



2016

ANNUAL  
REVIEW



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# David Collett: ESTA's driving ambition

## 1. HOW WOULD YOU SUMMARISE ESTA'S WORK IN THE LAST TWELVE MONTHS?

The past year has both been one of great achievement for ESTA, but has also underlined how we need to find additional resources if we are to drive the industry forward in the way that the ESTA Board and all of our members want.

I will mention just some of our achievements here:

- We published the SPMT Best Practice Guide
- Our work on a European Crane Operator Licence, one of the biggest projects ESTA has ever undertaken, is progressing well
- We had the biggest Section Transport meeting in many years during Bauma, with many new faces involved from Eastern Europe, thanks to the efforts of our new transport executive.

## 2. THE SPMT BPG WAS A GREAT ACHIEVEMENT. HOW CAN THAT BE FOLLOWED UP?

Personally, I was delighted that the long journey towards getting the SPMT Best Practice Guide was successfully concluded. I know that details of the guide will be given elsewhere in this report, but our job now is simply to ensure that it is as widely read as possible, in as many markets as possible, and to gather all the responses to see what further we can learn from them. This is why we are getting it translated into seven languages, with more to come if the demand is there.

## 3. ECOL LOOKS TO BE MAKING GOOD PROGRESS. HOW DO YOU SEE IT?

ECOL is an absolutely fantastic project, it is moving ahead well and – if we are successful – could have a hugely positive impact on this industry's safety performance, its recruitment success and our efficiency. There is a long way

to go, but the signs are good.

However, it also underlines one important point for the future. ECOL is being driven by Ton Klijn and his working group colleagues, who all have a "day job" as we say. In the long term, we can't continue to rely on the goodwill of our leading members; we need to be able to afford a proper, full-time staff.

## 4. SAFETY REMAINS A PRIORITY AND A CONCERN. HOW CAN "OPERATOR ERRORS" BE REDUCED?

Elsewhere in this report, ESTA's Director Søren Jansen, talks about the need to focus on operator behaviour if we are to have an impact in reducing the number of accidents. He was primarily referring to the crane sector, and ESTA's work with the ICSC and FEM, but there are similar issues in heavy transport as well.

It is critical that we involve our clients in this issue. We need to make sure that they better understand the risks and that jobs are planned effectively.

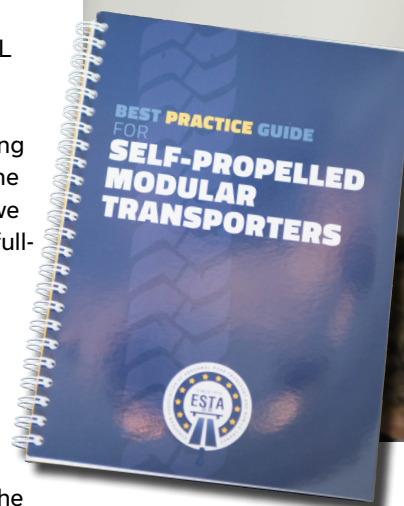
In the wind turbine sector, ESTA will be lobbying for common standards among the turbine manufacturers regarding ground conditions, access roads and their transportation requirements.

This is why we are planning to hold an "ESTA Experts Summit" on the safe transportation and erection of on-shore wind turbines.

This is due to take place in Hamburg on 23 February. More information will be available very shortly.

## 5. SOME OF ESTA'S MEMBERS ARE CONCERNED AT WHAT THEY SEE AS A RISE IN PROTECTIONISM. DO YOU SHARE THAT? DOES THAT MATTER? AND WHAT CAN ESTA DO ABOUT IT?

That is a growing concern, along with the growing unease about the direction of Europe in some quarters – most dramatically illustrated by the so-called



"Brexit" vote in my country, the UK.

We should not overstate it, and we should not end up picking needless fights with individual authorities or jurisdictions.

Having said that, we should not shrink from raising concerns about restrictive practices – for example, petty and pointless regulations that differ often from region to region within EU member states – that are either used to raise funds for local authorities or to try and win votes by keeping some firms out of certain markets.

It remains the case that from a transport perspective, the plethora of different regulations from area to area is a huge waste of money and resource for this industry, and in the end only serves to push up costs for our clients.

To that end we will keep lobbying for the adoption of the Special European Registration for Trucks and Trailers, otherwise known as SERT. It is mentioned in more detail in our Section Transport report.

But the failure of many countries to adopt SERT – part of the European Best Practice Guidelines for Abnormal Road Transport – means that a great opportunity to boost the industry's efficiency and eliminate obstacles to cross-border trade is being lost.





## INTERVIEW WITH THE PRESIDENT



### 6. HOW WOULD YOU LIKE TO SEE ESTA'S STRATEGY DEVELOP?

ESTA's strategy is due for review next year. The existing strategy is listed on this page and has, I think, been pretty successful. I don't want to pre-empt debate about how it might be changed, but it is absolutely right that as ESTA develops so we review what we are doing and how. So if anyone reading this has strong views about what we should be doing in future, then we would love to hear from you.

### 7. WHAT ARE YOUR PRIORITIES IN YOUR REMAINING TIME AS ESTA PRESIDENT?

I have three aims. Firstly, I want to help place ESTA on a stronger financial footing; we are already doing some excellent work, but we could be doing so much more.

Secondly, we have to find ways to persuade the European Commission and their member states to take this industry more seriously and help us to harmonise standards. As far as we are concerned, the single market is largely a figment of the politicians' imagination.

And finally, with a transport hat on, I want to see more involvement in our work from the trailer manufacturers – and I mean from an engineering not a marketing aspect, to help us work together on engineering solutions to

common industry problems. I think we can do much more in that regard.

Last year, I called on the trailer manufacturers to set up an organisation so that we would have someone to deal with in much the same way as the crane section deals with the manufacturers through FEM. I still think that would be an excellent development.

### 8. HOW CAN ESTA'S FINANCIAL CLOUT BE IMPROVED?

That is a very simple question to answer and a very difficult ambition to deliver.

We need to find new revenue streams. The ESTA Supporters category was a first step down that road, and we will be promoting that much more in the months ahead as it delivers not just extra revenue, but also gives ESTA access to expertise through the member companies.

### 9. WHY SHOULD NEW MEMBERS TAKE THE TIME TO ATTEND ESTA'S SECTION MEETINGS AND THE AWARDS EVENING?

Quite simply, they are the best possible networking events for the

whole European mobile crane and heavy transport industries, and – through the awards themselves – a chance to celebrate some of our truly outstanding companies and projects.

The awards and users' night is not just a great party; it is also an opportunity to meet old friends and make new contacts.

If you have not been involved before, I strongly suggest you both enter the awards and make sure you come to the dinner in Amsterdam next April. Details are on ESTA's website and in this review.

### 10. THE NEED FOR CLOSER WORKING RELATIONSHIPS ALONG THE SUPPLY CHAIN ARE OFTEN MENTIONED BY ESTA'S MEMBERS. HOW CAN ESTA WORK MORE CLOSELY WITH CLIENTS AND SUPPLIERS IN THE INDUSTRY?

Communication is the key. I don't mean through the media, but through regular, professional contacts. It is, however a two-way street. We want to talk to them. For the sake of safety, efficiency, productivity and profitability, we feel they should be keen to talk to us.

## ESTA's strategy in brief

#### 1. Networking

Action: Consider enhancing networking opportunities, through the Users' Night, after meetings and at any future summits.

#### 2. Information

Action: Development of the website to act as a recognised information portal about the industry and for our members.

#### 3. Expertise

Action: Use the new website as the focal point for on-line documentation on sharing best practice, European standards and norms, cross-border knowledge and operational know-how.

#### 4. Representation

Action: Pro-actively represent our stakeholders' interests to the various authorities creating focused 'working groups' to tackle key issues in detail.

#### 5. Standardisation

Action: Create standards where none exist, avoid multiple standards, align certification and training of operators. On-going work on ECOL, SPMT and WTG delivery; other issues of standardisation will be raised by members at ESTA's crane and transport section meetings where they can be discussed and developed for the future.



# Safe behaviour our number one priority

Crane safety remains a major concern for the whole industry – initiatives to change behaviour are key

**O**nce again, the past year has seen far too many crane accidents. Many have involved tragic fatalities and injuries, significant damage to property and, of course, a lot of damage to the cranes involved.

It goes without saying that even one accident is one too many. So what can we learn from recent events?

Looking back, one theme clearly stands out. The cranes themselves did not fail. By and large they were not the cause of the accidents. Many people, in the hours following an accident, often point to the crane, as if the reason for the accident was to be found there.

However, as the accident investigators dug deeper into the incident, almost invariably it became clear that the root cause was to be found in human behaviour.

## Challenge is how to respond

The challenge for all of us in the industry is how to respond to this analysis.

Many of you will remember the heated discussions – seven or eight years ago – regarding the override key and the rated capacity limiter.

Many of us were concerned about the consequences if “the key” had to be placed outside the cab and outside the immediate reach of the crane operator, in line with the implementation of the European standard EN 13000:2010.

