
HERING®

THINK GLOBALLY, ACT LOCALLY

»"Think globally, act locally" – whilst some mottos lose their value over time, this is more applicable than ever. In a fully networked world, which, under ecological aspects is becoming more and more of a community of destiny, the task of assuming responsibility for one's own actions is more pressing and equally more complex than ever. The products and services provided by our company shape public spaces, are visible, structure mobility, intervene in the social and natural environment and are used by thousands every day. As a construction company, we are involved in a sector that consumes the greatest amount of resources and that is amongst the largest producers of waste. We therefore have every reason to always subject our actions to critical examination because, like no other entrepreneurial field, there are extensive and often long-lasting consequences. Instead of seeing the responsibilities emerging from this as a brake or burden, we have made this critical examination process an essential impetus for our work. Our actions shape environments – taking responsibility makes us creative, courageous and curious about the perspectives and suggestions of others.

PUBLIC SPACE

» If we call for responsibility for your own actions, the view broadens. We recognise the circles that can result from an individual action and can thereby identify interrelations that are more complex than initially believed. Ecological, social, interpersonal and even those where functional needs must be brought into line with aesthetic sensitivity. Inevitably, we perceive ourselves as makers and shapers, and it also becomes clear how our individual actions and our location are really touched and affected by the things happening elsewhere and by the decisions others make – whether they are responsible ones or not.

An area in which we experience this reciprocity on a daily basis is in the public space. Its appeal is in the diverse and unpredictable use it allows. We take the liberty of approaching public spaces differently from private spaces. And precisely herein lies the the challenge for the planners and architects. Because intelligent spatial planning protects this freedom without it coming at the expense of regular cohabitation. But can this public space be properly planned? Does it lose its appeal if the planners' intentions for it are too good? Does planning contradict the ideal of freedom and tolerance that we connect with public places?

Given that nearly all of our company's products and services are designed for use in the public space – designed to shape and suit it – we believe that understanding the public space is a key element. We develop and produce railway constructions, public sanitary facilities and components made of high-quality architectural concrete for the visible sides of buildings. We see these services at the interface between planning and use of public spaces. For, on the one hand, they provide the planner with flexible means to be creative with overloaded surfaces and highly frequented spaces. On the other hand, in daily use they afford a broad range of utilisation and also contribute to gaining widespread acceptance for the planned space, allowing it to then become a real public space.

ENVIRONMENT

» The manner in which we move in planned and constructed spaces on a daily basis sometimes lets us forget how there is an ongoing dialogue with the natural environment; how they are literally part of nature. As a construction company, this is something we cannot afford to forget. Building means intervening in relationships, shaping them or even initiating them. In an industry that intervenes in the natural environment in such a strong manner – due to its use of resources that cannot be returned to the environment in the same manner that they have been extracted – ecological responsibility must play a primary role.

For our company, "ecological reparation" doesn't just mean operating a publicly visible indulgence trade with the environment. It means consistently trying to work in all areas and on every level in a resource-friendly manner. In addition, it means viewing us as ecological players who are simultaneously givers and takers. This responsibility is already a factor in our mobility management, in the ways in which we produce and use energy in our offices and production facilities and, abive all, in the ways we deal with the waste accrued in the production processes that we try to recycle whenever it is not entirely avoidable. That sense of responsibility also encourages us to adhere to standards, to be audited by and to seek advice from independent experts, and it also supports our commitment to researching and developing materials and construction methods, allowing us to build in a simpler and more resource-friendly manner. Ecological responsibility thus opens up a broad range of questions that challenge us and make us creative. Because we live in a world where this responsibility was not seen for such a long time, it is therefore high time that we pay our ecological debt. In any case, we should then only speak of "progress" if we maintain a good position with our "Eco Assessment" not only in the next audit, but also for future generations.

