From check-in to take-off

International airports powered by ContiTech
Starting in 2014 the Gorgon gas field will deliver around 8 percent of the world’s gas for the next 60 years.
Dear reader,

Looking back over the last twelve months, we can see that in 2012 we set numerous forward-looking projects in motion and managed several achievements at ContiTech. A key goal in our corporate strategy consists of profitable growth, which we will accomplish by continuing to develop with our partners in key industries, but also by acquiring and collaborating with other companies in international markets.

A few examples demonstrate this point:

Last summer, for instance, we finalised one of the largest acquisitions in the history of our company. ContiTech Fluid Technology took over the automotive air conditioning business of the Parker Hannifin Corporation, based in Ohio, USA. This transaction will allow us to increase our market opportunities with Japanese and American vehicle producers.

Meanwhile, Somersworth, New Hampshire, not far from Boston, is the location for our new competence centre for plastics – our second of this kind.

In addition, at the beginning of 2013 we will commence construction work on a new plant for the specialist Oil & Marine segment of our Fluid Technology business unit. It will be built in Macae, Brazil, to provide us among other things with the ideal setup for supplying floating or drill hoses to the oil and gas industries. Macae is where the future of the Brazilian oil industry is at home!

All the while, our efforts to enhance our performance continue, with CBS, our Continental Business System, helping us on our way. By implementing this improvement programme, we are joining forces with every one of our employees at all 76 of our sites around the world in a bid to bring change to our administration, production, sales, Research and Development, and logistics. Quite simply, CBS will allow us to improve everywhere – for the benefit of our customers as well as of all our other stakeholders.

We are approaching the New Year 2013 with respect. As ever, there will be challenges for us to take on. We must be prepared for positive as well as negative developments in the market and flexibly adjust to work with them. But our ContiTech team is in the best possible position to do so with the greatest success!

On that note, allow me to wish you happy reading with our latest edition of ContiTech initiativ.

Sincerely

Heinz-Gerhard Wente
Head of ContiTech division
Life around us

Ina Seterbakken: Young, dynamic, daring
As a member of a highly motivated team of the ContiTech Conveyor Belt Group in Mexico, 22-year-old Norwegian Ina Seterbakken is helping shape that country’s site at San Luis Potosí.

Peak performance for the benefit of our customers
Konrad Müller, Head of the ContiTech Power Transmission Group and responsible for Continental Business System (CBS), explains the goals of the group-wide philosophy.

Effective business
To make sure continuous improvements to processes, products and services provide the best possible benefit for customers, ContiTech is implementing the Continental Business System (CBS). As a key component in the company’s overall corporate strategy, CBS is helping ContiTech employees optimise work and business processes all over the world.

Future

Polymers avoid the point of no return
Benecke-Kaliko produces surface materials for automotive interiors. Much to the joy of car owners, it has now succeeded in developing scratch-resistant materials that remain unblemished on contact with pointed objects such as keys. The materials cover dashboards, side trim panels and storage spaces in passenger and commercial vehicles.

In-car living spaces in transition
In a guest article in this issue, Professor Peter Naumann talks about the time we spend in our vehicles and its implications. As head of the Faculty for Design at Munich University of Applied Sciences, he explores the latest trends in automotive interior design and offers a glimpse into the future of vehicle aesthetics.
**Global flair at airports**
Transporting people, freight and luggage to every country around the world involves mastering a major logistical challenge. At international airports, drive technologies by the ContiTech Power Transmission Group have an essential part to play in keeping things moving in our airport cities.

**High pressure Down Under**
The world’s largest natural gas extraction and liquefaction project is underway in Western Australia – with high-pressure hoselines by ContiTech Dunlop Oil & Marine. As a supplier to the gas industry, the company demonstrates clearly that megaprojects like this rely on high-tech solutions, on-time delivery and superior quality.

**The latest from the world of ContiTech**
One of the largest acquisitions in the history of the company.

**News in brief**
More from the world of ContiTech.

**Imprint**
Safety glass: Electronically controlled personal interlocks open silently to allow air passengers to pass through.
... at airports

International airports keep things moving with drive belts by ContiTech
In our modern-day society, international airports are essential for global economic business success. At the same time, they are the gateway to the world for holidaymakers travelling to destinations around the globe. Every month Zürich Airport alone transports 2 million passengers and 34,000 tonnes of freight between Europe, Asia, Australia, Africa and America.

Air passengers in departures and arrivals halls should enjoy as pleasant a stay as possible whilst major operations are underway behind the scenes. As a hub, Zürich Airport helps transport 25 million passengers a year to the 15 largest airports in Europe. Top of the list is London Heathrow, with 70 million passengers.

At airports, everything is quite literally in motion, and drive belts play an important part in making sure things stay that way. “From timing and flat belts to nubbed, ribbed and V-ribbed belts, drive elements keep the high-performance transmissions in our airport systems running conveniently and safely,” says Regina Arning, Head of the Industry Segment at the ContiTech Power Transmission Group. “We offer drive solutions made from natural rubber and plastics for even power transmission. Not only do they work efficiently; they are also kind to the environment.”

Intercontinental flight to Delhi: a race against time
Zürich airport is bustling. It is about the size of a small town, with people coming and going and public transport, bus stops and train stations in constant operation. Personal transport is also in perpetual motion at Zürich, with enormous carparks ready and waiting. While thousands toil behind the scenes, thousands more prepare to embark on their travels. An airport covers an enormous area and is a hub for goods and products. Numerous signs point passengers to where they need to go while enormous display boards indicating flight times and departure gates tell them exactly where they need to go. Looking at the display board, a businessman heading for Delhi finds he has almost one and a half hours to wait before his Airbus A330 is ready to depart. He has come to the airport comfortably by train and just used one of the airport’s many escalators to make his way to the departure area. He is now among the 226 passengers waiting in line at the check-in. Everything is proceeding swiftly.

The friendly lady from the ground staff weighs his case, which he has placed on the conveyor belt beside her. A special printer spits out a luggage label showing the airport code for this traveller’s destination: DEL. At the push of a button, the small belt swings into motion and the businessman’s case disappears down the hatch to make its way to the right aircraft along with thousands of other items of luggage. “Have a good flight,” says the lady, handing him his ticket. The businessman makes his way to security.

Already, this passenger has benefited from high-tech products by the ContiTech Power Transmission Group several times over. Under the auspices of Jürgen Zwoll, Head of Sales, the industry segment supplies airports with a broad and varied spectrum of drive belts. From doors, moving walkways and escalators that take us into the terminal, through to printers, ticket machines and luggage conveyors at check-in, the Power Transmission Group is with the customer every step of the way – right up to take-off. On arrival at the other end, service is resumed. Throughout the journey, passengers take the quality and safety of human beings and their machines quite simply as given.

