



Is your company an ESTA supporter?



Join up and help us in our
work to raise standards
and improve safety

We have changed our rules to allow individual companies to become official supporters.

In future, all companies active in crane rental or abnormal road transport can become ESTA supporters – as long as they are members of their national association (which itself must be an ESTA member).

Supporters will have:

- the right to take part in ESTA's crane or transport section meetings
- the opportunity to debate and influence key industry issues
- access to ESTA's published technical information
- the right to use the ESTA logo
- a free seat at the popular annual ESTA Users' Night and Awards.

Join your industry colleagues from across Europe and help us make a difference

To find out more, go to www.estaeurope.eu

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Q&A with ESTA President David Collett

HOW IS ESTA'S STRATEGY DEVELOPING AND HOW DOES IT COMPLEMENT THE WORK OF ITS NATIONAL ASSOCIATION MEMBERS?

Our work continues to be based on the core five point strategy that we adopted in 2013, which we named 'The Clear Road Forward' (I'll talk about that in more detail later).

We work for and represent a huge, international industry facing many complex issues, and for ESTA to be effective – and to be able to operate within our means – we felt it was essential to have clarity and well-understood priorities.

To start with the basics, ESTA is the European platform for stakeholders in the crane and abnormal road transport industry.

We promote the image and interests of the industry across Europe by connecting national associations of crane and abnormal road transport users and collaborating with industry stakeholders with the aim of creating a safe and more efficient working environment.

WHAT ARE THE MOST IMPORTANT ISSUES FACED BY ESTA AND ITS MEMBERS TODAY?

Top of our agenda is safety, and we are continually looking at how our industry's practices can be improved, and how we can work as effectively as

possible with our clients and suppliers.

But if safety is our top priority, two other issues are not far behind.

Training – or rather the growing shortage of skilled people at all levels in the industry – is becoming a major concern, especially as the increasing sophistication of projects and equipment means we need ever more highly trained and qualified individuals.

And then there is the issue of the harmonisation of the rules and regulations governing mobile cranes and heavy transport throughout Europe. Politicians talk about the single market, but when you consider the plethora of different regulations our industry faces from country to country, it sometimes seems that it does not truly exist.

These are all very difficult issues to address. But we have to take every opportunity to raise them and influence the decision makers and our political masters.

ESTA HAS ALWAYS PLACED GREAT EMPHASIS ON IMPROVING SAFETY. DO YOU FEEL THAT SAFETY IS IMPROVING? HOW COULD SAFETY BE IMPROVED FURTHER?

As new initiatives are conceived and implemented, of course we can see that safety is improving in our industry.

And with the important involvement of the manufacturers, who innovate and respond to the market and regulatory health and safety requirements, then, yes, things have been moving in the right direction.

However, we cannot take anything for granted, and we certainly cannot assume that safety is the responsibility of 'others'.

As an association, we must continue to support, advocate and influence our industry's behaviour to adopt 'safe working practices' and keep up the pressure to see that those practices are being followed.

Most of the safety issues that are



recorded are not 'mechanical' error, but more to do with 'operator' error and it is clear that for the future, education and training is the best way to try and improve safety factors.

HOW CAN ESTA INCREASE ITS INFLUENCE WITH REGULATORS AND CLIENTS?

Quite simply, through our five point strategy. We need to stay focused on the key issues that are most important to our industry, and ensure that regulators, clients and others that impact on our business understand who we are and what we are about. That means taking every opportunity to meet and talk to the powers that be, and also having good quality information readily available to support our arguments.

WHAT DO YOU HOPE TO ACHIEVE IN YOUR TENURE AS ESTA PRESIDENT?

Personally, I would love to see two major tasks successfully completed – the publication of the SPMT Best Practice Guide and the creation of the European Crane Operator Licence.

Both subjects will be covered elsewhere in this annual review, but I want to pay tribute to all those who have worked on these projects. The workload, I know, has been immense.

Regarding SPMTs, the new guidelines will help address the problem of trailers tipping over, which has happened on some occasions even though the existing operating rules and stability calculations were being precisely followed.

Clients understandably asked what the industry was going to do

“It is important for ESTA to 'represent Europe' and the interests of our members on the international stage.”

“ **Education and training is the best way to try and improve safety factors.** ”

David Collett is Managing Director of Collett & Sons, based in the UK, and President of ESTA

about the problem. In response, we created a working group that included representatives from several of our leading members, plus manufacturers and clients.

The working group contained representatives from Collett, Fagioli, Goldhofer, Kamag, Mammoet, RDW (the Dutch Department of Road Transport), Sarens, Scheuerle, Shell, Wagenborg Nedlift and The Works International.

To understand the technical problems of stability, we had to develop a common mathematical model that would better take into account the full range of forces affecting an SPMT and its load. This has helped us to understand the problem better and enable us to make the necessary recommendations.

It has taken us more time than we originally envisaged, but we are making progress.

This is a very important issue. When an accident happens the fall-out can be monstrous.

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

Alongside this project, our plans to create a European Crane Operator Licence are progressing well, although there is a huge amount still to be done.

In ESTA, we are convinced it will lead to higher standards, improve site safety and boost employment opportunities for qualified operators, making it easier for them to find work outside their home country.

We also think it will reduce training and education costs and help make

the European crane industry more competitive in global markets.

The licence will supplement, rather than supercede, existing national qualifications and is likely to be set at a higher qualification level than currently exists in most member states – so will counter the concern amongst some in the industry that ECOL could become a "lowest common denominator" qualification.

HOW IMPORTANT ARE RELATIONS WITH OTHER INTERNATIONAL BODIES, SUCH AS CICA IN AUSTRALIA AND THE SC&RA IN THE USA?

Very. Firstly, it is important for ESTA to 'represent Europe' and the interests of our members on the international stage. We have members who are global players and this is important to them.

Secondly, I am a great believer in the benefits of strong and open communication. There is much we can learn from our colleagues in other markets, and I like to think there are things they can learn from us.

If we get it right, the whole industry world-wide is stronger as a result – better regulated, safer, more profitable.

WHAT ARE ESTA'S BIGGEST WEAKNESSES TODAY?

Time and people. Compared with other similar organisations, our resources are very limited. ESTA is run mostly by volunteers from the industry we represent. However, most of these people also have businesses to run and so have limited time available to dedicate to ESTA. As a result, we are looking at how we can increase the number of full time employees to help us develop further and build on the great work that has been done so far.

WHAT ARE YOUR HOPES FOR ESTA IN THE FUTURE?

Really, to do what we are doing now, but better. We want to continue to represent the mobile crane and heavy transport industry across Europe and on a global stage. However, I believe ESTA can do this more effectively and have more influence over future regulation and legislation.

ESTA's strategy in brief

1. Networking

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

2. Information

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

3. Expertise

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

4. Representation

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

5. Standardisation

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

WHAT MEASURES COULD NATIONAL GOVERNMENTS OR THE EUROPEAN UNION ADOPT TO INCREASE THE STRENGTH OF THE MOBILE CRANE AND HEAVY TRANSPORT SECTORS?

For transport operations, adoption of the 'Best Practice Guide' for heavy

continue on page 34



An unwavering focus on improving safety

Safety, as we all know, is at the top of ESTA's agenda. In my report, I would like to focus on two important safety developments.

Reviewing the impact of EN13000

Many readers will remember the discussions five years ago when EN13000:2010 came into effect.

The "hot" topic was the fact, that on all cranes delivered into the European market after May 1st 2010, the Rated Capacity Limiter (RCL) had to be placed outside the cab and out of the reach of the crane operator.

