



## ESTA NEWSLETTER

# 2013







**ESTA** ★★★★★  
AWARDS OF 2013  
★ ★ ★ ★ ★ excellence  
Munich, Germany 1998-2013  
SINCE 1976  
RECOMMENDED BY THE CRANES  
APPRECIATION TO THE SPONSORS

Gold sponsors

**LIEBHERR**  
**TEREX**

Silver sponsors

**Goldhofer**  
**KOBELCO**  
**Manitowoc**  
**SCHUEERLE**  
**NICOLAS**  
**KAMAG**  
**SENNEBOGEN**  
**TADANO**

Supporting sponsors

**FAYATONVILLE**  
**IRON**  
**Kshier**  
**re-move**  
**SCHROFFEN**  
**S**





CJV  
**PRESIDENT OF THE ESTA  
2001 / 2013**

*"I rely on your support and presence to help us to upgrade our service industry"*





## FROM PHILIPPE CHAVERNAC COMMUNICATIONS

### *What is in the ESTA Newsletter 2013 ?*

*This is the first time that we publish our newsletter after the user's night instead of just before. In this newsletter we bid a fond farewell to our beloved president and friend Christian-Jacques Vernazza, known to insiders as "CJV".*

*He was an extremely charismatic president, from 2001 to 2013, and the Bauma ESTA Award night was meant to be his final event as president. He prepared for this long in advance and very much hoped to attend this event in April 2013. But he did not quite make it, he passed away in March.*

*His family joined us at the Award night and his eldest son Alexandre delivered the president's speech. He spoke for about 40 minutes and at the end received a standing ovation. This memorable night is pictured throughout this newsletter.*

*The Award jobs were of very high quality this year and given more coverage with better pictures.*

*The European crane and transport problems also receive plenty of attention and results are becoming more apparent, not in the least thanks to our friends of the FEM, the European association of manufacturers.*

*The ESTA has started with a clear strategy to try and achieve specific goals and projects over the next few years.*

*Finally we report on the new elections of board members - including the position of president.*

*We hope you enjoy reading this Newsletter and we would like to thank our partners at KHL and the sponsors who make it all possible.*







# FROM DAVID COLLETT PRESIDENT TRANSPORT SECTION

*"Clear road forward 2013 - 2016"*

In Munich on April 18th 2013, I updated the meeting about the ESTA Strategic Session held on February 11th and 12th, 2013. This session was called upon to decide on the development for ESTA's future for the upcoming three years. Carrying the following slogan: Clear road forward 2013-2016.

In February 2013 a small ESTA delegation had a meeting with Mrs. Corien Wortmann, MEP for EPP (European People's Party) together with TLN's manager European Affairs and IRU (International Road transport Union) EU delegate. During this meeting the European Impact Assessment report was presented to Mrs. Corien Wortmann. The result is that the DG Mobility and Transport stated that our problems have their attention and the evolution of the situation will be monitored by an expert group to which IRU will also be invited. As a follow up ESTA has offered to take part in this working group. Our vice president Wim Richie updated the meeting with the results of a survey that was carried out following the con-

clusion of the section meeting in October that it would be very difficult to let the BPG (Best Practice Guideline) be accepted as a whole. I asked the meeting to choose the most important and feasible topics from the BPG to be pursued.

As a result the ESTA members designated the following priorities:

1. One-stop-shop for permits
2. SERT
3. Marking & lighting
4. Escort categories
5. Access to rules and procedures relative to permits

Mr. Wim Richie updated the transport section about the first working group meeting of the CoC on March 8th. This took place with extra support from the homologation departments of Faymonville and Kässbohrer.

Working Group SPMT - Modular trailers Stability & Training Guideline. In February 2013, the 2nd draft of the SPMT was completed. Mr. Max Tack, the conductor of the guideline, has contacted a technical uni-

versity that is willing to perform the technical feasibility and practice study. This will take approximately 3 months. The working group will update the meeting at the next meeting on October 10th, Belgium Antwerp.

In the General assembly my successor as president of the transport Section was chosen. It will be André Friderici, from the Swiss association ASTAG. He has, as co-owner of Swiss Crane and heavy Haulage specialist Friderici Special S.A., thorough knowledge and contacts in the transport Industry and permit granting authorities in several European countries. I am very pleased with his election and wish to congratulate André with this challenge.



