



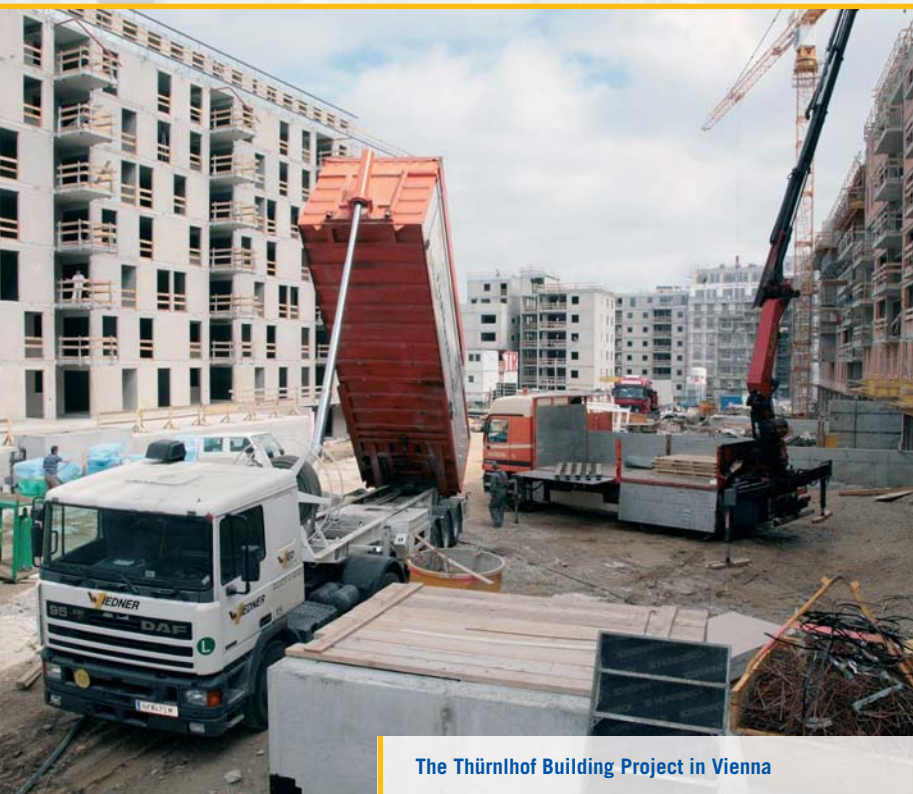
After the award ceremony a group photo was taken (from left): Thomas Romm, Robert Korab (both from “raum und kommunikation”), Austrian Transport Minister Werner Faymann, Franz Urban (Strabag AG), Leopold Foll (Rhenus), jury spokesman Stefan Pierer and Franz Fahrngruber (Rhenus).

Fewer truck movements, lower emissions and less pollution for residents in the vicinity – Rhenus achieved these and other goals in realizing environmentally-friendly logistics for the “Thürnhof” Building Project in Vienna. The service provider not only managed to convince the contracting authorities. The jury for the State Prize, the highest award in Austria, was delighted and selected Rhenus as the winner.

Environmentally-friendly freight transportation was the focus of the competition for the State Transport Prize in 2007. Austria’s Transport Minister, Werner Faymann, pointed out at the award ceremony in mid-November that truck movements generate much more environmental pollution per ton-kilometer than the rail network or waterways. The minister argued that the attractiveness of environmentally-friendly modes of transport needed to be increased. That is exactly what Rhenus has achieved at the Thürnhof site. A large proportion of shipments have been switched to the rail network and inland waterways and the number of truck kilometers has been cut drastically in comparison with traditional construction sites. Rhenus won the prize together with other partner firms involved in the Thürnhof Project: Strabag AG, the construction company, and “raum & kommunikation”, the firm of consultants.

Europe’s Most Eco-Friendly Construction Site

Construction logistics demands well-rehearsed and coordinated sequences – rather like dancing. So the motto for the Thürnhof construction site in Vienna is called “Rumba”, which stands for “Richtlinien für umweltfreundliche Baustellenabwicklung” (guidelines for eco-friendly construction site procedures). Thürnhof is Europe’s most eco-friendly construction site. A small district of the city with almost 900 publicly subsidized apartments is being built here on an area measuring more than 42,000 square meters. Two of the aims of the “Rumba” project are to minimize truck movements to and from the construction site and reduce emissions significantly.



The Thürnlfhof Building Project in Vienna



“The construction of the Thürnlfhof district was preceded by a competition among the construction companies. The company that competed with our logistics concept won,” recalls Franz Fahrngruber, who is responsible for construction logistics at Rhenus Austria. Ever since the excavators started to work in the summer of 2005, Rhenus has been ensuring that traffic to and from the construction site has been consolidated and unnecessary journeys have been avoided. If possible, materials are supplied and removed by rail or inland waterway – and this provides huge relief for the roads. “Truck movements are restricted to traveling 15 km, but there are no limits on the rail network or inland waterways. Many companies have seized the opportunity of supplying pre-fabricated parts by rail.” Construction waste is sorted at the Thürnlfhof site in order to optimize the removal of materials.

Truck movements, which are still necessary, are subject to strict regulations: Construction companies and suppliers have to pay a fee to the construction company – this provides incentives for companies to avoid empty runs. If the distance covered by a truck exceeds the Rumba limit or if older vehicles are used, additional fines have to be paid. Only vehicles with at least Euro 3 engines, which cause little particulate

matter or noise, are allowed to approach the construction site without paying a surcharge. Those who use Euro 1 or 2 trucks have to pay even more.

Minimum Pollution for Local Residents

Modern vehicles and intelligent transport management keep the pollution to a minimum in the surrounding area: “We distribute the incoming and outgoing movements throughout the day in such a way that local residents are hardly aware of what is going on. The trucks operate about as often and regularly as the local bus service,” says Fahrngruber. Rhenus is also reducing dust pollution by covering large holes and areas where no work is taking place at the moment. Construction roads are paved if at all possible and are regularly cleaned by mechanical street sweepers.

The first construction phase at the Thürnlfhof site involving some 500 apartments was completed in July 2007. The conclusion so far is that the project is a success: “Truck movements have been reduced by 75 percent and this has saved about 1,000 tons of carbon dioxide,” the City Councillor Responsible for Housing, Michael Ludwig, explains. He says that only 30 truck movements are needed for each apartment, adding that this figure is twice as high at traditional construction sites. 90 percent of the trucks have environmentally-friendly Euro 3 or 4 engines. The figures





Rhenus managed the logistics for the building project at Potsdamer Platz and the government district in Berlin in the 1990s. The expertise gained there has been used for the Thürnlfhof Project in Vienna.

here can be trusted. The construction logistics is being documented meticulously and the project has been scientifically monitored from the outset.

Great Economic Benefits

The project is also a complete economic success. The eco-orientation in the construction logistics has not even increased total costs by one percent and in return most of the advertising is free of charge. The media are following this ground-breaking project with growing interest and the State Prize award has given the Thürnlfhof Project additional prestige.

“In Vienna we are basing our work on experience gained at former large-scale construction projects like Potsdamer Platz and the government district in Berlin,” Leopold Foll, the Managing Director of the Rhenus subsidiary in Austria, explains. “The award underlines the fact that the transfer of expertise within the Rhenus Group can also function at international level.”

Do you have any further questions?
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