC's TAM innovation around six months ago. What makes the system unique is that it analyses all types of traffic data – from classification to surface temperature – using just a single fibre-optic cable. We therefore immediately offered to support the first trial in the UK, providing a section of the A417 Missing Link roadworks for this purpose. We installed TAM both on the temporary safety barriers and in the carriageway. We are now monitoring the results and look forward to its approval and deployment across the wider network.

**(Q) To what extent does the wealth of data make your daily work at Kier easier?**

(A) For us, the main attraction was initially the new technology, which we would also like to offer our customers. From a 'smart motorways' perspective, you would normally need a whole host of different installations to obtain this sort of data. With TAM, however, we can cover a 50 km stretch of road with a single installation. It is therefore particularly well-suited to the many road sections that are still 'unmonitored' and creates real added value for us and our customers.


**A handshake between compatriots:** (from left) Paulo Nunes Lopes (CEO of Way Brasil) and Joao Paulo Pereira da Silva (CEO of the Kirchdorfer Group) agree on the first TAM project in South America.


# PROMOTION TO THE **PREMIER CLASS**

**With the new safety systems for race tracks, which have been approved by the international Automobile Federation (FIA), DELTABLOC® – together with its partner GEOBRUGG® – is establishing itself in the world's most demanding market segment.**

The tragic accident on 11 June 1955 at the 24 Hours of Le Mans, in which 84 (!) people lost their lives following a collision between two cars in front of the main grandstand, remains to this day a profound and traumatic turning point in the history of motor sport.

The 'Le Mans tragedy' initially led to a ban on motor racing events in many countries that lasted for years. In the long term, however, it led to the gradual development of passive road safety systems – not only on race tracks, but subsequently on our roads as well: from run-off areas, safety barriers and catch fences in motorsport to seatbelts, airbags and DELTABLOC® restraint systems for all road users.

At the Spanish Grand Prix from 11 to 13 September 2026, DELTABLOC International GmbH will officially make its debut in the premier class of motorsport with its innovative safety barriers.

## Connection through Safety

With the Formula 1 debut at the 'Madring' – a newly built 5.4 km road circuit near Madrid – the Kirchdorfer Group is not only embarking on a new chapter in a demanding market segment, but is also bringing to a close a journey in safety technology that began in Austria in the mid-1990s: When MABA Fertigteilindustrie GmbH carried out its very first crash test in 1994 as part of the development of its innovative restraint systems, none other than Franz Wurz was behind the wheel. The three-time European Rallycross Champion was, at the time, head of the ÖAMTC Driver Safety Centre in Teesdorf – not far from MABA's Sollenau site, where DELTABLOC Europa GmbH was founded years later. From Sollenau and Teesdorf, not only did DELTABLOC® establish itself worldwide, but so too did the concept of the 'Safer-Drive Centres', developed and initiated by Franz Wurz (79) at the time.

For the Wurz family, motor racing and road safety are unmistakably in their blood: their son Alex was not only a successful Formula 1 driver from 1997 to 2008, but also excelled as a two-time Le Mans winner. Since 2014, as spokesperson for the GPDA (Grand Prix Drivers' Association), he has been a strong advocate for track safety. It is therefore no coincidence that the paths of the Wurz family and DELTABLOC® crossed – they are united by a shared passion for maximum road safety.

A contact with the Swiss company Geobrugg, a specialist in safety barriers and rockfall protection, ultimately led to the development of a new product range. In 2023, representatives of the FIA, the international motorsport governing body, visited Wöllersdorf for the first time. The system has been installed at numerous race circuits since 2026.

*In motorsport, the highest safety standards naturally apply. As a leading supplier of passive safety systems, we protect not only the drivers, but also the track marshals and the fans.*

**Patrick Schuch,**
**Key Account Management**
**DELTABLOC International GmbH**

## DELTABLOC® Race Track Safety

At the Spanish Grand Prix, DELTABLOC® will take centre stage in the international motorsport world for the first time: over 3,000 locally manufactured safety barriers have been installed around the Madrid circuit.

Incidentally, twelve specially manufactured $CO_2$-neutral elements, positioned at the crucial 'pit wall', were produced as part of a special order at the MABA site in Micheldorf (Upper Austria) – using special cement from the Kirchdorf cement works. When the cameras focus on the action in the pit lane, the Kirchdorfer Group's top-quality products will be broadcast around the world.


**A bond across generations:** Thomas Edl (Head of the Kirchdorfer Road & Traffic division) presented Franz and Alex Wurz with a work of art by the Viennese street artist Manuel Skirl to mark the 25th anniversary of the founding of DELTABLOC International (pictured left, from left). Right: Grandson Charlie Wurz (20) is also following in the footsteps of his successful forbears in the Japanese Super Formula series.