Now, it seems as if it was indeed a very good idea to move the key, as demanded by the European lawmakers. No accidents have since been recorded involving the crane safety system being deliberately disabled through turning of the key.

## More planning in the preparation of jobs

Asking crane owners what the implementation of EN13000:2010 has meant to them, it appears that more planning goes into the preparation of jobs.

And it also seems that bigger – or more appropriate – cranes now are sent out on jobs, probably the size of cranes that should have been sent out before the new regulations were introduced in 2010.

Changing behaviour of crane owners, operators and our clients is a major challenge for our industry. We need to accept that human behaviour is a major cause of accidents and act on this conclusion today rather than tomorrow.

If we do not, our various public authorities – many of whom are not experts in the crane industry – will act on our behalf with the possibility that they will try and introduce new regulations without sufficiently full and detailed knowledge of the industry.

It is far better that we take the necessary initiatives and work with the authorities from the outset.

## ICSA reports

Safety – and especially safe behaviour – when working with cranes must be our number one priority.

This is an area that the International Crane Stakeholder Assembly has emphasised, with the active support of ESTA.

The ICSA was established by 6 organisations – ESTA, FEM, AEM, SC&RA, CICA and CCMA – to facilitate sharing information on safety, technical and regulatory issues, and promote the harmonisation of international standards.

Examples of safe behaviour are

embedded in three ICSA documents published in the past year, called “Leaving mobile cranes unattended”, “Lifting a load with several mobile cranes” and “Lifting persons with mobile cranes”.

All can be downloaded free of charge from ESTA’s website. All three documents deserve to be studied carefully.

## Safety challenges in the wind sector are growing

Another area of safety concern that ESTA is turning its attention to is the safe erection and transportation of on-shore wind turbines.

Just a few years ago, using large cranes to the maximum of their capabilities was not seen every day. Now it is commonplace, and we have all read about or seen accidents, involving very large cranes, especially when used to erect wind turbines.

Our industry is facing a lot of challenges in this sector when erecting the wind turbines due to the increase of hub heights and the size and weight of the turbines.

Hub heights in Europe often exceed 160 m, the crane boom lengths used are exceeding 170 m, and such extremely long booms are being used frequently in high wind conditions.

What is more, turbine manufacturers are now talking about hub heights up to 200 m or even more.

In order to discuss the many

*continues on page 34*

*Søren Jansen has spent more than 30 years in the crane industry, half of these years working in crane sales, the other half as CEO of a large Scandinavian crane rental company. Along with his activities as ESTA Director, he owns a consulting company.*





# Delivering value but more backing needed

More resources and support critical to build on current progress

In the past year ESTA has taken some major steps forward that might seem insignificant to many members from a heavy lift or industry perspective.

But in my opinion these steps are of vital importance for the further development of the ESTA organisation and our ability to deliver projects that really make a difference to our industry.

One of these steps that may seem to be “just” about bureaucracy was the development of ESTA’s Domestic Rules, which gave companies that met the criteria the possibility of becoming an ESTA “Supporter”.

A second step forward was the appointment of a transport officer, Łukasz Chwalczuk, President of the Board of the Polish Heavy Transport Association, OSPNT.

And another was the election of Iffet Türken from Kässbohrer as the first ESTA Board member from the ranks of the affiliated companies, and also the first female member of ESTA’s Board of Directors.

ESTA supporters are important to us for two reasons. Firstly, involving companies directly in our work increases the pool of expertise that we are able to draw on for particular projects.

Secondly, it also gives ESTA a potential new revenue stream, and strengthening ESTA’s finances by increasing our available revenues will be critical if we are to grow.

Becoming an ESTA supporter is open to all operating companies active in crane rental or abnormal road transport – as long as they are members of their relevant national association which is itself an ESTA member. Supporters must also be prepared to endorse ESTA’s overall goals.

Early signatories include the Nordic Logistics Association, Sarens, CATEXE, Viktor Baumann, Wagenborg Nedlift, Mammoet Europe, ESA, Senn, Friderici Special and Collett & Sons. We are optimistic of seeing many more.

The impact of Łukasz Chwalczuk’s appointment was felt immediately in the attendance at the Section Transport meeting in Munich in April, which was one of the best attended for some time, especially with delegates from Eastern Europe, giving ESTA the chance to make contacts with companies and markets not previously active in the organisation.

And we are greatly looking forward to seeing the effect of Iffet Türken’s energy, commitment and know-how on our future activities.

## Priorities for 2017

As ESTA Secretary, my priorities for the coming year will focus on a number of projects.

Top of the list will be the European Crane Operator Licence project. There is a more detailed report on ECOL elsewhere in this Annual Review, so I will only mention it briefly here.

At the time of writing, progress has been good and the next steps will be to:

- Set up an independent foundation to manage and execute the ECOL programme
- Recruit members for the Governing Board of the ECOL foundation (volunteers from the industry are welcome)
- Adapt the ESTA administration to accommodate the bookkeeping and financial reporting of the Erasmus+ subsidy grant
- Adapt the ESTA administration to consolidate the results of the ECOL foundation as of 2017.

Needless to say, we remain fully committed to the project, and are convinced it will deliver huge benefits for our industry right across Europe.

Other priorities in 2017 will be:

- Trying to boost participation of European heavy transport and lifting companies in the ESTA supporter scheme. (we need to set up an advertising campaign)
- Continue the work on expanding the Crane Capacity index database.
- Try to expand the ICSCA network further around the world by enticing more regional associations to become member.

And finally, we need to build on our successes and make sure that the information we produce is communicated as widely as possible.

In that vein, the ESTA SPMT Best Practice Guide – published earlier in 2016 with great interest – has been translated into six languages and is now available in English, German, Danish, Polish, Spanish and French, with an Italian version on the way.

In short, 2017 will be extremely busy – but all of us at ESTA believe we are succeeding in delivering projects of great value.

If you agree, get involved.

*Ton Klijn is ESTA Secretary. Since 2003 Klijn has been managing director of Wagenborg Nedlift, a Dutch heavy lift and transport company. He is active in two employers’ associations, being a board member of the Dutch association VVT, and Secretary of ESTA. He is also chair of the supervisory board of Aboma, a Dutch company active in safety, certification and crane inspections.*

# Safety and training focus driving industry forward

**E**STA's Section Cranes holds two meetings a year, and they are some of the most interesting and rewarding occasions

in the calendar.

Not only do we see some brilliant presentations on key industry issues – with a particular focus on safety – but they are also an excellent chance to network and make new contacts.

We also hear about the valuable work of the International Crane Stakeholders Assembly and the various ESTA specialist working groups, such as the one working hard to deliver the European Crane Operator Licence scheme.

Many in the industry do not realise that they are eligible to come along and take part – or that the meetings are free.

The Section Crane meetings are open to all of ESTA's member associations – and their members – plus our special members, supporter companies and affiliated companies.

If you are interested in attending, just contact us at [officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu).



By **Sander Splinter**,  
President, ESTA  
Section Cranes

## What do the meetings discuss?

Increasing safety in the industry is the main focus of debate within the Section Cranes. The agenda of every meeting will include a major discussion on an important – and often new – health and safety issue.

Good cooperation with the crane manufacturers, through the FEM's Cranes and Lifting Equipment Product Group, as well as other crane industry stakeholders, makes it possible to improve our equipment, making it safer to use.

Recent issues raised and debated included the following, below.

### 1. Safety incidents with cranes are frequently caused by the wrong reeving of the hoisting cable in the boom head.

A redesign has been requested of the manufacturers through FEM. In the meantime, my company Mammoet has developed its own solution by means of the so called reeving reflector, which can be applied to all types of mobile cranes without interfering with the original design of the crane and makes it simply physically impossible to reeve the hoisting cable wrongly.

### 2. Assembling and disassembling the swing-away jib to a mobile crane is a critical activity during which many accidents occur.

Although real statistics aren't available, this concern is widely recognized in the industry. The question posed by ESTA is whether we, as industry leaders, can come up with a solution making operator errors impossible during these activities.

### 3. We need longer boom lengths and stronger cranes to install the new generation of bigger wind turbines – but we are reaching the cranes' technical limits.

The erection of turbines needs to be done as quickly as possible, meaning that long main booms are the preferred configuration rather than main boom with luffing jib configurations.

By applying main booms up to 160 or 170 metres, the crane industry is coming to the limit of its technical capabilities. Side forces due to wind blowing against the boom and the load cause increased ground bearing pressures and reduce the crane capacity chart.



## ICSA approves three guidance papers

The 2016 International Crane Stakeholder Assembly (ICSA) meeting was held in April in Munich, Germany.

