



## WELCOME TO THIS ROUND-UP OF ESTA'S WORK, EVENTS AND CAMPAIGNS

ESTA - the European Association of Abnormal Road Transport and Mobile Cranes - welcomes you to this latest newsletter on current developments in the abnormal transport and heavy lift industries.



If you and your organisation would like to become more involved in ESTA's work, and take part in some top quality and enjoyable networking at the same time (both online and - when allowed - in person!), then why not see if you are eligible to become an official ESTA Supporter. It costs just 840 euros a year and comes with a range of benefits. To find out more, go to [www.estaeurope.eu/Supporter](http://www.estaeurope.eu/Supporter)

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### Europe-wide concern at Germany's permit plans



ESTA is to raise with the European Commission the growing concerns surrounding planned changes to Germany's VEMAGS permit regulations for heavy transport and abnormal loads that are due to come into force on January 1, 2021

VEMAGS is the German online system for the application and approval for large-scale and heavy transports in all 16 federal states. Transport companies and their clients fear the new rules will lead to increased costs, unnecessary bureaucracy and greater delays.

From that date permits can only be ordered from the regional authority where the transport starts or where the transport company has its headquarters or a major branch office. This implies that companies not based in Germany can only apply to the region where they enter Germany.

The impact will be to greatly reduce the number of authorities from whom a transport company can obtain a permit for a heavy transport or abnormal load and the cost of obtaining permits under the new regulations is also expected to increase, in some cases significantly.

ESTA Director Ton Klijn said: "At present there are many unanswered questions that do not just affect German companies but European operators. We urgently need clarification of how these new regulations will be interpreted on the ground by the authorities, how they will be implemented and what the costs will be."



## Van Noort warns on future skills shortages

Wouter van Noort, ESTA's Section Cranes President and European Managing Director for Mammoet, has warned the crane industry of the long-term dangers of losing skilled employees during the Covid19 crisis.



He made a strongly-worded plea during the recent joint meeting of ESTA's transport and crane sections. He said: "As the crane industry, we are of course largely dependent on what our clients are producing or building. As a result of the crisis and the subsequent lack of production,

the understandable reflex of many companies is to do whatever they can to cut costs.

"But we should bear in mind that before the pandemic crisis a shortage of personnel was looming that will quickly return after the current health issues have been resolved. Saying goodbye to well-trained and experienced employees may look a sensible action now but could be dearly regretted in the future."

## ECOL progress report

The online examination system for ESTA's European Crane Operators Licence project is now up and running in three languages - English, Dutch and Danish - and work is underway on German and Spanish versions.

In addition, three more companies have announced their intention to set up ECOL training centres - Aertssen and Michielsens in Belgium and Manitowoc in Germany - and talks are underway about signing Mutual Recognition Agreements with relevant organisations in Spain, Germany and the UK.

So far two MRAs have been agreed, with TCVT from the Netherlands and BCACS from British Columbia, Canada. At present, three training institutes and four examiners from three European countries have joined the scheme and ECOL has carried out 19 examination sessions in four different languages. A total of 38 operators have been certified. They were examined in three different countries.



## **ESTA support for Turkish heavy transport association**

ESTA has written to Turkish member AND - the Turkish Heavy Transport Association - in support of AND's attempts to persuade the Turkish authorities to reform the country's heavy transport regulations.

AND hopes that Turkey will adopt similar regulations to those currently in force in Germany and the Netherlands.

In his letter of support, ESTA Director Ton Klijn said that if the Turkish authorities did agree to the reforms, their national heavy transport industry would be safer and more efficient as a result, and the industry would also reduce its environmental footprint.

## **ESTA Board members re-elected**

Three of ESTA's top officials were unanimously re-elected for further three-year terms at the organisation's General Assembly last month.

André Friderici, Technical Director of Swiss-based Friderici Spécial, stays on as President of ESTA's Section Transport; Jens Enggaard, CEO of Danish company BMS, remains as ESTA Treasurer; and Stijn Sarens, Global Key Account Manager at Belgian multinational firm Sarens, retains his position as ESTA Secretary.

## **Heavy transport corridors: one step forward, one back**

Plans to create dual-use heavy transport corridors across Europe for military and commercial purposes have taken an important step forward - but could yet be held up by rows between European Union member states.

Funds for the corridors had been agreed but were held up by the negotiations between the European Council and the European Parliament over the bloc's next seven-year budget. Brussels has now announced that a deal had been reached.

However, the budget still has to be approved by member states and the budget rules are meeting resistance from some countries, especially Poland and Hungary.

ESTA has long campaigned for investment in a network of heavy transport and abnormal load corridors across Europe to increase efficiency, ease the pressures on local transport authorities and improve safety.





## ICSA reports progress online



The latest meeting of the International Crane Stakeholders Assembly took place online in November.

Final touches are being put to the long-awaited and detailed best practice guide on the safe use of mobile cranes on barges before its publication early next year.

Delegates also decided to start work on a new best practice guide on the use of mobile cranes in pile driving and extraction work. Any ESTA members interested in contributing to this work are invited to contact the ESTA office.

The International Crane Stakeholders Assembly's role is to promote the harmonization of international standards and share information on safety, technical and regulatory issues. The ICSA has seven crane user and manufacturer members from Australia, Canada, Europe, Japan and the USA. Further information can be found on the ESTA website or at [www.icsa-crane.org](http://www.icsa-crane.org)

## Reminder: ESTA's 2021 awards and plans

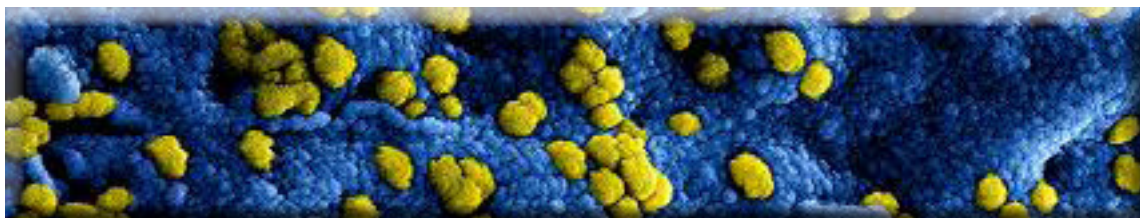
ESTA is currently intending to hold our 2021 Section Meetings and Awards Ceremony on Thursday, April 22, 2021, during the Intermat exhibition in Paris. As usual, the General Assembly will be held on the morning of Friday, April 23.

The call for entries for the ESTA 2021 Awards will be circulated shortly. Entry forms and details will be available from the awards section of the ESTA website.

As previously announced, we are also planning to hold our autumn meeting in Finland and further details will be announced in due course.

However, whether we are able to resume holding face-to-face events in 2021 will depend on the rules and restrictions resulting from the pandemic. We will give more information as soon as we are able.

## COVID-19 UPDATES



ESTA has a section on its website for announcements regarding COVID-19 and links to other websites with useful information. It is here at [www.estaeurope.eu/COVID-19](http://www.estaeurope.eu/COVID-19)