The EU lawmakers stated that we must have a new setup where the cheating we have witnessed in the past – that is to say, the deliberate disabling of the RCL – is no longer possible.

Quite simply, there were far too many crane accidents where a disabled RCL couldn't prevent an accident from taking place.

There were many discussions before the introduction of the new regulation, but looking back, the many concerns about the new set up seem to have been unnecessary.

In December 2010, six months after the implementation, ESTA asked all owners of new cranes delivered in Europe about their experience so far.

"We have to get used to it, we need to do more job planning compared to earlier, we often end up sending out a bigger crane and, we have had no accidents so far with these cranes" were amongst the answers.

But those were early days, just six months in, and large numbers of new cranes were not yet out in the market. So the results of this survey were clearly not conclusive.

At the latest ESTA Section Cranes meeting, now five years and large numbers of cranes later, we decided to carry out a new survey amongst our European association members.

Five years may have elapsed but the replies were almost identical. "We have not had, nor have we heard of, any accidents where a disabled RCL was the root cause," the respondents said.

They added: "We do more job planning, and we have got used to the positioning of the RCL"

At the same time, the FEM mobile crane manufacturers said that they have not heard of any accidents where a disabled RCL was the root cause.

It is not for me as director of ESTA, to voice my opinion about the result of having moved the RCL. But as past CEO of a crane rental company I would like say this: "It was a great thing, moving the RCL out of the reach of the operator, and it should have been done long ago."

Working at height – new guidelines

The long awaited FEM Guideline "Working at Height" is ready to be released. In fact, it may have happened, by the time you read these words.

This is a super document, made possible thanks to the major input from not only the FEM's mobile crane manufacturers, but also from the mobile crane industry as a whole – crane owners, operators, customers, government officials and so on.

My best estimate is that over the course of eight meetings – hosted by FEM in Frankfurt, Germany – around two man-years of work have gone into the document, and that does not include the many internal company and association meetings.

Following implementation of all recommendations – many of which were acted upon in advance of publication as the document took form

and shape – safe access to and egress from mobile cranes have been lifted to another new and very high level.

On behalf of ESTA, I would like to thank all involved in the process. It was long and expensive, but the result justifies all efforts.

Anyone wanting to see the full document will be able to follow the link on ESTA's website to the FEM's website, where it will be published.

The next steps

ESTA's biggest challenge right now is not the number of relevant safety-related projects, we need to work on. Our biggest challenges are funding – money, money, money – and finding the time required to take on these projects.

We have no full-time, staff. The board of directors put many hours into ESTA – for ESTA read The European Crane and Heavy Transport Industry – on a voluntary basis, and do so in addition to their full time employment.

In short, ESTA needs some full time employees. It is my hope, that once I retire, ESTA will be in the position where a full time director can take over.

We have a steady stream of new members. Welcome and thank you to all, old and new alike. We appreciate your support and engagement, and I look forward to yet another year, where we jointly continue lifting the safety level of our industry.

Søren Jansen, ESTA Director, has spent more than 30 years in the crane industry, 15 as the CEO of a major Scandinavian crane rental company. In addition to his ESTA activities he owns a consulting company, working for Danish and international clients.



Developing policies to boost influence

Membership, resources and international cooperation dominate Ton Klijn's agenda.

ESTA Supporters – a new membership category

As has been widely reported, ESTA has changed its rules to allow individual companies to become official supporters and be directly involved in our work.

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

We hope that the move will enable ESTA to tap directly into the expertise of individual companies – and at the same time raise much-needed funds to enable us to expand our work. Our expectation is that somewhere between 250 and 500 companies active in our line of business will become ESTA supporters.

After the ESTA Board took the decision to create this new membership category, we were faced with the task of developing the systems to support it.

Domestic rules had to be devised and a supporter administration system organised. Also the website needed updating and we had to publicise this new form of participation.

The benefits are:

- the use of the ESTA logo
- a free seat at the awards dinner
- free access to all technical information on the ESTA website.

Supporter companies will also have the right to attend ESTA's crane or transport section meetings, as appropriate. Applications to become an ESTA member will be made through the ESTA website. All applications will have to be approved by the ESTA Board of Directors.

For further information, go to www.estaeurope.eu.

ESTA's administration

We are in the process of making the ESTA office support more professional and better equipped to support the board, the director and the various working groups in their activities.

We have also renewed the ESTA website in order to be able to better communicate with our stakeholders and the rest of the market.

And we have replaced our internal accountancy firm, in an effort to acquire a more professional service. We feel this accountant can assist us better in future, when ESTA will also have to control and administer the ECOL foundation (see below and elsewhere in the annual review), after its establishment.

Crane Capacity Indices database

ESTA has decided to start the development of a database of Crane Capacity Indices.

The first crane types have been assessed and engineers from two of ESTA's supporting companies are working on evaluating a further set of 25 crane types from various manufacturers.

Our goal is to publish the Crane Capacity Index of all current crane types up to the "100 tonnes class" on the ESTA website, in order to allow the market to make a more informed choice when selecting a crane for hire or purchase.

We will however also invite the manufacturers to calculate the Crane Capacity Index of their own machines according to the calculation method agreed on by the ESTA Section Crane meeting.

International Crane Stakeholders Assembly

At the time of writing, I as ESTA Secretary and ESTA Director Søren Jansen, are

preparing for ESTA's participation in the ICSA meeting in Perth, Australia.

We will meet with fellow organisations from the USA, Australia, New Zealand, Canada and Brazil, as well as most major manufacturers from 3 continents.

The goal of the ICSA is to agree on the worldwide harmonisation of the rules and regulations regarding the construction and use of cranes.

The idea behind this is that more harmonised rules mean better and safer machines, that are used in a safer way.

Topics being discussed in the meeting (and hopefully to be laid down in new ICSA "guidelines") are:

- leaving mobile cranes unattended in partially erected mode
- use of cranes for the lifting of persons
- training and assessment of crane operators
- the FEM/ESTA document "working at height"
- harmonising rules for the regular safety inspections of cranes

The results of this meeting will be published on the ESTA website.

European Crane Operator Licence

And last, but by no means least, there is a huge amount of work being carried out to develop a European Crane Operator Licence. I will not cover that in any detail here, as it is being reported on elsewhere in the annual review, except to say a huge: "thank you" to all those involved. We are making good progress.

Ton Klijn, ESTA Secretary, has been managing director of Wagenborg Nedlift, a Dutch heavy lift and transport company, since 2003. He is also a board member of the Dutch association, VVT.

Debating the key issues facing the heavy lift sector

By Sander Splinter, President of ESTA's Section Cranes

With representation from crane associations of many European countries, plus equipment manufacturers, customers, individual crane rental firms and associated

companies, the ESTA Section Cranes is the perfect forum to discuss the key issues facing the industry and to help develop a safer and better working environment in the whole heavy lift sector.

Although the meetings are well attended and positive, it is my personal goal to improve them further and to increase the interaction and quality of debate.

Admittedly, the detailed progress on many topics is developed in ESTA's specialist working groups. However, we should be able to make more use of the great knowledge and expertise present in the Section Cranes meetings.

For example, in the 2015 spring meeting in Paris we piloted a workshop on the lifting of people. which turned out to be a great success and confirmed the level of knowledge present. The discussions were lively and the outcome was surprisingly aligned (see below).