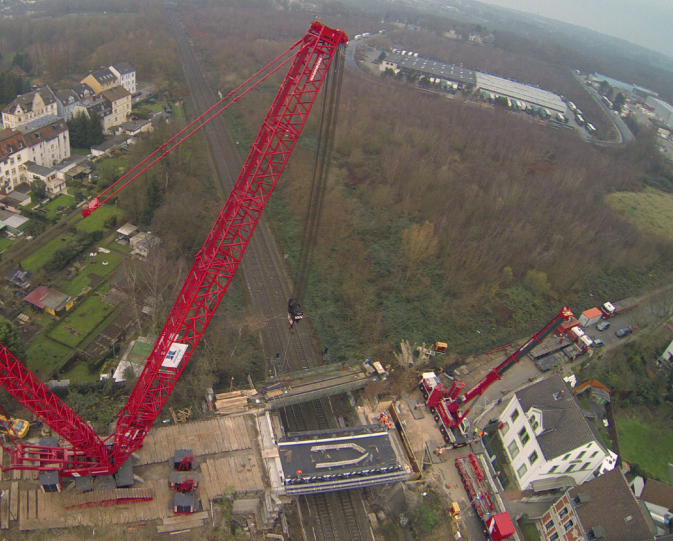
It was hosted jointly by ESTA and the European Federation of Materials Handling (FEM) and brought together 19 participants from 8 countries representing industry users and manufacturers from around the world.

The agenda approved publication of the following three reports:

- ICSA Guidance Paper 001, "Leaving mobile cranes unattended in (partially) erected mode" (2nd Edition)
- ICSA Guidance Paper 002, "Lifting a load with several mobile cranes (multiple cranes or tandem lifting)"
- ICSA Guidance Paper 003, "Lifting persons with mobile cranes".

**All are available free of charge from ESTA's website in the ICSA Technical Documents section in the Downloads library.**





Unexpected wind gusts can easily make a crane topple over. If wind turbines become bigger still, conventional mobile cranes will not be capable of installing these new types of turbines.

ESTA is leading discussions – along with our friends in the manufacturers – about how to deal with this issue.

#### **4. We are introducing a Crane Capacity Index (CCI) to aid transparency in the industry.**

In the old days the crane capacity was simply expressed as follows: The maximum lifting capacity a crane could lift at 3 metres of radius, through 360 degrees.

Today, crane capacity is determined in many different ways, for example, by expressing the maximum lifting capacity @2,7 or 2,5 and even 2,3 metres radius; or only over the rear (back-end) of the crane.

Manufacturers choose many categories in between the well-known classes, e.g. 55 tonne (between 50 and 60 tonne crane), or come with name conventions from which it is impossible to derive the crane capacity.

As ESTA we strive for transparency in the industry, and especially transparency for the end-user. What kind of crane am I buying? What kind of crane am I renting?

The latest version of the crane capacity index is available from the Downloads section of the ESTA website.

However, I have to say that we have been disappointed with the response from manufacturers so



### Engine regulation: FEM and ESTA achieve 18 month extension

Mobile crane manufacturers – supported by ESTA – have achieved an 18 month extension to the timetable for introducing the new Stage V engine emissions regulations – and averted fears of job losses.

The European Commission has said that the new Stage V regulations for engines in all non-road mobile machinery will become mandatory on 1 January 2019.

Under the Commission's original proposals, all OEMs were given a 12 month transition period after the regulations had come into force to adapt their machines to Stage V engines, plus a six month "sell-off" period.

Now, all manufacturers have been granted an 18 month transition period, with mobile crane manufacturers a further 12 months on top of that. The additional 6 month "sell-off" period remains unchanged.

The announcement follows concerted lobbying, led by the FEM's Cranes and Lifting Equipment Product Group with the support of ESTA. They had warned that the Commission's tight timetable would lead to thousands of job losses while the industry adapted to the changes.

far, and we will be calling on them to give us more support in this project.

#### **5. By developing a European Crane Operator Licence, ESTA is striving for a safer crane industry.**

Having a uniform and similar level of education for crane operators would definitely contribute to improving safety, which is why ESTA is putting so much effort and resource into the ECOL project.

A completely harmonised structure for European crane operators will be implemented, hopefully from 2018.

Further information on the ECOL project can be found elsewhere in ESTA's Annual Review, and on ESTA's website.

And finally, as you will see elsewhere on these pages, ESTA supported FEM in its successful campaign to change the timetable for implementing the new Stage V engine emissions regulations – another small sign of ESTA's increasing activity and influence.

**Sander Splinter** is President of ESTA's Section Cranes and Managing Director of Mammoet Europe.



# A successful year – but much more work to do

By **Andre Friderici**, President, ESTA Section Transport

**E**STA's Section Transport has had a very positive year, emphasised by our meeting in Munich which attracted more than 50 participants from 15 countries – with several attending for the first time.

Of course, meetings such as this are only a means to an end. We have to maintain the momentum and ensure that our debates lead to real results that make a difference to our work on the ground. But we feel we are making good progress and moving in the right direction.

## Senior appointments make immediate impact

Our work has been helped by the arrival and involvement of two senior figures, Iffet Türken and Łukasz Chwalczuk.

Iffet took over as Section Transport Vice-President from our long-standing and highly respected official, Wim Richie, who is stepping down (see page 23 for more about Wim).

A board member for business development for trailer manufacturer Kässbohrer and a member of BSK, the German heavy transport and crane association, she is also vice president of TAID, Turkey's Heavy Commercial Vehicles Association, and is on the Supervisory Board of the Council of the trailer, body and bus section of the German Association of the Automotive Industry (VDA).

Łukasz agreed to become transport executive with the task of expanding ESTA's membership and developing and expanding our high-level contacts.

President of the Board of OSPTN, the Polish Heavy Transport Association, he is a well-known expert in the field of transport and forwarding, and his arrival has had an immediate and positive effect.

## SPMT guide – a major achievement

ESTA's best practice guide for the use of SPMTs was published earlier this year.

The new guidelines are another example of how improving safety right across Europe is a key issue for all of us at ESTA.

The guide will be available in seven languages in total, and is downloadable for free from the ESTA website.

More details are available elsewhere in this annual review, but I would like to place on record here our

thanks to all those who worked on it for their efforts and commitment.

## More ESTA Transport Supporters needed

At the time of writing, ESTA had recruited 10 companies to the new "supporters" category – but we need many more, and I would encourage all our association members to persuade more companies to join up.

The cost is low and the benefits are great – the networking, the access to the knowledge and experiences of a wide range of companies from all over Europe and the ability to influence and debate important issues facing our industry.

More supporters means greater revenue for ESTA – which means we can increase our activities – and also increases the expertise available to us as an organisation.

For full details, go to the ESTA Supporters page in the Members section of the website at [www.estaeurope.eu](http://www.estaeurope.eu).

## Subjects under discussion

The following are just some of the "live" issues discussed at recent Section Transport meetings:

- There has been concern expressed in France at the unclear and imprecise fees being levied on transport companies by road structure and infrastructure managers, notably SNCF and the highway companies.
- As part of our plan to develop more effective relations with the trailer manufacturers, we are talking to CLCCR, the International Association of the Body and Trailer Building Industry.

We also debated:

- The new punitive penalty system and fines introduced in the UK for health and safety breaches and whether such rules will become the norm across Europe.
- Safety and lashing point applications; is







standardisation of lashing devices possible or desirable?

- The rules and regulations governing abnormal transport in Germany

Copies of many of these presentations are available to ESTA members on the ESTA website.

### Escorting abnormal loads: a certificate of competence

The UK's Heavy Transport Association presented details of its new Certificate of Competence for Escorting of Abnormal Loads.

The training will be open to everyone who wishes to join, from any country, and the HTA says it is willing to share all the information regarding the training with ESTA members should they want to develop a service themselves.

### Permits, protectionism and SERT

Finally, the difficulties regarding permit granting in the transport industry remain as entrenched as ever.

Increasingly, in many European countries, we see a lot of "new" or revived national regulations and documentation which have the intention of protecting local firms from competition.

The unfortunate truth is that European regulations vary greatly from country to country, a situation underlined by the reported recent difficulties in obtaining permits faced by "foreign" companies in Spain.



## Role of ESTA's transport section

The Section Transport meetings are open to all of ESTA's member associations – and their members – plus our special members, supporter companies and affiliated companies.

**If you are interested in attending, just contact us at:**  
[officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu)

The role of ESTA's Transport Section is to:

- promote safety, quality and professionalism throughout the European heavy transport industry
- highlight inconsistencies within the European heavy transport industry lobby for change, where appropriate.
- support member states in matters where national issues require international intervention or advice.
- wherever possible, harmonise working practices and operational regulations to create an environment conducive to cross-border heavy transport projects.
- provide the basis for minimum standards, where current regulations are ambiguous, ineffective or do not currently exist.

**Information regarding the dates and times of ESTA meetings can be found on:** [www.estaeurope.eu/meetings](http://www.estaeurope.eu/meetings)

At ESTA we will continue to lobby for EU members states to adopt the European Best Practice Guidelines for Abnormal Road Transport, published by the European Commission's Transport Directive.

Crucially, the directive contains SERT, the Special European Registration for Trucks and Trailers, intended to reduce the paperwork and bureaucracy faced by the industry.