The same is true of security checks. Since the end of 2011, passengers have been able to pass through to the so-called Airside Centre via one of 26 new security lines to get to their departure lounge. Although everything looks state-of-the-art and highly efficient, it remains perfectly simple to use. “Depending on passenger volumes, several levels will be opened up. They are connected to each other via escalators made by a single producer, who uses rubber timing belts by ContiTech in the handrail,” explains Jürgen Zwoll.
Large compressors with ContiTech belts keep the air in the terminal building clean and pleasant.
Meanwhile, the passenger follows routine instructions from security staff as he makes his way towards Delhi. He places his laptop on a conveyor belt along with his jacket and other items of hand luggage, ready to be x-rayed.

Then the businessman reaches the shopping and restaurant mall. Only now does he notice the impressive architecture of the light-flooded hall. Its curved, glass structure gives the building a sense of openness and transparency. Several passengers admire the panorama while the air conditioning system keeps the air clean and pleasant inside the building – its compressors once again driven by belts.

The architect’s personal style is also apparent in the many revolving and sliding doors. Made from glass, these open and close with hardly a sound – with the help of rubber timing belts. The escalators, some of which run at a steep angle, are equally harmoniously embedded into the greater whole.

Also made from glass are the lifts. More than any passenger conveyor, these must be absolutely safe to use. Their PU belts, specially designed for elevator operations, have replaced the conventional steel cables used previously. A revolution – by ContiTech and the lift producer.

Thanks to these belts, drive systems for lifts have become so small and compact that they fit easily into lift shafts, making machine rooms unnecessary. Just a few millimetres thick, the belts can hold a weight equivalent to that of three small cars. Although they offer great lateral stability, they remain flexible, abrasion-resistant and extremely durable, as zinc-coated steel is virtually corrosion free. These qualities also benefit the environment: Whereas steel elevator cables need replacing every few years, PU belts can be expected to last around two decades.

"Many lift producers are replacing steel cables with flat belts made from polyurethane for exactly this reason. This technology has already been in use at ContiTech for more than 10 years, and the latest generation of our POLYROPE belt is already being tested by several lift producers," Jürgen Zwoll adds.

Passengers enter the lift and stand next to the sweeping panorama windows. They enjoy the view of the mountains along the horizon and watch the airplanes as they come rolling in.

Arrival from Chicago. Ready to fly to Delhi
One of the aircraft out on the tarmac has just come in from Chicago. In a good two hours, it must be ready to set off on its journey to Delhi.

After nearly 8 hours in the sky, the Swiss Air flight from Chicago lands on schedule. There is a slight drizzle in the air. The Airbus, which has been baptised Glarus, rolls towards Terminal E and parks at Gate 52. The fasten seatbelt sign switches off with its customary "pling", sending 326 passengers into a flurry of activity as they leap out of their seats and open up the luggage lockers. Meanwhile, the jetway is being positioned at the exit hatch of the aircraft.

Like a concertina, the jetway’s individual elements extend until they join up with the doorway of the plane. People of all nationalities – from America, China, Japan, Switzerland, Belgium, Germany and Hungary – step off the
plane and head to their connecting flights or to the baggage reclaim hall before leaving the airport. This is the only point in the entire journey where arriving and departing passengers can exchange occasional glances. While some rush for a taxi or train or head off to their cars, others while away the time in the departure lounge until they are allowed to board. Then, they each concentrate on their own personal actions.

**Turnaround in record time**

Fast turnaround times are the alpha and omega of the commercial success of any airport. As the first passengers step on to the walkway, the luggage hatches in the hold below are already opening for unloading. Neon-clad baggage handlers set about their work in a routine manner. Silver and orange freight containers bearing LX numbers appear and are unloaded by luggage staff. Six minutes after the engines have been switched off, one case after another rolls out of the aircraft on a conveyor belt.

Just a short time afterwards, our businessman’s heavy suitcase will proceed in the opposite direction, onto the plane ready to fly to Delhi. Just a few metres away, an enormous lift raises the catering containers into the air, bringing fresh food and drinks onto the plane for the next passengers.

Meanwhile, the cleaning team are ready at the foot of the stairs, waiting for the last passenger to leave the aircraft. Only a short time remains for them to get the cabin shiny as a pin again.

A tanker draws up to the Airbus. Able to hold more than 97,000 litres of kerosene, its fuel lines have been created by ContiTech Fluid Technology and meet all the standards required to ensure absolute quality and safety. In each kerosene pump, belts once again transfer drive power to the pump cylinder. Jürgen Zwoll is familiar with the full spectrum of innovative, eco-friendly drive technologies. He knows exactly where the many drive belts perform their trouble-free operations. “Our high-performance belts set things in motion and keep them that way – which is exactly what airports need.”

**Safety on the platform**

Moving walkways take the incoming guests from Chicago along the first leg of their journey through the airport to the lower floor of the 488 metre-long building.

Incorporating state-of-the-art drive technologies, these escalators and lifts carry the passengers down to the aircushion cableway, the Skymetro. This takes them to baggage reclaim in the main terminal. To keep people from falling onto the track when large numbers are on the move, a glass wall separates the platform from the track, opening up only when the Metro has reached a complete standstill. Its automatic doors and glass walls open up with the help of the high-performance PU timing belts to regulate passenger flows – a security measure that could be adopted the world over.

The rail vehicle covers the 1,138 metres to the main terminal building in just 165 seconds. On its short journey, the Swiss take the opportunity to surprise their passengers with typically Swiss sights and sounds, such as cheerful yodelling, the mooing of cows and the sound of alp-horns. On the wall is a picture of a waving “Heidi” character. The trip is anything but boring and puts a smile on the face of many.
Conveyor belts load the Airbus one case at a time.
Next, the passengers move swiftly to pick up their cases and bags. Bearing labels with the ZRH airport code, these do the rounds on one of the 18 luggage carousels. A look at the dimensions of the luggage transport system shows clearly the logistical challenge the Zürich freight specialists face every day. “Our systems transport luggage over a total of 12 kilometres,” explains Urs Maurer, Deputy Director of the luggage sorting system. “It allows us to process 32,000 items of baggage every day on average. At peak times we even get through as many as 46,000,” he says. The blue-painted main sorter made by Siemens fills a massive hall and is undoubtedly the centrepiece of this system. As well as directing items that have just been checked in to the right departure gates, it moves luggage from incoming flights onto the relevant conveyor belt or onwards for connecting flights. Each individual item is x-rayed, and where dangerous contents are suspected, they are taken out for manual checking. “Even though we have around 340 departing flights daily, we still have spare capacity,” says Urs Maurer. Up to 65,000 items of luggage can be processed effortlessly every single day.

