



2017 ANNUAL REVIEW



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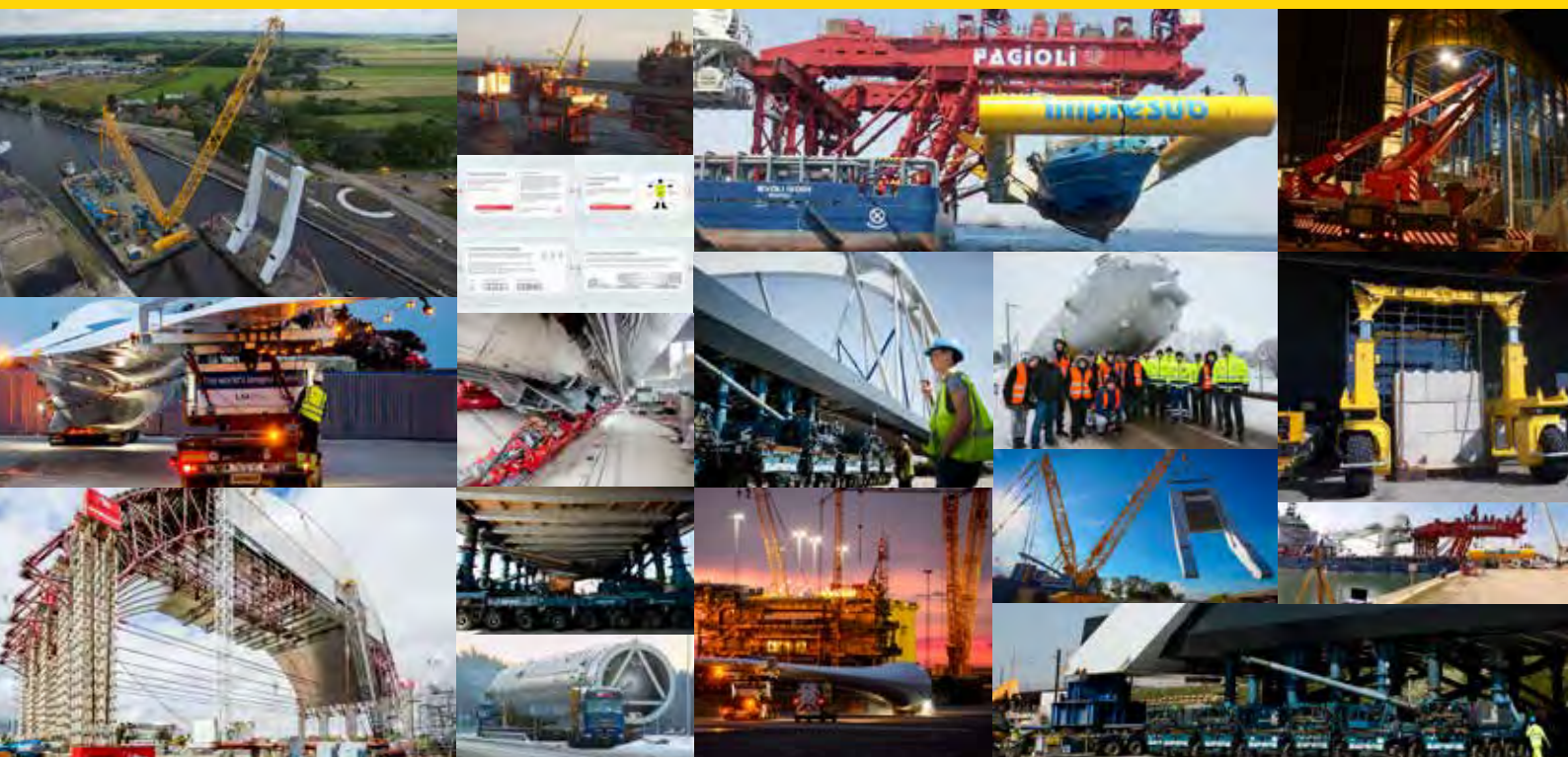
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David Collett: ESTA in fine form – but could do more

WHAT HAVE BEEN THE HIGHLIGHTS OF THE PAST 12 MONTHS?

ESTA continues to make excellent progress – but our members and friends in the abnormal load and mobile crane sectors know only too well that we still need to find additional resources if we are to drive the industry forward in the way we want to.

To that end we hope to attract more members and supporters – and we will be exploring some new options as well.

In the past year, we have seen some notable successes.

- We held a successful ESTA/FEM Experts Summit in Hamburg on safety during the erection of on-shore wind farms
- Work on the European Crane

Operator Licence is on track and reaches an important milestone next year with the launch of the trial “pilot”

- We have now published the SPMT Best Practice Guide in six languages (English, German, Polish, French, Spanish, Italian)
- We helped overturn the Spanish authorities’ attempts to restrict operations of international hauliers

We are also in the process of a planned strategy review, and, as discussed below, there have been some significant changes at the top of ESTA.

In addition, I should mention that the ESTA Users’ Night and Awards continues to flourish. This year’s event sold out, even though it was “free-standing” – that is to say, it was not held alongside a major exhibition such as Intermat or Bauma.

This success underlines one of ESTA’s key roles – giving us all the chance to network, keep up with old friends, make new business contacts and celebrate best practice.

THE ESTA STRATEGY IS DUE FOR REVIEW. DO YOU SEE A MAJOR CHANGE OF DIRECTION?

It has to be said that we have not achieved all we wanted, as quickly as we wanted, but I expect that the essential elements of the strategy will remain in place – even if they are amended and developed.

The five elements are networking, information, expertise, representation and standardisation. We will be releasing more information on our website soon.

SAFETY REMAINS A PRIORITY AND A CONCERN. WHAT ARE THE NEXT STEPS?

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 industry, ESTA has been pressing for the turbine manufacturers to adopt common standards on ground conditions, access roads and their transportation requirements.

And with the turbines becoming ever bigger, we have been lobbying to get our clients to understand the risks involved for the crane companies.

Hamburg was the first step, and we are currently planning how to follow that up. Watch this space.

The conference also opened the door to a number of turbine manufacturers though the power systems group of the VDMA, the powerful and influential German engineering association. Several manufacturers attended and spoke at the conference and we very much hope to keep those contacts going.

HOW IS ESTA FOLLOWING UP THE WORK ON THE SPMT BEST PRACTICE GUIDE?

The long journey towards getting the SPMT Best Practice Guide was successfully concluded in 2016. It has been well received and it is available for free on the ESTA website in six languages – English, Polish, German, French, Italian and Spanish.

Change at the top

As mentioned elsewhere on these pages, this year saw the well-liked and respected ESTA Director Søren Jansen step down.

He has been replaced as ESTA Director by Ton Klijn, who has therefore relinquished his positions as ESTA Secretary and Vice-President of ESTA’s Section Cranes.

Following a board meeting in September, Stijn Sarens of Sarens will be nominated to take over as ESTA Secretary.

Alexandre Vernazza of Mediaco will be nominated as Vice-President, Section Cranes.

In addition, Jens Enggaard, CEO of BMS, has been nominated to take over as ESTA Treasurer from Hendrik Sarens whose term has ended.

All new appointments have to be confirmed by ESTA’s General Assembly.



and authorities to apply for and issue permits for exceptional transport and would also reduce the amount of maintenance required for the upkeep of the roads.

WHY SHOULD BUSY FIRMS 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.

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

HOW ARE THE PLANS FOR A EUROPEAN CRANE OPERATOR LICENCE COMING ALONG?

ECOL is quite simply the biggest and most ambitious project that ESTA has ever undertaken and I am delighted to say that it is on target – thanks to the huge effort made by the working group and the new ESTA Director Ton Klijn. Details are published elsewhere in this review.

WHAT MORE CAN ESTA DO TO HARMONISE STANDARDS AND RESIST THE RISE OF PROTECTIONISM?

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 plan to step up our lobbying for the adoption of the Special European Registration for Trucks and Trailers, otherwise known as SERT – part of the European Best Practice Guidelines for Abnormal Road Transport.