**R3/R4 in the the Slovak Republic:** Over 20 km of DB 120S sections have been installed on the new bypass near Košice.

# EASTERN EUROPE **ON THE RISE**

**Investments in new production sites for electric cars and their batteries are driving a surge in investment in transport infrastructure across Eastern Europe. With major projects in Slovakia and Hungary, DELTABLOC® is benefiting from this unexpected boom.**

With an investment running into the billions, Volvo (whose majority shareholder is Geely) is backing the Košice site in eastern Slovakia for its thriving electric car division. Just in time for the start of production, a new bypass was fitted with over 20 km of DB 120S elements, the flagship product in the DELTABLOC® range.

**M1 near Bicske (Hungary):** From zero to 60 km of concrete safety barriers in a year!

Even bigger, even faster – and, after years of attempts, practically out of the blue – a licensed project came to fruition in Hungary, where two plants produced over 60 km of DB 120S elements from 20 formworks in just one year; these were used in the three-lane expansion of the M1 motorway west of Budapest. Both projects are the result of years of groundwork by Lubomir Janos. The 67-year-old Slovak has no intention of retiring any time soon. He recently crowned his career with a spectacular construction project in Bratislava: 8 km of NBF noise barriers on the D2, serving as the perfect symbol of the economic upswing in the East.

*Our development work in Eastern Europe is paying off. We are delighted to be playing our part in the revival and expansion of the transport infrastructure!*

**Lubomir Janos,**
**International Sales**
**DELTABLOC International GmbH**

# JUMPING ACROSS THE **RIO GRANDE**

**With the establishment of the licensing company DELTABLOC USA Corp., Kirchdorfer Road & Traffic division is closing one of the last major gaps in the global DELTABLOC® network.**

Twenty-six years after DELTABLOC Europa GmbH was founded, North America remains completely untapped. The reason for this has nothing to do with the restraint system used worldwide per se, but lies solely in the fact that the USA and Canada are in a league of their own when it comes to standards.

Whilst the European standard – according to which the entire DELTABLOC® portfolio was developed and tested – is in use in numerous markets across Latin America, restraint systems in the USA must be tested in accordance with the MASH test standard. This is precisely what was recently achieved with the DB 120 – and the decisive catalyst for this initially arose in Mexico.

**Major project in Mexico City**

As previously reported, business in Mexico is beginning to develop as expected following the relaunch with a new licensee. As the Mexican authorities do not require any specific industry standard, a number of small and medium-sized projects have already been implemented using systems tested to EN 1317.

However, for a planned large-scale project spanning 100 kilometres in the Mexico City area, the authorities require the DB 120 system to be certified to the US standard. Carrying out the necessary new impact tests is a significant cost factor – a justified decision for a project of this scale.

The exact location of the test is not a decisive factor for the project in Mexico. This therefore presented a unique opportunity to carry out the impact test in the very country where it also serves as a gateway to a huge market.

**The leap to the United States**

So the motto for the DELTABLOC® team led by US-born Jason Hubbel was: "Off to the USA!" – and with that, across the famous Rio Grande, the river that forms the border between Mexico and the United States.

The mandatory local initial production was carried out using the mobile DELTABLOC® production process, and the impact test with US-sized HGVs (Heavy Goods Vehicle) and pick-up trucks was successful.

The establishment of a licensing subsidiary in the USA is already underway. Whilst the focus is on the further certification of a selected portfolio for the USA, crossing the Rio Grande opens up further attractive opportunities for the future, from Canada to Australia!

**Mobile production and crash testing in Texas:** the DB 120 also copes well with US HGVs.

**The DELTABLOC® „Advance Team USA":** From left to right: Endre Kozsar (R&D Engineer, DELTABLOC International), Jason Hubbel (Sales Manager, DELTABLOC USA Corp.), Valdimir Crovetto (Head of R&D, DELTABLOC International).

# KIRCHDORFER CEMENT

## Traditional public viewing at the quarry

# A BIG WIN EVERY TIME

**It's not every year that the Austrian national team takes part in a World Cup – and certainly not in a prime-time fixture against the reigning world champions. A real stroke of luck for the traditional public viewing event organised by the Kirchdorf cement works.**

For 18 years now, customers of the Kirchdorf cement works have been gathering at the quarry site in Micheldorf to round off a relaxed and entertaining day every two years by watching a European Championship or World Cup football match together on a big screen. The Kirchdorf customer event on 22 June 2026 was therefore marked by a special highlight this time: the Austrian national team took on the reigning world champions, Argentina, at Dallas Stadium, which has a capacity of 80,000. Although top scorer Lionel Messi, as expected, managed to prevent a surprise result for the Red-White-Red side by scoring two goals, this did nothing to dampen the excellent atmosphere in the marquee. Among the approximately 140 guests were the mayors Horst Hufnagl (market town of Micheldorf) and Markus Ringhofer (town of Kirchdorf).