The machinery is powered by some 4,500 motors equipped with thousands of ContiTech timing belts made from rubber and polyurethane. These transfer their power to the drive shafts of the conveyor belts and rail systems as the last few items of luggage arrive from the incoming flight from Chicago.

The rest of the airport experience happens quickly. Trolley in hand, the passengers hastily make their way outside to a taxi, airport transfer bus or to their own car to get home – or to their business appointment.

Tug to take-off
12.20 hrs: At Gate 52, the team has completed its work on the apron at the scheduled time. On board the plane, the crew have carried out all the necessary preparations, and captain and co-pilot are in the cockpit getting ready for the seven-hour flight to Asia.

Over in the lounge, passengers are requested to board the aircraft, starting from the back rows, with First and Business Class passengers permitted to board at any time. In the space of just a few minutes, more than 200 people pass through the turnstiles conveniently, safely and without delay, among them the businessman, who calmly steps onto the jetway.

 Whilst the last remaining bags and jackets are stowed away in overhead lockers here and there, the pushback tractor approaches out on the apron and connects to the wheels of the Airbus A330.

“Boarding completed,” says a voice via the on-board tannoy. The flight captain introduces himself and the engines start up. The heavy tractor also swings into action, manoeuvring the 64 metre long jet into the right direction as though it were no bigger than a compact car.

The aeroplane taxis towards the runway, its engines speeding up. Just a few seconds later, it is climbing steeply into the sky.

Once again, everything has run smoothly at Zürich airport, winner of the World Travel Award for Best European Airport. Already the next long-haul jets are ready and waiting for the high-performance team of humans and machines to deliver their services once again.

Contact: Jürgen Zwoll, juergen.zwoll@ptg.CcontiTech.de
ContiTech: Airport security and comfort

ContiTech’s various business units make for smooth running before and after take-off.

Passengers waiting in departure lounges often while away their time on seats covered in fabrics by Benecke-Kaliko. As well as being highly resistant, these are comfortable to sit on and meet all the stringent fire safety standards that apply to airport fittings.

At airports around the globe, jet aircraft refuel safely and efficiently using hoses by ContiTech Fluid Technology. Because kerosene is highly inflammable, these hoselines are extremely leak-proof and pressure-resistant. They also withstand exposure to chemicals and to the strong mechanical forces arising on contact with fuel. Compensators by ContiTech Air Spring Systems boast similar properties, keeping re-fuelling vehicles safe and secure.

For passengers walking the last few metres to their aircraft along a jetway, concertina walls made from materials by ContiTech Elastomer Coatings keep things comfortable. Highly robust, these move flexibly with the jetway, allowing it to connect securely to Airbus, Boeing and Fokker aircraft. They also protect passengers and crew from the elements as they enter and leave their flights.

In aircraft cabins, ContiTech products accompany staff and travellers literally every step of the way. Wherever high-heeled shoes or the casters of on-board trolleys put floors under pressure, thin, lightweight, hard-wearing floor coverings such as Benecke-Kaliko Flightfloor® are in use.
Mexican dreams: For Ina Seterbakken of the ContiTech Conveyor Belt Group, this exotic country is the first port of call on her career path.
Ina Seterbakken: Young, dynamic, daring

At the age of just 22, a young Norwegian is ready to launch her career in Mexico

Three-time Norwegian champion ice-skater Ina Seterbakken has been working with the ContiTech Conveyor Belt Group sales team in San Luis Potosí, Mexico, since August 2012. San Luis Potosí supplies conveyor belts to the North, Central, and South American market. Conquering this market requires more than a strategically organised sales partner offering short lead times and convincing products; scoring here will take a powerful, committed team that delivers high-quality conveyor belts. As a member of this young, pioneering team, the ambitious 22-year-old Ina Seterbakken has seized her opportunity to actively influence the way this location develops.

The young Norwegian chose Mexico as a place on her wish list and her first choice for her professional career. She previously visited the country in 2011 as part of the Conti Bachelors programme, a dual course of study offered by Continental and taking three years to complete. The student selection process for the programme is extremely tough, but the final qualification represents a first milestone on the road to a career in management with the company. The application process consists of several stages, during which Ina Seterbakken managed to win the favour of HR in the assessment centre. As one of 14 successful candidates chosen from a total of 150 applicants, she was once again able to prove that her skills extend beyond the ice rink.

So far, her Bachelor’s studies have taken her through seven different departments in various business units. This has given her a fundamental insight into the company’s global business activities and allowed her to benefit from her knowledge of the various divisions. After spending eight weeks in Mexico in the summer of 2011 as part of her studies, she was approached by ContiTech, who suggested that she might like to work from her base in Central America to help develop the North American market. The young Norwegian, who speaks good Spanish and fluent English, German, Norwegian, Swedish, and – last but not least – French, did not hesitate: She seized her great opportunity. In a first step, she produced an analysis of the conveyor belt market in Canada and the USA. Her work, which was of great practical relevance, formed the basis for her dissertation.

As well as being fascinated by this exotic country, Ina Seterbakken decided she liked the working environment in Mexico. But how did she actually find out about the company? Having known from an early age that her sporting career would not last forever, the three-time Norwegian ice-skating champion applied for the dual Conti Bachelors degree in business economics while she was training at the Sports Academy in Oberstdorf in the German Alps. “When I was doing the assessment centre, it became clear to me that I really wanted to joined Continental. Everything just seemed to fit,” she says. As a member of the sales staff working in a small seven-strong team, she can now put to good use all the personal strengths she developed while training as a skater. As sporting qualities, her independence, discipline and ambition are the ideal prerequisite for developing the ContiTech Conveyor Belt Group’s location in Mexico with enthusiasm and persistence.

At nine o’clock every day, she has a meeting with her colleagues from the logistics, production, quality and sales departments. Together, they coordinate their ongoing processes. But this is the only fixed event on her daily schedule, as “daily routines” are not something she and her team often have in their work. Ina Seterbakken’s work is as demanding as it is challenging. Most Conveyor Belt Group customers are based in Central and South America. But the site in San Luis Potosí has now defined the USA and Canada as additional target markets in which to win new customers. Ina Seterbakken

“We also have short lead times, which means overall we offer the best possible customer experience.”

Ina Seterbakken, ContiTech Conveyor Belt Group, San Luis Potosí, Mexico
assumes responsibility with confidence and likes to be “hands-on” – a fact she proves every single day. This young cosmopolitan woman has taken on key tasks within the team and her responsibilities include working on markets, analysing customer requirements and building up a sales network.