In general, the main topics discussed at the crane section meetings are:

- Improving safety by developing best practice guides;

- Developing new environmental and safety standards for cranes, in close cooperation with the equipment manufacturers;
- Striving for standardisation across European markets, particularly in testing regimes, the lifting of persons, international hand signals and through a crane capacity index

One of the largest projects we currently have underway is the European Crane Operator Licence (this is covered in detail elsewhere).

To keep safety at the top of all of our agendas, we start each meeting with an industry related safety topic.

In Paris, we focused on the incidents caused by “wrong” reeving of the hoisting wire in the boom head or hook block. This is serious and can lead to damaged or broken hoisting wire and the unintentional release of the load.

The problem will further be discussed in an FEM/ESTA Working Group.

The Paris meeting also included discussions on the following subjects:

- **“Safety measures and procedures related to work at height: mobile cranes”.** Work on this new FEM guideline has been concluded; it will be published shortly and will be available on ESTA's website
- **Spark arrestors in new crane engines;** each manufacturer present at the meeting (Liebherr, Terex, Manitowoc, and Tadano Faun) explained their particular position relative to spark arrestors in their mobile cranes' exhaust systems.
- **“Lifting with multiple cranes”;** the document (FEM 5.021) is in its final stages and should be released soon. It will be available as an ICSA document on ESTA 's website
- **Developing a crane capacity index;** ESTA has decided to continue with the project, making an index available for crane owners and buyers for each hydraulic crane up to approximately 120 tonnes.





Sander Splinter speaking at a packed Section Cranes in Paris, and coordinating a workshop at the same meeting



- **The new suggested Stage V engine emissions rules** (see box on this page for more details) and serious concerns about the short transition period. ESTA's members are being asked to lobby against the new directive as currently drafted.
- **Lifting of people with mobile cranes;** mobile cranes are not designed for lifting of people. The use of mobile cranes for lifting people is limited to exceptional circumstances if the use of the mobile crane is the least hazardous way. However, the definition of "exceptional use" is still unresolved. The industry should try to come up with a definition of "exceptional" and investigate which additional permits and safety precautions would be required in that case.

This list of topics is far from exhaustive, but shows the detail and variety of subjects being dealt with by the ESTA Section Cranes.

Since October 2011 I have the honour and pleasure to be the Section Cranes President. In my daily business I am the managing director with Mammoet for Europe. Cranes are my passion, and although at ESTA we have achieved great things in the past, I am convinced that we can achieve a lot

Campaigning: ESTA calls for Stage V rethink

ESTA has been calling on the European Commission to think again over the current timetable for implementing the suggested new Stage V engine emissions regulations.

European mobile crane users and manufacturers are warning officials in Brussels that if the Commission presses ahead with its plans as currently drafted, it will cause thousands of job losses while the industry adapts to the changes and will seriously weaken the European crane manufacturing sector.

One firm described the plans as "one step towards the destruction of the mobile crane manufacturing industry here in Europe".

The manufacturers – members of the FEM's Cranes and Lifting Equipment Product Group – argue that they need three years to implement the changes, rather than the 12 month transition period currently envisaged.

They say that if the European Commission sticks to its proposals, they will have to slash manufacturing capacity by two-thirds while they adjust to the new regulations – a move that would almost certainly lead to the temporary loss of thousands of jobs.

And they say that the impact on their suppliers could be worse still.

ESTA has been supporting the manufacturers' cause, arguing that the directive will lead to shortages of some models and an increase in emissions in the short-term as crane users are forced to use older machines.

ESTA has also been calling on its members to lobby their MEPs, national parliaments and official bodies to pressurize the EC to change course.

The Commission proposals are contained in "Directive 97/68/EC – Draft" which sets out details of the new, more stringent Stage V engine emission limits for engines in the power range of 130-560kW.

It is currently envisaged that the directive will become mandatory by January 1, 2019. OEMs using such engines in their machines – amongst them the European mobile crane manufacturers under the FEM umbrella – would then have a 12 month period to adapt their machines to Stage V engines.

The regulation will affect all types of construction equipment, but are especially difficult for the mobile crane manufacturers to implement because of the impact of engine changes on the whole performance of a mobile crane.

more, for the benefit and safety of the whole heavy lifting industry.

The section meetings are free for ESTA members, accessible and provide excellent networking opportunities. I look forward to your attendance.

Sander Splinter is President of ESTA's Section Cranes and managing director of Mammoet Europe.

Discussions dominated by permits and expansion plans

By Andre Friderici, President of ESTA Section Transport

The beginning of 2015 was generally quite slow for our business, but we saw some improvement by the 2nd quarter, and the sector was further boosted by the Intermat exhibition. This brought us some improved products, new vehicles, and interesting solutions, especially in the stowing and fastening of goods, and we saw a real desire to innovate for the transport industry.

As a result, we have been looking for some months for a Transport Officer, although we have not been successful as yet. This remains a high priority.



The new officer's role will include:

- Increasing membership of the transport section
- Increasing attendance at transport section meetings
- Developing the transport agenda
- Organising the section's workload in line with the strategy and priorities

The Transport Officer is not a replacement for the role of president, but will rather support the president in expanding the section's work.

Permits and SERT

The difficulties regarding permit granting in the transport industry remain as entrenched as ever. It is essential that the industry continues to strive for a better and easier permit granting system.

The majority of European countries seem to be aware of SERT, but are not able or willing to accept it. At the same time, it is quite clear that members of the transport section still have strong feelings on the subject, and that close cooperation with the trailer manufacturers would be a good thing.

Generally we have the impression that the difficulties we are facing are driven – at least in part – by growing protectionism. Certainly it seems to be growing in countries where business is not so strong. This is exactly the opposite of what we, at ESTA, are all about, and we must all work together

The role of ESTA's transport section

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

Transport Section Meetings are open to Ordinary and Special Members and Affiliated Companies.

Section Transport – the agenda

The main themes of the year for ESTA's transport section were threefold:

- the search for a transport officer
- the drive for new members across Europe
- the creation of a new working group to improve the SERT/ COC document and ultimately to try get it accepted and adopted more widely.

Transport officer

The transport section faces difficulties when it comes to expanding its workload due to our limited resources. We need a designated person to develop contacts at a high level in the industry and who can go and visit members.





Andre Friderici (centre) talking with delegates in a break during the Section Transport meeting in Paris.

to reduce it and change it in the direction we want.

The question is what can we do to reverse this trend? We will have to see whether the working group can find a way forward.

SPMT best practice guide

Finally, work is continuing on finalising the new best practice guide (this is covered in the Q&A feature with ESTA President David Collett) for the operation of self-propelled modular trailers, or SPMTs, in a move to raise safety standards and reduce the number of accidents.

ESTA created the working group following concerns expressed by a number of clients just over three years ago. They were worried that some SPMT loads had tipped over, even though the existing operating rules and stability calculations had been precisely followed.

More will be announced on this subject in due course.

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

Why SERT is important

The Special European Registration for Trucks and Trailers (SERT) is intended to reduce the paperwork and bureaucracy faced by the heavy transport industry.

After a lengthy campaign by ESTA - the European association for abnormal road transport and mobile cranes - SERT was launched ten years ago with the support of the European Commission.

However, to date only the Netherlands has fully adopted the SERT proposals, and many in the heavy transport industry feel that a great opportunity to boost efficiency and eliminate an obstacle to cross-border trade is being lost.

SERT forms a key part of the European Best Practice Guidelines for Abnormal Road Transport, first published by the European Commission's transport directorate and which received the approval of the EC's road safety authorities back in 2005.

It is intended to replace the many different national documents faced by heavy transport firms, reducing paperwork while making sure the authorities have the detailed information they need.