ESTA will also be calling for a system of heavy transport corridors implemented by the various member states. Such a system would greatly simplify the efforts needed by hauliers

Søren Jansen steps down as ESTA Director



Søren Jansen stepped down from his position as ESTA Director earlier this year, at his own request. To say we will miss him is a huge understatement. Søren's knowledge, commitment and good humour meant that he was regarded with the greatest affection by everyone at ESTA and in the wider industry.

Søren's career successfully spanned business consultancy, construction equipment and the crane rental sectors. He spent more than 30 years in the crane industry and is a former President and CEO of Danish crane rental company, BMS.

He has long played a major role in trying to improve safety standards and raise awareness of safety issues, working closely and effectively with the major crane manufacturers.

Born in 1946, he graduated with a degree in engineering from the University of Southern Denmark in 1970. He then spent three years in the Danish army achieving the rank of lieutenant before being honourably discharged.

He joined Danish firm Thomas Schmidt as head of their construction equipment business unit, during which time he studied for a business degree in foreign trade.

He twice worked for the PA Consulting Group, first as a senior consultant and later as a partner.

From 1983 until 1992, he was vice-president and general manager of Mannesmann Demag's construction machinery division in Chicago, USA, and in 1995 became CEO of BMS, a position he held for 13 years during which he completed the general management programme at the INSEAD Business School in France.

Since 2009, Søren has been the owner and CEO of his own company, Søren Jansen Holding Aps.

Søren loved his work with ESTA, just as we enjoyed working with him – and he leaves this organisation in a far stronger state than when he arrived.



Good progress, but stronger influence in Brussels required

Call for closer contact with legislators and regulators

As the newly-appointed ESTA Director, I am delighted to say that the organization continues to make steady progress and expand its influence and activities in line with its core priorities and values.

These remain the tasks of raising safety standards, harmonising European regulations, promoting best practice and celebrating the very best and most professional companies and projects in this industry.

Of course, as ESTA Secretary for some years and as Managing Director of Wagenborg Nedlift in the Netherlands – a post that I have now retired from – I know both this organization and the wider industry very well indeed.

Having said that, I have a very hard act to follow. My predecessor Søren Jansen, who has stepped down for personal reasons, was a hugely

respected and well-liked figure in this industry who put a great amount of effort into raising the status of ESTA around the world.

He will be greatly missed, for his knowledge, his commitment and his good humour.

I have been in my new ESTA position for just a few weeks, but already my in-tray is filling up rapidly.

Top of the list is the continuation of the process of establishing ECOL, the European Crane Operators Licence.

The ECOL Foundation has been set up and the Supervisory Board will be in place in October. There is a detailed feature elsewhere in this publication, and further information is on the ECOL website at www.ecol-esta.eu.

But I would like to say how pleased I am that VDMA – the German engineering industry association – has shown its commitment to the project by seconding Terex Cranes President Stoyan (Steve) Filipov to take a seat on the ECOL Supervisory Board.

Likewise, the trade unions signaled their support by sending René van der Steen Vakvereniging Het Zwarte Corps (HZC), as their Supervisory Board member.

Next on the list will be ESTA's contribution to the work of the European Regulations Committee with FEM and the EN13000 norm committee.

There are a lot of important changes in the norm upcoming and I think it is important that not only the voices of manufacturers and legislators are heard, but also that of the users.

Since my roots do not only lie in cranes, but also in abnormal transport, I intend to involve myself in the Transport Section also.

More contacts with legislators and the forging of a European network

amongst permit issuing bodies in the various European countries is of the utmost importance.

In my opinion ESTA needs to take the lead in discussions and not only react to what is thrown at us from Brussels.

Last but not least I will aim at expanding our membership base into the last European countries that are not (yet) a member of ESTA. The better our representation the more influence we can exert.

Finally, as a statement to our members I would like to say the following.

We all know the EU and all its workings are far from perfect, but looking away and stating that we can't be bothered is not going to help us, as this will not make the EU go away.

And as long as we are convinced the EU will stay in existence, we had better do our best to exert any influence we can, to get the best possible decisions made in our field of expertise and interest.

Failure to do so will leave the crane and transport sector hostage to politicians and single-issue lobbyists with ever new, impractical and damaging demands.

Ton Klijn is ESTA Director, a position he took over in September 2017. Previously ESTA Secretary, he has been active in the heavy lift and transport industry since 1977. From 2003 to 2017 when he stepped down, Klijn was managing director of Wagenborg Nedlift, a Dutch heavy lift and transport company. He is a board member of the Dutch association VVT, and is also chair of the supervisory board of Aboma, a Dutch company active in safety, certification and crane inspections.

“ There are a lot of important changes in European regulations upcoming and I think it is important that not only the voices of manufacturers and legislators are heard, but also that of the users. ”

“ The forging of a European network amongst permit issuing bodies... is of the utmost importance. ”



Focus on safety, training and transparency

Meetings are invitation to network and debate

ESTA's Section Cranes – come and join us

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

I appreciate that everyone expects me to say this – but they really are an excellent chance to network, make new contacts and to learn about the latest developments in the industry.

The meetings are held twice a year, once in the Spring alongside the ESTA Awards – usually in Munich, Paris or Amsterdam – and again as part of ESTA's Autumn gathering, usually hosted by one of our member associations.

Safety tops the agenda

Given ESTA's beliefs and strategy, safety in all its aspects is always high up our agenda and every meeting includes a new health and safety presentation.

Indeed, if any reader has a crane-related health and safety issue they would like to present, please contact the ESTA office. We are always keen to hear about new ideas, concerns and sources of information.

Our section meetings hear from our colleagues on the various ESTA specialist working groups, notably the one responsible for the European Crane Operators Licence (ECOL) project and the one on European Regulations that covers our work on issues such as the recent debates about rated capacity indicators and the EN13000 standard.

The ECOL project has been covered in detail elsewhere in this publication, but from the perspective of the crane section, it is a hugely important project

with the potential to make a significant contribution to improving the safety and efficiency of crane operations throughout Europe.

ECOL is the biggest and most ambitious project ESTA has ever undertaken and next year, 2018, will see it take a major step forward with the launch of the trial "pilot" scheme in February.

We also discuss the valuable work of the International Crane Stakeholders Assembly, whose members include our colleagues from CICA in Australia and the SC&RA in the USA. The most recent meeting was in Las Vegas in March during the Conexpo exhibition.

Hearing about their concerns and their solutions to common problems, and making them aware of our perspectives in return, helps our industry to become steadily more professional and efficient.

If you are interested in attending the Section Crane meetings, contact us at officemanager@estaeurope.eu.

What do the meetings discuss?

I would like to say how pleased ESTA is to receive excellent cooperation with the crane manufacturers, through the FEM's Cranes and Lifting Equipment Product Group, as well as other crane industry stakeholders – cooperation that leads to hugely beneficial debates about equipment improvements.

Recent subjects covered include the following:

1. REEVING OF HOOK BLOCKS

I showed a safety presentation from Mammoet regarding reeving of hook blocks and how easily they could be reeved the wrong way. A copy of this safety presentation is on the ESTA website

2. MOBILE CRANES ON FLOATING BARGES

The ICSA has established a working group aiming at developing a guideline for mobile cranes working on floating barges. The working group will be chaired by SC&RA. This followed the Alphen aan den Rijn accident in 2015.

3. ERECTION OF WIND TURBINES: ACCESS ROADS AND HARDSTANDS

Another working group, chaired by CICA in Australia is working on producing internationally accepted guidelines for access roads and hardstands in connection with the erection of wind turbines.

4. HPFR ON MOBILE CRANES

High Performance Fibre Ropes (HPFR) were discussed as a possible alternative to today's steel wires on mobile cranes. Klaus Meissner from Terex gave a presentation, a copy of which is on the ESTA website. Much testing is still needed before such a change can take place - if it can at all. Hans-Dieter Willim from Liebherr warned that a full conversion would require significant redesigns.

5. ACCIDENTS WHEN PULLING OUT AND PINNING SWING-AWAY JIBS

This seems to be a worldwide problem, because operators/riggers are not always paying full attention when they are pulling out the swing-away jibs. There is a proposal for a text to be written into the next revision of the EN 13000, in approximately 2-3 years from now.

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

Permits, protectionism and fighting bureaucracy

Need for closer European
co-operation greater than ever

There is no doubt that ESTA's Section Transport is gaining strength and influence, and some of the stories on these pages are testament to that.