A plethora of different national rules and regulations makes the industry less safe, less competitive and puts up costs for our clients – and ultimately for end users and the general public.

With your help, ESTA will keep working for far greater harmonisation at every opportunity.

**André Friderici**, from Swiss specialized transport contractor *Friderici Special*, is President of ESTA's Section Transport. He has worked in the industry since 1975, and is active in ASTAG, the Swiss transport and crane organisation. He has represented ASTAG at ESTA since 2007 and became president of the transport section in 2013.



# Expanding influence in Brussels and beyond

By **Łukasz Chwalczuk**, ESTA Transport Executive



**T**he role of ESTA's Transport Executive is quite straightforward – to develop and improve the services that ESTA provides.

Heavy hauliers from many EU member states are facing the same problems, locally and internationally. And all of them need support from an institute specialized and experienced in heavy haulage to represent their needs, and to take care of their issues.

They expect that a national association will represent their market locally, and represent their interests to regional authorities, government departments and regulators.

But they also need international representation, especially in Brussels, at the European Commission, and at international exhibitions and events where there is the opportunity to liaise with representatives and companies from other markets – which is where ESTA comes in.

## Raising ESTA's profile

For example, we;

- attended the European Commission's 2016 road transport conference in Brussels
- provided a heavy haulage discussion panel at Breakbulk Europe in Antwerp, where over three days we held meetings with hauliers, forwarders and cargo owners
- represented ESTA in Madrid at a Spanish hauliers meetings, to express concerns about new, restrictive Spanish heavy transport rules, an issue that we will be following up.

The simple truth is that ESTA is well known in western countries, but we have a lot of work to do to raise our profile in Europe's central and eastern regions.

Our meeting in Munich earlier this year saw many new faces from different countries, but what was striking was how we were all dealing with the same problems and the same issues, no matter where we were from.

## Reducing bureaucracy

We need to keep making the point, both to our national authorities and to Brussels, that unnecessary bureaucracy and administration makes the industry less safe, reduces our efficiency and

raises our costs – which ultimately means higher prices for our clients and Europe's consumers.

Only by working together can we reach our goal – which is safer and easier heavy transport right across Europe.

As far as policies are concerned, I am working on a small number of priorities.

To be honest, the harmonisation of all of the regulations governing heavy transport – while a commendable aim – is going to be difficult because every country has its own concerns along with different infrastructure, load tolerances and so on.

## Escort rules

What we can address are escort rules, to unify what a pilot car should look like and a unified certificate for the pilot.

We also need to start lobbying more strongly about the poor state of Europe's infrastructure, which is making heavy transport operations increasingly difficult.

And, we need to keep pressing nation states for the adoption of SERT, the Special European Registration for Trucks and Trailers, part of the European Commission's Best Practice Guidelines for Abnormal Road Transport, and intended to replace the different national documents faced by heavy transport firms, reducing paperwork while making sure the authorities have the detailed information they need.

But the over-arching aim is to increase ESTA's membership base, involving companies from countries that traditionally have not been involved in our work.

## Influence in Brussels

This obviously helps us in Brussels, as the more countries and associations we have in ESTA, the more strength we have in talks with the European Union – and it should be stressed that all heavy

*continues on page 34*

**Łukasz Chwalczuk** is Transport Executive for ESTA, a new post created in 2015. He is President of the Board of the Polish Heavy Transport Association, OSPTN, a position he has held since March 2014. A fluent English speaker, he is a well-known expert in the field of transport, forwarding and compensation.



# ECOL – making good progress and on schedule



Work on ESTA's ambitious project to develop a European Crane Operator Licence is progressing well and is on schedule.

Backers of the scheme say that fast-changing technologies and market requirements underline the need for the licence and the importance of the project to the future of the European industry.

ESTA Secretary Ton Klijn said: "The growing sophistication of the equipment and rapid technological change needs to be reflected in training schemes across Europe, some of which are based on structures that in some cases were set up many years ago.

"On top of that, there is the issue of an ageing workforce, which means the existing skills shortages are going to get worse."

Klijn added: "Under our proposed scheme, an employer will have the ability to ensure that any crane operator they take on, wherever they come from within the EU, will have an accepted level of competence if they are ECOL-qualified.

"This can only help the industry meet demand and raise standards of safety."

## Financial support

ECOL is being created by ESTA with financial support from the European Erasmus+ programme that backs education, training and lifelong learning with the aim of boosting economic competitiveness.

Funding for ECOL from the Erasmus+ programme is released in five stages. The first phase has been completed, and at the time of writing the second phase was in the pipeline.

Members of the ESTA ECOL working group have carried out a series of fact-finding trips to Germany, Poland, Norway and the Netherlands.

The meetings with national experts focus on the scheme's learning outcomes – that is to say, what the operator needs to know – and the training plan, a framework which sets out how those outcomes will be delivered.

One of the working group members is Haydn Steele, safety and training manager at UK ESTA member, the Construction Plant-hire Association.

## Learning outcomes completed

He said the trips have been hugely valuable in understanding the situation and needs in different markets - the European licence will supplement,

rather than supersede, existing national qualifications.

"The learning outcomes have been completed, and the generic training design is basically complete as well. It is a lot of work, but the whole project is moving ahead very well," he said.

In addition, work on the ECOL certification programme is underway and hopefully should be largely complete before the end of the year. This sets the standards that testing companies will have to abide by and ensures a level playing field.

ESTA has been drawing on the experiences of similar initiatives in the USA and Australia, organised by the National Commission for the Certification of Crane Operators (NCCCO) and the Crane Industry Council of Australia (CICA).

## Next steps

Next steps include setting up the ECOL Foundation to oversee the future running of the whole project. ESTA plans to have the ECOL Foundation in place during 2017.

The foundation will supervise and monitor the system of education, examination and maintenance. It will set the criteria for becoming an ECOL-educator and for becoming an ECOL-examination institution in this field.

Only when an organisation is 'ECOL-approved' will it be able to train and test operators for the ECOL licence and have use of the ECOL logo.

Klijn, who is also managing director of Wagenborg Nedliff in the Netherlands, said: "It is clear that using ECOL as a way of training everyone to the same benchmark will raise standards, improve site safety and boost employment opportunities for qualified operators."

ESTA also thinks the licence will reduce training and education costs and help make the European crane industry more competitive in global markets.



## Members of the ECOL Working Group are:

Ton Klijn [ESTA], Giovanni Pauwels [Comokra], Lion Verhagen [VVT], Philip Grootenboer [Mammoet Europe B.V], Haydn Steele [CPA], Pia Metsola [Finnish Crane Association, INFRA ry], Jörg Senn [ASTAG], Christoph Behmueller [Liebherr/FEM], René van der Steen [Vakvereniging Het Zwarte Corps], Alexandre-Jacques Vernazza [UFL], Kim Hvolbøl, [The Danish Crane Association], Knut Nordås [Norwegian Crane Association]

# Setting the agenda in Europe

**Iffet Türken** has been elected ESTA's new Transport Vice President. She explains why ESTA is so important to her and the industry.

**T**he reasons Iffet Türken gives for accepting the position of ESTA Transport Vice-President – and adding to her already long list of commitments – are both professional and personal.

She is passionate about ESTA's role in raising standards, improving the business climate and promoting international cooperation throughout the heavy transport and mobile cranes industry – a strategy that fits with her work and priorities at Kässbohrer, where she is a board member for business development.

And she is personally concerned with increasing the visibility and role of women in the transportation industry which, she believes, would bring a more diversified and forward thinking approach into the sector.

But given her already full agenda, why is ESTA so important and what does she hope to bring to the role?

"To be honest, and as all in the industry are well aware, the European Union is not united when it comes to abnormal road transport," Türken says.

"It is still the case that two of the biggest challenges our industry faces remain the harmonisation of equipment transport regulations and the reduction of permit delays across Europe.

"Each country has its own rules and requirements regarding the transport of oversize loads, including the technical capacities of transport equipment, vehicle identification and working conditions."

She continued: "ESTA's role is pivotal in this area, acting as an umbrella organisation pulling together national associations, operators and manufacturers to try and overcome the inconsistencies within the European heavy transport industry, and increase the efficiency in cross-border heavy transport projects."

She insists there is no conflict between this work and the work of ESTA's national association members. They support each other.

"ESTA not only complements the work of national associations, but provides these national associations with a Europe-wide vision for a better and safer business environment."

Türken is also a member of BSK, the German heavy transport and crane association, vice president of TAID, Turkey's Heavy Commercial Vehicles Association, and is on the Supervisory



Board of the Council of the trailer, body and bus section of the German Association of the Automotive Industry (VDA),

What is more, she attends the Executive Masters Programs at the world-renowned INSEAD business school in France, focusing on change management.

She intends to bring that experience to her role at ESTA, which currently has members in 18 countries in Europe. Going forward, Türken wants to see ESTA expand its influence and base geographically, and build on its work to date to reduce bureaucracy and boost cross-border harmonisation.

