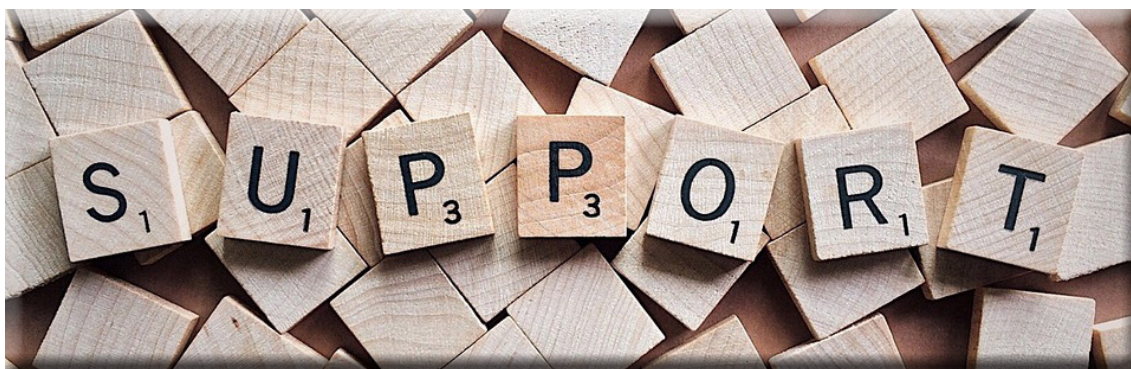




## WELCOME TO THIS ROUND-UP OF ESTA'S WORK, EVENTS AND CAMPAIGNS

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



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

**WWW.ESTAEUROPE.EU**

## ESTA NEWSLETTER CONTENTS

### ESTA Awards and Market Update 2021

- Finalists
- Speakers
- How to book

ECOL in talks over rigger training

ESTA concerned as ERRU register starts

'Unworkable' French blind spot rules

Concern at USA opposition to Tier 5 engines

ESTA membership holds steady

## ESTA AWARDS 2021



*HINKLEY POINT C UNDER CONSTRUCTION - SEE MARKET UPDATE SPEAKERS. PHOTO COURTESY OF SARENS.*

The list of finalists for the ESTA Awards 2021 has been released. Further details of the projects, companies and products will be published shortly on the ESTA website. The winners will be announced during the free online ESTA Awards and Market Update event on April 22.

ESTA Director Ton Klijn said: "We have been delighted at the response especially given the difficult year everyone is having with the pandemic.

"The impressive list of finalists - from ten European countries - shows once again the truly Europe-wide nature of these awards, the steadily growing strength of ESTA and our strong relationships with colleagues and companies from across Europe.

"We look forward to seeing you at our online ceremony on April 22 and - if allowed - in person at our autumn meeting in Helsinki in October."



## THE FINALISTS

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

Fagioli  
Hanys  
Mammoet Europe  
Schot Verticaal Transport

### **Cranes Lattice Boom**

Magdenli Transport and Trade Co  
Mammoet Europe BV  
Sarens NV

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

Wagenborg Nedlift

### **Transport - trailer and load under 120t GCW**

Bolk Transport  
Collett and Sons  
Friderici Spécial  
Laso Transportes

### **Transport - trailer and load over 120t GCW**

Collett and Sons  
Laso Transportes  
Universal Transport Praha  
Viktor Baumann

### **Combined Techniques**

Fagioli  
Friderici Spécial  
Mammoet Europe  
Sarens

### **Safety**

Fagioli  
Liebherr-Werk Ehingen  
Sarens

### **Innovation - End User**

BMS  
Fagioli  
Mammoet Europe  
Sarens

### **Innovation - Manufacturer**

Liebherr Nenzing  
Spierings Mobile Cranes

### **SPMT**

Magdenli Transport and Trade Co  
Mammoet Europe  
Wagenborg Nedlift  
Sarens NV

## THE MARKET UPDATE SPEAKERS

Jens Ennen, CEO at Tadano Faun and Tadano Demag in Germany, will deliver the keynote at the online ESTA Awards and Market Update. Ennen will give an overview of the crane market worldwide and address the post-Covid market landscape.