REGION

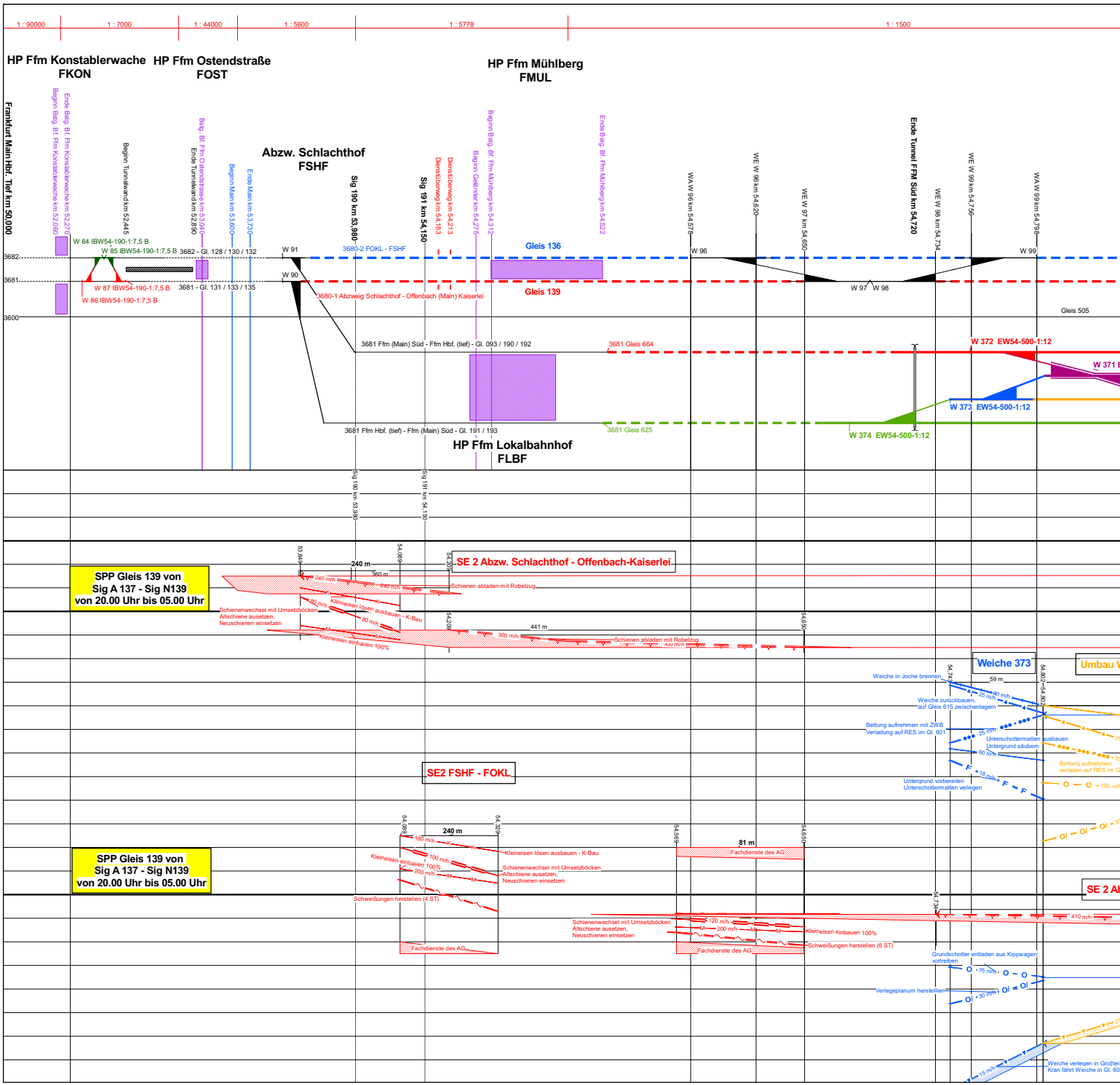
» Even if questions concerning our ecological responsibility demand a knowledge of complex and often extensive interrelationships, we must make sure that they do not divert our attention too far. At the end of the day, it is always a question of making decisions about day-to-day work and what is happening "on site". Think globally, act locally. The same is true of the social responsibility we carry as a medium-sized company. Our work brings us into contact with social realities in faraway places where other conditions dominate and other experiences exist. We not only plan and construct in neighbouring European countries, but are also involved in sustainability projects in South Africa and Peru. At the same time however, our company and our work are also embedded in a regional reality, in the social and topography of South Westphalia, a rural and traditionally highly industrialised region, which has experienced a lasting structural transformation over the last fifty years.

More specifically, since its foundation in 1892, the company office has been located in Holzhausen, a village of 2,300 residents belonging to the Burbach municipality and located in the three-border triangle between Hessen, Rhineland Palatinate and North Rhine-Westphalia. As an important local employer, our company has held economic responsibility for this region and the living conditions of its inhabitants for many generations. However, we are also a taker in this respect: we benefit from the quality of life and appeal of the rural area, from the satisfaction of our employees as well as the educational and training opportunities that are offered to the next generation. Our company has launched numerous initiatives to widen the region's appeal to young people in particular. Here, the main issue is often to make existing opportunities visible and attractive and to present existing vocational professions that showcase the strengths of the region. Experience shows that people who grow up in rural areas also see their future there. Offering them this future is not only our responsibility, but is also in our own interests. That's because we feel at home here, too.