She sees her area of work as highly varied, with operations in the field being her favourite aspect. She enjoys touring cement plants and mines, for example, where she can see for herself the conditions and requirements her company’s conveyor belts work in. Ina Seterbakken is absolutely certain that new customers will be inspired by the range of services on offer: “We are a small but powerful plant. That makes us extremely flexible and quick to respond to individual customer requirements. We also have short lead times, which means overall we offer the best possible customer experience.”

Her tasks and role within the team are exactly what Ina Seterbakken likes. But what about Mexico and its people? The Norwegian has done a lot of travelling in her life and is always surprised by the cordiality and joie de vivre of the people she meets. The Mexicans, says the young sales team member, are extremely helpful and friendly towards outsiders and they are also very open. Because they distinguish less clearly between their private and professional lives, Ina Seterbakken finds it impossible to feel like an outsider. Just two weeks after arriving there, a colleague invited her to a party. In true local style, celebrations were extensive, elaborate and colourful. She also found help and support in organising her daily life, buying a car and setting up a telephone connection, for example. However, for a European it can take time to get used to the casual approach to personal information. Before getting down to business negotiations about offers and purchasing and other such issues, conversations focus on interactants’ private lives. During discussions, a counterpart’s views and opinions should always be acknowledged, and it is customary to express political viewpoints with extreme caution.

So is there really nothing that she misses when she is in Mexico? Well, there are some things, of course. She misses her family and friends quite badly but manages to keep her mind off her feelings by going dancing three times a week. The former figure skater is particularly keen on the cha cha and salsa. Being quite inquisitive, she is also taking the opportunity to explore the local area. At almost 2,000 metres above sea level, San Luis Potosi, where she lives, lies in the middle of a desert landscape. It is the base from which she explores some of the interesting destinations in the area that can be reached by car in less than two or three hours. With daytime temperatures of 27°, San Luis Potosi is a pleasant place to live. Night time temperatures of around 10° are significantly cooler. The city is an ideal location for day trips, one of which was quite overwhelming. Just a two-hour’s drive from her new home, the landscape and climate changed beyond recognition and she suddenly found herself in the middle of a rainforest with waterfalls and temperatures of 30°. A wonder of nature, she says.

When she comes home in the evenings, Ina Seterbakken is excited to see what the next day will bring. With the first important milestone in her new career already established, what does the ambitious 22-year-old think the future holds? “The way to the top is still open,” she says, laughing, and tells us her motto in life: “Be realistic and attempt the impossible.”

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News

One of the largest acquisitions in the company’s history

August of this year saw ContiTech sign the contract confirming its acquisition of Mobile Climate Systems. The automotive air conditioning business previously belonged to Parker Hannifin Corporation and is based in Cleveland, Ohio. Its acquisition represents the next step in Fluid Technology’s campaign to continue developing its presence in the NAFTA and Asian markets. The acquisition includes plants in Mexico (Monterrey and Montemorelos), the Czech Republic (Chomutov), South Korea (Chonan) and China (Wuxi), which together employ around 1,000 people in total. It is one of the largest in the history of ContiTech.

“This acquisition is perfectly in line with our growth strategy,” says ContiTech CEO Heinz-Gerhard Wente. “Parker has an excellent presence among American and Japanese automotive manufacturers and will open additional doors for us in Asia. The acquisition also makes us a worldwide partner for manufacturers such as Ford and GM and strengthens our business with Honda.”

“Our new presence in North America and Korea gives our air-conditioning business the best possible international setup. It also allows us to open up new markets and access new technologies. We can now offer our customers around the world the full product range from a single supplier,” says Matthias Schönberg, Head of ContiTech Fluid Technology.

The newly acquired business produces coolant hoses and other components for air conditioning systems in passenger cars and light commercial vehicles. Focal points of its development activities include reducing coolant release into the atmosphere and reducing noise transfer.

New US competence centre for plastics

ContiTech Fluid Technology is building a competence centre for plastic lines in Somersworth, New Hampshire, in the USA. After Waltershausen in Thuringia, Germany, this will be the company’s second plastics competence centre worldwide. It has been enabled by investments in the existing hose plant at the site, which has until now produced silicone hoses only.

The first construction stage went into operation in the middle of this year. “There is major demand for plastic hoses in North America. With the decision for plastics production at ContiTech Thermopol LLC, we are shortening transport distances and delivery times for the customer,” says Business Unit Head Matthias Schönberg.

Two systems have also gone into operation already following large orders from Ford and Chrysler. Over the longer term, further systems will follow, raising output fourfold by the end of 2013 compared with figures for 2012. In order to develop the company’s plastics technologies, a third production hall offering 6,700 square metres of space must also be refurbished. The headcount at the site will rise from the current 220 to 335 by the end of 2013.

CSR hose line system assembly

Just two years ago, the plant in Somersworth more than doubled in size when a new factory was erected on an additional 3,600 square metres of space. The facility is home to turbocharger hose extrusion and SCR hose line assembly. June saw the launch of series production of SCR hose line systems for the engine producer Cummins, with further hose production for Caterpillar to follow.
Peak performance for the benefit of our customers

CTi: Mr Müller, around one year ago you started implementing the Continental Business System (CBS) with a team of coaches across the various ContiTech AG business units. Why CBS?

Müller: Continental AG and its five divisions are perceived by the public as a brand as well as a company. With our corporate philosophy we are pursuing three essential goals:

1. We want to improve all the time. By that I mean all of our 27,500 ContiTech employees around the world who are capable of contributing – and who work together with all the divisions at cross-functional level for greater customer benefit.

2. Along the entire value chain, we want to analyse how we can simplify our organisational and working processes and make them less stressful and more efficient. This way, we increase the motivation and responsibility of every employee. It will also allow each and every member of staff to contribute to greater customer satisfaction and to the growth that is planned for ContiTech.

3. We want to focus consistently on the expectations of our customers, offering effective, sustainable support as they rise to new challenges. Working with the many industries we serve, we want to stay one step ahead of global market changes and of constantly evolving environmental influences. At the very least, we want to be able to deliver swift responses to them.

What methods are you using to achieve these goals?

We have given our coaches very comprehensive training and familiarised them with relevant lean methodologies. They are now taking targeted steps to pass these on to employees. One example in this respect is the 5S method. 5S sets out to enable every employee to act on change and improvements independently and exercise a degree of responsibility over their own workplace. But we use a multitude of other aids and tools as well.

How much time you investing in the implementation of CBS?