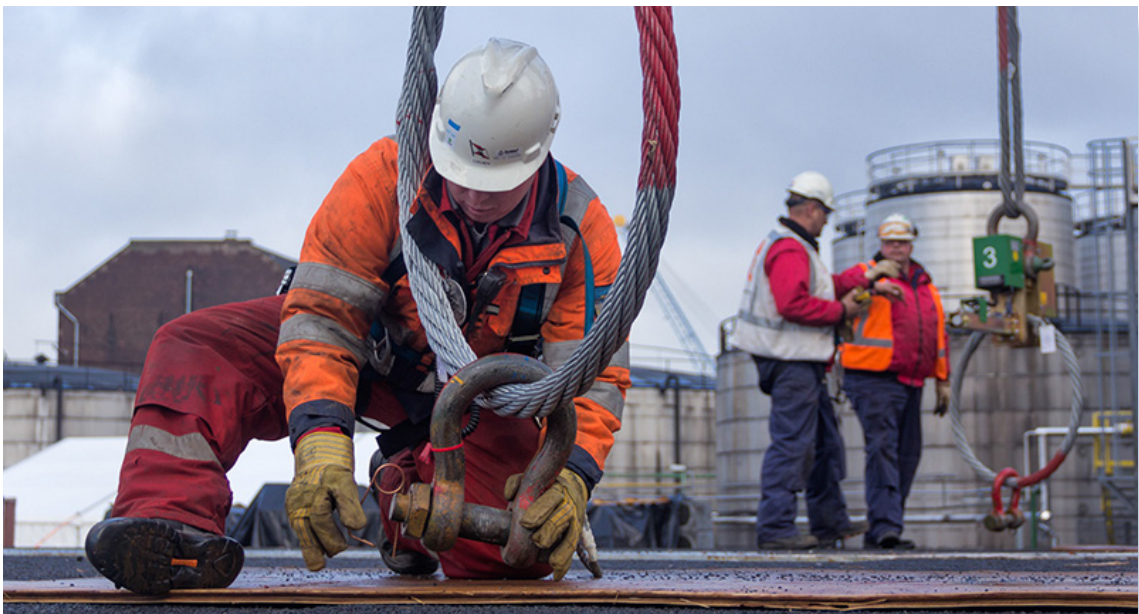
He joins two other senior industry speakers on the programme. Moritz Dickmann, managing director of Nöpel Group, will discuss the implications of reforms to Germany's VEMAGS transport permits while Garrick Nisbet, projects director at Notus Heavy Lift and lifting manager at the Hinkley Point C project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



## HOW TO BOOK

The ESTA Awards and Market Update event is free to attend. For more information and to register go to [www.khl-group.com/events/esta/](http://www.khl-group.com/events/esta/) The full programme will take two hours.

## IN OTHER NEWS



## ECOL in talks over rigger training

ESTA's European Crane Operator Licence is in talks about the possibility of developing a rigger training scheme to run alongside its increasingly popular operator training courses. The move was revealed at the online ECOL Participants meeting and followed discussions

at the most recent meeting of the ECOL Supervisory Board. The Board gave the go-ahead for ECOL to investigate the issue in more detail.

Following the Board meeting, ECOL informally contacted a number of leading industry companies to test their reaction. The idea received a positive response from the oil and gas sector in particular, notably Shell and Exxon Mobile, and ECOL experts are now drawing up more detailed plans.

ESTA Director Ton Klijn said: "Currently, rigger qualifications are often different in different companies and countries and it may be that ECOL can help create a common standard that would improve safety and efficiency.

"That is what we are currently investigating and we will be talking to those authorities who currently run rigger training to see if we can develop a common and acceptable Europe-wide approach."

## **ESTA concerned at introduction of ERRU register**

ESTA is "extremely concerned" at the impact on the heavy and abnormal transport sector of the new register for transport violations which came into effect in all European Union countries on April 1.

The ERRU - the European Register of Road Transport Undertakings - operates as a company ratings register which contains Europe-wide records of violations of transport legislation and includes a penalty points system.

Under the new system, every violation of road transport law will attract a number of penalty points. If a company's points exceeds its limit - set according to the size of the company - it risks having its licence suspended or revoked. In addition, the legislation also applies to individual transport managers.

The long list of potential offences includes violations of the rules on driving and rest times, tachographs, working times, weight and dimensions, the technical condition of the vehicle, speed limits, driver competence and the transport of dangerous goods by road.

ESTA Director Ton Klijn said: "Within the ERRU there are three categories of violations - serious, very serious and most serious infringements. The problem for abnormal transport is that for relatively minor offences the transport permit often becomes void and therefore offences can quickly fall into the highest category."