RAILWAY CONSTRUCTION

» Expert and reliable railway construction is an essential part of a mobile society that has become accustomed to high demands for security and comfort. Rail transport is dependent on reliable co-ordination and punctuality like no other area of public life. When goods or people are travelling, every minute is valuable. Track construction is therefore always a delicate procedure in a highly sensitive system. It is generally carried out at night. One could even argue that it is more effective the less travellers take notice of it. When the first commuters and the night owls cross paths on the early trains, they are benefiting from the quality of this night-time on-schedule work.

As a reliable railway partner, we must be able, above all, to guarantee the ability to work efficiently in a narrow time frame and not take a false step when work is carried out "during uninterrupted service", thus without line closure. We bring more than 100 years of operating experience to this exciting and challenging task. Soon after the founding of the construction business Rudolf Hering in 1892, track construction became one of the company's core competencies. Hering, an operator of Germany's largest track crane fleet and with a modern fleet of machinery, is today the market leader in many areas. We also invest our experience in developing new products, such as the modula® platforms, which have revolutionised construction without affecting operations, as they drastically reduce the setup and dismantling times.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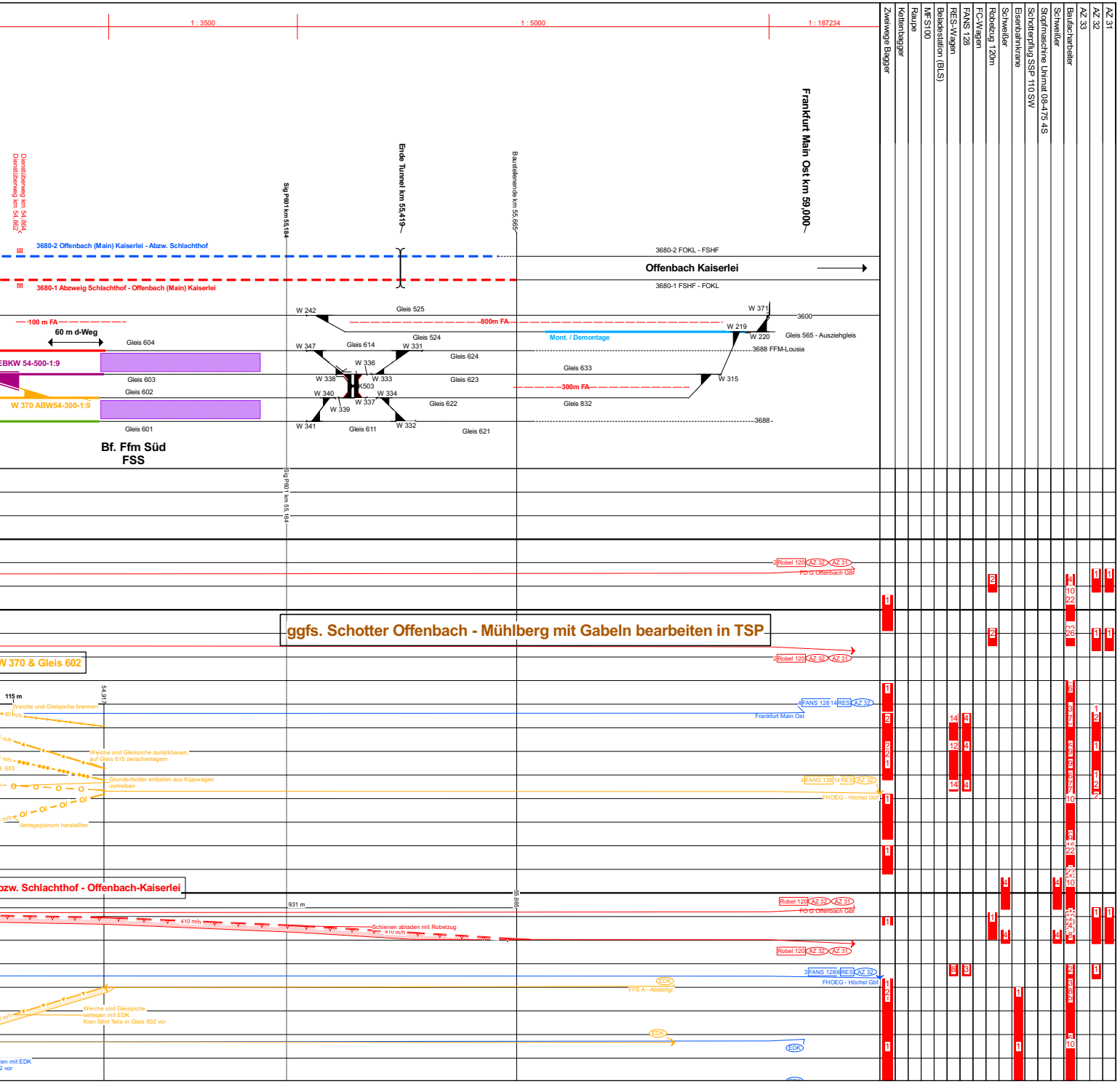
HP Ffm Konstablerwache
FKON
HP Ffm Ostendstraße
FOST
HP Ffm Mühlberg
FMUL
Abzw. Schlachthof
FSHF
HP Ffm Lokalbahnhof
FLBF
