



ESTA is the leading European association for the abnormal road transport and mobile crane rental industry

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

WWW.ESTAEUROPE.EU



ESTA NEWSLETTER CONTENTS

- **Speakers confirmed for ESTA Awards and Market Update**
- **Wind safety report take-up too slow, says ESTA**
- **Sarens runs its first ECOL training courses**
- **ESTA asks for information on impact of Germany's VEMAGS reforms**
- **EU exempts transport workers from quarantine and testing**
- **France pressed to drop new "blind spot" signage**
- **UK says it is ready for TIR increase post-Brexit**
- **ISCA latest guides**

Tadano's Jens Ennen confirmed as keynote for ESTA's Awards and Market Update

Jens Ennen, CEO at Tadano Faun and Tadano Demag in Germany, has been confirmed as the keynote speaker for the online ESTA Awards and Market Update taking place on 22 April. Ennen will give an overview of the crane market worldwide and address the post-Covid market landscape.



He joins two other senior industry speakers on the programme. Moritz Dickmann, managing director of Nöpel Group, will discuss the implications of reforms to VEMAGS transport permits while Garrick Nisbet, projects director at Notus Heavy Lift and lifting manager at the Hinkley Point C project in the UK, will report on recent heavy lifts and transport activities at the nuclear power project, including lifts by Sarens' 'Big Carl' crane.

The event, which is free to attend, will also see the announcement of the winners in each of the ten categories of the 2021 ESTA Awards which are run jointly with International Cranes and Specialized Transport. For more information and to register go to: www.khl-group.com/events/esta/. The full programme will take two hours.



Wind safety report take-up too slow, says ESTA

ESTA is pushing for the onshore wind industry to rapidly adopt the measures in the Best Practice Guide for the Transport and Installation of Onshore WTG Systems following a recent crane accident in Sweden.

The guide - which is available as a free download from the ESTA website [here](#), was published last year but ESTA feels the industry has been slow to recognise its importance.



David Collett, ESTA President and Managing Director of the Collett Group, said that ESTA does not have sufficient information to comment on the cause of individual incidents.

But he added: "It is patently clear that the whole industry would be both safer and more efficient if there was earlier and better communication along the supply chain and if the industry would adopt the measures contained in best practice guide.

"The wind industry is growing fast and becoming a major part of Europe's energy mix - and the turbines themselves are becoming ever larger.

"As a result, there has never been a better time for the wind industry to improve its safety systems and practices during the construction, transport and installation of onshore projects. It can, literally, be a matter of life and death."

The Best Practice Guide discussions were led by ESTA with the support of VDMA Power Systems, the part of the German Engineering Federation whose members include the major turbine manufacturers, and the crane manufacturers through FEM, the European Materials Handling Federation.

Sarens runs its first ECOL training course



Sarens - the Belgium-based international heavy lift and transportation company - has run its first training course for the European Crane Operators Licence just weeks after becoming the latest organisation to complete the process of becoming an approved ECOL training centre.

The company's training centre in Wolvertem, Belgium, received its ECOL Certificate at the end of last year following final approval from Lloyds Register, the body tasked with overseeing standards.

Ton Klijn, ESTA Director and Chair of the ECOL Supervisory Board, said: "The ECOL Supervisory Board congratulates Sarens and we wish them many successful ECOL training sessions and certified operators in the future."

Sarens is the fourth ECOL training centre to be approved after Mammoet in the Netherlands, EUC Lillebælt in Denmark and Liebherr in Germany. Four more companies have so far announced their intention to set up ECOL training centres - Aertssen and Michielsens in Belgium plus Tadano Demag and Manitowoc in Germany. In addition, the German Genosk organisation is in talks to qualify its IHK apprentice training scheme under ECOL.

ESTA asks members for more information on Germany's VEMAGS permit reforms



ESTA is asking members to get in touch with detailed examples of how new changes to Germany's VEMAGS permit system for heavy transport and abnormal loads are working in practice with a view to raising concerns with the European Commission.

Non-German transport companies fear that the changes will place them at a commercial disadvantage against their German rivals and that the new system will lead to increased bureaucracy and delays.

In addition, it is unclear how costs will be calculated under the new system, with some companies calculating that permit costs will increase by 130 per cent or more.

VEMAGS is the German online system for the application and approval for large-scale and heavy transports in all 16 federal states. The changes came into force on January 1 but the impact is only now becoming apparent.

Under the new rules, international transport companies without a branch office in Germany can only apply for a permit at the border or at the loading place [if the route to the loading place does not require a permit]. Experts are concerned that some permit booking offices are going to be overwhelmed by the number of applications they will have to deal with.

In contrast, German-based companies will have the advantage of being able to obtain permits from more sources - either from their main company location, the location of what is called an 'independent branch office', or the location of the start of the transport.