*André Friderici - Esta's next transport section president*





## TON KLIJN FROM THE ESTA SECRETARY

The year 2012 has been one of change for ESTA's secretariat. We were asked by the Board of Directors to investigate the possibility of removing the VAT regime for ESTA's activities as result of a request by our membership. This meant that after a consultation of the Dutch tax authorities we had to change the governing structure of ESTA and adapt ESTA's statutes accordingly. After endorsement of our new statutes by the General Assembly in the autumn meeting of 2012, ESTA has appointed a Director responsible for the day to day running of our association, (a position held by Mr. Søren Jansen) and re-instated a Board of Directors deciding on policy matters and preparing proposals to be accepted or rejected by the General Assembly. The function of Vice president administration has been abolished, so I am writing to you in my new capacity as secretary of ESTA. We were happy to receive confirmation from the Dutch Tax authorities that ESTA has been released of her obligations under the VAT tax laws as of the first of January 2013. As a result ESTA is in the position to issue the 2013 membership invoices without charging VAT to her members. During 2012 the ESTA office assisted several working groups within ESTA with secretarial services such as organising venues and noting during their regular meetings and organised the Board meetings as well as the strategic session the Board of Directors

attended in Amsterdam last February. The results of this strategic study were presented as ESTA's new strategic plan during the General Assembly meeting in April in Munich.

Furthermore both the secretariat and the Director put a lot of effort in organising the ESTA wind summit in Hamburg in March of 2012. We were pleasantly surprised by a large attendance and I think we can conclude that the summit has given the general attitude towards safety in wind turbine transportation and installation a boost in the right direction. Also the summit and the publicity around it have helped the ESTA cause a great deal and enhanced her exposure with relevant authorities and industry stakeholders.

Looking forward, we still see a number of challenges ahead of us. Within the crane section Crane safety in general remains an issue that deserves our undivided attention as does the topic of Crane operator certification. Within the transport section we will continue our efforts to develop an ESTA Best Practice Guide for the use of platform trailers and SPMT's, with the aim of developing an industry standard that will be widely adopted by users and principal clients alike.

You can count on the secretariat's continued support to the Board of Directors and the General Assembly in their efforts to promote the ESTA association and reach ESTA's Goals.





On April 19th 2013 in Munich, I updated the meeting about the board elections:

The following positions were up for election / re-election:

- President [The ESTA Board of Directors unanimously nominated: David Collett]
- Secretary [Ton Klijn, I accepted re-election]
- Communications [Philippe Chavernac, accepted re-election]
- Vice President Section Transport [Wim Richie, accepted re-election]

The meeting unanimously choose David Collett as ESTA President for a first period of three years.

The meeting unanimously choose Ton Klijn as ESTA Secretary for a first pe-

riod of three years.

The meeting unanimously choose Philippe Chavernac as ESTA Communications officer for a consecutive period of three years.

The meeting unanimously choose Wim Richie as ESTA Vice President Section Transport for a consecutive period of three years.

With the election of David Collett as president of ESTA, now we had a vacancy for President Section Transport. After some deliberation André Friderici of ASTAG Switzerland accepted the position of President Section Transport for a first period of three years.

As a result of his election, André Friderici also becomes a member of the ESTA Board of Directors.

ESTA currently holds sixteen ordinary members, five special members and thirty affiliated companies.

There is a special welcome for the Finnish member INFRA Ry.

The ESTA Autumn meeting will be held on October 10th and 11th, 2013 at the following location:

Crowne Plaza Antwerp,  
Gerard Le Grellelaan 10, B-2020  
Antwerpen, Belgium

[www.crowneplaza-antwerpen.be](http://www.crowneplaza-antwerpen.be)  
[www.octopus-eventpool.be](http://www.octopus-eventpool.be)

Further information regarding the ESTA meetings can be found on:

[www.esta-eu.org/esta-meetings](http://www.esta-eu.org/esta-meetings)







Before going into details, I would like to remind the world wide group of readers, what the main goals of ESTA are.

1. Harmonizing rules and regulations related to the execution of its members activities throughout Europe.
2. Improving operational and engineering standards in the industry with the aim to elevate the safety performance related to our activities.

Having these goals in mind, which important results were achieved during 2012?