Frankfurt Main Hbf. Tief km 50,000
Ende Bstg. Bf. Ffm Konstablerwache km 52,270
Beginn Bstg. Bf. Ffm Konstablerwache km 52,060
Beginn Tunnelwand km 52,445
Ende Tunnelwand km 52,890
Bstg. Bf. Ffm Ostendstraße km 53,040
Beginn Main km 53,600
Ende Main km 53,730
Sig 190 km 53,980
Sig 191 km 54,150
Dienstüberweg km 54,183
Dienstüberweg km 54,213
Beginn Gallinder km 54,275
Beginn Bstg. Bf. Ffm Mühlberg km 54,312
Ende Bstg. Bf. Ffm Mühlberg km 54,522
WA W 96 km 54,578
WE W 96 km 54,620
WE W 97 km 54,650
Ende Tunnel FFM Süd km 54,720
WE W 98 km 54,734
WE W 99 km 54,750
WA W 99 km 54,798
W 84 IBW54-190-1:7,5 B
W 85 IBW54-190-1:7,5 B
W 87 IBW54-190-1:7,5 B
W 86 IBW54-190-1:7,5 B
3682 - Gl. 128 / 130 / 132
3681 - Gl. 131 / 133 / 135
W 91
W 90
W 96
W 97
W 98
W 99
3680-2 FOKL - FSHF
Gleis 136
Gleis 139
3680-1 Abzweig Schlachthof - Offenbach (Main) Kaiserlei
Gleis 505
3681 Ffm (Main) Süd - Ffm Hbf. (tief) - Gl. 093 / 190 / 192
3681 Gleis 664
W 372 EW54-500-1:12
W 371 E
W 373 EW54-500-1:12
3681 Ffm Hbf. (tief) - Ffm (Main) Süd - Gl. 191 / 193
3681 Gleis 625
W 374 EW54-500-1:12
SPP Gleis 139 von Sig A 137 - Sig N139 von 20.00 Uhr bis 05.00 Uhr
SE 2 Abzw. Schlachthof - Offenbach-Kaiserlei
240 m
360 m
441 m
Schienen abladen mit Robelzug
Schienenwechsel mit Umsetzböcken Altschiene ausetzen, Neuschienen einsetzen
Kleineisen lösen ausbauen - K-Bau
Kleineisen einbauen 100%
Weiche 373
Umbau W
Weiche in Joche brennen
Weiche zurückbauen, auf Gleis 615 zwischenlagern
Bettung aufnehmen mit ZWB Verladung auf RES im Gl. 601
Unterschottermatten ausbauen
Untergrund säubern
Bettung aufnehmen verladen auf RES im G
Untergrund vorbereiten Unterschottermatten verlegen
SE2 FSHF - FOKL
SPP Gleis 139 von Sig A 137 - Sig N139 von 20.00 Uhr bis 05.00 Uhr
Fachdienste des AG