ESTA fears this situation will lead to considerably longer permit application times for foreign companies than for German ones. Using a service bureau will not solve the problem, since the bureau will also have to follow the same application regime as the non-German transport companies themselves have to adhere to.

ESTA Director Ton Klijn said: "This is a very important issue for our members. We will be asking them for detailed information about how the VEMAGS changes are working in practice to ensure that this is not a form of discrimination against non-German companies by the back door.

"It may be that the new rules work out fine, and that the German authorities put in the necessary resources to minimise delays. Or it may be that these new arrangements amount to a 'de facto' discrimination against non-German companies in which case we reserve the right to go to Brussels and raise this issue"

EU exempts transport workers and service providers from testing and quarantine regulations

European transport workers and transport service providers should be exempted from COVID19 testing and quarantine obligations following a European Council decision on Monday, February 1 aimed at minimising disruption to trade.

The text of the decision reads: "Transport workers and transport service providers should in principle not be required to undergo a test for COVID-19 infection. If, however, a member state really wishes to require testing, rapid antigen tests [and not PCR] should be used, and this should not lead to transport disruptions.

"Should transport or supply chain disruptions occur, member states should lift or repeal any such systematic testing requirements immediately in order to preserve the functioning of the "Green Lanes". Moreover, the recommendation prescribes that transport workers and transport service providers should not be required to undergo quarantine while exercising this essential function."

For further information and the original documentation, go to the Downloads section of the ESTA website at www.estaeurope.eu/downloads



France pressed to drop new "blind spot" signage for heavy transport

ESTA and the International Road Transport Union [IRU] are calling on the European Commission to insist that France retracts new rules on "blind spot" signage for heavy transport vehicles that came into effect unexpectedly on January 1.



The IRU - of which ESTA is a member - has written two letters to the DG MOVE and DG GROW directorates asking them to raise the issue urgently with the relevant French authorities. It also held a meeting with Elisabeth Werner, Director of Land Transport at DG MOVE, to underline the industry's concerns.

Similar regulations are being considered in several European states following a series of serious and sometimes fatal accidents involving heavy goods vehicles and cyclists, often in large towns and cities.

But while supporting measures to improve safety, many transport companies argue that the problem is caused by trucks and vulnerable cyclists sharing the same road space - a situation that will not be resolved by additional signage, however well-intentioned.

They also stress that the requirement for new signs has been brought in without proper consultation and is impractical. For example, it is unclear how the signs can be applied to vehicles with tarpaulins or low loaders.

At the time of writing, the new regulations in France will cover any vehicle with a GVW of more than 3.5 tonnes. Some, such as agricultural and forestry vehicles, are exempt, but foreign vehicles are included - unless they carry "blind spot" signage approved by another EU member state.

Full details can be found in documents - in both French and English - from French association FNTR in the Downloads section of the ESTA website at:
www.estaeurope.eu/downloads

UK tells IRU it is ready for post-Brexit TIR transits

The UK government has said it is ready for increased TIR transits between the UK and the EU following the end of the Brexit transition period at the end of last year.

Responding to questions from leading EU road haulage companies at a recent online meeting organised by the International Road Transport Union [IRU], senior figures from the UK Ministry of Transport and UK Customs said that trained border staff are ready for TIR transits to, from and via the UK at all major ports.



ICSA's latest guides to be published later this year

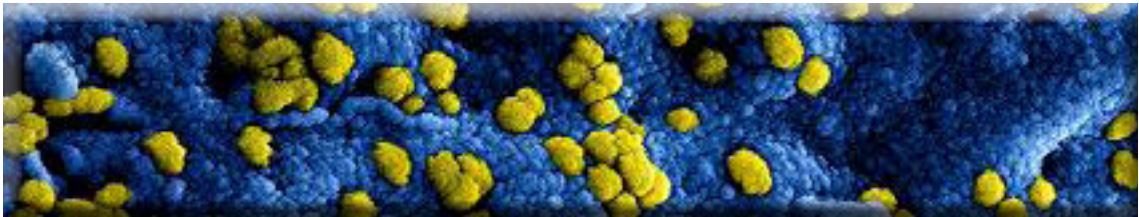
Two new best practice guides for the crane industry have moved a step closer to publication after the latest meeting of the International Crane Stakeholders Assembly [ICSA] which took place online in February.

Final touches are being put to the long-awaited best practice guide on the safe use of mobile cranes on barges and work is also nearing completion on a guidance paper on mobile crane ground preparation for wind farm construction. Both papers are expected to be officially released before the second half of 2021. Work has also started on a new best practice guide on the use of mobile cranes in pile driving and extraction work.



The ICSA has seven crane user and manufacturer association members from Australia, Canada, Europe, Japan and the USA. Further information can be found on the ESTA website or at www.icsa-crane.org

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

