

***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 here

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SPMT operators' licence plans backed by ESTA Board

ESTA's board members have given their backing to the development of a new European Crane and Transport Operators Licence [ECTOL] organisation.

ECTOL will be an umbrella body that will oversee both the existing European Crane Operators Licence [ECOL] and the new European Transport Operators Licence [ETOL] which will initially focus on training for SPMT operators.

The development of ECTOL and the ETOL licence began in earnest last year and came out of the work of ESTA's expert SPMT working group. The group was set up to study how to improve the safety of SPMT operations and to update ESTA's existing SPMT best practice guide.

ESTA has decided to develop the ETOL licence scheme using the operational and management structure of the existing European Crane Operators Licence [ECOL] – a move that will be simpler and more efficient than creating a completely new organisation from scratch.

The working group's twelve member companies come from eight different countries, reflecting the widespread concern about SPMT standards across Europe. They are Collett, Cometto, DNV, Fagioli, Goldhofer, Mammoet, Sarens, Siemens Gamesa, Technip, Terra Navtica, Tii Group and Wagenborg.



Growing heavy transport crisis in Germany 'impacting wider economy'

ESTA fears that the heavy transport crisis in Germany is getting worse, despite assurances from regional and national authorities that they are responding to the industry's concerns.

It is warning that the country's system for regulating heavy and abnormal transports is facing near collapse due to the lengthy and growing delays in obtaining permits.

ESTA stressed that while companies in Germany are most severely affected, the problems are badly impacting a great many international operations doing business in the country.

ESTA Director Ton Klijn said: "We have been told that a large percentage of abnormal loads in Germany are being forced to travel without a permit because obtaining one is almost impossible within a reasonable timescale."



ESTA DIRECTOR MR. TON KLIJN

The ESTA meeting heard that permits for the delivery of wind turbines can take between three to six months to obtain, increasing costs and delaying projects in one of the key industries for Europe's net zero target.

The joint roots of the problem are failing regulatory systems combined with the very poor state of Germany's roads and bridges which means abnormal transports have to take circuitous and over-long routes to their destinations – if indeed they are allowed to travel at all.

ESTA's Ton Klijn continued: "We have previously considered whether Brussels could intervene with the Germany authorities, but to date we have been told they regard the issue as an internal German affair.

"We appreciate the position of the authorities, but we hope that they will reconsider when they realise the damage the current situation is doing to Europe's economy as a whole."

Crane manufacturers and ESTA discuss how to make new European machinery regulations work in practice

Mobile crane manufacturers and ESTA are working together to explore how to manage the controversial new European Machinery Regulations that have now passed all political hurdles and are due to come into force by 2027.

The key difficulty is the regulations' stipulation that all mobile machinery such as mobile cranes and access platforms should – 'where relevant' – be designed to prevent contact with overhead power lines or, where the risk cannot be avoided, designed to ensure that all hazards 'of an electrical nature' are prevented.

The manufacturers have repeatedly pointed out that building such safeguards into the design and manufacture of the equipment is technically impossible, but despite their concerns the regulations have been published largely unchanged.

The European Commission will itself produce guidance on how the regulations should be interpreted but in the meantime crane users and manufacturers are discussing amendments to EN13000 that will take account of the new regulations [EN13000 is the European standard applicable to mobile cranes and specifies in detail the basic requirements of the machinery regulation].

The discussions are taking place both through European Standards Committee CEN/TC 147 WG 11 and the ICSA – the International Crane Stakeholders Assembly – to which both ESTA and the European manufacturers organisation FEM belong and which has members in the USA, Canada, Australia and Japan.

Klaus Meissner, ESTA's recently appointed crane expert, said: "Quite simply, there is no technical solution applicable to mobile cranes, so in the standard for mobile cranes the manufacturers will have to include words about the danger of contact with power lines and the appropriate health and safety measures to be taken on site.

"In short, we will have to look at how to import site management safety practices into the mobile crane standard so that it is compliant with the regulations."

The new European Machinery Regulations will update the existing Machinery Directive from 2006.



CRANE EXPERT MR. KLAUS MEISSNER

Brussels' proposals on heavy transport 'a step in the right direction'

ESTA has given a qualified welcome to detailed new proposals from the European Commission on the weights and dimensions of heavy-duty vehicles allowed to operate on Europe's roads and related regulations governing heavy and abnormal transport.

The proposals are contained in planned amendments to directive 96/53/EC and are intended to deal with three issues:

- fragmentation of the market for longer and heavier vehicles
- ineffective and inconsistent enforcement
- low uptake of zero-emission heavy-duty vehicles

ESTA Director Ton Klijn said the document "contains many positive elements that can give road transport operators new opportunities to further improve operational efficiency, to better cooperate with other transport modes and to reduce the industry's environmental footprint."

In particular, ESTA has welcomed the proposals for the introduction of a one-stop-shop for permits, the compulsory introduction of a standardised application form and the obligation on EU member states to cooperate on the requirements for vehicle signalling and transport markings, and measures to prevent barriers in the form of national language requirements for drivers and operators of escort vehicles.