Andre Friderici believes that SERT has great benefits for the industry. It will reduce costs as for every vehicle only one document is needed to give all the necessary information."



In addition, SERT 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.

In 2012, ESTA completed some new research and concluded that complying with different cross-border permit regulations costs the industry around 500 million euros a year. It believes this figure could be almost halved with a more efficient system.



Spain's Hipertrans joins ESTA

Hipertrans is the logistics subsidiary of a mining corporation called Epsa, which has a presence in more than 15 countries world-wide.

Hipertrans was founded 30 years ago to be responsible for the logistics of taking the mining company's heavy duty machinery by road.

Based in Madrid, with operations in Chile and Panama, our most recent milestone was the purchase of Transportes Cifuentes, a company dedicated to the transportation of oversized aeronautical components.

Hipertrans was a founding partner of ASTRAE, the Spanish and Chilean associations of abnormal transports. Being a member of organisations such as ASTRAE and ESTA gives us the chance to debate with and meet personally the people dealing with regulations in heavy transport industry in different markets. So joining ESTA was an easy decision to take.

A European Crane Operator Licence

How will it work and why is it needed?

ESTA's plans to create a European Crane Operator Licence have gathered momentum, although this huge and complex project might not be completed for another two to three years.

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

ECOL comes under the Erasmus+ section that covers strategic partnerships, alliances for sector-specific skills and capacity building. One of the key aims is to help increase the economic competitiveness of the sector concerned.

Projects last two or three years. A Strategic Partnership should consist of at least three organisations from three different programme countries and there is a maximum of € 150,000 available for each project year.

At the time of writing, it looked as though ESTA's application would be successful. Please see our website for the latest information.

At the time of writing, we were optimistic that our application for European funding through the Erasmus + scheme (see below for details) would be successful.

This article sets out the background to the project, how it will be run and what we hope it will achieve.

Background

ESTA took the initiative to investigate whether and how a European craft proficiency certificate for crane operators can be established for the industry back in 2013.

Currently each Member State has its own rules in the field of professional competence and certification of crane operators. These rules differ from country to country and range from compulsory to optional and even to no rules at all. These differences can lead to confusion which has a negative impact on safety and also prevents the mobility of drivers in Europe.

For this reason ESTA has committed itself to developing a system for optimum distribution of safe and qualified crane operators within Europe in the near future

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. Similar initiatives have

been established in the United States (NCCCO) and Australia (CICA). The work of both NCCCO and CICA can serve as an example for Europe.

To establish a similar organisation for Europe means that the minimum requirements for safely operating a crane have to be mapped – not only technical knowledge and skills, but also the operator's personal skills and attitudinal aspects.

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. It is important for a crane operator to know what the differences are and where he/she can go to and learn how to cope with these variations.

A European craft proficiency certificate will contribute to the harmonisation of the various laws and regulations by explaining what is covered by the craft proficiency certificate and what is nationally regulated.

The first steps towards establishing a European standard for the individual certification of crane operators have been taken. An ESTA working group, with eight European countries represented, has made the first draft of the standard by analysing and restructuring the competence schemes and training materials of the eight countries.

However, the working group realises that filling the gap between a competency framework and a European system of approved individual craft proficiency is a major project. In the full project plan, the route to developing a European proficiency certificate for crane operators is set out, with the ambition to achieve this within the next three years.

This project plan includes an application to Erasmus + for funding to co-finance this project (see appendix).

Advantages of developing the European Crane Operators Licence (ECOL)

1. SAFETY

Formulating the minimum skill requirements of a crane operator, and making it demonstrably clear who meets these requirements, will improve 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)

Currently 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. HIGHER SAFETY STANDARDS IN OPERATIONS THROUGH EUROPE

By determining the minimum safety requirements for crane operating, the joint safety level within European countries will increase. Countries with high safety levels will not make concessions in the area of safety; ECOL will act as the highest common denominator, raising the minimum safety standards across the board.

5. 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.

6. INCREASED EFFECTIVENESS OF INDUSTRY

Transparency and interchangeability of diplomas and certificates will simplify the process of hiring and deploying personnel. With a European register of ECOL-licensed crane operators it is easily and quickly verified who meets the requirements and can be safely deployed.

7. MAKING THE EUROPEAN CRANE INDUSTRY MORE COMPETITIVE

ECOL will enable medium-sized companies in Europe to operate more efficiently and better able to compete with the few global players, helping strengthen the European economy.

Describing the project structure

Establishing ECOL means developing a system that organises and administers the process of issuing certificates. As an industry association, ESTA will have a strategic supervisory role, but will not take part in carrying out training and examination.

An ECOL foundation will be established that supervises and monitors the system of education, examination and maintenance.

ESTA will set the criteria for being a licensed crane operator and what the key performance indicators are for staying a licensed crane operator.

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

Other tasks that will be assigned to the ECOL

foundation are issuing certificates, recognising diplomas, managing the register and organising continuing education, and providing the knowledge bank with new high level content. This system will require good relationships between the industry and the education sector.

The ECOL system

The ECOL system has basically three actors, the industry, ESTA and the market.

1. The industry is all the companies that employ crane operators, their clients and crane and lifting materials suppliers. Together they determine the job requirements of a crane operator.
2. ESTA is the organisation responsible for formulating the standards for crane operators and within the ECOL foundation, the conditions for education, validation and examination are established.
3. The market is those organisations that take care of education, examination and validation. Based on the professional standard for crane operators and the conditions for good education and good examination, they can qualify the crane operators.

When crane operators pass their exams, they receive their ECOL licence and will be included in the ECOL register. However, they will have to keep up to date with changes in the industry and collect (learning) credit points to maintain their registration.

Partnerships

ECOL will only be a real success if organisations, governments, labour unions, and industry associations all recognise and acknowledge it.

continue on page 34



NOTE

This article is an edited summary of the draft produced by Barbara Marcelis of CINOP.

Participant List ESTA WG ECOL

Mammoet Europe, Netherlands; Philip Grootenboer
 Vereniging Vertikaal Transport, Netherlands; Lion Verhagen
 CPA, United Kingdom; Haydn Steele
 VZW Montage, Belgium; Berit Van den Bussche
 ESTA, Netherlands; Ton Klijn
 Kaakon Nostot, Finland; Pia Metsola
 ASTAG, Switzerland; Jörg Senn
 BSK, Germany; Jochen Genausch
 FEM, Germany; Christoph Behmueller
 Vakvereniging Het Zwarte Corps, Netherlands; René van der Steen
 UFL, France; Alexandre-Jacques Vernazza
 Norwegian Crane Association, Norway; Knut Nordås
 Danish Crane Association, Denmark; Kim Hvolbøl



By Łukasz Chwalczuk, President of the Board of the Polish Heavy Transport Association

Heavy transport in the centre of Europe

How it is done in Poland

The Polish Heavy Transport Association was founded in 2008. A majority of our oversized transport companies, along with the pilot cars and escort vehicles, decided to set up an organization specializing in our specific field of work, with the main objective of representing the industry and improving the legislation associated with the heavy transport.

A little history

The association has been lobbying hard in order to bring Polish laws into line with the realities of working in this industry.

At the beginning, the main problem was the lack of long-term permits for the movement of heavy transport.

After an initial success in 2011, when the Polish Parliament passed amendments to the law on road traffic, it was time for the next stage of work aimed at bringing Polish regulations into line with European standards.

As a result of this work, there is now a 2 year permit for vehicles with a length up to 30 meters and total weight of up to 60 tons, and offices issuing decisions on the most complicated transports are able to issue a permit in several days rather than a few months as it was before.