As much time and manpower as it takes for us to achieve our goals. We are looking at the question of what differentiates us from other providers and producers in our industry. We are also thinking about what makes us an attractive partner...
for customers over the longer term. And we are asking how we can motivate our employees to get actively involved in the continued development of our reputation as a reliable provider in the market who delivers top-level expertise and top-quality products. In this respect, this is a continuous improvement process and the focus of our attention to all the time.

How did you manage to get the initiative to result so many projects already?
Without doubt, that has something to do with the corporate culture at ContiTech, which is very familiar and characterised by trust and the will to change. We have been working on a high level for decades and are now doing even more to exceed that. Our best practice examples show how much our working groups have enjoyed their work and how strongly they focus on results. Ultimately, this is what will make us viable in the future.

Can you name any examples of successes that genuinely benefit the customer?
Sure! Every one of our eight business units is running a multitude of projects, even though we only really got started in 2012. A number of them have already become lighthouse projects.

One is a simple example of even greater efficiency at ContiTech: We have improved the packaging process for our drive belts on the basis of a suggestion from one of our employees. The process can now run completely without interruption. It is little ideas like this one with a commercial advantage that will make us more and more successful.

Another example is the ContiTech Conveyor Belt Group (CBG). Here, we have launched an integration team that is taking sustainable action to optimise mixing processes. Over the medium term, this will ensure that every CBG location around the world can run the same processes, meaning the same product quality in the same time with the same expertise everywhere. That’s what we mean by customer benefit.

Mr Müller, thank you very much talking to us!

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Effective business

The Continental Business System is helping ContiTech employees around the world improve production and business processes.

ContiTech has been working on its continuous improvement processes for several decades. Firmly established in the corporate strategy, its Continental Business System has been helping every one of its business units optimise administration, production and logistics since 2011.

More than ever before, CBS aims to align business activities with customer satisfaction to achieve greater success in international markets. With numerous CBS measures already implemented, evidence is emerging for the fact that the pressures of workloads and deadlines in a highly globalised world have indeed been reduced. Changes have largely been initiated and realised under the auspices of employees. As experts in their field, CBS needs staff to be driving forces and agents for change in their world of work. But process optimisation does not happen on its own. Far more, its clear focus on adding value for the customer involves every production, administration and development department at ContiTech.

Stephan Weisgerber, one of many CBS coaches and leader of the lean integration team (LIT) at the Conti Tech Conveyor Belt Group describes the philosophy behind CBS: “Everything our employees do has to benefit the customer. This means keeping waste to the absolute minimum along our value chains. Colleagues working on CBS use a range of methods to identify potential for improvement and create more efficient work processes. We see this as a holistic corporate philosophy that all of us live by. Its success depends largely on the people who bring the CBS to life up and down the hierarchy.”

Around the world and in every branch of industry, customers expect ContiTech to be the partner by their side. As an important supplier of sustainable products and comprehensive services, they want the company to have a truly global presence, yet be accessible on a local level. From Brazil, the USA, Korea and Turkey to India, China, France and Germany, customers want a uniform and recognisable ContiTech culture that delivers consistently high quality, not only in its processes and products but also in its services – and most of all in its development expertise.

Last but not least, there are the issues of market requirements, legal specifications and new trends. Just like its customers, ContiTech has to deliver adequate responses to these – at all 76 of its sites, in good time, superior quality, and with all the necessary expertise.

“This is about the people in our company. It’s about the way feel appreciated as an important part of the whole.”

Olaf Philipp, CBS Coach at ContiTech Air Spring Systems

Not everything will be different, but many things will be better

Structured and systematic in its approach, CBS pursues one idea: to reduce complex work processes and procedures. With time, all 27,500 ContiTech employees will receive coaching in groups incorporating members of various business segments. The objective is to heighten their awareness of ways to simplify their day-to-day work and organise it more independently and efficiently. One pleasant and highly welcome side-effect is that close involvement strengthens their personal commitment, resulting in larger number of sustainable suggestions for improvement.

“We’re in the middle of the process and learning to look beyond the horizons of our own business divisions and areas of work. Something I particularly like is the way our supervisors lead by example. We work closely with our customers, so this affects our collaborations with our partners,” says Dieter Robertz, Head of Dispatch with the ContiTech Conveyor belt Group in Moers, North-Rhine Westphalia in Germany.

The benefits of the CBS toolbox programme matter to everybody. Every employee’s expertise in his or her own field of work is needed. And what could be more motivating than that?
Continental Business System (CBS)

ContiTech staff draw on the six principles of the Continental Business System to help ensure their products and services address the needs of customers. Along the value chain, from purchasing and development to production, this allows them to take independent steps to improve their working and business processes.

The principles being realised through CBS are those of sustainability, reliability, simplicity, collaboration and optimum workflows.

Growing success around the world – step-by-step

A key element in CBS is the 5S method. Rooted in the corporate philosophy of Japan, 5S has been warmly received by employees. Since optimisation always begins with the individual, sustainable improvement requires significant motivation and self-discipline. Unless you are convinced by the positive effects of a process yourself, you cannot begin to implement it in your area.

The 5S method aims to improve personal organisation, identify unnecessary cost factors, reduce accident rates and keep people healthy. Olaf Philip, responsible for implementing CBS at Air Spring Systems, is monitoring process steps in his business unit: “This is about the people in our company. It’s about the way feel appreciated as an important part of the whole. At the same time, they like to be in a position to determine for themselves how they will contribute to the company’s success.”

The five steps in the 5S method are:

- Sort out
- Set in order
- Sweep
- Standardise
- Sustain and improve your working environment

In the first year alone, these five steps already delivered measurable results. Quality standards in the logistics division of one business unit, for example, have visibly improved even further without major effort.

In keeping with the tenet that clear structures optimise individual work processes, waiting times are becoming shorter and the need for re-working is diminishing. This, in turn, means results are being achieved better and faster and with less working time involved. Take value stream
From left to right: Dieter Robertz, Head of Dispatch for ContiTech conveyor systems, Stephan Weisgerber, CBS Coach ContiTech Conveyor Belt Group, and Friedhelm Litz, Manager for Innovative Products and Local CBS Coach, talk about the latest CBS projects running at the site in Moers, North-Rhine Westphalia.
analyses, for example. These have helped the team ascertain where documentation could be more swiftly processed and redirected, speeding up administration significantly. Change has also come to ContiTech’s meeting culture: Employees can now submit points they would like to see discussed in advance of a scheduled meeting. A clearly structured agenda for the meeting is then sent out to all participants beforehand, allowing them to prepare for their own agenda points as well as for those of others. All this sounds quite simple but it requires a fundamental change of perspective and work procedures. As employees become more consciously aware of their own working environments, their capacity to contribute increases, allowing sustainable processes to evolve. It also creates more time and helps people enjoy their work. “When people have a chance to determine what is going on, they contribute more and become more creative. This improves productivity, so it’s good for everybody – for the employees themselves, for the company, but most of all for the customer, who benefits from shorter throughput times, for example,” says Stephan Weisgerber summarising the situation.