Following ESTAs wind turbine erection and transportation conference in March of 2012, the German crane manufacturers, organized under the FEM umbrella, jointly developed the

extremely important FEM guideline: "Safety issues in wind turbine erection and transportation". This very important document was published by FEM in the fall of 2012 and made available to readers on both FEMs and ESTAs websites. Since then, a second edition of same FEM guideline has been made public on the two websites followed by translations into German, French, Italian and Spanish. Crane and transport associations in other countries, such as Turkey and Sweden have, for the benefits of their own local members, also translated the document into Turkish and Swedish.

Both FEM and ESTA have done a big effort in making this document known, not only to crane and transport companies throughout the world, but also to the manufacturers of wind turbines.

In some European countries some of ESTAs crane members have had seminars where the local representatives of the crane manufacturers have further explained the contents and the importance of the FEM guideline.

ESTA strongly encourages its members in the 14 European countries to make sure that this document is made known, not only to its members, but maybe as important, also the local representatives of the world's many wind turbine manufacturers.

I have no doubt that the wind turbine manufacturers are concerned by safety. Their presence at the conference in Hamburg proved that, but it still seems, as if many site managers from the turbine manufacturers still don't know or will not accept the findings





## SØREN JANSEN FROM THE ESTA DIRECTOR



mentioned in the guideline. Until the site managers as well as the purchasing agents of the turbines manufacturers are 100 % aware of the content of the document, and act accordingly, our goal has not fully been reached. Let's all jointly continue to press forward, thus eliminating the many accidents we have seen over the years during the installation of wind turbines, including the one mid March 2013..

From time to time ESTA conducts surveys, one of which was conducted under the headline "Similar testing regime throughout Europe". We learned, that annual testing is done differently in each of our 14 European member countries, and it's done based on local rules and regulations decided upon by government authorities with or without listening to the stakeholders of the

crane and transport industry. The survey revealed, that still some countries, Italy, Greece, France and Denmark, conduct overload testing of mobile cranes as part of the mandatory annual or semi-annual inspections. These overload testings' are redundant, they don't prove anything, they cost a lot of money, but worst of all, they might damage the cranes, and they definitely reduce the life expectancy of the mobile cranes. We encourage our readers to study the FEM document "Overload Testing of Mobile Cranes" and use this document in the negotiations with local Government Health and Safety Executives in the countries mentioned above. Feel free to call upon ESTA if additional help is needed.

Other important FEM documents are "Diesel Emissions – Retrofit of Particu-

late Filters" and "Data Recorder / Event Recorder – Mobile Cranes". Download them from FEM or ESTAs websites. They are both very important.

2013 will also bring new important FEM documents. I wish to express the gratitude of ESTA and all its members to the crane manufacturers for their fantastic work making our industry a safe working place. To all ESTAs members, I would also like to express my gratitude for input to the many surveys, and for the interesting discussions during our meetings. Only when we work together will it be possible to elevate the safety performance of our crane and transport activities.







**AWARD WINNERS**







CRANES TELESCOPIC LIFTING CAPACITY  $\leq 120$  T  
 KONINKLIJKE SAAN [NETHERLANDS]  
 CRANES TELESCOPIC LIFTING CAPACITY  $> 120$  T  
 MAMMOET GERMANY GMBH [GERMANY]  
 CRANES LATTICE BOOM  
 AERTSSEN KRANEN NV [BELGIUM]  
 TRANSPORT  
 TRAILER AND LOAD UNDER 120T GCW [GROSS WEIGHT]  
 G. VLASTUIN TRANSPORT [NETHERLANDS]  
 TRAILER AND LOAD OVER 120T GCW [GROSS WEIGHT]  
 ALE [UNITED KINGDOM]  
 COMBINED TECHNIQUES  
 MAMMOET EUROPE BV [NETHERLANDS][BRASIL]  
 SAFETY  
 AERTSSEN KRANEN NV [BELGIUM]  
 INNOVATION END USER  
 FAGIOLI [ITALY]  
 INNOVATION MANUFACTURER  
 MANITOWOC [GERMANY]  
 SPMT  
 FAGIOLI [ITALY]