Current goals

The association actively participates in the work of the Polish Parliamentary Commission and at numerous conferences and debates about transportation.

We are working closely with the Ministry of Infrastructure and Development on new definitions of modular trailers and we want to simplify and standardize the procedure relating to deviations from technical specifications of vehicles.

The second most important goal is to unite the industry and ensure that transport companies specializing in the transport of oversize loads will not be damaged by incorrect or inappropriate laws and regulations, both in Poland and abroad.

We also aim to ensure equal treatment of Polish carriers abroad and improve road safety.

The association actively supports all initiatives aimed at improving the ability of the industry to carry out its work safely and successfully in Europe.

Currently, one of the association's major areas of activity is looking at the state of the country's bridges and their importance to the heavy transport industry.

The association is holding consultations on the current situation and how things can be improved, and thanks to our cooperation with major research centres we will be able to submit new proposals to the government.

Member activities

In the middle of 2015, the association brought together all the biggest companies in the Polish heavy transport industry.

More than 80 members are involved in efforts to improve Poland's laws and regulations, supported by our partners - the manufacturers of trailers and equipment, as well as companies offering financial services.

Our monthly newsletter is sent to nearly 700 people connected to the heavy transport industry with the aim of increasing awareness and interest in the industry.

And at the annual conferences organized by the association, more than 120 people attend, showing how important this industry is in Poland.

Joining ESTA

The Polish Heavy Transport Association joined ESTA in 2014. For the moment, our ESRA activities are focussed on heavy transport, but we are planning to strengthen cooperation in cranes as well.

Thanks to joining the ranks of the members of ESTA, Polish transport companies, through the Polish Association, gain access to international information and contacts – and our involvement creates the opportunity for ESTA's members to exchange information with us, allowing us to work together all over Europe.

Łukasz Chwalczuk has been the president of the board since March, 2014. A fluent English speaker, he is a well-known expert in the field of transport, forwarding and compensation, a regular speaker at major conferences in Poland and Europe and the author of many industry studies and publications. He is also passionate about skydiving.

Getting the message across

By **Graham Anderson, ESTA Communications Officer**

Background

The internet and social media have revolutionised business communications and continue to do so. There are new ways for organisations to interact with their clients, customers and members, and to promote their industries, and hence themselves, in an efficient and cost-effective manner.

At the same time, ESTA was keen to raise its profile (with a view to building a stronger membership and revenue base) and to ensure that key messages, research and reports reach as wide an audience as possible.

Communications priorities

We quickly identified four areas of work:

- an improved and more pro-active website
- closer communications with a wide range of international and national publications, websites and associations
- the development of the ESTA annual newsletter into this ESTA Annual Review
- a gradual move onto selected social media platforms.

New website - www.estaeurope.eu

The new website has gone live. As with all exercises of this sort, there will be glitches that we have not foreseen. Please tell us when you come across any problems.

The new site was developed by WebstudioMM from Delft in the Netherlands, overseen by Caroline van Geest and myself.

Design and functionality

- The design is intended to be clean, simple, accessible and easy to use, both for us as the client and visitors/readers.
- The functionality is good (drop down menus, sidebars) and flexible.
- When we run events, there will be a link to a website held by a third party through whom we will do the booking and payments.
- As before, there is a secure members area, map and press section, plus a section carrying the latest published reports, updates on ESTA's work and articles on all the ESTA awards finalists and winners.
- SEO will be improved and it has been optimized for mobile devices.

Management

The day-to-day operational management will

be through Caroline in the ESTA main office, with support from myself, especially on the communications and media material. Approval for new content, articles and material will be through ESTA's director, Søren Jansen.

There will be a formal review of the new website after the autumn meeting in Bergen, with feedback from members associations, individual firms and external media.

ESTA articles in the media

International Cranes and Specialized Transport – edited by Alex Dahm and published by the KHL Group – is ESTA's European publishing partner, and the close working relationship has resulted in a number of major features and news stories.

But there is also great interest from a wide range of global and national publishers in ESTA's work and opinions, which the new website will help to meet.

There is not the space available here to list all the articles, but I estimate that we have had published well over 50 separate items.

Apart from the many features about the awards, articles published have included the following:

- ESTA supporters
- Proposed new engine emissions regulations
- EN13000
- SERT
- the need for a transport manufacturers' association
- SPMT safety
- Plans for a European Crane Operators Licence

They have appeared not just in international publications, but also national titles in France, the Netherlands, Poland and the UK.

With the new website live, we expect this area of activity to expand greatly in 2016.

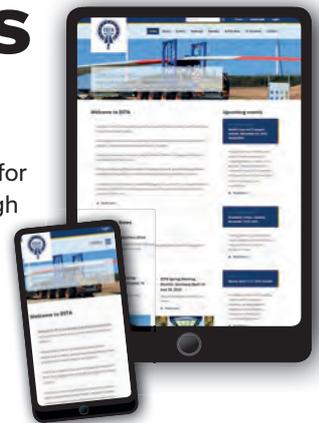
The ESTA Annual Review 2015

If you are reading this article, you have received the new-style ESTA Annual Review.

The basic thinking is to briefly set out the key issues that ESTA and its leading members and officials have been involved in the year to date.

We hope you like it. Comments and criticisms welcome.

Graham Anderson is ESTA communications officer and director of his own company, Anderson Business Media Limited (ABML). He is an experienced writer and publisher, specializing in the infrastructure, construction and renewable energy markets.



Click



We need to build a small picture library of good quality, high-resolution photographs of the abnormal road transport and mobile crane industry that we can use in this review and on the website. If you would like to help, please contact Graham Anderson or Caroline van Geest. Our details are on the website.

Top class winners and finalists at ESTA's Paris awards dinner

The winners of the 2015 awards were announced on the evening of Thursday, 23 April in Paris, at the Hilton Charles de Gaulle Airport Hotel, during the Intermat exhibition.

This year's competition was keenly contested, with ESTA receiving a record number of entries. "We were absolutely delighted with both the quantity and quality of this year's entries," said Wim Richie, ESTA Transport Vice-President and the ESTA Awards Jury Co-ordinator.

"The response we have had shows both the high quality and innovative work being carried out by ESTA's members – often in very difficult circumstances – while at the same time ensuring that safety is the top priority."

Run jointly by ESTA and the KHL Group's *International Cranes and Specialized Transport* magazine, the awards dinner has already established itself as the largest crane and heavy haulage party in Europe.

Not only is it a celebration of the industry's successes, it gives those attending a great opportunity to meet old friends and make new contacts.

Details of the winners and finalists are below. Further information on the winning projects is available on the ESTA website.

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, regularly attracting more than 500 guests.

The awards are open to companies, that are members of ESTA national associations, ESTA special members, ESTA Affiliates and ESTA supporters. In 2015, there were ten categories.

- Cranes telescopic lifting capacity \leq 120 t
- Cranes telescopic lifting capacity $>$ 120 t
- Cranes Lattice Boom
- Transport – trailer and load under 120t GCW [Gross weight]
- Transport – trailer and load over 120t GCW [Gross weight]
- Combined Techniques
- Safety
- Innovation End User
- Innovation Manufacturer
- SPMT

The 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.