This progress is due in no small part to the efforts of my colleagues, Iffet Türken, and Łukasz Chwalczuk.

Iffet is the ESTA Section Transport Vice-President, a board member for trailer manufacturer Kässbohrer and a member of BSK, the German heavy transport and crane association, while Łukasz is ESTA's Transport Executive and President of OSPTN, the Polish heavy transport association.

In the past year or so, we have welcomed a new special member, Hermes, the heavy transport and lifting group from Greece, and also three



new supporters, all heavy transport and logistics companies from Poland – MTD Skuratowicz, TAG and Maro Trans.

We are delighted to have them on board and to be able to work with them and learn from their expertise and perspectives on the issues facing this industry.

We need many more members and supporters like to them. With more and better support, and by clearly spelling out to non-members what ESTA stands for, there is so much more we can achieve.

Discussions and action in the past year have been dominated by two themes.

Better client influence

The first is the need to extend our influence and contacts along the supply chain among governments, clients, regulators, main construction companies and engineering consultants.

We took a small step down this road with the successful conference in Hamburg in March during which we were able to discuss with some of the turbine manufacturers

Of course, nothing changes as a result of one, one-day meeting. We will need to keep the debates alive and keep exerting pressure for change

Role of ESTA's Section Transport

The Section Transport meetings are an excellent opportunity to network and hear about some of the most pressing issue facing the heavy transport sector. They 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

The role of ESTA's Transport Section is to:

- promote safety, quality and professionalism
- 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



whenever the opportunity arises.

But at least it was a start, and hopefully those present will appreciate the issues this particular sector is facing – and react accordingly.

Protectionism and permit logjams

The second theme is the ongoing, and increasingly severe problems with permitting, the related rise of protectionism

and the ever-changing and increasing web of bureaucracy that is enmeshing this industry.

Going forward, at ESTA we must step up our lobbying for EU member states to adopt the European Best Practice Guidelines for Abnormal Road Transport, first published by the European Commission's Transport Directive back in 2005.

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

This is not a problem with one just country – although the row with Spain (see separate box story) made a lot of headlines.

The simple truth is that asking for a permit is taking longer and longer.

For example, I know of a firm that had two identical loads on identical routes, one after another.

The first job was carried out satisfactorily and safely, with all the paperwork and permissions in place in good time. The second job was identical to the first, yet had great trouble receiving the relevant permissions. Why?

In Germany, we have been receiving reports of lengthy delays. Jobs that used to receive the necessary permissions in 10 days, now sometimes have to wait for six weeks or even more.

In Italy, we were recently told that the cost of making the necessary engineering calculations to check the strength of a bridge had risen almost 8-fold – on the same bridge for the same transport as previously.

There are many, many similar stories.

Part of the problem is that many authorities are understaffed, short of money and have lost a lot of engineering and transport expertise.

Add to this, the opportunity to make money by charging increased fees – for checking the strength of a bridge for example – and the growing desire in some quarters to keep out “foreign” hauliers, and you have a pretty toxic mixture.

The end result is a less efficient industry that is less safe and has higher costs for the client and ultimately the general public.

Victory in Spanish permits dispute

Spanish transport authorities backed down in their attempts to enforce changes in the country's exceptional transport regulations that discriminated against international hauliers.

The move follows a series of complaints made to the European Commission and the Spanish government from ESTA, the International Road Transport Union (IRU) and a host of national trade bodies.

One of the most vocal critics of Spain's action was TLN, the Dutch Association for Transport and Logistics and a leading ESTA member.

Ambro Smit, TLN's policy advisor on technical affairs, said: “We are very pleased that Spain has been forced by the Commission to change this absurd and discriminatory regulation.

“All our lobby work to end this ridiculous situation has paid off. We now have the same exemption conditions as Spanish hauliers. And that's the way it should be.”

The Spanish u-turn effectively means that from this June the rules have reverted to what they were before the change. Many in the industry have been surprised at how quickly the situation has been resolved.

The dispute first arose in April last year when Spain unexpectedly changed the rules governing long-term and special permits in ways that seriously disadvantaged non-Spanish companies, raising their costs and causing delays and unnecessary bureaucracy.

The Spanish authorities decreed that long-term permits would in future only be available for Spanish hauliers, not international firms.

In addition, for international firms only, short-term permits that had previously been valid for up to 25 trucks and trailers would in future only be valid for a single truck and a maximum of 25 trailers.

The change had the impact of reducing the viability of operating in Spain for firms from the rest of Europe. .

An official complaint was lodged at the end of last year with the European Commission, but the Spanish authorities argued that the changes were acceptable under European regulations.

However, after a second complaint was taken up by Brussels, the Spanish authorities backed down, a move that has been widely welcomed both for the decision itself and the speed with which it was taken.

Need for heavy transport corridors

Alongside the work on permits and related issues, ESTA will step up our efforts to have a system of Heavy Transport Corridors implemented by the various member states. Such a system would greatly simplify the efforts needed by hauliers and authorities to apply for and issue permits for exceptional transport and would also reduce the amount of maintenance required for the upkeep of the roads.

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André Friderici, from Swiss specialized transport contractor Friderici Special, is President of ESTA's Section Transport.

ESTA's commitment to central and eastern Europe

Declining infrastructure a growing concern

By **Łukasz Chwalczuk**



The role of the Transport Executive is to try and expand ESTA's influence and membership, especially in the abnormal road transport sector and in Eastern Europe.

In my view, there is no doubt that there is great appetite in Eastern Europe for a pan-European organisation such as ESTA to lobby for the harmonisation of standards and work to improve safety.

This view was reinforced by a survey I took of the members of my organisation the Polish heavy transport association, OSPTN.

This showed an overwhelming demand for the central role that ESTA can play in disseminating, analysing and sourcing information relevant for the heavy transport sector.

We are beginning to attract new faces from different countries, and what is always striking is how we are all dealing with the same problems and the same issues, no matter where we were from.

The key question is how can we increase ESTA's influence with our politicians and regulators, especially in Brussels. Many issues simply come back to the fact that there are no common, European rules or standards.

However, in the meantime, we must do the best we can to make this industry as efficient, safe and fair as possible.

We have been working with Poland's Ministry of Development on regulations for a new digital permit system – similar to that which operates in the Netherlands or Sweden – automating route reconciliation, bridge calculations and the permit issuing process for heavy transport operators.

Also in Poland, the OSPTN has been lobbying for a new system of regulations and permits for mobile cranes on public roads, which will make life easier for crane rental companies and will come into force in the next 6-10 months.

Our struggles in Poland are reflected in different ways across Europe where the plethora and variety of regulations shows no sign of dissipating, and whatever the reason behind them, they severely restrict cross-border business.

One example is the variety of rules on load-axle pressure limits for abnormally heavy carriers on public roads, with Germany and the Netherlands allowing for 12-tonne axle pressure, while other countries restrict this to eight, 10 or 11.5 tonnes.

In another example, some German authorities are adopting a less flexible interpretation of a 20-year law regarding haulage drivers' capacity in German language communication skills – something that some hauliers feel is being used by regulators to clamp down on foreign operators.

Signalling rules and escort procedures are other key areas that vary considerably throughout the EU, and make life extremely challenging for abnormally large project cargo handlers.

The unification and standardisation of regulations across the EU should be something that Europe in general, and we at ESTA, must increasingly focus on.

But while the harmonisation of all of the regulations governing heavy transport is a long-term goal, in the short term we can also address specific issues such as 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 as the lack of investment following the financial crisis comes home to roost.

But the foundation of all our work is the overarching aim to increase ESTA's membership base.

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

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.

Connectedness the key for future success

How we can benefit from a more effective use of social media.

By Iffet Türken



It is a long-standing ESTA policy to try and improve our contacts with a wide group of organisations – national and local governments, the European Commission, regulators, clients, contractors,

consultants and more.

The recent successful conference in Hamburg on the safety issues surrounding the transportation and erection of onshore wind turbines was a case in point, attracting support from wind turbine manufacturers and energy companies.

This was a good example of connectedness between people in different organisations helping to deliver better understanding and deeper knowledge – and also helping to create resilience.