#### THE GINO KOSTER AWARD

ANNABEL, JOELLE, RODOLPHE & ALEXANDRE  
 VERNAZZA, ON BEHALF OF:  
 CHRISTIAN - JACQUES VERNAZZA







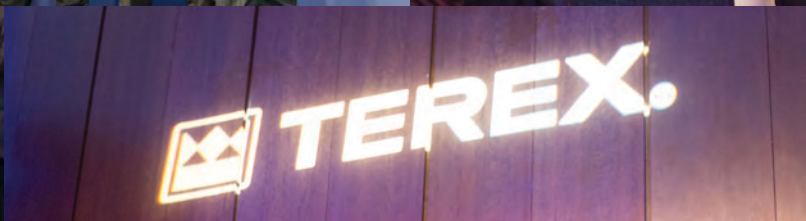
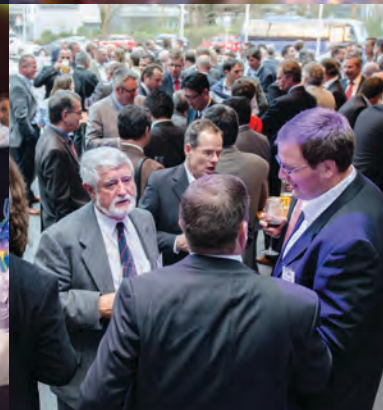














# CHRISTIAN-JAQUES VERNAZZA

## TRIBUTE TO OUR LATE ESTA PRESIDENT

1973 Christian participe aux premières réunions du Snug



Son mariage avec Joelle, son épouse et bonheur depuis 33 ans.



dans ses bureaux rue Gilbert Dru à Marseille en 1989



Skieur de très haut niveau, il fut champion de France des chamois



Septembre 1991 visite à Ebingen



1994 JPO chez Grove à Osny



30 Novembre 2001 JPO Terex à Montceau



rencontre au sommet des levageurs Avril 1997



sur notre stand à Interlev en 2001



A Bauma toujours sur notre stand en 2001



2001 avec Philippe Dumas Grove France



Avec Gerard Deprez et son ami Jacques Fabbri en 2003



inauguration d'Interlev 2004



Avec Jean-Yves Gomila et Franz Van Seumeren à Intermat 2006



Avec Steve Filipov sur notre stand à Intermat 2006



Avec Jean-Claude Jagulack en 2006





1<sup>ère</sup> visite Liebherr pour Rodolphe en 2006



Joelle et Christian c'était aussi la complicité



Soirée Esta Avril 2007 où Sylvain porte les couleurs Mediaco



sur notre stand à la Bauma Avril 2007



Conseil d'administration de l'UFL à Paris en Juin 2009



Avec Francis Ebert en 2009



Annabel et Alexandre pour la livraison de la Ltm 11200-9.1



Avec Alexandre dans la 103 mètres Wumag

Soirée Terex au Fouquets en Avril 2009



Hendricks Sarens soirée Esta 2011



Diner UFL décembre 2010

re Juin 2012 à Marseille



Soirée Esta 2012



Avec Ron de Feo en Avril 2012 au Pré-catalan



Chez Grove à Marseille en Mars 2010



Joelle, Christian, Annabel, Alexandre et Rodolphe



# SANDER SPLINTER PRESIDENT OF THE CRANE SECTION

Since October 2011 I have the honor to be the president Crane section in the ESTA. meetings. Cranes are my passion and I get a lot of energy by chairing the crane meetings. I see that we achieve a lot of progress with all attendants of this section, for the benefit of the Heavy Lifting Industry.

With crane associations from over 10 European countries, equipment manufacturers, clients and individual crane rental companies, this section is the platform to discuss and achieve a safer and better working environment in the Heavy Lifting Industry.

Main topics discussed are:

- Improving safety in the Industry by creating Best Practice Guides;
- Improvement of crane specifications to adapt new environmental and safety standards in close cooperation with the equipment manufacturers;
- Striving for standardization of test regimes, lifting of persons, international hand signals and education of crane operators;

The section meetings are freely accessible and provide a good networking opportunity before and after the meetings. Last meeting at the Bauma in Munich we were joined by colleagues from SC&RA, from the United States. Here are some highlights from our interesting meeting.

ESTA board member Mr. Robert Markewitz from the BSK in Germany gave an introduction and explanation to the new "paragraph 70" rules in Germany (read more about it in his section of this Newsletter).