**A customer event steeped in tradition:** the Flying Fox and table football proved to be the perfect warm-up for the broadcast of the World Cup group stage match from Texas.


## 15 years of ALFUMA GmbH

# MANAGING THE MATERIAL CYCLE

**With one of the world's highest rates of use of alternative fuels and raw materials, the Kirchdorf cement plant is constantly tapping into new material streams. ALFUMA GmbH acts as the central technical and organisational interface for this.**

To produce cement, in addition to limestone, other raw materials are required which contain calcium, silicon, aluminium or iron as their main constituents. With the exception of calcium, which is available in sufficient quantities only as a primary raw material, these elements are almost entirely integrated into the production process from secondary material cycles. These are materials that are either generated as waste in industry or are available in limited quantities from landfill sites.

### A pioneer in alternative material flows

With a substitute raw material rate of around 40 per cent, the Kirchdorf cement works is at the forefront of the use of alternative material flows, well beyond the country's borders. The substitution rate is even higher for fuels: To fire the rotary kiln, an average of seven to eight tonnes of fuel must be fed in per hour. Whereas in the past fossil primary energy sources were 'burned off', today around 96 per cent of the fuel requirements are met by waste streams – such as suitably processed plastic fractions, tyre shreds, rubber granules and the like. This substitution rate is more or less the maximum that can be achieved, as the use of fossil fuels remains unavoidable when starting up the rotary kiln and during certain critical stages of the process.

### ALFUMA establishes and safeguards material flows

To ensure that the necessary raw materials and fuels are available at all times and to the required standard, ALFUMA GmbH was founded in 2011 to act as a central hub for the increasingly complex material flows. Its remit includes procurement and supplier management, quality assurance, logistics coordination and handling the growing requirements relating to waste legislation and compliance. 15 years after its foundation, ALFUMA now coordinates over 40 different waste fractions and material flows, which are supplied by 70 'customers' from seven countries.

### 100 new enquiries a year

Although the limit for the substitution of primary materials has practically been reached, the challenge facing ALFUMA's staff is not becoming any easier – quite the contrary: on the one hand, many of the substitutes must be continually replaced with new ones, and on the other hand, waste legislation presents challenges that require a high level of expertise and meticulous care.

**Responsible for supplying the cement works with alternative fuels and raw materials:** Wolfram Müllauer (Managing Director and authorised signatory of ALFUMA GmbH under commercial law, Head of the Cement Works Laboratory) and Ruth Hatzenbichler (Operations Manager and authorised signatory of ALFUMA GmbH, Technical Assistant, Waste Management Officer and Environmental Manager at the cement works).

To ensure a stable, legally compliant and economically optimised supply, around 100 new enquiries are processed each year. Every enquiry must be checked for process compatibility. Around two-thirds of the enquiries are analysed accordingly in the laboratory. Only a small proportion of these can ultimately be integrated into the production process. As a result, the use of substitute fuels has increased over the past ten years from 31,000 tons to 46,000 tons per year, whilst the use of substitute raw materials has more than doubled from 64,000 tons to 150,000 tons.

ALFUMA's excellent reputation – the company is regarded within the industry as competent and customer-focused – ensures that material flows never dry up and that the materials used are continuously optimised in terms of both the required quality and the targeted sustainability criteria.


# CEMENT VIA ELECTRIC TRUCK

**In 2026, sales of the low-carbon cement introduced last year really took off. This is due in no small part to the electric vehicles that are increasingly being used by the cement works' logistics partners.**

Since the new CEM II/C cement grade was granted building approval around a year ago, the number of users has been growing steadily. Whilst initially it was mainly long-standing partners and customers who gained their first experience of this clinker- and $CO_2$-reduced cement grade under the supervision of experts from the division's own gravel and concrete plants, there is now nothing standing in the way of a large-scale roll-out.

**Proven Performance**

The CEM II/C-M (S-LL) 42.5 N cement, marketed under the brand name 'LEOCem', is now available to a wide range of users. Compared with conventional B cements, its carbon footprint is 27 per cent lower.

Despite its low clinker content (below 60 per cent), it exhibits very good strength development and excellent final strength. Only at very low temperatures is a slower setting time to be expected compared with Kirchdorf's CEM II/B cement.