Of course, there are different ways to deliver that connectedness – but from my research there is no doubt that it can be enhanced by a business-oriented approach to social media.

So how can the formation of virtual communities through social media help ESTA and the abnormal road transport and mobile crane industries with our aims and how can we maximise the benefits?

The first and obvious benefit is resilience in times of crisis.

In the world we are seeing more and more crisis situations – whether economic uncertainty, due to climate change and natural disasters, or terrorism.

Connectedness through social media can create the possibility for participants to tap into each others' expertise, to take collective action and make it possible to deal with setbacks more easily and more quickly.

Secondly, the virtual communities and the increased connectivity that they deliver are a huge asset for diverse groups working towards a common goal.

In an industry as varied and geographically dispersed as ESTA's this is a huge benefit.

The networking delivered by the Section Crane and Transport meetings and the annual ESTA Awards is very important and very enjoyable, and the work of the various working groups hugely valuable.

But I feel we can supplement both these activities with an enhanced use of social media – especially by creating groups that work with different stakeholders from regulators and government bodies to private sector clients and their associations.

To work with different stakeholders from a wide range of organisations will help create a richer source of discussions and knowledge and help overcome the natural fragmentation of the industry.

Many companies and associations are already moving in that direction, but this is an industry that is very traditional. We could be much more adventurous and effective.

I think we can be more agile, broaden our relationships along the supply chain and create new groups with different organisations to help us work together on projects such as the standardisation of signage, escorting rules, or permits.

Such groups might also help us diversify the industry's intake of young people, perhaps attracting more women.

One tool used by many executives is WhatsApp. Virtual teams, who work at different locations, are increasingly common. The synchronised communication offered by WhatsApp means that distributed team members can communicate effectively in real time.

Aside from facilitating decision making, it can help build trust and a sense of community among virtual teams, improving working relationships and thus performance.

As part of my work at INSEAD, I conducted a survey of business executives' use of WhatsApp.

It was clear that WhatsApp business groups have the potential to improve communication within virtual teams, improve their day-to-day work, boost

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Iffet Türken is Vice President of the ESTA Section Transport and an executive board member at Kässbohrer. She is a recent graduate of the INSEAD Executive Master in Consulting and Coaching for Change.

She is writing here in a personal capacity.



Challenges in onshore wind farm construction. By Sander Splinter

Pan-industry action essential to improve safety



With our colleagues at FEM, the European Materials Handling Federation, we at ESTA want to see new industry-wide best practice guidelines for the

lifting and transportation of wind turbines.

We think such guidelines are vital and will both improve safety and the industry's on-site efficiency.

The need for such guidelines – and how to achieve them – was a central theme at the Experts Summit organised by ESTA and FEM in Hamburg back in February this year.

Under the title of New Challenges in On-Shore Wind Farm Construction, it attracted over 130 delegates from 59 different companies and organisations.

Crucially, the conference also received support from VDMA Power Systems, part of the German Engineering Federation and whose members include the major turbine manufacturers. As a result, we hope to continue talking to the VDMA about producing such guidelines.

Separately, the International Crane Stakeholder Assembly is planning to produce a special guidance paper on standards for access roads and hard stands.

This followed discussions supported by ESTA at the annual meeting of the ICSA in Las Vegas last March, hosted by the Association of Equipment Manufacturers and the Specialized Carriers & Rigging Association.

Apart from ESTA, AEM and SC&RA, other ICSA members include, FEM and the Crane Industry Council of Australia (CICA). The guidance paper will

ESTA AND FEM EXPERTS SUMMIT

NEW CHALLENGES IN ON-SHORE WIND FARM CONSTRUCTION

SAFETY, PRODUCTIVITY AND THE SUPPLY CHAIN

be developed by a new working group chaired by Brandon Hitch, Chief Executive of CICA.

Admittedly, these are only first steps. But they are a start and we need to keep the pressure up for change.

Onshore wind has been a major element in the rapidly expanding renewable energy sector for some years. Its growth has been remarkable.

In Europe alone, the total installed capacity rose from 13GW in 2000, to 85GW in 2010, to 154GW in 2016, of which a startling 141GW is on-shore.

In part at least, the growing demand has been driven by the falling price of wind power, but that in turn has also meant great downward pressure on costs along the industry supply chain.

In addition, in the more mature markets, the most accessible sites have been developed, which has meant new projects can be on hard-to-access sites, sometimes with difficult ground conditions.

And finally there is the trend towards taller and bigger – and, for the developer, more efficient – wind turbines.

Taken together, many in the mobile crane and heavy transport sectors fear that those factors are behind an increasing number of accidents.

This is unacceptable and the whole industry needs to act together urgently to cut risks to an absolute minimum.

Many ESTA firms have experienced the situation

In our own words - why safety during onshore wind farm construction is a growing concern

“

Ton Klijn, ESTA Director

“This is an issue because in Europe the height of the turbines is increasing and with the cranes we have now, we are using them to their limit.”

“As the tower heights increase further, we will see even bigger cranes having to be used, which will in turn affect the requirements for the hard stands, which will have to withstand higher ground pressures and increase in size.”

“The greater heights mean there is more wind pressure on the boom and the load. This means the time window in which the lift can safely be carried out is further reduced. And that has both safety and cost implications.”

“There needs to be much better communication between the developers, the contractors, the turbine manufacturers and the crane and transport companies, including the crane and trailer manufacturers.”

“In addition, the access roads will also have to be stronger.”

“At present, many firms feel that this communication is simply not taking place, and we need to rectify that.”

”



where a site design has been fixed without proper consideration given to the requirements of the crane and transport companies involved - for example with steep inclines that could have been reduced or poor ground conditions that could have been avoided.

A lot of these issues can be resolved with earlier and better communication and planning. And that can often lead to greater efficiency in the project as a whole.

Quite simply, the quality of the pre-planning and the quality of communication between all the stakeholders is the key issue – that is what we have to improve.

For the turbine manufacturers and energy companies to agree – and act upon - a set of common minimum standards would be a major step forward.

The manufacturers must walk the talk. Their intentions on paper, agreed by management and procurement, are reasonable, but on site crane- and transport companies experience a completely different reality.

By all of us agreeing and adhering to a uniform set of standards we should be able to improve safety significantly.

Sander Splinter is President of ESTA Section Cranes and Managing Director, Mammoet Europe.

ESTA and FEM would like to thank VDMA Power Systems for their support, and the following for sponsoring the Summit: Liebherr, Tii Group, Nootboom, Terex Demag, Blokam, GHHL and William O'Brien Energy.

“David Collett, ESTA President and Managing Director, Collett Group.

“As an industry, we are challenged to deliver a safe solution, and we have to comply with all the relevant health and safety regulations, but the problem is that the site might have been designed dangerously in the first place, before the crane or transport company became involved.

“Quite simply, the quality of the pre-planning and the quality of communication between all the stakeholders is the key issue.”

“The road infrastructure is in many cases inadequate – sometime the problem is the quality, sometimes the dimensions, sometimes the gradients.

”

Speakers, topics and delegates

The Hamburg conference attracted a range of speakers from across the industry.

Non-ESTA or –FEM delegates included VDMA Power Systems, GE Wind Energy, Senvion, EDF Energies Nouvelles, Vattenfall, Nuon, Vestas, Nordex, BASF, Maegli Windenergie, Covestro, Holmatro, Acciona Windpower.

The main topics discussed and the speakers are listed here.

Improving communication and safety along the supply chain

Friedrich Brockmann, Senior Director QSE Central Europe, Vestas

Problems observed during lifts on wind farms - a review of accidents and their causes

Klaus Meissner, Director, Product Strategy, Terex Cranes and President, Mobile Cranes Product Group, FEM

Markets and technology: trends and key issues in the wind industry

Johannes Schiel, Manager, Wind Energy, VDMA Power Systems (Now head of public affairs at Vestas Central Europe)

New challenges for mobile cranes due to increasing hub heights in the windmill industries

Hans-Dieter Willim, General Manager, Design Department, Liebherr-Werk Ehingen

Port handling: initiatives and lessons learned at Siemens, Hull, UK

Barry Denness, Head of Port Operations - Hull, Siemens

Planning, safety and productivity during onshore wind farm construction - a crane user's perspective

Sander Splinter, Managing Director, Mammoet Europe and President, ESTA Section Cranes

On-site delivery and achieving common standards - a transportation perspective

David Collett, President of ESTA, MD, Collett Group

BSK's site road and crane pad requirements for safe transport and erection of wind power plants

Marcus Wübbelmann, Manager, Crane & Logistics EMEA Wind, GE Renewable Energy

Cooperation, innovation and transportation issues - a manufacturer's view

Lars Schødt, Area Manager and Member Wind Expert Group, TII Group

Thinking outside the box – new problems, new solutions

Norbert van Schaik, Technical Lifting Specialist, Appointed Person Lifting Operations, Siemens.