For details of the 2016 ESTA Awards of Excellence, go to the ESTA website at www.esta-eu.org

CRANES TELESCOPIC LIFTING CAPACITY \leq 120 T

WINNER

Wagenborg

In The Hague, Netherlands, Wagenborg Nedlift successfully carried out a challenging project lifting air conditioning equipment onto the roof of the Ministry of Public Health and Social Security, overcoming the tricky challenge of getting the crane into the courtyard from where the lift had to take place





ESTA President David Collett opens the awards ceremony

ESTA ★★ ★
AWARDS OF 2015
 ★★ **excellence**
 Paris, France 23 April, 2015



"We were absolutely delighted with both the quantity and quality of this year's entries,"

Wim Richie

FINALIST

Koninklijke Saan

Koninklijke Saan was required to lift 600 meters of pipework for drinking water, using ten telescopic cranes of between 70 and 90 tons at the same time. The job in the south of Amsterdam was especially difficult because it was carried out in the middle of a residential area close to flats demanded exceptional communication skills.

CRANES TELESCOPIC LIFTING CAPACITY > 120 T

WINNER

Vernazza Autogru

RFI, the Italian national railways company, gave Vernazza Autogru the difficult job of removing the locomotive and first passenger carriage of an intercity passenger train that had been derailed by a landslide. Thankfully, no-one was killed but the train was precariously balanced on a cliff overlooking the sea and was blocking the mainline between the Italian Riviera and France.

FINALISTS

Koninklijke Saan

Working with client Ballast Nedam on a new building project at Schiphol Airport in Amsterdam, Koninklijke Saan's work included lifting 66 tons of steelwork, delivered to the site in three 22 ton sections, with 3 telescopic cranes. It was a project with limited space and above an underground cellar - and had to be carried out within the airport's very strict guidelines for operating near planes.



Mediaco Cote D'Azur

Mediaco successfully carried out a complex and challenging project at the village of Pegomas in the Alpes-Maritimes department of south-east France involving the removal of three weakened and cracked, 85 ton concrete beams which had caused the closure of the bridge over the River Siagne.

Wagenborg

At the Viervelaten sugar mill in Groningen, the Netherlands, a new filter unit had to be installed. Crossing two pipe bridges and installing the unit inside the process building created some major challenges for Wagenborg but the job was completed on time and to the client's full satisfaction. Equipment used included a 400 ton Tadano Faun mobile crane and a 250 ton GMK 6250 mobile crane.



CRANES LATTICE BOOM

WINNER

Sarens [Belgium]

Sarens erected 3 wind turbines, each with a tower height of 135 metres and a capacity of 7.5 MW, for the Enercon Wind Park in the Netherlands, using a CC 8800-1, equipped with the new Boom Booster, a boom structure increasing the crane's lifting capacity.

FINALISTS

Hareket

During the Spring of 2014, Hareket installed 4 container tank units of between 480 and 510 tons each into a petrol transportation vessel at Tuzla Gemi Shipyard in Istanbul, Turkey, combatting problems such as lack of space and insufficient ground bearing capacity, and using two Demag CC 2800 crawler cranes



CRANES LATTICE BOOM - WINNER
Sarens [Belgium]

Mammoet Europe

Mammoet's client was building a new jack-up vessel for the installation of wind turbines and the last phase entailed the installation of its four jack-up legs, each 87 metres long and weighing 920 tons, for which Mammoet used its LR13000, the world's largest crawler crane, fitted for the first time with the PowerBoom double lattice boom.

Wagenborg

In June last year, Wagenborg Nedlift performed a unique lifting operation at Lausward power station, near Düsseldorf, Germany, when a gas turbine of 478 tons and a generator of 457 tons were offloaded from a ship onto SPMT trailers by a combination of two identical LR1750 crawler cranes.

TRANSPORT TRAILER AND LOAD UNDER 120T GCW [GROSS WEIGHT]

WINNER

Ville Silvasti Transport

Silvasti transported two 800 cubic metre water tanks over 300km using adapter trailers designed for wind power turbine tower sections, enabling the customer to complete the building of the tanks at the factory, deliver them as a complete unit and keep costs to a minimum by reducing the amount of work needed along the route.



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.



ESTA Awards Jury

Membership of the 2015 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 2016 awards will be announced in the autumn of 2015.

FINALISTS

Emil Egger

In 2013, Swiss firm Stadler Altenrhein AG was awarded a contract to supply 118 oversize double-decker railcars to Aeroexpress in Moscow. Starting work in January 2014, Emil Egger delivered three complete trains on time from Switzerland to the manufacturer's sister firm in Minsk, Belarus, using a total of 14 special transports through three customs unions, on a combination of road, sea and rail.

Fagioli

Fagioli transported aircraft sections for the Airbus 380, the world's largest passenger airliner, from Nola to Naples in Italy. Weighing four tons each, the sections were extremely delicate and the dimensions meant that the job required a series of in-depth surveys and lifting operations. With an average speed of between 5 and 10 kmph, the journey took six hours to complete for each load.



TRANSPORT TRAILER AND LOAD UNDER 120T GCW [GROSS WEIGHT] WINNER
Ville Silvast Transport



Mammoet Europe

A new terminal at Norway's Gassco Emden distribution facility involved the prefabrication and "just-in-time" delivery of 148 modules from Delfzijl in the Netherlands. Many of the modules were very large with a high centre of gravity and the project often required route clearances at short notice in residential areas.



TRANSPORT TRAILER AND LOAD OVER 120T GCW [GROSS WEIGHT]

WINNER

ALE

ALE was commissioned to engineer and execute the transportation of a transformer from the manufacturer in Stafford, UK, to under the crane hook at Ellesmere Port, where it would be shipped to India. The complex 70 mile route involved travelling through residential areas and congested town centres and showcased ALE's Trojan truck for the first time.

FINALISTS

Friderici Special

One of the heaviest road transports carried out in Switzerland, Friderici carried a 302 ton generator - plus a 20 ton adapter - from Auhafen harbour in Basel to Alstom's facility in Birr, a distance of 109 km and a route that involved negotiating many villages and towns and moving an old water fountain.

Mammoet Europe

Mammoet transported a 150 ton, 25 metre-long pressure vessel for a district heating system from the fabrication yard to the job site, and installed it on the foundations in Arnhem, the Netherlands, using trailers, a barge and mobile cranes. Normally, a load this size would be carried on double trailers, but due to restrictions along the route Mammoet had to use a single conventional trailer with 12 axles with 4-point hydraulic grouping on the trailer to ensure the stability of the load.

Kahl & Jansen

Kahl & Jansen was shortlisted for its transport of a 341 ton transformer from the production facility in the Rhineland to the heavy cargo port of Krefeld on the Rhine using a vehicle combination with 24 to 34 axles. Limits imposed by the authorities

for passage over a number of bridges led to the decision to employ a Schnabel configuration, with a 24-axle flatbed combination used for the open road sections, increasing to 34 axle lines for the bridges.

COMBINED TECHNIQUES

WINNER

Sarens [Netherlands]

During the renovation of the second busiest bridge over the busiest waterway in the Netherlands, Sarens used a combination of water transport, SPMTs, telescopic cranes, strandjacks, jacking/skidding systems and gantries to install 4 combined steel beams of 1,650 tons next to and underneath the bridge. Most challenging was the passing of the existing supports underneath the bridge and the upside down strandjacking of the middle beam with a clearance of 2 centimeters.





FINALISTS

Fagioli

Fagioli was shortlisted for its work on the "jumboisation" - that is the adding of an entire new section - of an MCS cruise liner in Palermo Italy. This job involved the installation of a 1,997 ton section and the skidding of a 13,750 ton bow section using 20 skid shoes of 1,000 ton capacity each and 80 axle lines of SPMTs.