### CBS in top form: Timisoara and Ninghai

The fact that CBS is not a German invention but a globally successful methodology for securing competitiveness is evidenced by the plant in Timisoara, Romania. In their best practice example, ContiTech Fluid Technology employees have shown just how consistent improvements can enhance value creation. The task facing the Romanian team was to revise and optimise the entire supply chain, from suppliers and production to the customer. After just a short time, turnover rates in the warehouse rose by an incredible 50 percent, meaning one third less capital was tied up in undelivered goods. The money this has released can now be invested much more usefully in developing new products with greater customer value.

More often than not, though, the devil is in the detail. For the project teams, bringing about such improvements means immersing themselves thoroughly in each individual stage of work. From supplier development, purchasing and process planning to production, logistics, customer consultations and sales, every step of the process at Timisoara underwent close examination, made possible solely by all departments working together.

Meanwhile, the ContiTech Power Transmission Group facility in Ninhgai, China, faced a major challenge when it had to develop a new production line for moulding V-ribbed belts. Destined for Shanghai Volkswagen (SVW), these items were to be manufactured by a new machine that could be adjusted to suit the customer’s needs perfectly. So now, instead of importing moulded V-ribbed belts from Hanover, Germany, Shanghai Volkswagen sources them directly from the Chinese plant. Complex production steps and delivery from Germany are no longer needed – a saving that is much appreciated by the customer. Sustainable quality is ensured by following a range of systems including the 5S methodology, and further customers in the automotive industry have also shown interest in this all-new solution, General Motors among them.

CBS is all about ContiTech’s people and their dealings with each other as well as with customers. It focuses on identifying potential for improvement and involving employees in the company’s success through their own, independent activities. As numerous further projects get under way for the benefit of ContiTech customers, evidence for this fact will become increasingly clear.

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Polymers avoid the point of no return

The fine textures and quality interiors that make up in-car living spaces can now remain scratch-free – thanks to Benecke-Kaliko's all-new developments.
For many holidaymakers, loading up the car marks the start of the best weeks of the year. But families setting off on their skiing holidays often face a particular challenge: As well as accommodating large pieces of luggage, such as bulky suitcases, travel bags and toys, they also have to squeeze in their skiing equipment as well as several family members. Any items must be positioned securely and, if at all possible, without damaging the luggage compartment.

By the time they reach their holiday destination, the family will have spent quite some time in their vehicle. The interior will have acted as a temporary living room in which they eat, play and pursue their usual activities. All the while, parents warn their children to be careful so as not to ruin the car’s interior. Now, the wishes of meticulous parents are set to come true – thanks to an innovation by Benecke-Kaliko. It comes in the shape of a series of materials with one very special characteristic: Being flexible, these materials bow to the pressures of pointed objects, making scratched surfaces a thing of the past. Secure in the knowledge that blemishes are no longer a risk, families can now set off on their holidays in comfort and with the peace of mind that their vehicles will remain in good condition.

The joy of a new car continues
Advances in exteriors and technology mean every new generation of vehicle becomes safer than the last, thanks to airbags and brake assistance and distance control systems, for example. But interior design is also becoming increasingly important for drivers. Instead of consisting of age-old solid plastics, cockpits have for quite some time been dominated by finely textured, high-quality materials that are pleasant to touch, even in small and medium-sized vehicles. As expectations from in-car living spaces continue to rise, more and more high-class designs are being implemented, along with fabric covers that have been complex to produce and are hopefully built to last. More often than not, however, these aspirations are thwarted faster than might have been thought. Drop a keyring in an unfortunate way or scrape the edge of a bulky piece of luggage across a surface and visible marks will be left. Scuffs on dashboards and door trim panels or in luggage compartments can put a damper on the joy of a beautiful vehicle, leaving owners wondering whether they should have bought their car at all.

But what’s serious to the owner of the private car is actually a comparatively minor irritation for fleet managers and car rental companies. For them, issues
like these have considerable financial implications, with additional money lost on lease vehicles when defects identified on their return. Only 40 percent of new vehicles sold to private customers, while the remaining 60 percent go to commercial users.

“The problem of customer complaints is all too familiar to fleet managers and car rental companies. If one client uses a new car and damages the interior, the next will see the blemish as a sign of poor service. This has a major impact on customer loyalty,” explains Dr Alexander Jockisch, Head of Business Development and Marketing at Benecke-Kaliko. But a solution is at hand in the shape of new surface materials created by his company.

Scratch-resistant and consistently smart
ContiTech’s Benecke-Kaliko business unit is now meeting the need for high-quality yet resistant materials with not one but two innovative products. “We have been thinking about a suitable solution for quite some time,” says Dr Alexander Jockisch.

And the result of these deliberations is not to be missed. The engineers at Benecke-Kaliko have developed scratch-resistant materials that will keep vehicle owners and drivers happy for a good, long time. They are based on the TEPEO 2® Protect and Decoject TM surface materials and incorporate the word “Protect” in their names to reflect their “high scratch resistance”. These products once again make Benecke-Kaliko the innovation leader in high-quality vehicle interior materials. Both can be applied in a wide range of contexts – in passenger cars, transporters and trucks, and wherever else scratches have an adverse effect on the overall impression of the vehicle: on instrument panels, the centre console, storage compartments and door and interior trim panels. Be it a holiday, a business trip or in everyday motoring, vehicle owners and occupants can now enjoy carefree travel without the annoyance of scratches.

Two materials for lasting quality
The difference between the two scratch-resistant materials lies in their applications. The compact foil TEPEO 2® Protect was primarily designed for
Future use in passenger vehicles and offers the finely textured surfaces customers appreciate. Its graining is particularly accurate because Benecke-Kaliko is the only producer to crosslink the surfaces by electron beam. This lends the polymer structure particular stability, allowing grain structures to retain their detail and quality over the longer term. As well as being scratch-resistant because of the polymers they are based on, the foils are sealed with an extremely friction-resistant polyurethane layer. For car rental companies, this represents a major advantage as the materials remain immune to damage by frequent cleaning if appropriate agents are used.