Further details and the presentations are available on the Summit section of the ESTA website at www.estaeurope.eu.



The ECOL project – the story so far

Rapid progress in plans to develop a European Crane Operators Licence.

WHY ECOL IS NEEDED

Currently each member state has its own rules covering professional competence and certification of crane operators. They range from compulsory to optional - and even to no rules at all.

Such differences can lead to confusion, have a negative impact on safety and prevent operators being able to move around Europe for work.

As a result, ESTA committed itself to developing a qualification system to support the delivery of safe and qualified crane operators across Europe.

It is ESTA's intention to enable every crane operator in Europe to demonstrate that he or she meets the minimum requirements of the industry.

ESTA Director Ton Klijn stressed that ECOL does not mean that experienced and qualified operators, with the necessary documentation, will need to retrain to obtain an ECOL certificate.

He said: "It is a misunderstanding that we are proposing to retrain all of Europe's crane operators – that is simply not the case.

"Any operator that has the necessary initial education and experience and can prove it, will not have to start from scratch, but will find it straightforward to obtain an ECOL certificate."

ESTA believes it can build on the work already carried out in the USA and Australia and argues that ECOL will both improve safety and lead to a stronger and more efficient industry.

The European licence will supplement, rather than supersede, existing national qualifications and will be set at a higher qualification level than currently exists in many member states - so

countering the fear amongst some in the industry that ECOL could become a "lowest common denominator" qualification.

The key benefits will include:

1. Improved safety

Formulating the minimum skills required of a crane operator, and making it clear who meets these requirements, will improve safety.

Also, by determining the minimum safety requirements for crane operating, overall safety levels throughout Europe will be raised. Countries with high safety levels will not make concessions in the area of safety.

2. Mobility of qualified personnel within Europe

ECOL will enable companies to take their own personnel abroad and will help in the process of obtaining personnel from other countries. In addition, ECOL will make it easier to verify whether a foreign contractor meets the specific national requirements in force.

3. Quality assurance of personnel (licensed personnel only)

In Europe there are widely differing requirements for crane operating. When a company carries out a project abroad and has to make use of local personnel, it is important both for safety and liability that the value of the diploma an employee holds is clear.

4. Reduced training and education costs

Currently, some personnel need to be trained when a project is carried out in another country rather than their own. ECOL will reduce the need for this.

5. Increased effectiveness of industry

With a European register of ECOL-licensed crane operators it will be easy to verify which operators meet the required standards and can be safely deployed.

6. Making the European crane industry more competitive

ECOL will enable medium-sized companies in Europe to operate more efficiently and better

“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”

”

Trainers, candidates wanted

ESTA is looking for training and examination organisations to take part in a trial pilot project for a new European Crane Operators Licence (ECOL) in February next year.

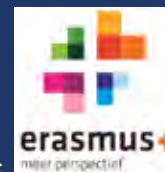
It is also wants to sign up would-be ECOL operators to participate in the same exercise. Candidates can be novices that have to be trained from scratch, or operators with demonstrable experience.

ESTA Director Ton Klijn said: "We are calling on any interested parties to contact us as soon as possible."



Funding and Erasmus+

ESTA has been awarded funding for ECOL under Erasmus+, the new European programme for education, youth and sport (2014-2020). Its basic premise is that investing in education, training and non-formal and lifelong learning is important, both for individuals and because it makes the European economy stronger.



able to compete with the global players, helping strengthen the European economy.

Structures and standards

To establish an ECOL training system means that the minimum requirements for safely operating a crane have to be mapped - not only the operator's technical knowledge and skills, but also their personal skills, attitudes, behaviours and experience on various machines.

Worldwide, most cranes are the same and 80% of the workplace conditions are identical. The challenge is finding the right balance between the minimum required standards and the specific national requirements that can vary between countries.

An ESTA working group with wide representation (for details, see separate box) has also been visiting and analysing the competence schemes and training materials of a number of different member countries - including Germany, Poland, Norway and the Netherlands.

In addition, a "generic training design" is being developed to allow training institutes to develop training programmes that matches the requirements of the ECOL licence

As an industry association, ESTA will have a

strategic supervisory role, but will not take part in carrying out training and examination.

As a result, ESTA has formally established the ECOL Foundation, a body that will have the job of supervising and monitoring the system of education, examination and maintenance.

The Foundation will set the criteria for becoming an ECOL-educator and for becoming an ECOL-examination institution in this field. Only when 'ECOL-approved' can an organisation train and test operators for the ECOL licence and have use of the ECOL logo.

The foundation will also issue certificates and recognise diplomas, manage the ECOL register and organize continuing education.

Despite the scale and complexity of the project, ESTA Director Ton Klijn has repeatedly stressed its importance. "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 were set up years ago.

"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."



ESTA ECOL WORKING GROUP MEMBERS

Philip Grootenboer
Mammoet Europe

Ton Klijn
ESTA Director

René van der Steen
Vakvereniging
Het Zwarte Corps,
Netherlands

Jörg Senn
ASTAG, Switzerland

Gunnar Mardon
National
Occupational Council
of Canada

Lion Verhagen
Vereniging
Vertikaal Transport,
Netherlands

Pia Metsola
INFRA, Finland

Knut Nordås
Norwegian Crane
Association

Markus Horbach
BSK, Germany

Fraser Cocks
BC Crane Safety and
Canadian Hoisting
and Rigging Safety
Council

Peter Brown
CPA, United Kingdom

**Christoph
Behmueller**
Liebherr|FEM

Kim Hvolbøl
The Danish Crane
Association [Dansk
Kran Forening]

Daniela Dal Col
A.N.N.A., Italy

AFFILIATED MEMBERS

Giovanni Pauwels
VDAB, Belgium

Paul Zepf
VDMA, Germany

Dan McNally
Windhoist, Ireland

**Alexandre-Jacques
Vernazza**
UFL, France

For more information,
go to www.ecol-esta.eu or www.estaeurope.eu



ESTA AWARDS

ESTA AWARDS OF EXCELLENCE

6 April 2017

Amsterdam, The Netherlands

Awards introduction

The ESTA User's Night and Awards of Excellence takes place in the Spring of every year and has become a hugely popular event.

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

In 2017, there were ten categories.

- Cranes telescopic lifting capacity ≤ 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 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.

* The Crane Job of the Year category for telescopic cranes lifting capacity under 120t has been expanded in the future to also include knuckle boom cranes of any type and capacity.

For further details ESTA Awards of Excellence, go to the ESTA website at www.estaeurope.eu

Celebrating the winners and finalists at ESTA's awards evening

ESTA Users Night and Awards 2017 took place on April 6, at the Grand Hotel Krasnapolsky in Amsterdam, organised with *International Cranes and Specialized Transport* magazine.



The awards, attended this year by capacity audience of over 350 guests, have a well-deserved reputation as the best networking event in Europe and annually celebrate the greatest achievements in the crane and specialized transport industry,

AWARD ONE: COMBINED TECHNIQUES

WINNER

Mammoet Europe BV for the installation of the safe confinement structure at the Chernobyl nuclear site in the Ukraine.

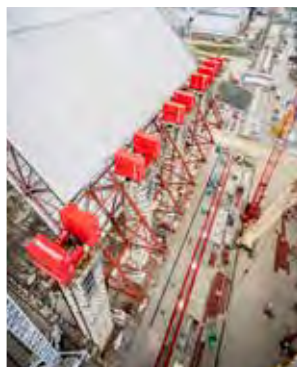
In November 2016, Mammoet completed the installation of the New Safe Confinement (NSC) building in Chernobyl, Ukraine. At 165 metres long, 260 metres wide and 110 metres tall, the NSC is the largest land-based movable structure

in the world. The 36,200 tonne structure will contain the remains of the No. 4 unit at the Chernobyl Nuclear Power Plant for the next 100 years. The plant exploded in a catastrophic fire in 1986.