The Kirchdorfer Cement Works thus achieves outstanding results in the decarbonisation roadmap for the Austrian cement industry

*LEO-Cem has already proven to be extremely reliable in use on construction sites in its very first year. By rolling out low-carbon cements to a wide range of users, we are making an important contribution to decarbonisation.*

**Alexander G. Bauer,**
**Head of Sales and Marketing**
**Kirchdorfer Zementwerk Hofmann GmbH**

drawn up by the VÖZ and is making an active contribution to sustainable climate protection.

By producing information leaflets and redesigning the price list, the sales team at the Kirchdorfer Cement Works is also breaking new ground in marketing with LEOCem.

**Sustainable Cement Logistics**
The cement works' logistics partners are also breaking new ground. Or rather: they're following the same routes, but 100 per cent electrically! This is because, as of recently, some of the bulk shipments have been handled by electric trucks. The innovative Mercedes-Benz eActros 600 models are powered by 600 kW of electric motor output and, with a 621 kWh LFP battery capacity, have a range of up to 500 km.

With a gross vehicle weight of up to 42 tonnes and an additional weight of around 4 tonnes compared to diesel lorries due to the battery, the cement load capacity is reduced by approximately 2 tonnes. This corresponds to around 7 per cent of the conventional 28 ton load. In other words: the slight increase in transport volume of less than 10 per cent is offset by a 100 per cent saving in diesel consumption.

As logistics partners are increasingly meeting their electricity requirements through photovoltaic capacity, the environmental footprint of Kirchdorf's supply chains will therefore improve significantly in future.

## Culture at the Cement Works

# 25 YEARS OF „KiZ“

**The Kirchdorf cultural initiative "Kultur im Zementwerk" (KiZ) celebrated its 25th anniversary with a performance by cabaret artist Walter Kammerhofer in mid-June 2026.**

For a quarter of a century, the historic staff canteen at the Kirchdorf Cement Works has been a popular destination for culture lovers from across the region. The successful KiZ series, launched by the Kirchdorf Cement Works in collaboration with the City of Kirchdorf's Cultural Affairs Department, kicked off on 18 June 2001 with a performance by the group "Broadlahn". Since then, the line-up has ranged from Roland Neuwirth with his 'Extremschrammeln' to Oscar Klein and Mainstreet, to name but a few highlights.

The main focus of the event series at the 'LEO-Gwölb', which offers four high-quality cultural evenings every year, has always been on good music outside the mainstream. The outstanding musicians are joined by cabaret artists who have a particularly keen sense of the spirit of the times. With "G'schickt" (14 September) and "Rondo Vienna" (the 100th concert on 16 November, both starting at 8.00 pm), two further musical highlights are on the programme for this anniversary year.


**Cabaret to mark the 25th anniversary:** Walter Kammerhofer ensured a full house during the KiZ anniversary event.

# KIRCHDORFER CONSTRUCTION MINERALS

## Mobile processing plant for concrete recycling

# UPCYCLING WITH VERSATILITY

**In line with the principles of the circular economy, the Kirchdorfer Group's aim is to produce new concrete from old concrete. With the first tests of a mobile processing plant now underway, the group is already a significant step closer to achieving its target recycling rate.**

In the previous issue of Kirchdorfer News, we reported in detail on the legal, technical and economic challenges and framework conditions relating to concrete recycling. The issues raised have since been analysed in depth by a group-wide project team led by Gerhard Kraus. To ensure that the ultimate goal of a 30 per cent substitution of primary raw materials in ready-mix concrete production is achieved gradually and in line with demand, the establishment of mobile concrete recycling facilities within the catchment areas of the Kirchdorfer precast plants in Lower Austria, Upper Austria and the Czech Republic appears to be the optimal strategy at this stage.

Mobile impact mill

Containerised washing screen system and process water treatment

### Demand and areas of application

The use of recycled aggregates as a secondary raw material in concrete production is already a reality at some of the Kirchdorfer Group's precast plants. Depending on structural requirements and regulatory standards, recycled content of up to 30 per cent of the aggregate quantity can already be achieved for certain products.

The situation is different at the ready-mix concrete plants in the Cement and Raw Materials division – there, most customers are not yet in a position to bear the additional costs associated with the use of recycled aggregates.

In the medium term, the Kirchdorfer Group aims to establish processing sites in Upper Austria, Lower Austria and South Bohemia, each with a capacity of 100,000 tonnes per year. By focusing directly on the precast concrete plants, the first step is now to prepare a network of sites with individual capacities of around 30,000 tonnes per year and a mobile processing concept. The search for sites suitable for planning permission in strategically and logistically favourable locations is already underway. The necessary mobile processing technology has already been designed and successfully tested.