Schweißungen herstellen (4 ST)
Schweißungen herstellen (6 ST)
SE 2 Ab
Grundschotter entladen aus Kippwagen vorbreiten
Verlegeplanum herstellen
Weiche verlegen in Großtei
Kran fährt Weiche in Gl. 60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Frankfurt Main Ost km 59,000
Ende Tunnel km 55,419
Sig P901 km 55,184
Baustelleneinde km 55,665
Dienstübenweg km 54,864
Dienstübenweg km 54,862
3680-2 Offenbach (Main) Kaiserlei - Abzw. Schlachthof
3680-1 Abzweig Schlachthof - Offenbach (Main) Kaiserlei
3680-2 FOKL - FSHF
Offenbach Kaiserlei
3680-1 FSHF - FOKL
-100 m FA
60 m d-Weg
Gleis 604
EBKW 54-500-1:9
Gleis 603
Gleis 602
W 370 ABW54-300-1:9
Gleis 601
Bf. Ffm Süd
FSS
W 242
Gleis 525
-800m FA
W 371
3600
W 219
W 220
Gleis 565 - Ausziehgleis
Mont. / Demontage
3688 FFM-Lousia
Gleis 524
W 347
Gleis 614
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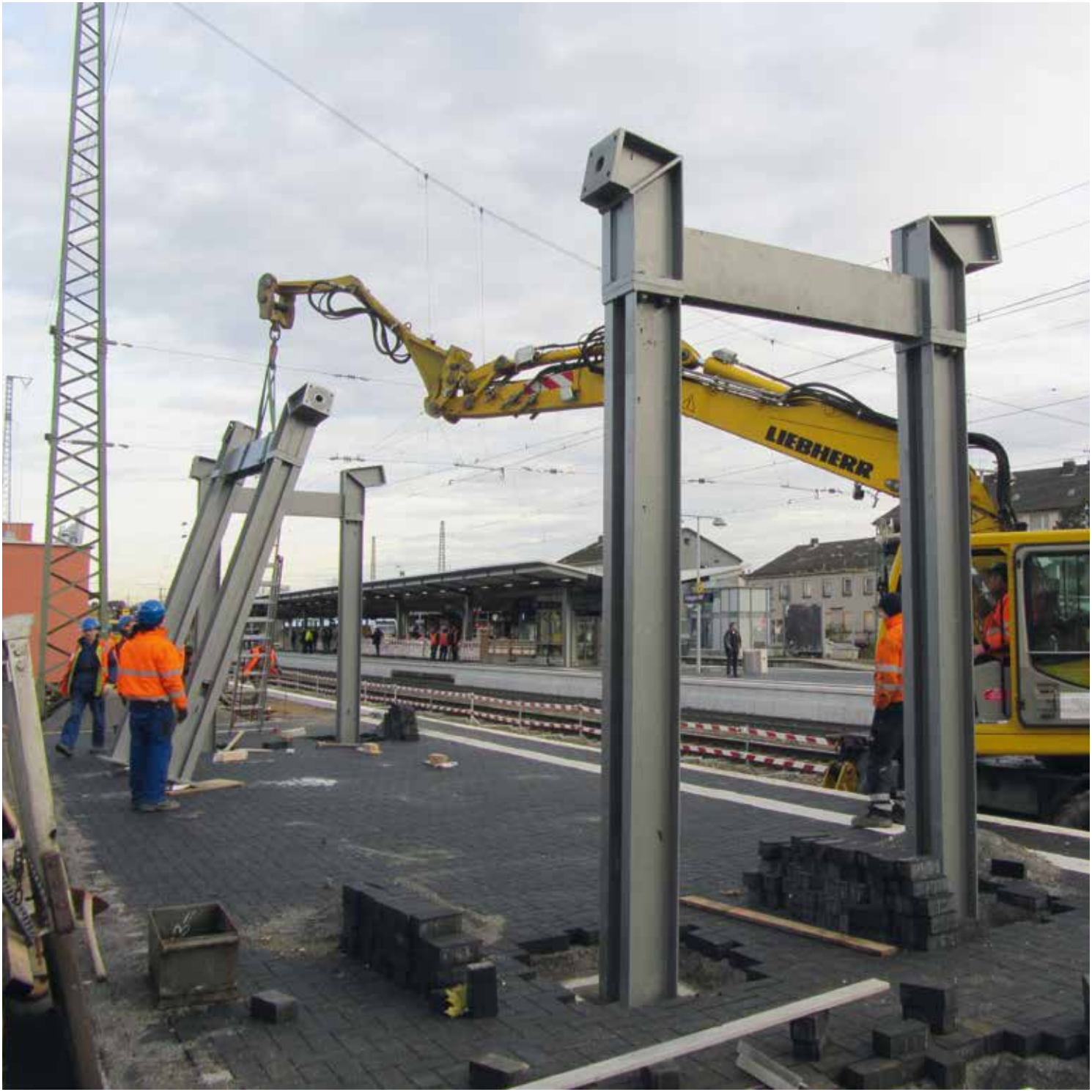
W 340
W 334
W 337
Gleis 622
Gleis 832
W 339
W 341
Gleis 611
W 332
Gleis 621
3688
Zweiwege Bagger
Kettenbagger
Raupe
MFS100
Bedienstation (BLS)
RES-Wagen
FANS 128
FC-Wagen
Robelzug 120m
Schweißer
Eisenbahnkrane
Stopfmaschine Unimat 08-475 4S
Schotterpflug SSP 110 SW
Schweißer
Bauhofarbeiter
AZ 33
AZ 32
AZ 31
Robel 120 AZ 32 AZ 31
Fo G Offenbach GBf
ggfs. Schotter Offenbach - Mühlberg mit Gabeln bearbeiten in TSP
W 370 & Gleis 602
115 m
Weiche und Gleisjoche brennen
60 m/h
Weiche und Gleisjoche zurückbauen, auf Gleis 615 zwischenlagern
Grundschotter entladen aus Kippwagen vortreiben
Verlegeplanum herstellen
FANS 128 14 RES AZ 32
Frankfurt Main Ost
FHOEG - Höchst GBf
ozw. Schlachthof - Offenbach-Kaiserlei
931 m
410 m/h
Schienen abladen mit Robelzug
Weiche und Gleisjoche verlegen mit EDK
Kran fährt Teile in Gleis 602 vor
EDK
FFS A - Abstellgr.
en mit EDK
2 vor