Mammoet Europe

A J-lay tower is used on pipe laying vessels operating in deep water. The tower lowers the pipeline down vertically, until it reaches the seabed where it bends and is laid down horizontally (i.e. in a J-shape). Mammoet's client was contracted to replace the basket (emergency stop and recovery system) of such a J-lay tower and Mammoet was subcontracted to remove the old basket from the tower and to install the new basket plus a high-pressure unit

Sarens [Belgium]

The Lee Tunnel project in London was complex, involving the installation of 40 concrete props of 75t each into one of London's deepest shafts. The installation of the concrete props involved a difficult sequence coupled with extremely narrow tolerance margins.



SAFETY

WINNER

Mammoet Europe

The COGAS Auxiliary Hoist is a system that constantly adjusts the position of the hook to the center of gravity during a lift. Essentially a 50-tonne wire rope hoist with wireless remote control and a load display on the operator's remote control unit, it is rigged between the crane hook and the load, and acts as a lifting sling with an adjustable length. It is used together with a fixed-length sling. The unit aims to make complex lifts much easier and safer, while being straightforward to operate.

FINALISTS

BMS

The crane manufacturers have installed systems where riggers can attach their harness while on the boom. However, the rigger has to bend down and disconnect the lanyard at every boom section. The BMS system is installed continuously, allowing the rigger to walk along the whole length of the boom.

Peinemann

Working for Exxon Mobile, a 60 ton bundle had to be extracted and replaced with an extremely limited amount of space in which to work - for example, the free space between the ballast and a nearby tower was 2cm. However, the biggest challenge was to keep the mast under the overhead duct, located directly above the crane. The work was carried out using an LTM-1400 7.1.

Wagenborg

Wagenborg Nedliff's SPMT operators faced a problem during long distance transport operations: they had to walk for long times along the SPMT trailers holding the remote control panel. To make their lives easier, Wagenborg Nedliff developed an SPMT support platform. Developed by the company's engineers, HSEQ-staff members and SPMT trailer operators, the SPMT support platform is a folding platform, assembled to the SPMT power pack unit. It is a practical and safe solution.





INNOVATION – END USER

WINNER

ALE

With a growing number of projects requiring increased jacking heights and weights, ALE developed the Mega Jack 800. It has a 800t jacking capacity per tower and has been designed to bridge the gap in the capacities between the conventional 60-500t capacity climbing jack systems and ALE's original Mega Jack system, that has a capacity of 5,200t per tower. The Mega Jack 800 successfully completed its first project in June 2014, the replacement of the Loenerslootse Bridge in Breda, the Netherlands.

FINALISTS

Collett & Sons

Recognising a gap in the market for the transportation of increasingly heavier steel castings and transformers, Collett approached Scheuerle to design and construct the largest girder bridge in Europe to add to their fleet. Collett took ownership of the 550 ton capacity girder bridge in July 2014, making headlines throughout the industry. The project involved a number of innovations, specifically the load distributors which feature longitudinal beams suitable for using in 2-file, 3-file and 4-file platform trailer combinations.

Fagioli

Fagioli has been shortlisted for its unusual work on the installation of four sections for the Isozaki Tower in Milan, one of Italy's tallest buildings at 202 metres. Especially challenging was the lowering operation "inside" the tower. This exceptionally precise job was completed with zero accidents.

Sarens [Belgium]

Growing demand for heavier and higher jacking operations led Sarens to launch a new addition to its range of freestanding climbing systems. The CS5000 has 5,000t capacity per tower and reaches up to more than 20 metres of jacking height. Sarens operated the CS5000 for the first time when constructing the huge pipelaying vessel, Pioneering Spirit, the world's largest ship.

INNOVATION – MANUFACTURER

WINNER

Liebherr-Werk Ehingen

Liebherr's innovative new crane, the LTM 1300-6.2, incorporates a completely new concept for the superstructure drive unit. Instead of the usual twin-engine arrangement, the 300-tonner is powered by a single carrier engine with a mechanical drive train to the superstructure.

Among the benefits are reduced maintenance and increased load capacity, as the lower weight can be used for load-bearing components.



FINALISTS

Nicolas Industrie

Nicolas, a member of the TII Group, has been shortlisted for the Scheuerle-Nicolas Superflex, a telescopic semitrailer with shiftable 2-axle dolly, that can easily and safely be removed by one person without the help of cranes or forklifts, delivering increased safety and comfort, while at the same reducing labour and equipment costs.

Palfinger

Palfinger's new assistance system, P-Fold, makes folding and unfolding an easy job for the crane operator. All movements of the crane are activated by only one control lever. This significantly increases operator comfort, prevents costly damage and reduces set-up time.

Terex Cranes

To increase the lift capacity and operating height of the CC8800-1 crawler crane, Terex Cranes has developed the Boom Booster kit. With a lattice boom structure, a width of 10 meters and a length of up to 72 metres, it has been developed for heavy lifting applications with long-boom configurations such as petrochemical, wind turbine erection and power plant installation.

SPMT

WINNER

Mammoet Europe

Two decks for a new bridge over the Botlek waterway in Rotterdam - each weighing 5,000 tons and 90 meters long - were assembled at the Mammoet Heavy Lift terminal at Schiedam. The company used its SPMTs to load the deck onto barges for transport to the installation site, where it also used the SPMTs to adjust the height of the deck. The new Botlekbrug will be one of the largest movable bridges in the world.

FINALISTS

Hareket

Hareket transported two Liebherr harbour cranes weighing 1,256 tons by SPMT and barge from their assembly location at Derince to Evyap port in Turkey, a distance of about 15 kms. The cranes were 117 metres high, 28 metres wide and 78 metres long. This is the largest such project ever carried out in Turkey



Sarens [Belgium]

Sarens was asked to urgently relocate a 1,834t STS container crane to the repair yard after it had been damaged in a ship collision in the Bremerhaven port.

As the crane had become unstable, a large part of the quay could not be used and for safety reasons, no activities were allowed underneath the STS until it had been stabilized. Using 104 SPMT axle lines and 8 Kamag K2400ST power packs along with modular beam and bracing systems, Sarens completed the job in just one and a half weeks.

Wagenborg

Wagenborg Nedlift transported and lifted 8 giant bullet tanks, each 325.5 tons and 38.5 metres long, from the quayside in Willebroek, Belgium to the Dong Hejre Terminal in Fredericia, Denmark. The tanks were taken to Rotterdam by barge, offloaded by floating crane onto SPMTs. The bullet tanks and SPMTs were then taken by heavy lift vessel to Denmark and then transported the final 6.5 kilometres to their destination, using a double 16 axle line Scheuerle SPMT equipped with 2 power packs of 350 kW each.

Thanks, sponsors

ESTA would like to thank the sponsors of the 2015 Awards for their tremendous support.

- GOLD:** TII Group (Scheuerle, Nicolas and Kamag)
- SILVER:** Goldhofer, Liebherr, Schaften Leasing, Sennebogen, Tadano, Terex
- SUPPORTING:** Doll, Faymonville, Kohler, Modulift
- DRINKS RECEPTION:** Cranes4Cranes

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 BAUMA exhibition in Munich, Germany, on April 14.