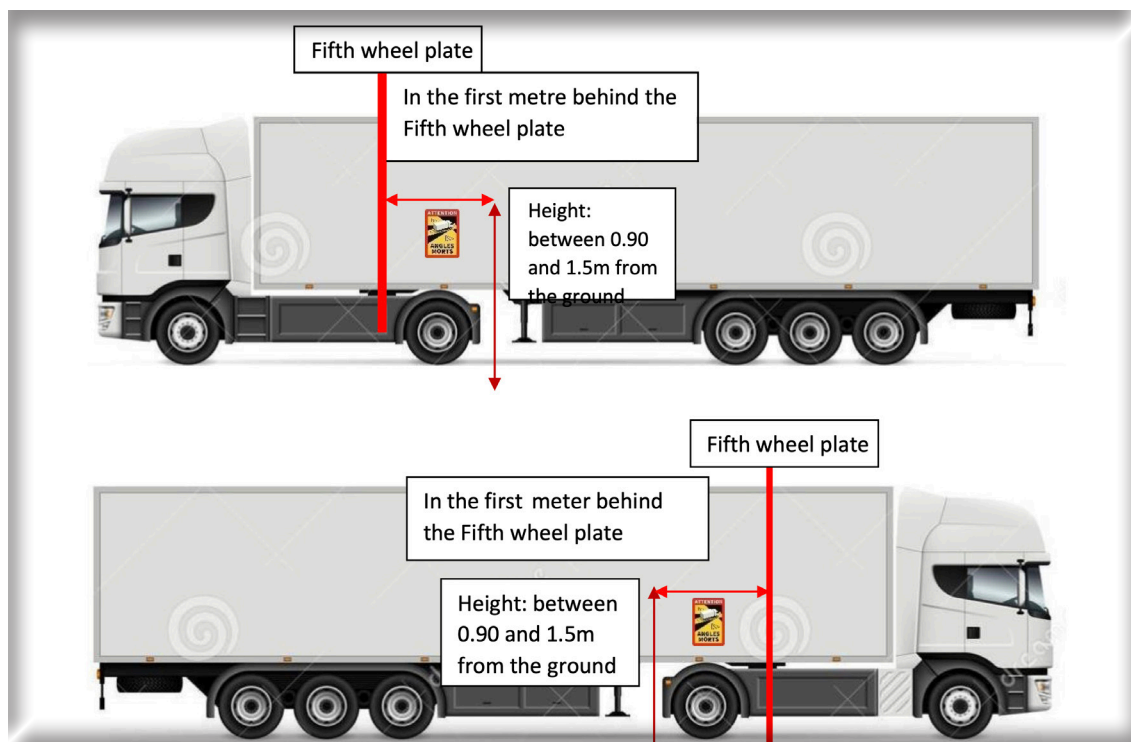
Klijn said that as a result of the register, the abnormal transport sector risks being disproportionately and severely punished and companies will face a much higher risk of losing their permit than other operators.

The ERRU register was created by the European Commission to allow a better exchange of information between member states, so that the authorities can monitor whether road transport companies are complying with the rules. It was officially adopted in 2013, but its launch was delayed until this year at the request of several countries who argued that they were unprepared for its introduction.

Ton Klijn continued: "The problem has already been discussed with IRU and the European Commission, and talks are continuing, but these have not yet addressed our concerns."

For further information go to: [www.estaeurope.eu](http://www.estaeurope.eu)

## 'Unworkable' French blind spot rules for heavy transport come into force



French authorities have so far refused to delay or amend new regulations on "blind spot" signage stickers for heavy transport vehicles despite pressure from the European Commission and many organisations, including ESTA, French association FNTR and the International Road Transport Union (IRU).

As a result, from April 1 heavy transport vehicles on French roads not equipped with the "blind spot" stickers can be penalised. Full details of the new regulations from ESTA member FNTR - the French transport association - are in the Downloads section of the ESTA website in French and English at <http://www.estaeurope.eu/downloads>

The rules say that all lorries and buses must be fitted with three stickers, 30 centimetres in size, one at the rear and one on each side of the vehicle.

Transport companies have pointed out that this is impossible for large numbers of vehicles, such as those carrying wide or oversized loads, car transporters, low loaders and many more. Critics also argue that the French measures will not significantly improve road safety and are not compatible with existing EU legislation on the free movement of goods.

## Future ESTA Meetings

- **April 23 Section Cranes and Transport Joint Meeting, online**
- **April 23, General Assembly, online**
- **October 14-15, ESTA Autumn Meeting, Helsinki, Finland**



## Concern at USA opposition to Tier 5 engines

ESTA has expressed concern at reports that the USA authorities are refusing to accept cranes and other construction machinery equipped with the latest Tier 5 engines.

ESTA Section Cranes President Wouter van Noort said: "ESTA is urgently seeking clarification from our American friends and from the crane and equipment manufacturers."



ESTA has been told that under legislation introduced by the previous administration, the USA Environmental Protection Agency does not currently allow the import of machines that are fitted with Tier 5 engines, even though they are environmentally cleaner than their Tier 4 equivalents.

Unless the American current legislation is changed, cranes sold to the USA cannot be traded back into the EU as second-hand machines - unless they are given a new engine. This affects all construction machinery - not only cranes - and European equipment manufacturers are talking to the EPA to try and find a solution.

## ESTA membership holds steady through the pandemic



ESTA's membership has remained steady in the past year, despite the pressures caused by the pandemic.

Last month's meeting of the ESTA Board heard that the association currently has 21 ordinary members, eight special members, 37 affiliated companies and 21 supporters. A full list of members is on the ESTA website.

ESTA Director Ton Klijn said: "The pandemic has hampered our plans to recruit more members, but we are extremely grateful for the ongoing and strong support from our existing membership and their commitment to our aims of improving safety and harmonizing standards in our industry - while at the same time learning from each other."

He added: "We are all looking forward to resuming all our activities in person as soon as possible."

## COVID-19 UPDATES



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