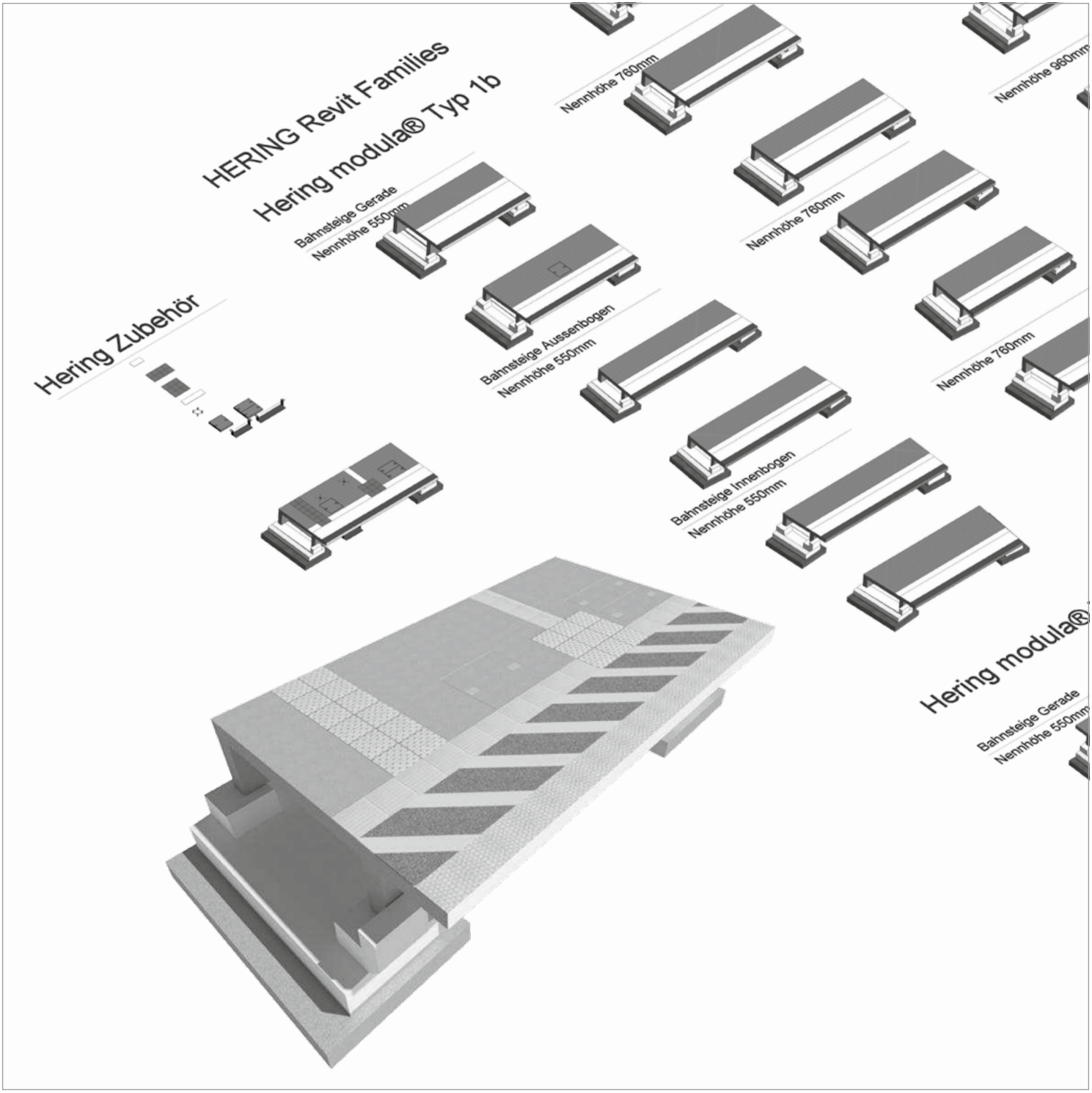

HERING®

SYSTEMS

» Our products are answers to a complex network of public expectations, customer wishes, environmental considerations and technical and economic feasibility. We also speak of "solutions" – solutions that are always individual. After all, no two challenges are ever the same. Although we still rely on our experience and develop "system solutions" for transport stations, platforms and roofing systems, we can still offer solutions for specific tasks to suit changing conditions.