**HSE Topics- Rotor Blade Gripper accidents.**

We discussed the problems with a new rotor blade gripper developed by a wind turbine manufacturer. Due to certain problems with the newly developed rotor blade gripper there has been 3 major accidents where the rotor blade fell down from the gripper. One of the accidents was fatal, killing the crane operator when the blade fell down and hit the cab of the crane. The

blade gripper has been taken out of use for the time being.

Lifting of persons (Annagruel). David Ruiz Garzon had in a mail exchange with ESTA raised a number of questions regarding the FEM guidance paper N0442, the guidance paper that followed the FEM position paper N0284 "Lifting persons with mobile cranes". Mr. Klaus Meissner, convener of CEN TC 147 Working Group 11 explained the background for the 2 papers (i.e. mobile cranes are not intended for lifting of persons) and explained in some details the content of both the position paper and the guideline. The relevant FEM documents can be downloaded from FEMs website.

Update of amendment of EN 13000/ influence of wind on loads. The FEM guidance paper "Safety issues in wind turbine installation and transportation" is now available in a FEM translation in the following languages: English, German, French, Italian, Spanish. A second edition of the FEM translations was made available on FEMs website and distributed to all ESTA section cranes members early April 2013. The Swedish Crane Rental Association has made a translation into Swedish and similar translations are available in Turkish and Portuguese.

ESTA strongly encourage their members to distribute this FEM guidance paper to all relevant crane owners within each member association. Several ESTA members have arranged local education related to this FEM guidance paper in cooperation with the crane manufacturers under the FEM umbrella. ESTA encourage other member associations to implement the same initiative.

**Calibration of anemometers.**

Some difficulties still exists how to calibrate anemometers. It should however be mentioned, that the crane itself can influence the wind speed measurement, and that the environment is much more influential to the accuracy of the anemometer than the instrument itself. FEM will further discuss the issue with the manufacturer of anemometers and FEM indicated that

they will provide further information with hints about location and influence of anemometers.

EU Directive 1992-58 on hand signals/ ISO position on hand signals. Mr. Gerhard Kaupert mentioned that the vast majority of countries voted "yes" to the ISO proposal, however, due to the fact that a number of countries/organizations had objections to the proposed "stop" and "emergency stop" signaling, this part of ISOs proposal was rejected. ESTA will follow up on this issue. It did however come as a surprise to most members, that the ISO proposals reflected the signals in place in Europe based on a European Directive since 1992. There was a common acceptance that we need to have it changed within the EU and within ISO so that we worldwide avoid this confusion in signaling. ESTA will take the lead within Europe and within ICSCA (International Crane Stakeholder Assembly) ESTA, CICA and SC&RA will work jointly for this change.

I would like to thank all participants for a very constructive and interesting meeting.





# NEWS FROM THE ASSOCIATIONS.

## GERMANY/BSK – ROBERT MARKEWITSCH

Germany – BSK. Explanation about the Paragraph 70 rules in Germany and what changes.

This time we give the word to Mr. Robert Markewitsch, board member of the German BSK and also Board member of ESTA. Our slogan at the BSK is : "NIX OHNE UNS! BSK ... denn nur GEMEINSAM ist SCHWERES zu bewegen " ("Nothing without us!BSK....only together we can move the heavy")

We hear a lot of questions about the paragraph 70 Exceptional Permit according to §70 StVZO (Road Traffic Licensing Regulation). I explained in April 2013 in Munich what is the situation and what is new.

### 1. General information

- Without a technical exemption according to §70, a permit according to §29 STVO (Road Traffic Regulations) is not possible
- Exceptions are not the rule
- Regulations are strict
- Economic interests are irrelevant
- There is no legal right to an exceptional permit

### 2. On what grounds may an exception be granted?

- All reasonable measures must be exhausted to stay within the boundaries of the StVZO/FZV (Road Traffic Licensing Regulation/Vehicle Licensing Ordinance)
- Exceptions are only allowed within the scope actually required
- Vehicle combination must be appropriate
- Excess length
- Excess height
- Excess width

### 3. Transfer of an exceptional permit

- An exceptional permit must be issued to the registered owner and may not be transferred
- Manufacturers may also apply for an exceptional permit
- If the registered owner of a vehicle changes, the exceptional permit must be transferred accordingly and immediately
- Transfer of an exceptional permit only allowed upon approval by the authorities involved
- Authorities involved: in place of residence of the registered owner, or at the respective border crossing