"There are many ways in which ESTA can set the agenda across Europe. The current work on developing a European Crane Operator Licence (ECOL) is a case in point.

"Another example was ESTA's support for the recent successful campaign over engine emissions, led by FEM's Cranes and Lifting Equipment Product Group, which won the industry extra time to implement the new Stage V regulations.

"And then there was the publication this year of the much-anticipated SPMT best practice guide, which is now being translated into six languages."

Less successful to date, but no less important, was the promotion of the Special European Registration Trucks and Trailers (SERT), one of the recommendations of the European Best Practice Guidelines (BPG) for Abnormal Road Transports, issued by the EU Commission.

"The aim was to reduce the paperwork faced by heavy hauliers, but adoption has been limited", Türken said. "Going forward, this remains one of our key objectives."

She continued: "These initiatives show how ESTA

*continues on page 34*

**“** **ESTA complements the work of national associations, providing a Europe-wide vision for a better and safer business environment.** **”**



# ESTA's SPMT best practice guide welcomed by industry

Guide to be published in seven languages and made freely available

**E**STA's long-awaited best practice guide for the use of SPMTs was published in Munich this April, during the organisation's section meetings and general assembly at Bauma.

The new guidelines help address the problem of trailers tipping over, which has happened on some occasions even though the existing operating rules and stability calculations had been precisely followed.

Now the 10,000 word guide – which has been well-received by experts from across Europe and around the world – is being translated into six more languages to meet demand.

Translations into German, Polish, French and Spanish have already been published and are available free of charge from ESTA's website. A Danish edition has almost been completed and work has started on an Italian version.

ESTA set up a special working group following concerns expressed by both the heavy transport industry and clients at KHL's World Crane and Transport Summit in Amsterdam in late 2011.

The working group included representatives from several leading members, plus manufacturers and clients.

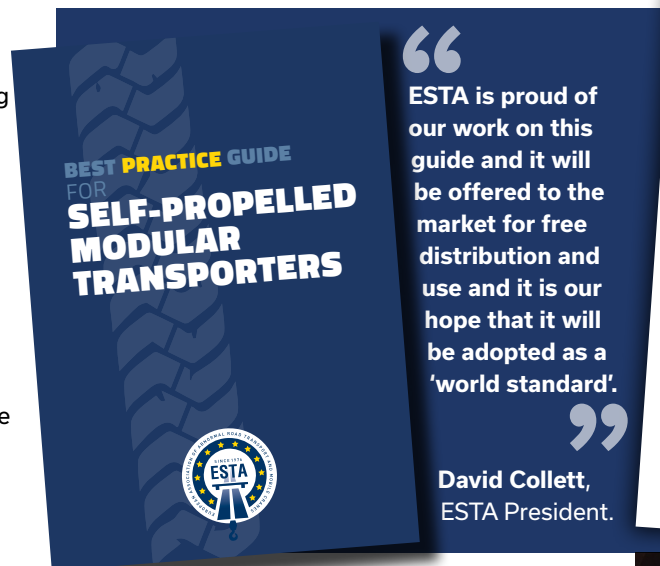
The companies involved were Collett, Fagioli, Goldhofer, Kamag, Mammoet, RDW (the Dutch Department of Road Transport), Sarens, Scheuerle, Shell, Wagenborg Nedliff and The Works International.

The best practice guide covers a wide range of topics including:

- lines of communication
- equipment capacity, maintenance and design
- design of the load
- load documentation and information
- operator and engineer training
- engineering a transport
- work environment

"This has been a very challenging undertaking," said David Collett, ESTA President.

"The intention of this document is to correlate the chain of responsibility for all stakeholders involved with SPMT operations, recommend best practice and serve as a 'base line starting point' for the use of SPMTs from which more complex



transport engineering jobs can be developed.”

He added: “However, it should be noted that the document has been produced, and should be read, with the view that such a complex subject as the ‘use of SPMTs’, means it cannot be prescriptive, or offer engineering calculations, due to the many complex possibilities for this unique transport method.

“Having said that, ESTA is proud of our work on this guide and it will be offered to the market for free distribution and use and it is our hope that it will be adopted as a ‘world standard’.”

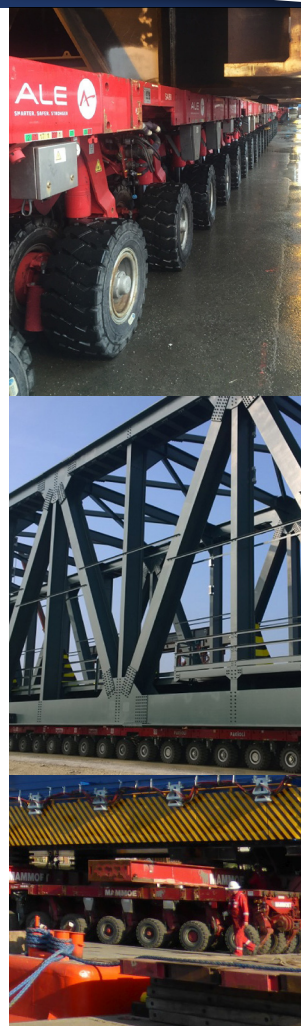
Collett has long emphasised the importance ESTA attached to improving safety in SPMT operations. Speaking last year, he said: “This is a very important issue. When an accident happens the fall-out can be monstrous.

“Of course, there is the issue of personal safety, and that is terrible. But on top of that, a whole project can be threatened and the consequential losses can be huge.”

About the best practice guide, Collett concluded: “This is the most expensive piece of work ESTA has ever carried out and we want to spread it as far and wide as possible. This will help change the face of SPMT operations in future.”

The next steps will be to promote the guide through all 19 countries where ESTA has members, plus offering it to organisations in Asia and the Americas, for their information.

*For further information, go to [www.estaeurope.eu](http://www.estaeurope.eu).*





The winners of the 2016 ESTA Users' Night Awards were revealed on Thursday 14 April in Munich, Germany, at the Hotel Bayerischer Hof, during the Bauma exhibition.

# Celebrating the winners and finalists at ESTA's Munich awards evening

## Awards introduction

The ESTA Users' Night and Awards of Excellence takes place in the Spring of every year and has become a hugely popular event, regularly attracting more than 500 guests.

The awards are open to companies that are members of ESTA national associations, ESTA special members and ESTA affiliates.

In 2016, there were ten categories:

- Cranes telescopic lifting capacity  $\leq 120$  t
- Cranes telescopic lifting capacity  $> 120$  t
- Cranes lattice boom
- Transport – trailer and load under 120t GCW [Gross weight]
- Transport – trailer and load over 120t GCW [Gross weight]
- Combined techniques
- Safety
- Innovation – End user
- Innovation – Manufacturer
- SPMT

The ESTA Board can also decide to make a "Personality of the Year" Award, but this is not presented every year.

The crane and transport jobs of the year are awarded to an individual company for an innovative, complicated or otherwise unusual job, completed safely, professionally and to the client's satisfaction. Smaller companies are especially encouraged to enter. The judging is carried out by an independent jury of experienced professionals, according to a strict points system drawn up by ESTA. The finalists are published in advance of the awards evening, with the winners being announced on the night.

### New category for 2017

A new category has been announced for the ESTA 2017 Awards. The Crane Job of the Year category for telescopic cranes lifting capacity under 120t has been expanded to also include knuckle boom cranes of any type and capacity. Full details and entry forms will be on ESTA's website at [www.estaeurope.eu](http://www.estaeurope.eu)

ESTA's Users' Night and Awards dinner has long had a justified reputation for being one of the great social and business events for the mobile crane and heavy transport industry, and this year was no exception.

An enthusiastic and supportive crowd of well over 500 guests packed into the main ballroom at the famous Hotel Bayerischer Hof in Munich to meet old friends, make new contacts and celebrate some of the industry's outstanding successes.

Details of all the winners and finalists are given below.

### CRANES, TELESCOPIC, LIFTING CAPACITY MORE THAN 120 TONNES

#### WINNER

#### Mammoet Europe, Netherlands

A 150 tonne reactor at a petrochemical refinery in Fos-sur-Mer, France, was transported and lifted into position by Mammoet. The difficulty with







ESTA AWARDS

**ESTA** ★★ ★  
AWARDS OF 2016  
★★ excellence  
Munich, Germany 14 April 2016

#### ESTA President David Collett opens the awards ceremony

this job was that the reactor had to be installed inside an existing unit on a concrete platform at a height of 5 metres. The platform was situated in a very tight place at the end of a narrow passage, which could only be entered in one way, with pipe structures forming obstacles along the route. The proposal was to use a new 750 tonne capacity Liebherr LTM 1750-9.1 wheeled mobile telescopic crane as the main lifter, with a 600 tonne capacity tailing frame mounted on self propelled modular transporter.

#### FINALISTS

##### **BMS, Denmark**

BMS secured and salvaged a collapsed 60 tonne tower crane in two phases because the structural damage did not allow the tower crane to be lifted in one piece away from the building and chimney. The tower crane had to be cut into several pieces.