A system is literally a whole made up of parts – something assembled. Although our main task is to manufacture and assemble the parts, for us it has proven environmentally and economically efficient to do this as part of the pre-production process. This is because thinking in systems is not only about viewing the big picture of what must be constructed, but it is also about understanding the scope of one's own work processes – processes consisting of separate interlocking parts. In our own plant, we can better optimise these processes than at a building site, because we can save resources, reuse formwork, treat wastewater and send waste to be reused. 'Systems', in other words complex, prefab components, minimise the assembly times and are therefore primarily used when building in high traffic locations such as railway stations and inner cities. Manufacturing systems doesn't automatically mean pursuing standardisation. The advantages of preproduction are effective in each and every individual system component and it imposes no limits on individual design. Of course, the environmental benefits of preproduction increase the more frequently the working steps repeat. Wherever standardisation makes sense because it offers safety, facilitates use and reduces assembly times, then preproduction is the right choice.

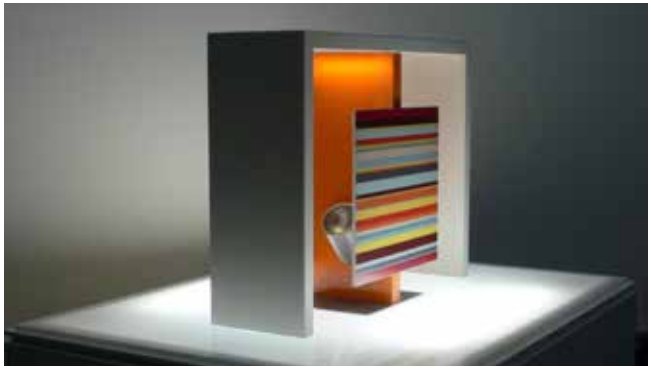

LIEBHERR

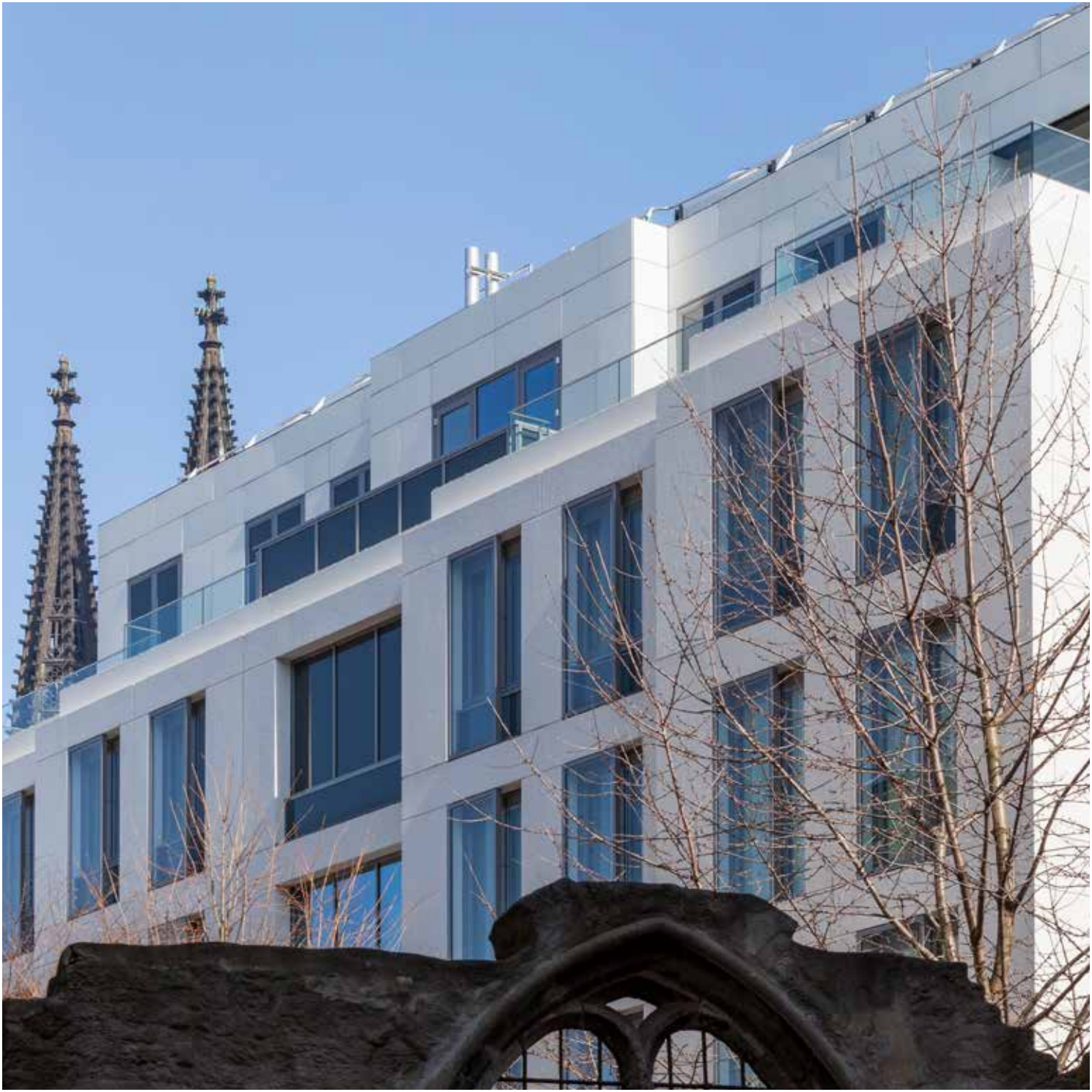

HERING Revit Families
Hering modula® Typ 1b
Hering Zubehör
Bahnsteige Gerade
Nennhöhe 550mm
Bahnsteige Aussenbogen
Nennhöhe 550mm
Bahnsteige Innenbogen
Nennhöhe 550mm
Nennhöhe 760mm
Nennhöhe 760mm
Nennhöhe 760mm
Nennhöhe 960mm
Hering modula®
Bahnsteige Gerade
Nennhöhe 550mm


fresh

SANITARY CONCEPT

» Building and developing public sanitary facilities combines many different aspects that are interesting and important for our work: mediation between private use and public space; allowing a public facility to "function" ecologically and integrating it aesthetically into its surroundings; developing systems so that costs and resources can be saved through standardisation with flexible designs to suit individual customer requirements. For over 40 years, our company has been developing and building freestanding toilet facilities for public areas, for parks, parking and rest areas, as integrated sanitary facilities for railway stations and as installation modules in new or existing buildings. For many customers, toilet facilities made by Hering have proven to be a sensible long-term capital investment, as their high quality guarantees long-lasting material and stable costs for the operator. With