



SPMTs and the Special European Registration for Trucks and Trailers (SERT) document that Richie was involved in developing.

SERT is intended to replace the plethora of different national documents surrounding industry procedures and at the same time give the permit-granting authorities all the information they need.

Richie added: "The advantages of SERT are obvious – for every vehicle there is only one document needed to give all the necessary information.

"What is more, the SERT document is a very effective way of registering modular trailers – that is, trailers that can be put together in different combinations even when different manufacturers are involved."

Other benefits

ESTA president David Collett, managing director of UK based Collett & Sons and a former chairman of the UK's Heavy Transport Association, a leading ESTA member, said that involvement and support from the major manufacturers would help speed developments in other areas – notably ESTA's drafting of the SPMT best practice guide and its work to improve safety.

He said: "ESTA regards itself as representing all of Europe, but European borders still represent huge obstacles for internationally operating hauliers and as such form a protection barrier against competition."

Collett concluded: "We are also totally committed to making further safety improvements in our industry. Hence we are appealing to all companies that specialise in cranes, crane hire, and abnormal road transport, to help and support ESTA's work – including the trailer manufacturers."

ESTA urges trailer-makers to form own trade association

The creation of a European trailer manufacturer association could help improve safety and raise standards across the heavy transport industry, argues industry body ESTA.

Senior members of ESTA – the European association for abnormal road transport and mobile cranes – are calling on the major trailer manufacturers to set up their own European association to help improve safety and raise standards across the heavy transport industry to new levels of excellence.

ESTA wants manufacturers to follow the example of their counterparts in the crane sector, which come together to discuss and solve common problems as members of the Cranes and Lifting Equipment Group of the European Federation of Materials Handling (FEM).

The issue has long been a concern for ESTA with members worried that the lack of a single voice to represent the trailer manufacturers weakens the industry's

lobbying, impedes the harmonisation of standards and is slowing moves to deal with safety issues, such as those concerning self-propelled modular trailers (SPMTs).

The subject was raised again at a recent dinner held by the Dutch department of road transport, RDW, by Wim Richie, ESTA's transport vice president.

Single voice

"Much of our work would be more effective and carried out more efficiently if we were able to involve a manufacturer's organisation that was able to speak with a single voice," commented Richie, who is himself a former RDW senior policy officer.

He particularly referred to ESTA's work to develop a best practice guide for the use of



We are totally committed to making further safety improvements in our industry. Hence we are appealing to all companies... to help and support ESTA's work.

– David Collett, ESTA

KEY IN HEAVY LIFT



HAPPY STAR

CRANE CAPACITY 2 x 900 mt SWL
LENGTH OVERALL 156.00 m
BREADTH MOULDED 29.00 m
LRS X 100 A1, ICE CLASS 1A - DUTCH FLAG

BIG LIFT

WWW.BIGLIFTSHIPPING.COM