##### **Koninklijke Saan, Netherlands**

As part of the Schiphol Airport refit, temporary pedestrian bridges had to be placed over the terminal building, across the aircraft platform that also connected with the main building. Koninklijke Saan had seven nights to place seven bridges, with all lifting done at a fully-operational airport.

##### **Wagenborg, Netherlands**

A giant monopile gripper was transported and lifted by Wagenborg for use in the offshore wind industry. Three cranes – 200, 500 and 700 tonnes capacity – were used to lift the construction piece simultaneously along with 12 axle lines of SPMT and ramps and supports.



#### CRANES, LATTICE BOOM

#### WINNER

##### **ALE, UK**

For the Solan Oilfield Development Project, ALE was requested to perform the roll-up of two jacket frames with large and abnormal dimensions. During the project there were a number of different operations, including load-outs, general site moves, strand jacking and crane works. The jacket weighed 10,415 tonnes and the topside was 5,315 tonnes. ALE had to lift four bottles, lift frame B onto elevated supports then lift frame A onto elevated supports before finally lifting the mini-jacket onto the end of the jacket. Frame A weighed 2,685 tonnes and B weighed 2,543 tonnes and measured 115 x 60 x 44 m.



## FINALISTS

### Mammoet Europe, Netherlands

The lifting of a 17,500 tonne jacket for the Gina Krog oilfield – the largest offshore structure ever built in the Netherlands – was completed by Mammoet. With a total weight of 4,200 tonnes per row, this approach required big cranes and a sophisticated tie-down system.

### Sarens, Belgium

Sarens was granted the job of lifting five parts of the new Antwerp Port Authority offices with the construction elements weighing between 150 and 380 tonnes. Due to lack of space on site and an underground parking lot, the Terex CC 6800 crawler crane was chosen and a reinforced crane pad was designed.



## TRANSPORT, TRAILER AND LOAD UNDER 120 TONNES GCW (GROSS WEIGHT)

### WINNER

### Friderici Special, Switzerland

Delivering a 43.5 tonne Siemens

transformer from its factory in Trento, Italy to the FMV power station in Saas Grund, Switzerland, became a difficult job for Friderici Special as the transformer had to be delivered on the other side of the river and the only bridge was limited to a load of 7.5 tonnes. A fly-over bridge was engineered and the positioning of the bridge was done together with a local colleague, the company Clausen, which used a Liebherr LTM 1220-5.2 to put in place the bridge and also unload the transformer. An 8 x 6 Mercedes-Benz SLT tractor unit and 4 axle Faymonville Variomax trailer were used to transport the transformer.

## FINALISTS

### Koninklijke Saan, Netherlands

A Boeing 737-200 aircraft was transported by Koninklijke Saan from Erfurt airport in Germany to a school in Hoofddorp, Netherlands, for use as a training aid for a school. The fuselage, wings, two stabilisers and the vertical stabiliser (tail) had to be removed for transport which was at night.

### TAG Transport, Poland

TAG faced numerous complications when transporting four elements – each weighing 80 tonnes – including getting permissions for the transport route, passing a rail crossing with dismantling rail traction and dismantling or lifting electricity cables.



## ESTA Awards – Judging procedure

The ESTA Awards are overseen by 12 independent jurors who judge several categories in line with their expertise. Furthermore there are two chairmen – one crane – and one transport-related. The whole operation is overseen by the Jurors' Coordinator.

Entries are submitted to ESTA's office manager who passes them all to the Jurors' Coordinator. The Juror's Coordinator will then decide whether the entry should be accepted, refused or whether more information should be requested.

All accepted entries are converted into pdfs – as most of the files sizes are very large – and put on a special secure website, accessible only to jury members from the day the judging process starts.

The jury members score the entries from 1 to 10 on a spreadsheet form, adding any comments, according to the four criteria set out in the rules and regulations. These are:

- Quality of the entry
- Complexity
- Problem solving
- Execution of the operation

The quality of the entry is of great importance. A clear description of the job/process is vital for the jury to get a picture of the quality of the entry.

On the basis of the scores submitted, a committee consisting of the two chairmen and the Juror Coordinator agrees a maximum of 4 finalists in each category, one of which will be the winner.

The decisions of the jurors and the jury committee are final.





## TRANSPORT, TRAILER AND LOAD OVER 120 TONNES GCW (GROSS WEIGHT)

### WINNER

#### Wagenborg, Netherlands

A new composite 45 tonne bridge part was needed to replace the deck of a moveable bridge, and Wagenborg transported it in one piece from the fabrication yard in Rotterdam to the construction site. Wagenborg Nedlift developed a solution to transport the bridge section, measuring 14 x 23 m, in an upright position through the city centre of Utrecht. A conventional trailer with 10 axle lines, a support construction, 200 and 500 tonne mobile cranes and a barge were used to complete the transportation.

### FINALISTS

#### Collett & Sons, UK

The delivery and installation of two 200 tonne transformers was completed by overcoming problems with the size and weight of the load travelling over a level crossing, getting official track possession and laying specialist rail line protection.



## ESTA Awards Jury

Membership of the 2016 Jury for the ESTA Awards is as follows:  
Overall juror coordinator: Wim Richie.

- Peter van Dam [Chair for the following categories:  
Transport|Safety|Innovation|SPMT]
  - John Dyne
  - Wolfgang Draaf
  - Wim Kattouw
  - Wim Richie
  - Ambro Smit
- Cor van Unen [Chair for the following categories:  
Cranes|Combined Techniques|Safety|Innovation]
  - Andreas Gurtner
  - Willem Spek
  - Peter Libert
  - Nils Lundgren
  - Fabio Potestà

Membership of the Jury for the 2017 awards will be announced in the autumn of 2016.

#### Mammoet Europe, Netherlands

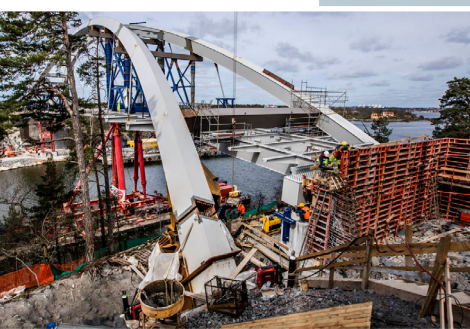
A new regenerator was transported by Mammoet to the PCK refinery in Germany where the refinery's cramped spaces had to be negotiated. A 750 tonne telescopic crane in combination with a 550 tonne mobile lattice boom crane on 8 - 10 axle conventional trailers was used.

#### Ville Silvasti, Finland

The transport contract for two exhaust chimneys destined for a road tunnel in the city of Tampere, Finland, was awarded to Ville Silvasti. The 300

km route had the challenges of extreme winter weather and the exceptionally large size of the cargo but Silvasti was able to transport the chimneys in one piece.





## COMBINED TECHNIQUES

### WINNER

#### ALE, UK

Nacka Bridge, a curved arch bridge weighing 1,650 tonnes and measuring 140 m long, was installed by ALE in several phases using SPMT, strand jacks and barges to transport the bridge and jacking equipment for the final installation procedure. ALE used a combination of techniques, including jacking, strand jacks and rollers under challenging conditions, including working near open water and in a restricted space as well as operating within time constraints and difficult weather conditions.

### FINALISTS

#### BMS, Denmark

The transport and lifting of steel tower sections by BMS combined SPMT and a moveable gantry system for steel tower handling. This resulted in a solution where the transport frame and gantry system was constructed in a manner that made it possible for them to work independently as well as one unit.

#### Fagioli, Italy

Fagioli used 16 axle lines of SPMT (two rows) and an SBL1100 hydraulic gantry for the installation of a 285 tonne hot leveller in Romania. This was a complex operation, which involved great safety precautions for the stability of the hot leveller during transport, skidding and installation.

#### Hareket, Turkey

A 256 tonne gas turbine generator, 305 tonne gas turbine and a 256 tonne steam turbine generator were transported 360 km by Hareket in a six month project. The company used two 14 and one 22 axle line Goldhofer THP/SL, a 10 axle Goldhofer PST/SL-E, a 400 tonne capacity spindle jack system and a strand jack system.



## SAFETY

### WINNER

#### Liebherr-Werk Ehingen, Germany

The LICCON 2 controller is a user-friendly automatic system that allows the luffing lattice jib to be erected easily. It guides crane drivers through the erection process step by step. Both visual and text instructions are output to enable intuitive control. This reduces the control complexity, which relieves the strain on the driver and ultimately means enhanced safety.

### FINALISTS

#### Mammoet Europe, Netherlands

The Reeving Reflector was created to make it impossible to incorrectly reeve the hoisting wire, which can break if not reeved correctly. It improves the contrasts between the sheaves at the top of the mast, the black hoisting rope and the dark rope guide pin.