DecoJect™, on the other hand, is a TPO thin-film decorative foil. Highly scratch-resistant, it is designed for use on injection-moulded parts in vehicle interiors as an alternative to paint. With thicknesses of between 0.2 and 0.5 mm, it proves its strengths best in areas exposed to high levels of wear and tear – on doors and map pockets and in the footwells beneath the dashboard, for example. Even in more moderately priced vehicles, DecoJect TM allows attractive designs to be applied with decorative prints and special-effects varnishes.

Development expertise for market maturity

Developing these scratch-resistant surface materials to market maturity took about two years. “We checked out a number of different raw materials and used them to produce various compounds,” explains Dr Joseph Mani, a Development Engineer with Benecke-Kaliko. “We then tested these compounds carefully and extensively until we had developed the perfect quality,” he adds. The material, he goes on, is easy to process and offers all the desired properties. TEPEO 2® Protect can be produced in equally high quality in Germany, Mexico, China or elsewhere. Speaking about the secret to high scratch-resistance, Dr Mani says: “We used polymers that quite simply bow to the pressures of pointed objects.” Being elastic, they immediately give way on contact with the point of a ball-pen or a metal edge and return to their original, aesthetic shape afterwards.

Good news, then, for drivers transporting large items of luggage and for families on the way to their skiing holidays. Vehicle owners will, of course, still have to take care as they stow their luggage in future – but a more forgiving interior will handle minor misdemeanours with grace as the car is loaded, making for a more relaxed start to any journey, no doubt.

According to Dominik Beckman, Global Marketing Manager with Benecke-Kaliko, the market is certainly open to new materials. “These materials will first be used in series products in January 2013,” he adds. “That’s when the new Opel Adam reaches the market with an instrument panel covered in highly scratch-resistant TEPEO 2® foil.”

Good market opportunities in sight

Dominik Beckman is confident that over the longer term these new products will reach out into a broader market. His view is supported by voices from America, where renowned J.D. Power 2011 automotive industry analysts have found out what influence interior quality has on the brand loyalty of vehicle owners. According to their study, 74 percent of new vehicle owners who have not had any problems with interior trim would “definitely” recommend their chosen brand to others. Almost half of this group would buy or lease the same brand again. In contrast, those who experienced at least one problem with the car interior tended to give more negative feedback, with only 29 percent saying they would opt for the same brand again.

By bowing to certain pressures, scratch-resistant materials from Benecke-Kaliko make a solid contribution to customer satisfaction.

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Around the world, working people spend on average 50 minutes a day in their cars travelling from home to work and back again. As numbers increase, the living spaces inside their vehicles are becoming ever more important.

The automobile has influenced our civilisation more than almost any other object. But as well as it functionality, it is the car’s emotional value that so often makes us build up such personal ties with specific models or brands. The way we identify with our cars results primarily from enduring desires and memories that form part of our own history. Many of us once went through a phase in life where having our own vehicle gave us a sense of freedom and adventure. But today, the omnipresence of traffic is more often than not problematic, especially in our cities. Numbers of vehicles registered seem to continue rising sharply, and in the future longer journey times will be needed to get us from A to B. The opportunity to pass this time in a suitably pleasant and constructive manner is bringing a completely new dimension to automotive design as more and more people express their desire for multi-functionality and convenience. Pure mobility is becoming a secondary issue as infotainment and ambience take over.

Much like pilots, who hardly intervene in flight operations at all any more, motorists will be required to do less and less to drive their cars. Many manufacturers already offer sophisticated systems that will allow vehicles to drive autonomously in the not-too-distant future. This will bring fundamental change to life inside.

“A guest article by Peter Naumann, Professor for Industrial and Vehicle Design at Munich University of Applied Sciences”
Phoning, working, reading, gaming and surfing the net will become commonplace in-car occupations. People will swivel their comfy seats around to enjoy a relaxed chat with their companions in a pleasantly designed environment. Interiors will become more and more customised to form private spaces that incorporate a strong personal note. They could even become more important than exteriors. As newly acquired living spaces, the will place tough requirements on materials, which will need to be especially durable and robust as well as highly aesthetic. The importance of vehicle comfort has also been recognised by the automotive industry, which is now making interior design a higher priority. Another area of design is also undergoing an unprecedented heyday: colour and trim, with specialists largely responsible for high-quality interior materials that are pleasant to the touch. Automotive designers seek their inspiration at major furniture shows around the world, in Milan and Cologne, for example. They also visit selected weaving workshops and undertake pilgrimages to material labs run by the chemical industry. All the while, material sciences are booming, with growing numbers of material libraries offering their services.

Already a clear trend towards warmer colours and softer shapes is emerging. Shades of brown and sand are replacing the standard black to convey authentic material identities. Moreover, the overwhelming panels of buttons and instrument clusters are disappearing as intuitive controls and large screens take over. All this is giving vehicle interiors a neater and more generous appearance. Their overall impression is one of greater lightness, suggesting more space for occupants to move. Another important factor is the use of light to create a more homely atmosphere. Overall, the design and quality of vehicle interiors will be particularly important in the future and more adaptable so as to meet the requirements of individual users.

A particularly interesting question relates to what high-quality materials and surfaces will be used for future cars with alternative drive systems. These will need to be extremely lightweight, which in turn means they will be more expensive and of greater inherent value. As in aerospace and aviation, a sense of the aesthetic could develop from pure high-tech design. The complex carbon fibre passenger cell of the BMW i3, for example, will remain visible in the vehicle interior, creating a purist feel that is often referred to as “new premium”. Here, too, the somewhat overused term of “sustainability” once again plays a pivotal role as future customers identify primarily with their vehicles via the question of whether ownership is ethically or socially acceptable. A vehicle’s ecological and social footprint will be a key point in communications and advertising.

Automobiles will always exist in a broad spectrum of different types. From premium to compact, they will continue to satisfy a wide range of needs in the future as they do today. Like smartphones and tablet PCs, intelligent, connected vehicles will become the norm, transforming from a mode of transport to a mobile, multimedia living space. The horizons of functionality and experience will broaden significantly, once again making vehicles attractive to younger user groups. Moreover, two particularly significant aspects will become worth striving for: a durable vehicle base and maximum flexibility in terms of individual trim and equipment options for creating a private living space. Indeed, in years to come vehicles could be so durable that they may even be passed from generation to generation. And they will be packed with memories of countless unforgettable moments in a unique world.

Peter Naumann is a Professor for Industrial and Vehicle Design at the Faculty for Design at Munich University of Applied Sciences. Over the last two decades, he has also enjoyed success with his studio, naumann-design, working for international clients in industry and vehicle design. He is involved in a range of electric mobility projects and performing research with his students on future urban mobility scenarios. Peter Naumann has been a juror in numerous design competitions and publishes on issues and questions around the subject of design.
High pressure Down Under

Australia is set to become the world’s largest producer of natural gas. Special high-pressure hoses by ContiTech are in on the action.