Mammoet was responsible for engineering and executing all of the jack-up and skidding operations, combining new and unique approaches.

The company used 40 strand jacks with a capacity of 900 tonnes each to elevate the structure, and developed and built a dedicated skidding system, using 116 skid shoes, with a capacity of 703 tonnes each, to re-position the arch sections during construction and move the 36,200 tonne structure to its final position.

The arch was built in a special erection area' – a decontaminated area at distance from the reactor – which meant that the construction activities could take place without endangering the crew's health. The skidding system was also designed to be fully



ESTA Awards - Judging Procedure

The ESTA Awards are overseen by 12 independent jurors who judge different categories in line with their area of expertise.

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, adding any comments of their own, 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 clear picture of the work involved.

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.

remote controlled, minimising the amount of time that the crew had work near the reactor building while the confinement was positioned over the reactor during the final stage of the project.

FINALISTS

ALE for its work on the Dudgeon Offshore Substation Platform in Lowestoft, the UK.

Koninklijke Saan BV for the Hoog Catharijne project in Utrecht, the Netherlands.

Sarens NV for the transport and placing of a Stinger on the Pioneering Spirit construction vessel in Vlissingen, the Netherlands.

AWARD TWO: TRANSPORT – TRAILER AND LOAD UNDER 120 TONNES GCW

WINNER

Mammoet Europe BV for the record-breaking transport of turbine blades in Denmark.

In June 2016 Mammoet transported the world's longest wind turbine blade ever produced, from a factory in Lunderskov, Denmark to its testing location in Aalborg, Denmark.

The blade, which was 88.4 metres long and weighed 60 tonnes, had to be transported 218 kilometres. No transport equipment had been designed for a project of this scale, and although Mammoet has extensive experience with the transportation of wind blades, this project posed unique challenges due to the blade's



unprecedented size.

Mammoet adapted equipment previously used to transport towers and was able to complete this ground-breaking project safely and successfully, using tried and tested technology.

FINALISTS

Peter Star for the transport between Poland and Germany of an enormous stacker machine, broken down into 47 parts.

Wagenborg Nedlift for the transport of five elephants to a new wildlife park in Emmen, the Netherlands.

ZTE for transporting 5.4 metre high silos to a power plant in Poland.



ESTA Awards Jury

Membership of the 2017 Jury was 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 2018 awards will be announced shortly.



CRANE JOB OF THE YEAR (TELESCOPIC), LIFTING CAPACITY MORE THAN 120 TONNES

WINNER

Nordic Crane Vest for delivering a 500 tonne mobile crane to an offshore drilling platform on the Valhall oil and gas field, Stavanger, Norway.

Nordic Crane Vest was awarded the contract to deliver a Liebherr 500 tonne mobile crane to an offshore drilling platform in the Valhall oil and gas field, 340km south of Stavanger, Norway, operated by British Petroleum (BP). The mobile crane was needed to move an offshore crane from one pedestal on the east side of the platform to another on the west side.

For delivery, the mobile crane was disassembled into eleven parts and one equipment container. The total weight of the mobile crane was approximately 350 tonnes including 165 tonnes in counterweights and the spanlift boom system.



ESTA AWARDS

To use the mobile crane as temporary equipment on a live oil and gas platform, additional safety systems had to be installed such as gas detection and automatic shutdown.

This is the largest mobile crane Nordic Crane Vest has used on a live platform in the North Sea and - possibly - the first 500t mobile crane to be used on a live offshore drilling platform anywhere in the world.

FINALISTS

Koninklijke Saan for installing swings on the roof of the Amsterdam Tower in the Netherlands.

Sarens NV for the lifting and positioning of a framework for a tank roof weighing 66 tonne in Antwerp, Belgium.

Wagenborg Nedlift BV for placing four conveyor sections at a sugar factory in Hoogkerk, the Netherlands.

AWARD FOUR: SAFETY

WINNER



Fagioli for the creation of a tailor-made, e-learning safety training package for SPMTs.

Fagioli was involved in the development of ESTA's SPMT best practice guide and, as a result, contacted a specialized e-learning company to develop its own e-learning training programme to be used both for induction and for experienced SPMT operators.

No such e-learning training exists, yet the topic is relevant for all companies active in heavy lifting and transport. Aimed at operators, supervisors and engineers, the e-learning training can be used to set a standard for a safe way of working with SPMTs.

FINALISTS

ALE for its work with a trailer manufacture to design the 'widening trailers', which can be expanded to 4.3 metres wide while loaded.

Mammoet Europe BV for the working-at-height kit it has developed for SPMTs.



AWARD FIVE: INNOVATION, END USER

WINNER

Fagioli, for the salvage of a 90 tonne wreck from a depth of 370 metres in the Mediterranean.

Fagioli was involved in a challenging and tragic salvage of a 90 tonne boat that had sunk in the Mediterranean sea, between Italy and Libya with the loss of many lives.

The wreck lay 370 metres below sea level. Fagioli engineered a bespoke lifting and lowering structure to execute the salvage. Bad weather delayed the completion, but by June 27, the wreck – 30 metres long, 7 metres wide and 10 metres high - was lifted out of the sea and taken to Augusta port where it was unloaded into a refrigerated tension structure for safe recovery.

FINALISTS

ALE for its project to design and build a Lightweight Service Crane for use in congested city centres and also offshore.

Mammoet Europe BV for its Enviro-Mat, a quick and environmentally-friendly way of increasing ground bearing capacity





AWARD SIX: CRANE JOB OF THE YEAR (TELESCOPIC), LIFTING CAPACITY UNDER 120 TONNES

WINNER

Wagenborg Nedlift BV for its project to position a new footbridge and elevator shaft under the Nelson Mandela bridge in Zoetermeer, the Netherlands.

Wagenborg positioned a new footbridge and elevator shaft underneath the 'Nelson Mandelabrug' in Zoetermeer, the Netherlands, an extremely complex job, due to the narrow location.

An AC40 compact crane positioned the bridge, weighing 8 tonnes, at a temporary location. Wagenborg deployed a second AC40 compact crane, to lift the bridge, in a tandem lift, up to a temporary support construction.

Before the bridge could be placed onto its final position, the elevator shaft, weighing 10,5 tonnes, had to be positioned. Wagenborg lifted, tilted and positioned the elevator shaft onto its narrow foundation, deploying both AC40 compact cranes and a cherry picker as tailing crane.

Finally, the bridge could be pulled/hoisted from its temporary spot behind the elevator shaft to its final position where Wagenborg lowered the bridge by using both cranes and jacking equipment.

FINALISTS

Aertssen Kranen for the multi-lift with 14 mobile cranes of a pipeline at the Port of Antwerp in Belgium.

Mammoet Europe BV, for the installation of a CO₂ pipeline under the Het Scheur/Nieuwe Waterweg in Rotterdam, the Netherlands.

Skaks Special Transport in Denmark. Skaks has developed a new crane, which combines a 115 tonne metre truck crane with a crawler base.

AWARD SEVEN: TRANSPORT - TRAILER AND LOAD OVER 120 TONNES GCW

WINNER

MTD Skuratowicz, for the transport of a 220 tonne chemical reactor from Klaipeda, Lithuania to Grodno, Belarus.

MTD Skuratowicz is a family company operating in the Polish transport market since 1981.

The company was asked to transport a 220 tonne chemical reactor – 50 metres long with a diameter of six metres – from the port of Klaipeda, Lithuania, to a nitrogen plant based in Grodno, Belarus.

A detailed and thorough route analysis was carried out – covering all 576 kilometres in Lithuania and a further 398 in Belarus – that included inspecting every bridge, road sign and power line, and taking into account that the job would take place in winter, so the impact of snow and back ice on the road inclines had to be taken into account.

Goldhofer THP LT semi-trailers were used, forming a set of twenty-six axles in total, with a gooseneck-design front trolley of twelve axles and a fourteen-axle rear trolley controlled by a Goldhofer turntable, propelled by its own hydraulic power pack and installed on a front trolley manufactured by Greiner.