### 4. Validity of an exceptional permit

- An exceptional permit is valid for a period up to 12 years
- There is no legal right for maximum validity
- German federal states are autonomous in their decisions
- In case of extensions, a report of re-approval is required
- Inclusion of new vehicles only according to a report of compliance

### 5. Regulation 2: "Cranes and Hydraulic Boom

#### Trucks"

- A crane is a "commercial vehicle of class N3 (self-propelled wheeled vehicle not

operating on rails) with a specific purpose," formerly known as a "self-propelled machine"

- An exceptional permit is mandatory for licensing of all-terrain cranes
- As for truck-mounted cranes, an exceptional permit is required if axle load and/or composite weight exceeds the Road Traffic Licensing Regulation
- Before approval of an exceptional permit, the highest authorities for road construction and maintenance must be consulted for all federal states involved
- Regulation 2 outlines parameters that make it possible to fulfill the requirements without having to apply for an exceptional permit according to §70

### Most important parameters of regulation 2

- Validity of an exceptional permit: maximum 12 years (formerly 6 years)
- Width: 3,00 m max.
- Height: 4,00 m max.
- Length: 20 m max. for up to 6 axles; 22 m max. for 7 axles and more
- Number of axles: 10 max. at 120 tons max. gross vehicle mass
- Axle load: 12 tons max.
- If swing out > 1,10 m, then escort vehicle or co-driver
- new: any escort vehicle instead of a BF3 escort vehicle (with a variable message sign)
- Visual field of the crane operator may only slightly be impaired
- formerly: ...configuration is to be described in detail; all heavy equipment and counter weights must be declared; a sketch must be supplied
- new (draft): ...configuration is to be described based on tare weight, and tare weight has to be provided
- Problem: cranes do not have tare weight
- Request of BSK: ...the exact configuration is to be described and provided, based on the respective gross weight and its associated axle loads
- Advantage: configuration may be adapted to specific needs and is not solely determined by the manufacturer's manual
- Trailer operation permitted to transport additional equipment
- for cranes up to 6 axles max.
- total truck length: 25 m max.
- width of trailer: 2,55 m max.
- length of trailer: 12 m max.
- trailer with 2 axles: 18 tons max. gross vehicle mass
- trailer with 3 axles and more: 24 tons max. gross vehicle mass
- composed weight of crane and trailer: 96 tons max. gross vehicle Mass.