#### Manitowoc, Germany

Manitowoc has improved the rigging process of the GMK6400 luffing jib in two areas with a new handrail system developed for walking the boom, and preparation and rigging of the luffing jib foot section down at ground level.



## Tii, Germany

The Scheuerle SPMT lighting system, X-Lite, aims to increase safety by improving visibility of people and general obstacles on the route, under ground and the wheel and axle positions. The LED lights are installed directly over the wheels and can be switched and adjusted as needed.

## INNOVATION, END USER

### WINNER

#### Fagioli, Italy

Four MSC cruise ships required enhancement, including the installation of a 1,997 tonne section and skidding of a 13,750 tonne bow section. Fagioli spent 11 weeks on each cruise ship using 22 skid shoes (each with 1,000 tonnes capacity) and 80 axle lines. The ships were cut by the client and their bows were moved using Fagioli tailor made skid shoes. The additional ship section was transported by Fagioli and moved into position between the bow and the stern and the bow sections were then skidded back by Fagioli and the ships were welded back together.

## FINALISTS

#### Mammoet Europe, Netherlands

Needing to raise a high voltage electricity pylon without taking it out of service meant that Mammoet had to come up with a unique approach. Jacking up the pylon remotely using the JS500 jacking system made it possible to maintain an ongoing power supply on the 380 kV structure while jacking.

## INNOVATION, MANUFACTURER

### WINNER

#### Nooteboom Trailers, Netherlands

The Manoovr is the latest multi-PL semi loader for abnormal transport. It offers the most favourable dimensions, weights and axle loads in all European countries, the manufacturer said. For semi low-loaders the height of the floor is extremely important and the Manoovr has an ultra-low floor height of 780 mm without losing load capacity. Similar low semi-trailers have a rated load capacity of no more than 9 or 10 tonnes per axle, while the Manoovr has 12 tonnes, according to the manufacturer.







## SPMT

### WINNER

#### Fagioli, Italy

Fagioli was contracted for the transport and installation of an 882 tonne railway bridge in Bologna, Italy, that was 82 m long, 11.6 m wide and 11.6 m tall. The railway bridge was positioned over the highway A14 and the Bologna ring road. The operation, using SPMT, was divided in several steps due to its complexity and the need to close the roads several times during the three nights required for the installation.

### FINALISTS

#### ALE, UK

When loading-out the lower part of a topside in Stord, Norway, ALE had to devise a suitable method to load-out such a heavy and large load. ALE used 452 axle lines of SPMT, and overcame the challenge of the design and integration of several support packs to stabilise and support the topside.

#### Mammoet Europe, Netherlands

The load-out of a 1,500 tonne, 120 m long ship-loader from land to a Northsea barge was executed by Mammoet using 90 axle lines of SPMT in the port of Gdynia, Poland. Because of insufficient ground bearing capacity on a large part of the site, Mammoet executed the load-out in steps.

#### Wagenborg, Netherlands

Wagenborg used 2 x set of double 6 axle lines and 1 x set of double 4-spacer-4-axle lines to position a new railway bridge weighing 550 tonnes. Because the final bridge position is above the abutments, SPMT sets had to take over the load from each other.

### FINALISTS

#### Goldhofer, Germany

Goldhofer has a new module, type PST/ES-E 285, which is within the 2,430 mm width common with SPMT but it is designed to offer a significantly higher crossfall stability, of more than 19 %, compared to other designs.

#### Liebherr-Werk Ehingen, Germany

The new LTM 1160-5.2 from Liebherr is the successor to the LTM 1160-5.1 and has an increased load capacity of around 20 to 25 %. The width of the vehicle has been reduced from 3.00 to 2.75 m – a valuable benefit not only for driving on public roads but also on constricted sites.

#### Terex Cranes, Germany

Following the market launch of the Boom Booster kit for the Terex CC 8800-1 crawler crane, Terex Cranes is now offering a Boom Booster for the crane's smaller sibling, the Superlift 3800, available in lengths of 24, 48, 60 and 84 m.





## PERSONALITY OF THE YEAR

### Wim Richie retires as ESTA Transport Vice-President

This is not an award that is given out every year, but ESTA wanted to mark the retirement from the board of one of the people who has been at the heart of the organization for many years.

Wim Richie, one of ESTA's most respected figures, has been an ESTA board member for almost nine years, and was involved with ESTA's work for most of the previous decade through TLN, the Dutch association for transport and logistics.

His considerable professional expertise was built up during over three decades working as a senior officer for the Dutch Department of Transport, RDW.

It was an experience that ESTA hugely benefitted from – whether discussing permits, axle loads, heavy haulage lanes or any of the other issues on our agenda. He also made an important contribution to ESTA's production of the European Best Practice Guidelines and the SERT document.

Outside of his ESTA work, Wim had a big influence in the Dutch "LZV" project, which involves experimenting with wide scale road tests and vehicle combinations that are longer and heavier than normal.

Wim will be continuing in his role as Jury Coordinator of the ESTA Awards.

## Thanks, sponsors

**ESTA would like to thank the sponsors of the 2016 Awards for their tremendous support.**

**GOLD:** Liebherr, Terex, TII Group (Scheuerle, Nicolas, Kamag and Tratec)

**SILVER:** Goldhofer, Manitowoc, Schaften Leasing, Tadano

**SUPPORTING:** Doll, Fassi, Faymonville, Global Partners & Iron Planet, GIS, Köhler, Modulift, Sennebogen

**DRINKS RECEPTION:** Cranes4Cranes

### Note: Cranes, telescopic, lifting capacity less than 120 tonnes

There were no nominations in this category this year, due to insufficient entry quality as determined by the majority of the jurors.

## ESTA Awards – how to enter

Entry forms are published on the ESTA website in the early autumn and eligible companies will then be invited to submit their entries. The closing date for completed entries will be in mid-January, with judging due to take place in February and March.

### The finalists will be notified in mid-March.

The winners will be announced at the 2017 ESTA Awards and Users' Night gala dinner on 6 April at the Grand Hotel Krasnapolsky, Amsterdam, the Netherlands.



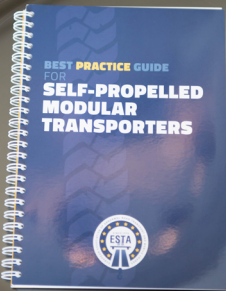
# Meeting in Munich

The following pages are a photo-montage of ESTA's recent meetings and awards dinner in Munich. We hope you enjoy browsing through them. We felt the debates, the awards ceremony and the socialising were all excellent. We hope you agree – and if you were not there, that these pictures will persuade you to come and join us next time.





## ESTA'S AWARDS AND MEETINGS - IN PICTURES









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## ESTA'S AWARDS AND MEETINGS – IN PICTURES





# ESTA'S AWARDS AND MEETINGS – IN PICTURES







## ESTA'S AWARDS AND MEETINGS – IN PICTURES





## Awards winners' gallery





# ESTA members

Member	Company name	Country	Speciality	Internet Address
Ordinary Member	Heavy Transport Association	UNITED KINGDOM	Abnormal Road Transport	www.hta.uk.net
Ordinary Member	Polish Heavy Transport Association [OSPTN]	POLAND	Abnormal Road Transport	www.ponadnormatywni.pl
Ordinary Member	ČESTAND z.s.	CZECH REPUBLIC	Abnormal Road Transport	www.cestand.cz
Ordinary Member	International Transport Danmark	DENMARK	Abnormal Road Transport	www.itd.dk
Ordinary Member	RAI(afdeling speciale voertuigen, sectie aanhangers en ople	NETHERLANDS	Abnormal Road Transport	www.nooteboomgroup.com
Ordinary Member	Transport Logistiek Nederland (TLN)	NETHERLANDS	Abnormal Road Transport	www.tln.nl
Ordinary Member	INFRA ry	FINLAND	Cranes	www.infra.fi
Ordinary Member	Dansk Kran Forening	DENMARK	Cranes	www.kranforening.dk
Ordinary Member	Mobilkranföreningens Service AB	SWEDEN	Cranes	www.mobilkranforeningen.se
Ordinary Member	Anagrual	SPAIN	Cranes	www.anagrual.es
Ordinary Member	Construction Plant-hire Association	UNITED KINGDOM	Cranes	www.cpa.uk.net
Ordinary Member	Vereniging Verticaal Transport	NETHERLANDS	Cranes	www.verticaaltransport.nl
Ordinary Member	A.N.N.A	ITALY	Cranes	www.assoanna.it
Ordinary Member	Union Francaise du Levage	FRANCE	Cranes	www.uflevage.fr
Ordinary Member	Kranutleiernes Landsforening	NORWAY	Cranes	www.mobilkraner.no
Ordinary Member	Bundesfachgruppe schwertransport und kranarbeiten (BSK)	GERMANY	Cranes-Abnormal Road Transport	www.bsk-ffm.de
Ordinary Member	Schweizerischer Nutzfahrzeugverband ASTAG	SWITZERLAND	Cranes-Abnormal Road Transport	www.astag.ch
Ordinary Member	Vereniging van Belgische Kraanverhuurders	BELGIUM	Cranes-Abnormal Road Transport	www.vbkv.be
Special Member	Transport Company Ville Silvasti Ltd	FINLAND	Abnormal Road Transport	www.silvasti.com
Special Member	Hipertrans S.A.	SPAIN	Abnormal Road Transport	www.hipertrans.com
Special Member	Dan-Czech Specialtransport s.r.o.	CZECH REPUBLIC	Abnormal Road Transport	www.dan-czech.cz
Special Member	TORK Industrial Logistics Solutions	TURKEY	Abnormal Road Transport	www.torkprojects.com
Special Member	Viatron S.A.	POLAND	Cranes	www.viatron.pl
Special Member	Spatharas Group S.M.PC	GREECE	Cranes	www.spatharas-group.com
Special Member	Dan Mc Nally Ltd.	IRELAND	Cranes	www.windhoist.co.uk
Special Member	Felbermayr Transport- und Hebetechnik GmbH & Co KG	AUSTRIA	Cranes-Abnormal Road Transport	www.felbermayr.cc
Special Member	Hareket Heavy Lifting and Project Transportation Company	TURKEY	Cranes-Abnormal Road Transport	www.hareket.com.tr