The Gorgons of Greek mythology were impressive, without doubt. With snakes writhing on their heads, their gaze would suffice quite literally to petrify many an intrepid hero. What better name, then, for the gargantuan natural gas extraction programme off the coast of Australia than the “Gorgon Project”? This major operation extracts gas from 11 wells in the Indian Ocean with names including Eurytion, Dionysus and Gorgon. These unusually large reserves are estimated to harbour more than 40 billion cubic meters of natural gas – enough to keep extraction work going for the next 60 years or so. From 2014 onwards, gas sourced from the ocean could supply around 8 percent of global demand. The success of this project demands the Dunlop Oil & Marine segment of ContiTech Fluid Technology to deliver top-quality products strictly to schedule and represents the largest order yet for the hose specialists based in Ashington, northern England.

“We’ve taken on more people in hose assembly especially for this job, and we’re even working special shifts to make sure our monthly deliveries arrive in the right place at the right time. An order of this magnitude takes rigorous project management, but our experienced team in Ashington is used to rising to challenges of this kind,” says Dr Kambiez Zandiyeh, General Manager at ContiTech Dunlop Oil & Marine in Ashington and Grimsby. This order shows clearly that Dunlop Oil & Marine has been successful in developing its global presence in the markets. An important factor in this respect is, of course, product quality. “This job underscores our strength as a global supplier to the gas industry, and this is exactly the field we want to grow in,” Dr Kambiez Zandiyeh points out.
Mega-project in the Indian Ocean
The €33 billion project focuses on activities at Barrow Island, some 50 kilometres north-west of Western Australia. Covering an area of 202 square kilometres, the isle is unrivalled in terms of natural resources. Oil has been extracted here since 1964, and with some 400 active wells, Barrow Island is the largest oil field on the Red Continent.

The Gorgon gasfield was discovered back in the 1980s by an exploration group belonging to West Australian Petroleum (WAPET). But extraction was not economically viable at the time, as gas processing and liquefaction technologies were still in their infancy.

Since 2009, a project commissioned by the Australian subsidiaries of the Chevron, Shell and Mobil energy companies has been constructing a huge natural gas processing plant covering an area of 3 square kilometres. At first sight, its tangle of hoses and pipelines is reminiscent of a gorgon confusion of snakes. But in actual fact, every connection between them follows precise plans. The centrepiece of the project consists of three enormous gas liquefaction systems. Incorporating precisely the technology that has made gas extraction from enormous offshore fields possible at all, they enable the greatest challenge in using natural gas as a source of energy to be overcome: its transformation from a gas to a liquid state. Cooled to temperatures of -165° C, natural gas liquefies and its volume reduces by a factor of 600. This means that one cubic metre of natural gas becomes just 1.7 litres of liquid gas – perfect for special tankers to transport it across the oceans.

Great ambitions
The magnitude of this project shows clearly why Gorgon is so important to the Australian government. By 2015, the country could be the second-largest producer of natural gas in the world, says Tania Constable, head of department at the Ministry for Raw Materials, Energy and Tourism. Moreover, estimates suggest Australia will overtake current world leader Qatar to become the number one producer of natural gas by the year 2020.

But until then, the 3,500 employees working on the giant construction site and the 10,000 or so people around the world providing goods and services for the project still have plenty to do. Since October 2011, ContiTech specialists have been delivering well over 4,000 different types of air, nitrogen, water and chemicals hoses. “Air hoses with an inside diameter of 13 millimetres alone come in 2,000 different lengths,” explains Project Manager Tony Trodden from ContiTech Oil & Marine based in Ashington. Laid end to end, the ones for this major project alone would measure 70 kilometres. An additional 25,000 or so auxiliary parts have also been produced, including a variety of transmissions, pressure sleeves and connectors, many of which are also produced in England.

The European-made components are assembled in Korea, Indonesia, China and Australia ready to be deployed in their various functions on Barrow Island: in hot air ventilators, water supplies and rinse hoses, for example.

The project is due to reach completion at the end of 2012. “We’ve delivered on one of the greatest challenges yet with new product designs and high-quality work,” General Manager Dr Zandiyeh comments.

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Family-friendly award

The month of August saw the ContiTech plant in Northeim, Germany, win an award for its family-friendly working arrangements. This vote of confidence came from the jury of the fifth “Family-Friendly Business in Southern Lower Saxony” competition, which is just one collaborative initiative among a range of associations and political institutions based in the region. Along with the German Aerospace Centre (DLR), based in Göttingen, ContiTech in Northeim came joint first ahead of 18 rival candidates in the category for companies with more than 100 employees. The award was presented by Aygül Özkan, Lower Saxony’s Minister of Social Affairs, at this year’s “Stiftertag” (Founders’ Day Event) in Duderstadt.

“Reconciliation of work and family life is more important than ever in the modern working environment,” says Heiko Eymer, Head of ContiTech Elastomer Coatings. “We are delighted to have received such public recognition for our efforts and commitment.”

With the corporate initiative “Reconciliation of Work and Family Life”, ContiTech is one of the first companies in Germany to offer its employees the opportunity to work more flexibly so that they can balance their working and private lives more easily. In line with Germany’s Family Care Leave Act (“Familienpflegezeitgesetz”), they have been able to reduce their working hours, sometimes with financial adjustments, in order to care for their families. In addition, ContiTech has its own kindergarten with specially long opening hours. “It is important here for line managers to have the courage to try alternative working time models and understand that employees can use smartphones and laptops to carry out their work without being in the workplace,” says Bärbel Sadek-Geipel, HR Manager at the ContiTech facility in Northeim. “We have been able to make significant progress here.”

New plant in Brazil

In the spring of 2013, ContiTech will begin construction work on a new plant that will produce floating and drilling hoses for the oil and gas industries. Purchase agreements for the intended plot of land located in Greater Rio de Janeiro were signed in November of this year. Production is due for launch in 2014.

“The decades to come will see Brazil develop new and ever deeper oil and gas reserves as well as construct numerous floating production, storage and offloading units (FPSOs). This will mean extremely strong growth in the South American market for our floating and drilling hoses,” says Matthias Schönberg, Head of ContiTech Fluid Technology. “To enable us to offer our customers locally produced hose systems and a corresponding range of services, we are constructing the new plant in the same location as our customers’ production locations: In Macae.”

The new South American plant is a strategic new addition that will complement the global production network of ContiTech Fluid Technology. Until now, the Oil & Marine segment has operated plants and engineering offices in the UK, Hungary, the USA and Germany.
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A date to remember: 8–12 April 2013