Pictures from Paris

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





ESTA AWARDS - IN PICTURES







ESTA AWARDS - IN PICTURES







ESTA AWARDS - IN PICTURES



Awards winners' gallery



ESTA members by category

ESTA Ordinary Members

Country	Name of association	Representing		Internet address
		Cranes	Abnormal Transport	
Belgium	Vereniging van Belgische Kraanverhuurders	X		www.vbkv.be
Denmark	Dansk Kran Forening Cranes	X		www.kranforening.dk
Denmark	International Transport Danmark		X	www.itd.dk
Finland	INFRA ry	X		www.infra.fi
France	Union Francaise du Levage (UFL)	X		www.UFLevage.fr
Germany	Bundesfachgruppe Schwertransport und Kranarbeiten (BSK)	X	X	www.bsk-ffm.de
Netherlands	Vereniging Verticaal Transport (VVT)	X		www.verticaaltransport.nl
Netherlands	Transport en Logistiek Nederland (TLN)		X	www.tln.nl
Netherlands	RAI (section special vehicles)		X	www.raivereniging.nl/ speciale-voertuigen
Norway	Kranutleiertes Landsforening	X		www.mobilkraner.no
Poland	Polish Heavy Transport Association (OSPTN)		X	www.ponadnormatywni.pl
Sweden	Mobilkranföreningens Service AB	X		www.mobilkranforeningen.se
Switzerland	Schweizerischer Nutzfahrzeugverband ASTAG	X	X	www.astag.ch
UK	Construction Plant-Hire Association	X		www.cpa.uk.net
UK	Heavy Transport Association		X	www.hta.uk.net
Spain	Anagrual	X		www.anagrual.es

ESTA Special Members

Country	Name of association	Representing		Internet address
		Cranes	Abnormal Transport	
Austria	Felbermayr Transport & Hebetchnik	X	X	www.felbermaye.cc
Czech Rep.	Dan-Czech Special Transport s.r.o.		X	www.dan-czech.cz
Finland	Transport Company Ville Silvasti		X	www.silvasti.com
Greece	Spatharas Bros Co.	X		www.spatharas.com
Ireland	Dan Mc Nally Ltd	X		www.mcnallyscranehire.com
Spain	Hipertrans S.A.		X	www.hipertrans.com
Turkey	Hareket Heavy Lifting and Project Transportation Company	X	X	www.hareket.com.tr

ESTA Supporter Companies

Country	Name of association	Representing		Internet address
		Cranes	Abnormal Transport	
Denmark	Søren Jansen Holding	X		www.sjaholding.dk
Netherlands	Wagenborg Nedlift BV	X	X	www.wagenborg.com

ESTA Affiliated Companies

Country	Name of association	Representing		Internet address
		Cranes	Abnormal Transport	
Austria	Palfinger SANY International Mobile Cranes Sales GmbH	X	X	www.palfinger.com www.sanygroup.com
Belgium	Faymonville AG		X	www.faymonville.com
Denmark	BMS A/S	X		www.bms.dk
Finland	Havator Group OY	X	X	www.havator.com
France	Manitowoc Crane Group SA	X		www.manitowoccranegroup.com
Germany	DOLL Fahrzeugbau AG		X	www.doll-oppenau.com
Germany	Goldhofer Aktiengesellschaft		X	www.goldhofer.de
Germany	Köhler Kran-Service GmbH	X		www.k-kran.de
Germany	Ko-Mats GmbH	X		www.ko-mats.com
Germany	Liebherr-Werk Ehingen GmbH	X		www.liebherr.com
Germany	Palfinger Platforms GmbH	X		www.palfinger.com
Germany	RUD Ketten Rieger & Dietz GmbH u. Co. KG	X	X	www.rud.com
Germany	Scheuerle Nicolas Kamag (TII Group)		X	www.tii-group.com
Germany	Sany Germany GmbH	X		www.sany-germany.de
Germany	Sennebogen Maschinenfabrik GmbH	X		www.sennebogen.de
Germany	Siemens AG	X	X	www.siemens.de
Germany	Tadano Faun GmbH	X		www.tadanofaun.de
Germany	Terex Cranes Germany GmbH	X		www.terex-demag.com
Netherlands	Aboma B.V.	X		www.aboma.nl
Netherlands	Broshuis International B.V.		X	www.broshuis.com
Netherlands	EURO-Rigging B.V.	X	X	www.euro-rigging.nl
Netherlands	Hovago Cranes B.V.	X		www.hovago.com
Netherlands	Kobelco Cranes Europe	X		www.kobelco-cranes.com
Netherlands	LGH Hijsmaterieel B.V.	X	X	www.LGH.nl
Netherlands	Re-Move Leasing B.V.	X		www.re-move.com
Netherlands	Ritchie Bros	X	X	www.Rbauction.com
Netherlands	Van Schaften Leasing B.V.	X		www.schaftentrucks.nl
Netherlands	SHELL Global Solutions International B.V.	X	X	www.shell.com
Netherlands	Spierings Mobile Cranes B.V.	X		www.spieringscranes.com
Norway	Nordic Cranes Group AS	X	X	www.nordiccranegroup.com
Norway	VestKran	X		www.vestkran.no
Turkey	Ahmet Yiğit Ağır Nakliyat	X	X	www.ahmetyigitnakliyat.com.tr
Turkey	Kässbohrer		X	www.kaessbohrer.com
Turkey	WorldPower Erkin Ltd Co	X		www.worldpower.com.tr



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Q&A with ESTA president David Collett

- ▶ transport as a 'minimum' standard would go a long way towards the harmonisation of some of the rules.
For crane operations, harmonisation of the 'Contract Lift' and 'Crane Rental' type agreements would also be of great benefit, along with the implementation of the ECOL project.

AND FINALLY, ARE THERE PARTICULAR MOMENTS IN THE PAST YEAR OR SO THAT YOU WOULD LIKE TO HIGHLIGHT?

Once again the ESTA Users' Night and Awards events was a huge success. It showcases the true excellence that can be achieved in our industry, and it provides us with a great opportunity to celebrate our successes.

For an international organisation representing an industry that is – obviously – highly mobile and working all over the world – opportunities like that to meet old friends and make new contacts in an informal, social setting are hugely valuable.

I am already looking forward to next year's dinner in Munich during the Bauma exhibition.

As you can see ESTA today is thriving and is having a growing impact through our continued efforts to raise quality standards and make this industry a safer one to work in.

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A European Crane Operator Licence

- ▶ Cooperative agreements and partnerships with different kind of stakeholders' will have to be forged to make it work, with groups such as governments and national bodies; the crane-using industries; and labour unions.

Conclusion

ECOL is a major and ambitious undertaking. However, ESTA can build on the work already carried out in the USA and Australia and firmly believes that ECOL will both improve safety and lead to a stronger and more efficient industry.

ESTA AWARDS OF 2016 excellence

Munich, Germany 14 April 2016

THURSDAY, 14 APRIL 2016

BAYERISCHER HOF
HOTEL, MUNICH

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

(and have a great evening out as well)

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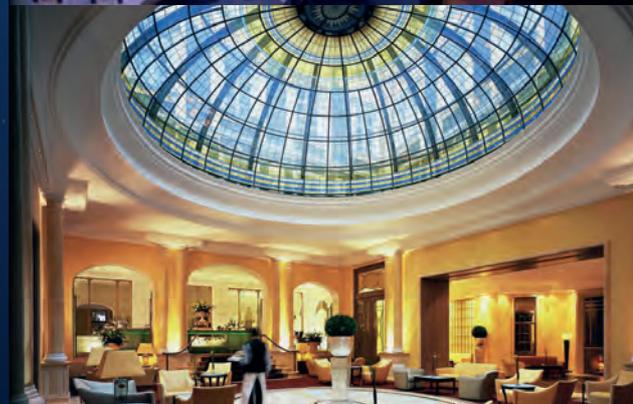
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For further details, go to

www.estaeurope.eu or www.khl.com/esta

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



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