The weather was challenging with strong winds and temperatures falling below minus twenty degrees Celsius, creating slippery roads. However, they were prepared – they even had a field kitchen so they could prepare their own hot meals, and arrived in Grodno as planned.

FINALISTS

ALE, for the moving of a 140 tonne boiler 130 miles (210 km) from the port of Immingham, UK, to Lutterworth, UK.

Collett Group for the transport of nine 185 tonne transformers from Dartford near London to the Drax Power Station in North Yorkshire, UK.



Hareket for transported a 480 tonne gas turbine and 450 tonne generator from Gebze to Hamitabat in Turkey.

AWARD EIGHT: LATTICE BOOM CRANE JOB OF THE YEAR

WINNER

Sarens BV in the Netherlands for lifting two bridge elements for the new Queen Maxima bridge in Alphen aan den Rijn, the Netherlands

Sarens lifted two bridge elements - weighing 230 tonne and 280 tonne and about 30 metres in height - of the new Queen Maxima bridge in Alphen aan den Rijn, the Netherlands

The equipment used included:

- Sarens' twin-barges, Karel and Victor, with ballast pumps and winches to create a stable platform for lifting
- 140 tonne hydraulic mobile crane
- 650 tonne crawler crane; CC3800-1, SSL configuration with 60 metres mainboom and 300 tonne superlift counter weight
- The SAR-spin, a hydraulic levelling tool.

The crane was partially erected on the two twin-barges, which were connected upon arrival at the job site. Once connected, the twin-barges formed a stable platform that was held level during the lifting operations with hydraulic driven ballast pumps.

FINALISTS

ALE for the installation of 152 items at a new petrochemical plant at Aliaga, Izmir in Turkey.

Mammoet Europe BV for lifting a 325 tonne transformer from an inland barrage on the Amsterdam-Rhine channel onto SPMTs.

Sarens NV from Belgium for lifting mega-beams and roof structures on the construction of the Arena 92 stadium in Nanterre, France.

AWARD NINE: INNOVATION, MANUFACTURER

WINNER

Enerpac Integrated Solutions for the ETL 600 Travel Gantry, combining the ease of use of an SPMT with the efficiency of a hydraulic gantry.

The ETL600 travel gantry combines the safety and efficiency of a hydraulic gantry with the ease of use of a self-propelled modular transporter (SPMT).

With a lifting capacity of 60 tonnes, the travel gantry aims to set a new standard in equipment and container handling. Hydraulically propelled rubber tyres and carousel turning, allow the travel gantry to move in any direction and in multiple environments.

Housing the diesel driven hydraulics within the gantry itself enhances mobility by eliminating hoses and ensuring an unobstructed and safe workspace.

All operations are controlled from the wireless controller and are automatically corrected by Enerpac's unique software, automatically ensuring synchronous lifting. As an additional safety feature, the system will prevent a lift if it senses overload conditions.

The entire travel lift gantry can fit in a standard 40' shipping container for transportation and storage.





FINALISTS

Broshuis for the development of the SL2 semi-trailer, designed to offer a very low trailer but with maximum ground clearance.

Tii Sales for the Scheuerle Trailer Power Assist or TPA system, which offers a draw bar pull equivalent to two fully loaded prime movers.

AWARD TEN: SPMT JOB OF THE YEAR

WINNER

Sarens BV in the Netherlands for the moving and placement of a 255 metre long railway bridge weighing 8,400 tonnes over the A1 highway at Muiderberg.

This was the heaviest railway bridge ever moved by road in the world and the longest single-span bridge across a motorway. The 8,400-tonne bridge had to be moved, on its temporary abutments, 400 metres from the location where it was assembled to the correct site over the A1 highway.

Sarens steered the huge steel bridge using 244 axle lines SPMT K2400-ST, 122 axle lines on each side, which were spaced 220 metres apart.

The high forces due to the large size and weight of the bridge, and the large spacing between the two SPMT groups, made it challenging to design a sufficiently strong supporting structure.

Moreover, the entire SPMT combination was controlled by a single operator. Both SPMT groups were linked together using a wireless data connection.

FINALISTS

ALE for transporting a wind turbine blade, weighing 28 tonnes and measuring 75 metres long, through the city of Hull, UK.

Portowy Zakład Techniczny for transporting five ship-to-shore container cranes at the Deepwater Container Terminal in Gdańsk, Poland.

Wagenborg GmbH, for placing a bridge weighing 800 tonnes over six railway lines in Naumburg, Germany.

Thanks, sponsors

ESTA would like to thank the sponsors of the 2017 Awards for their tremendous support.

GOLD: Liebherr, Tii Group (Scheuerle, Nicolas, Kamag and Tiiger)

SILVER HOSPITALITY SPONSOR:

Terex Demag

SILVER SPONSORS:

Goldhofer, Manitowoc, Tadano

SUPPORTING: Faymonville, GIS, Köhler

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 by mid-March.

The winners of the next awards competition will be announced at the gala dinner held during the Intermat exhibition in Paris, France, on April 26, 2018.





ESTA'S AWARDS AND MEETINGS - IN PICTURES

Meeting in Amsterdam

A photo-montage of ESTA's recent meetings and awards dinner in Amsterdam. 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



Awards Dinner

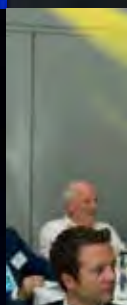


ESTA'S AWARDS AND MEETINGS – IN PICTURES





Awards Winners

A woman with blonde hair, wearing a blue dress, stands at a black podium, speaking into a microphone. The background is a large blue screen with the text "ESTIA AWARDS OF EXCELLENCE" in white and yellow, and "2017" in white. A large yellow star is visible on the right side of the screen. The overall scene is illuminated with blue light.

ESTA'S AWARDS AND MEETINGS – IN PICTURES



ESTA members

Member	Company name	Country	Speciality	Internet Address
Ordinary Members	Polish Heavy Transport Association [OSPTN]	POLAND	Abnormal Road Transport	www.ponadnormatywni.pl
Ordinary Members	International Transport Danmark	DENMARK	Abnormal Road Transport	www.itd.dk
Ordinary Members	Heavy Transport Association	UNITED KINGDOM	Abnormal Road Transport	www.hta.uk.net
Ordinary Members	Transport Logistiek Nederland (TLN)	NETHERLANDS	Abnormal Road Transport	www.tln.nl
Ordinary Members	Čestand z.s.	CZECH REPUBLIC	Abnormal Road Transport	www.cestand.cz
Ordinary Members	Dansk Kran Forening	DENMARK	Cranes	www.kranforening.dk
Ordinary Members	Mobilkranföreningens Service AB	SWEDEN	Cranes	www.mobilkranforeningen.se
Ordinary Members	Anagrual	SPAIN	Cranes	www.anagrual.es
Ordinary Members	INFRA ry	FINLAND	Cranes	www.infra.fi
Ordinary Members	Vereniging Verticaal Transport	NETHERLANDS	Cranes	www.verticaaltransport.nl
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Special Members	Felbermayr Transport- und Hebetchnik GmbH & Co KG	AUSTRIA	Cranes-Abnormal Road Transport	www.felbermayr.cc
Special Members	Hareket Heavy Lifting and Project Transportation Company	TURKEY	Cranes-Abnormal Road Transport	www.hareket.com.tr