our service fleet, we now support more than 750 facilities, for some of which we even act as an operator. This demonstrates the trust we have in our products and it also establishes communication with the user, who initially is not our direct customer. The satisfaction checks that we regularly carry out at our facilities are proof that we care how our products perform in public. Ultimately, a large part of the expertise that has gone into developing public toilet facilities over the years is based on the experience that every one of us has each day in the public sphere.





ARCHITECTURAL CONCRETE

» Concrete is the most used building material in the world. Its modern image was shaped when 150 years ago reinforced concrete revolutionised building and changed the appearance of our towns and cities. Over time, concrete became the epitome of drabness, bulkiness and monotony – unjustly, as we now know, since concrete is not only cheap to make, it also has exceptional physical properties for construction. Used creatively, it offers architects a great variety of design options and when used sparingly provides a surprisingly good ecological balance. What you can do with concrete and whether it is competitive under ecological standards depends on the recipe and the reinforcement..

Since the 1920s, our company has been using concrete in civil engineering and since 1968 in the construction of concrete precast parts. Since the early 1990s, we have been focussing on architectural concrete, particularly façades, which serve as the contact and interchange surface to the building's surroundings in both an aesthetic and environmental manner. As craftsmen, we are inspired by the versatility of the surfaces we can design; as engineers we are always working to make concrete precast parts more lean and more sustainable, without impacting stability. We are also heavily involved in the development of textile- and carbon-reinforced concrete, which is set to be a building material of the future. When DFG (Deutsche Forschungsgemeinschaft), Germany's largest independent research funding organisation, installed two special research areas for textile-reinforced concrete at universities in Aachen and Dresden in 1989, we were a partner and our developers were soon the first to receive general building approval for textile-reinforced façades. Through our brand Hering Architectural Concrete and the multi award-winning textile-reinforced concrete betoShell®, our company plays an important role in shaping the building culture of tomorrow.


LONSDALE

IMPRINT

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