*With the commissioning of the mobile processing plant for concrete recycling, we are on the verge of implementing sustainable material cycles for aggregates for various precast concrete plants within the Group.*

**Gerhard Kraus,**
**Secondary Raw Materials Project Group**

### Mobile Concrete Processing Plant

In the near future, CE-certified recycled aggregates (GK 0/1, 0/4, 4/8, 4/16, 8/16, 16/32) will be produced from waste concrete using a mobile crushing plant and a mobile washing and screening plant with process water treatment to remove foreign and unwanted materials.

The wastewater generated during wet processing is discharged without pressure into a collection tank. By adding flocculants, the fine solid particles are bound together and the resulting sludge is dewatered using a belt filter press. The resulting sludge is then drained via conveyor belts and could also find new applications in the future – ideally in cement production. This enables the realisation of several sustainable material cycles in the production of fresh concrete.

**Disposal of the water drained sludge** and possible reuse of the filter cake

# FROM QUARRY TO LEISURE OASIS

**For over a century, the Ševětín mining area has been inextricably linked to the history of this South Bohemian market town. In return for granting permission for a new mining site, the 1,400 residents will gain a reclaimed recreational gem over the coming years.**

Granodiorite was first quarried in Ševětín (15 km north-east of Budweis) during the construction of the railway line from České Budějovice to Veselí nad Lužnicí (1872–1874). Since 1962, the original Ševětín quarrying area and the quarry opened at that time have been part of the state-owned quarrying company from which, following privatisation in 1990, the present-day Kámen a písek eventually emerged.

The historic quarrying area, situated directly alongside the railway line, now houses the quarry's processing facilities, which in recent years have supplied large sections of the new D3 motorway.

**Land reclamation in return for new mining concession**

For over 50 years, the Ševětín quarry has not only been a reliable employer in the region, but also one of the most productive quarries in the whole of the Czech Republic. When reserves run out in around 15 years' time, a new chapter will begin in Ševětín as a nature and leisure centre, whilst quarrying operations are expected to continue for a further 80 years at the adjacent Ševětín II – Kolný quarry, a strategic resource for the state's raw materials policy.

Work is now beginning on this flagship project, which the entire Kámen a písek team has been preparing since 2011. Since the 2021 referendum, in which the local population approved the comprehensive reclamation project in exchange for authorisation of the new quarry site, all phases of the project are currently being planned in detail.

Quarrying at the new Ševětín II – Kolný quarry is set to begin as early as next year, followed by the initial phases of the massive land reclamation project. This means that Kirchdorfer's raw materials division is not only involved in the first new quarry opening in the Czech Republic since 1989, but also in the largest and most attractive land reclamation project in the company's history!

## Forest park, playground, swimming lake

Over the coming years, KAP will create a leisure area that the residents of Ševětín and the surrounding region will enjoy for generations to come: following the dismantling of the current facilities and the commissioning of a new processing plant at the new quarry, a large forest park featuring a range of attractions will be built on the old quarry site in line with the residents' wishes: A small pond, an 'adventure golf' course, a bike park, a children's playground, a climbing wall and a café open from spring to autumn – all set amidst flower-filled meadows, shaded areas and sunny rest spots.

The new quarry will produce lower levels of noise and dust and will be situated further into the forest, so that local residents will not be affected. Once extraction at the current quarry has ended in 2041, Kámen a písek will begin the reclamation of the Ševětín I quarry site. The quarry will then be flooded with water and partially backfilled with overburden and clean excavated material from various construction projects. This will create a lake of around 9 ha for recreational use, comprising a large green space and a sandy beach with gentle access to the water. Part of the quarry will be completely backfilled, and natural succession will allow a near-natural biotope with rock embankments to develop on this area. With the resulting 'sea of stones', pools and wetlands, the reclaimed area will come closer to the natural character of the landscape – and Ševětín and the surrounding region will gain a unique leisure attraction.

**Planning of the reclamation measures:** Miroslava Cimbůrková and Ing. Pavel Fučík (Managing Director of Kámen a písek, spol. s.r.o.) with a model of the future Ševětín Forest Park.

**Phases of implementation for the large-scale reclamation project:** The old mining area, including the technical facilities, will be reclaimed first, followed by the closure of the current quarry. The new quarry will provide the community with optimum protection against dust and noise pollution.


**Current:** Ševětín mining area and Ševětín I quarry

**2027:** Start of quarrying at the new Kolný/Ševětín II quarry
**2030:** Closure of AG Ševětín and start of land reclamation

**2041:** End of mining operations at Ševětín I and land restoration

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