# AWARD NOMINATIONS

## *Cranes telescopic lifting capacity $\leq 120$ t*



*Koninklijke Saan BV*



## *Cranes telescopic lifting capacity $> 120$ t*



*Mammoet Germany GmbH*



*Sarens NV*







# AWARD NOMINATIONS

## Cranes Lattice Boom



## Transport

### A. Trailer and load under 120t GCW [Gross weight]



### B. Trailer and load over 120t GCW [Gross weight]







*Sarens Nederland BV*



*Sarens NV*



*Kübler Spedition GmbH*



*Wagonborg Nedlift BV*



*Heavy Lifting and Project Transportation Company*



*Transport Company Ville Silvasti Ltd*



# AWARD NOMINATIONS

## Combined Techniques



## Safety









# AWARD NOMINATIONS

## Innovation End User



## SPMT



## Innovation Manufacturer







*August Alborn GmbH & Co.*



*Wagenborg Nedlift BV*



*Mammoet Germany GmbH*



*Roll-iT NV*



*Terex Cranes*



# ESTA Membershiplist

Member	Company name	Country
Ordinary Members	Heavy Transport Assosiation	UNITED KINGDOM
Ordinary Members	RAI(afdeling speciale voertuigen, sectie aanhangers en ople	NETHERLANDS
Ordinary Members	International Transport Danmark	DENMARK
Ordinary Members	Transport Logistiek Nederland (TLN)	NETHERLANDS
Ordinary Members	Vereniging Verticaal Transport	NETHERLANDS
Ordinary Members	Dansk Kran Forening	DENMARK
Ordinary Members	Construction Plant-Hire Association	UNITED KINGDOM
Ordinary Members	Anagrual	SPAIN
Ordinary Members	Mobilkranföreningens Service AB	SWEDEN
Ordinary Members	Union Francaise du Levage	FRANCE
Ordinary Members	Kranutleiernes Landsforening	NORWAY
Ordinary Members	Vereniging van Belgische Kraanverhuurders	BELGIUM
Ordinary Members	Bundesfachgruppe schwertransport und kranarbeiten (BSK)	GERMANY
Ordinary Members	ASTAG Fachgruppe Krane	SWITZERLAND
Ordinary Members	INFRA ry	FINLAND
Ordinary Members	Associazione Nazionale Noleggi Autogru e Transporti Eccezio	ITALY
Special Members	Transport Company Ville Silvasti Ltd	FINLAND
Special Members	Spatharas Bros Co.	GREECE
Special Members	Havator Group OY	FINLAND
Special Members	Felbermayr Transport & Hebettechnik	AUSTRIA
Special Members	Hareket Heavy Lifting and Project Transportation Company	TURKEY
Affiliated Company	SCHEUERLE   NICOLAS   KAMAG [TII Group]	GERMANY
Affiliated Company	Allround Forwarding & Logistics NV	BELGIUM
Affiliated Company	Goldhofer Aktiengesellschaft	GERMANY
Affiliated Company	Kässbohrer	TURKEY
Affiliated Company	RDW Divisie Voertuigtechniek TET	NETHERLANDS
Affiliated Company	Faymonville AG	BELGIUM
Affiliated Company	Broshuis International B.V.	NETHERLANDS
Affiliated Company	Terex Cranes Germany GmbH	GERMANY
Affiliated Company	Palfinger Platforms GmbH	GERMANY
Affiliated Company	BMS A/S	DEMNRK
Affiliated Company	WorldPower Erkin Ltd Co.	TURKEY
Affiliated Company	Hovago Cranes B.V.	NETHERLANDS
Affiliated Company	Spierings Kranen B.V.	NETHERLANDS
Affiliated Company	VestKran	NORWAY
Affiliated Company	Kobelco Cranes Europe	NETHERLANDS
Affiliated Company	Köhler Kran-Service GmbH	GERMANY
Affiliated Company	Zoomlion Europe BVBA	BELGIUM
Affiliated Company	Aboma B.V.	NETHERLANDS
Affiliated Company	Manitowoc Crane Group SAS	FRANCE
Affiliated Company	Liebherr-Werk Ehingen GMBH	GERMANY
Affiliated Company	Sennebogen Maschinenfabrik GMBH	GERMANY
Affiliated Company	Bulgarcom Kranova Technica	BULGARIA
Affiliated Company	TADANO FAUN GmbH	GERMANY
Affiliated Company	Re-Move Leasing B.V.	NETHERLANDS
Affiliated Company	Palfinger SANY International Mobile Cranes Sales GmbH	AUSTRIA
Affiliated Company	RITCHIE Bros	NETHERLANDS
Affiliated Company	SHELL Global Solutions International BV	NETHERLANDS
Affiliated Company	Nordic Cranes Group AS	NORWAY
Affiliated Company	LGH Hijsmaterieel B.V.	NETHERLANDS
Affiliated Company	RUD Ketten Rieger & Dietz GmbH u. Co. KG	GERMANY



## ESTA Autumn Meeting

October 10th|11yh, 2013 at the following location:  
Crowne Plaza Antwerp  
Gerard Le Grellelaan 10  
2020 Antwerpen, Belgium  
[www.crowneplaza-antwerpen.be](http://www.crowneplaza-antwerpen.be) |  
[www.octopus-eventpool.be](http://www.octopus-eventpool.be)