# ESTA affiliated companies

Member	Company name	Country	Speciality	Internet Address
Affiliated Company	Goldhofer Aktiengesellschaft	GERMANY	Abnormal Road Transport	www.goldhofer.de
Affiliated Company	Kässbohrer Fahrzeugwerke GmbH	GERMANY	Abnormal Road Transport	www.kaessbohrer.com
Affiliated Company	Scheuerle   Nicolas   Kamag [TII Group]	GERMANY	Abnormal Road Transport	www.tii-group.com
Affiliated Company	Broshuis International B.V.	NETHERLANDS	Abnormal Road Transport	www.broshuis.com
Affiliated Company	Faymonville AG	BELGIUM	Abnormal Road Transport	www.faymonville.com
Affiliated Company	Doll Fahrzeugbau AG	GERMANY	Abnormal Road Transport	www.doll-oppenau.com



Affiliated Company	Nooteboom Trailers B.V.	NETHERLANDS	Abnormal Road Transport	www.nooteboom.com
Affiliated Company	Terex Cranes Germany GmbH	GERMANY	Cranes	www.terex-demag.com
Affiliated Company	XCMG Imp. & Exp. Co., Ltd	CHINA	Cranes	www.xcmg.com
Affiliated Company	WorldPower Erkin Ltd Co.	TURKEY	Cranes	www.worldpower.com.tr
Affiliated Company	Hef & Hijs Nederland B.V.	NEDERLAND	Cranes	www.hefhijis.nl
Affiliated Company	12hoist4u	NETHERLANDS	Cranes	www.12hoist4u.com
Affiliated Company	Köhler Kran-Service GmbH	GERMANY	Cranes	www.k-kran.de
Affiliated Company	BMS A/S	DENMARK	Cranes	www.bms.dk
Affiliated Company	Kobelco Cranes Europe	NETHERLANDS	Cranes	www.kobelco-cranes.com
Affiliated Company	Manitowoc Crane Group Germany GmbH	GERMANY	Cranes	www.manitowoccranes.com
Affiliated Company	Hovago Cranes B.V.	NETHERLANDS	Cranes	www.hovago.com
Affiliated Company	Sennebogen Maschinenfabrik GMBH	GERMANY	Cranes	www.sennebogen.de
Affiliated Company	Van Schaften Leasing B.V.	NETHERLANDS	Cranes	www.schaftentrucks.nl
Affiliated Company	Spierings Mobile Cranes B.V.	NETHERLANDS	Cranes	www.spieringscranes.com
Affiliated Company	Tadano Faun GmbH	GERMANY	Cranes	www.tadanofaun.de
Affiliated Company	Aboma B.V.	NETHERLANDS	Cranes	www.aboma.nl
Affiliated Company	Re-Move Leasing B.V.	NEDERLAND	Cranes	www.re-move.com
Affiliated Company	VestKran	NORWAY	Cranes	www.vestkran.no
Affiliated Company	Liebherr-Werk Ehingen GMBH	GERMANY	Cranes	www.liebherr.com
Affiliated Company	Havator Group OY	FINLAND	Cranes-Abnormal Road Transport	www.havator.com
Affiliated Company	RUD Ketten Rieger & Dietz GmbH u. Co. KG	GERMANY	Cranes-Abnormal Road Transport	www.rud.com
Affiliated Company	Ritchie Bros	NETHERLANDS	Cranes-Abnormal Road Transport	www.Rbauction.com
Affiliated Company	Fagioli SpA	ITALY	Cranes-Abnormal Road Transport	www.fagioli.com
Affiliated Company	Euro-Rigging B.V.	NETHERLANDS	Cranes-Abnormal Road Transport	www.euro-rigging .nl
Affiliated Company	Ko-Mats GmbH	GERMANY	Cranes-Abnormal Road Transport	www.ko-mats.com
Affiliated Company	Ahmet Yiğit Ağır Nakliyat [Ahmet Yiğit Ağır Nak.Harf.San.ve	TURKEY	Cranes-Abnormal Road Transport	www.ahmetyigitnakliyat.com.tr
Affiliated Company	Nordic Cranes Group AS	NORWAY	Cranes-Abnormal Road Transport	www.nordiccranegroup.com
Affiliated Company	Shell Global Solutions International BV	NETHERLANDS	Cranes-Abnormal Road Transport	www.shell.com
Affiliated Company	Siemens AG	GERMANY	Cranes-Abnormal Road Transport	www.siemens.de

## ESTA supporters

Company name	Supporter	Country	Internet
Collett & Sons Ltd	Supporter	UNITED KINGDOM	www.collett.co.uk
Friderici Special SA	Supporter	SWITZERLAND	www.friderici.com
KHL Group	Supporter	UNITED KINGDOM	www.khl.com
Viktor Baumann GmbH & Co.KG	Supporter	GERMANY	www.viktor-baumann.de
Mammoet Europe B.V.	Supporter	NETHERLANDS	www.mammoet.com
Senn AG	Supporter	SWITZERLAND	www.sennag.ch
Catexe S.A.S	Supporter	FRANCE	www.catexe.com
Sarens N.V.	Supporter	BELGIUM	www.sarens.com
ESA s.r.o. Sp. z o.o.	Supporter	POLAND	www.esa-logistics.eu
Nordic Logistics Association	Supporter	BELGIUM	www.nla.eu
Søren Jansen Holding	Supporter	DENMARK	www.sjaholding.dk
Wagenborg Nedliff BV	Supporter	NETHERLANDS	www.wagenborg.com



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CONTINUED FROM PAGE 6

## Safe behaviour our number one priority

challenges our industry is facing in this area, both now and in the future, ESTA is planning to host a "Wind Summit" in February 2017, for all the stakeholders in the on-shore wind turbine industry.

We hope to involve developers, power generating companies, port and road authorities, civil engineering contractors, crane and turbine manufacturers and crane rental and transport companies.

More information should be available soon on ESTA's web site at [www.estaeurope.eu](http://www.estaeurope.eu).

Finally, I want to thank the mobile crane manufacturers under the FEM umbrella for devoting so many hours – free of charge – to the crane industry in various safety-related and technical working groups. Your efforts are highly appreciated, and we look forward to continue working with you.

And to all ESTA members, ordinary, special, affiliated or supporters alike: Thank you for working with ESTA. Together we are making our industry a safer place, and I look forward working with all of you in 2017.

CONTINUED FROM PAGE 12

## Expanding influence in Brussels and beyond

transport firms are facing the same sort of issues, no matter where in Europe we are based.

How can ESTA increase its political influence? It is a matter of time and effort. As Transport Section Executive, I am in contact with DG Move in the European Commission to persuade officials that only harmonisation and simplification will allow the transport market in the EU to develop successfully.

Our job is to make sure that officials in Brussels and elsewhere hear us loud and clear – and act accordingly.

CONTINUED FROM PAGE 14

## Setting the agenda in Europe

is working to improve the quality of services in the industry. There are many more examples, and will be many more in the future.

Türken first entered the industry in 1996 when she joined leading semi-trailer manufacturer, the TIRSAN Group, after graduating in Political Science and International Relations at the Bogazici University in Istanbul.

She remains personally committed to the benefits of international cooperation and collaboration.

"All my involvements are a key part of my job. The heavy vehicle industry mirrors world trade and with my different roles, I can take the role of ambassador within different cultures and find areas of mutual interest and common ground."



# ESTA AWARDS OF EXCELLENCE

6 April 2017  
Amsterdam, The Netherlands



THURSDAY, 6 APRIL 2017

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AMSTERDAM, NETHERLANDS

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in Europe's crane and  
heavy transport industry

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Europäische Schwertransport-Automobilkranunion  
European association for abnormal road transport and mobile cranes  
Federation Europeene pour les transport exceptionnels et les grues mobiles

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