ESTA affiliated companies

Company name	Country	Speciality	Internet Address
Faymonville AG	BELGIUM	Abnormal Road Transport	www.faymonville.com
Goldhofer Aktiengesellschaft	GERMANY	Abnormal Road Transport	www.goldhofer.de
Kässbohrer Fahrzeugwerke GmbH	GERMANY	Abnormal Road Transport	www.kaessbohrer.com
Scheuerle Nicolas Kamag [Tii Group]	GERMANY	Abnormal Road Transport	www.tii-group.com
Doll Fahrzeugbau AG	GERMANY	Abnormal Road Transport	www.doll-oppenu.com
Dan-Czech Special Transport s.r.o.	Czech Republic	Abnormal Road Transport	www.dan-czech.cz
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Broshuis International B.V.	NETHERLANDS	Abnormal Road Transport	www.broshuis.com
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WorldPower Erkin Ltd Co.	TURKEY	Cranes	www.worldpower.com.tr
BMS A/S	DENMARK	Cranes	www.bms.dk
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Spierings Mobile Cranes B.V.	NETHERLANDS	Cranes	www.spieringscranes.com
12hoist4u	NETHERLANDS	Cranes	www.12hoist4u.com
Terex Cranes Germany GmbH	GERMANY	Cranes	www.terex-demag.com
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VestKran	NORWAY	Cranes	www.vestkran.no
Hef & Hijs Nederland B.V.	NEDERLAND	Cranes	www.hefhijis.nl
Tadano Faun GmbH	GERMANY	Cranes	www.tadanofaun.de
Van Schaffen Leasing B.V.	NETHERLANDS	Cranes	www.schaftentrucks.nl
Kobelco Cranes Europe Ltd.	NETHERLANDS	Cranes	www.kobelco-cranes.com
Re-Move Leasing B.V.	NEDERLAND	Cranes	www.re-move.com
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Ko-Mats GmbH	GERMANY	Cranes-Abnormal Road Transport	www.ko-mats.com
Euro-Rigging B.V.	NETHERLANDS	Cranes-Abnormal Road Transport	www.euro-rigging.nl
Ahmet Yiğit Ağır Nakliyat [Ahmet Yiğit Ağır Nak.Harf.San.ve	TURKEY	Cranes-Abnormal Road Transport	www.ahmetyigitnakliyat.com.tr
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ESTA supporters

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

ESTA Home Office address: Lotte Beesestraat 4, 2331 KJ Leiden, Netherlands



ESTA Office Manager

Caroline van Geest
Office: +31 71 572 4705
Mobile: +31 6 53 6996 83
Fax: + 31 71 572 4968
info@estaeurope.eu



ESTA Director

Ton Klijn
Mobile: +31 6 515 020 69
director@estaeurope.eu



ESTA Communications Officer

Graham Anderson
Office: +44 1865 318123
Mobile: +44 7711 650691
andersonmedia@btinternet.com

www.estaeurope.eu

CONTINUED FROM PAGE 7

Focus on safety, training and transparency

Crane capacity index update

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?

In the old days the crane capacity was simply expressed as follows: The maximum lifting capacity a crane could lift @ 3 metres of radius, 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 metre radius; or only over the rear (back-end) of the crane.

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

This is why we embarked on this project.

However, despite our good relations in other areas of cooperation, I have to say that we have been disappointed with the response from manufacturers so far. Some have argued that the crane capacity index is too simplistic.

Nonetheless, we believe it will provide an important baseline to help purchasers and users understand exactly what type of crane they are dealing with.

As a result, we are pressing ahead with this project, where necessary using our own information gleaned from ESTA members' companies.

The latest version of the crane capacity index is available from the Downloads section of the ESTA website. The work is continuing and we hope our members and the wider industry will find it useful.

CONTINUED FROM PAGE 9

Permits, protectionism and fighting bureaucracy

ESTA member BSK in Germany is working hard on this within their country – they presented it at the Section Transport meeting in Amsterdam in April – and we will be looking to see how we can tap into their expertise to create pressure for a Europe-wide network.

CONTINUED FROM PAGE 11

Connectedness the key for future success

resilience during times of crises and help them and their teams to "bounce back" from adversity.

In a crisis-ridden world where instant solutions are expected, we should shine a light on the possibilities afforded by new communication tools and advocate preparation for a future where there will inevitably be more uncertainty.

But technology of course is only one of many tools to help us deliver our goals – to make the entire industry more connected and resilient and increase ESTA's influence and involvement with governments, regulators, clients, suppliers and their associations.

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THURSDAY, 26 APRIL 2018

HILTON CHARLES DE GAULLE PARIS, FRANCE

Celebrate the very best
in Europe's crane and
heavy transport industry

(and have a great evening out as well)

PLEASE BOOK EARLY TO
AVOID DISAPPOINTMENT

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Europe's premier crane and transport
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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

Photography of awards and meetings in Amsterdam:

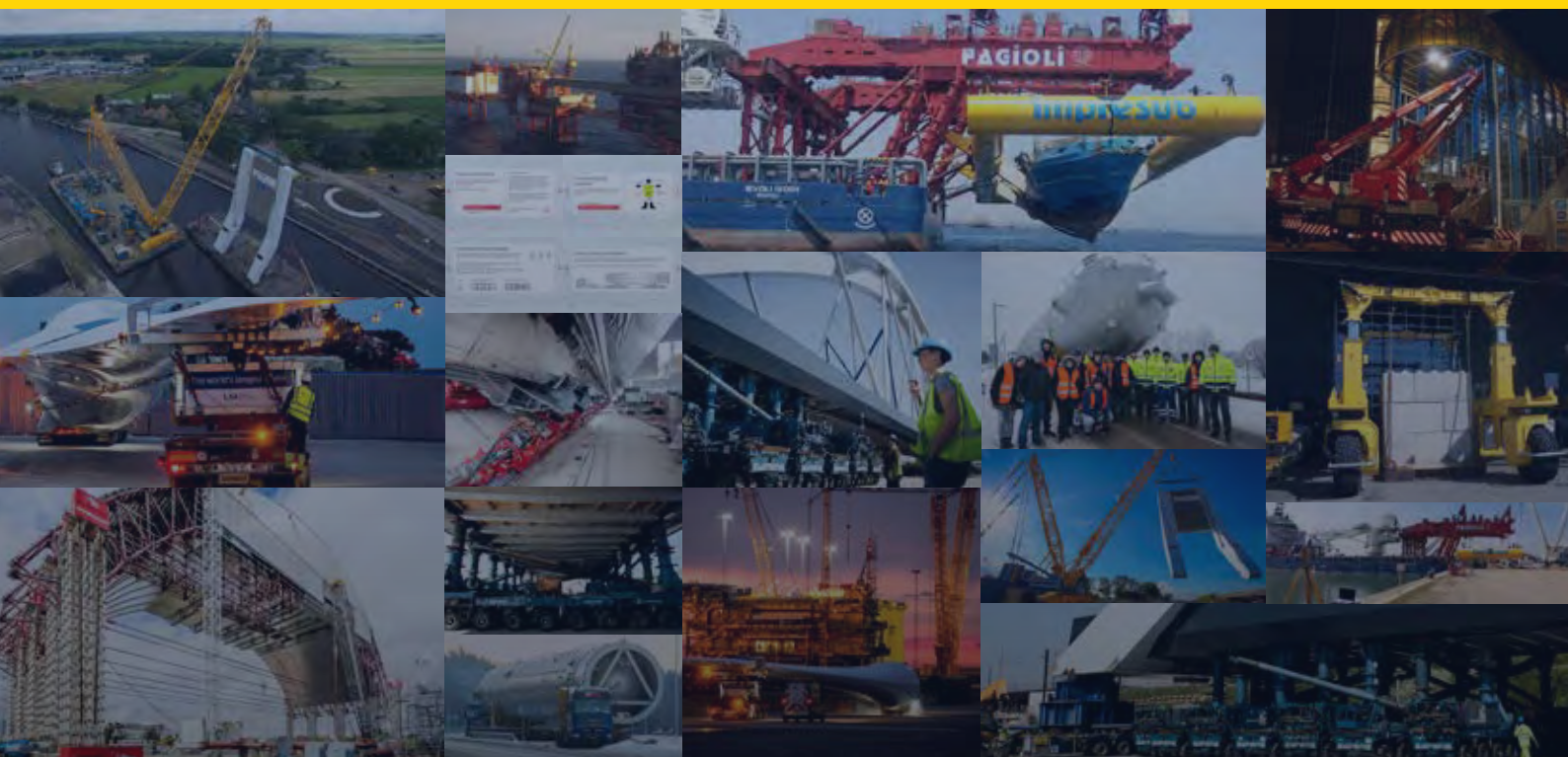
Joe Mather Photography
www.joemather-photography.co.uk

Newsletter

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ESTA Office

Lotte Beesestraat 4
2331 KJ Leiden
The Netherlands
T: +31 71 572 4705
F: +31 71 572 4968
info@esta-eu.org



www.estaeurope.eu