### Speciality

### Internet Address

Abnormal Road Transport	<a href="http://www.hta.uk.net">www.hta.uk.net</a>
Abnormal Road Transport	<a href="http://www.nooteboomgroup.com">www.nooteboomgroup.com</a>
Abnormal Road Transport	<a href="http://www.itd.dk">www.itd.dk</a>
Abnormal Road Transport	<a href="http://www.tln.nl">www.tln.nl</a>
Cranes	<a href="http://www.verticaaltransport.nl">www.verticaaltransport.nl</a>
Cranes	<a href="http://www.kranforening.dk">www.kranforening.dk</a>
Cranes	<a href="http://www.cpa.uk.net">www.cpa.uk.net</a>
Cranes	<a href="http://www.anagrual.es">www.anagrual.es</a>
Cranes	<a href="http://www.mobilkranforeningen.se">www.mobilkranforeningen.se</a>
Cranes	<a href="http://www.UFLevage.fr">www.UFLevage.fr</a>
Cranes	<a href="http://www.mobilkraner.no">www.mobilkraner.no</a>
Cranes	<a href="http://www.vbkv.be">www.vbkv.be</a>
Cranes-Abnormal Road Transport	<a href="http://www.bsk-ffm.de">www.bsk-ffm.de</a>
Cranes-Abnormal Road Transport	<a href="http://www.astag.ch">www.astag.ch</a>
Cranes-Abnormal Road Transport	<a href="http://www.infra.fi">www.infra.fi</a>
Cranes-Abnormal Road Transport	<a href="http://www.assoanna.it">www.assoanna.it</a>
Abnormal Road Transport	<a href="http://www.silvasti.com">www.silvasti.com</a>
Cranes	<a href="http://www.spatharas.com">www.spatharas.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.havator.com">www.havator.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.felbermayr.cc">www.felbermayr.cc</a>
Cranes-Abnormal Road Transport	<a href="http://www.hareket.com.tr">www.hareket.com.tr</a>
Abnormal Road Transport	<a href="http://www.tii-group.com">www.tii-group.com</a>
Abnormal Road Transport	<a href="http://www.aflo.be">www.aflo.be</a>
Abnormal Road Transport	<a href="http://www.goldhofer.de">www.goldhofer.de</a>
Abnormal Road Transport	<a href="http://www.kaessbohrer.com">www.kaessbohrer.com</a>
Abnormal Road Transport	<a href="http://tet.rdw.nl">tet.rdw.nl</a>
Abnormal Road Transport	<a href="http://www.faymonville.com">www.faymonville.com</a>
Abnormal Road Transport	<a href="http://www.broshuis.com">www.broshuis.com</a>
Cranes	<a href="http://www.terex-demag.com">www.terex-demag.com</a>
Cranes	<a href="http://www.palfinger.com">www.palfinger.com</a>
Cranes	<a href="http://www.bms.dk">www.bms.dk</a>
Cranes	<a href="http://www.worldpower.com.tr">www.worldpower.com.tr</a>
Cranes	<a href="http://www.hovago.com">www.hovago.com</a>
Cranes	<a href="http://www.spieringscranes.com">www.spieringscranes.com</a>
Cranes	<a href="http://www.vestkran.no">www.vestkran.no</a>
Cranes	<a href="http://www.kobelco-cranes.com">www.kobelco-cranes.com</a>
Cranes	<a href="http://www.k-kran.de">www.k-kran.de</a>
Cranes	<a href="http://www.zoomlion.com">www.zoomlion.com</a>
Cranes	<a href="http://www.aboma.nl">www.aboma.nl</a>
Cranes	<a href="http://www.manitowoccrane.com">www.manitowoccrane.com</a>
Cranes	<a href="http://www.liebherr.com">www.liebherr.com</a>
Cranes	<a href="http://www.sennebogen.de">www.sennebogen.de</a>
Cranes	<a href="http://www.bulgarcom.bg">www.bulgarcom.bg</a>
Cranes	<a href="http://www.tadanofaun.de">www.tadanofaun.de</a>
Cranes	<a href="http://www.re-move.com">www.re-move.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.palfinger.com">www.palfinger.com</a>   <a href="http://www.sanygroup.com">www.sanygroup.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.Rbauction.com">www.Rbauction.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.shell.com">www.shell.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.nordiccrane.com">www.nordiccrane.com</a>
Cranes-Abnormal Road Transport	<a href="http://www.LGH.nl">www.LGH.nl</a>
Cranes-Abnormal Road Transport	<a href="http://www.rud.com">www.rud.com</a>





*Federation Europeene pour les transports exceptionels et gues mobiles  
European association of heavy haulage transport and mobile cranes*

**WWW.ESTA-EU.ORG**

**ESTA OFFICE**  
Lotte Beesestraat 4  
2331 KJ Leiden  
the Netherlands  
T: +31 71 572 4705  
F: +31 71 572 4968  
[info@esta-eu.org](mailto:info@esta-eu.org)