However, Klijn added that some of the proposals need clarification, while some subjects have been omitted or postponed – such as ESTA's long-standing request for the development of Europe-wide 'corridors' for abnormal road transport.

ESTA's full position paper is in the Library of the ESTA website [here](#)



Work underway on proposed new mobile crane winch gearbox maintenance regime

ESTA is working on proposals to enhance existing maintenance regimes for mobile crane winch gearboxes that supporters believe could both improve safety and - in some cases - save money.

The current regime involves a major overhaul after ten years to check that the winch gearbox is still in good condition, but many experts argue that the ten-year threshold is an arbitrary deadline and does not reflect the equipment's actual usage.

Klaus Meissner, ESTA's Subject Matter Expert Cranes, said: "We are trying to come up with a maintenance regime that is based on technical analysis, for example by implementing increased regular oil analysis to provide detailed information for other inspections.

"This might both improve safety by catching unexpected problems earlier and, in some cases, might save money by prolonging the use of the winches beyond current time frames and preventing unnecessary oil changes."

If all goes to plan, the end product will be an ESTA guidance document, published with the support of FEM - the European Materials Handling Federation - and the gearbox manufacturers.



Crane risk management group aiming for Spring publication

ESTA is aiming for its work on crane risk management to be completed early next year with a report published in the Spring.

The ESTA crane risk management working group is planning to produce new guidelines to help companies assess the risks involved in different types of work and give them advice on how to protect themselves using properly drafted terms and conditions.

The work will especially be aimed at smaller companies but is also expected to contain information for clients to help them manage projects safely and ensure that they give accurate and relevant information to their suppliers.

The group's membership includes ESTA Director Ton Klijn; Marcel Schets, SHEQ manager at Mammoet; Joe Collins, heavy lift manager with Becht Engineering; Norbert van Schaik, senior lifting specialist with Siemens Gamesa and Blanca Claeysens, Managing Director of ASA France.

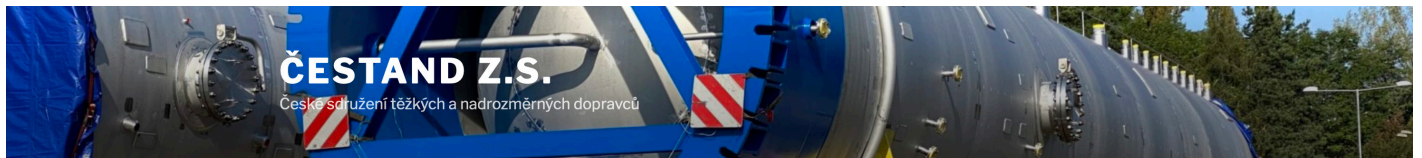
ESTA support for Czech member association Čestand

ESTA Director Ton Klijn and Section Transport Vice President Iffet Türken spoke at the annual meeting of Czech abnormal transport association Čestand in September to support its discussions with the Czech authorities on new rules on heavy transport escorts and permits.

The meeting was attended by over 40 delegates and was held in the Bohemian town of Zichovech on September 21. It also discussed the development of new fuels such as hydrogen for the European transport industry, the proposed new European rules on vehicle emissions and the development of General Conditions for Čestand association members.

Ton Klijn highlighted ESTA's work on improving safety, trying to harmonize European standards and lobbying on behalf of members to ensure that the plethora of new regulations emanating from the European Commission are sensible and practical.

Delegates also heard an online speech from Iffet Türken, ESTA's Section Transport Vice-President who emphasised the importance of Europe-wide cooperation to achieve improved conditions for the heavy transport industry.



European Crane Operators Licence successfully renews ISO 9001 accreditation

ECOL - the European Crane Operators' Licence - has renewed its ISO 9001:2015 certification after successfully meeting the required criteria.

The news means that ECOL will continue to have the licence registered and recognised by the Dutch NLQF qualifications framework. Through the NLQF ECOL is aligned with the European Qualifications Framework (EQF) across Europe.

The ISO 9000 family of quality management standards is designed to help organizations ensure that they meet the needs of customers and other stakeholders while meeting statutory and regulatory requirements.

ESTA joins ESPORG to boost campaign for improved abnormal transport parking facilities

ESTA has been accepted as an associate member of ESPORG, the European Secure Parking Organisation representing all parties interested in safe and secure truck parking.

ESPORG's members include parking area operators, transport and logistics companies, shippers and drivers' representatives.

The move is the latest example of ESTA's intention to work more closely with organisations that share common goals in an attempt to further increase our influence and contacts.

ESPORG was one of a number of European transport and business organisations that recently wrote an open letter to the European Commission and the European Parliament calling for the creation of 100,000 safe and secure parking areas across Europe – a measure that the organisation said is crucial to help overcome the growing number of driver shortages.

Huisman joins ESTA as an Affiliate Member

Huisman, the Netherlands headquartered international heavy construction equipment manufacturer, has joined ESTA as an Affiliate Member.



The company designs, manufactures and services heavy construction equipment for the world's leading companies in the renewable energy, oil and gas, civil engineering, marine and entertainment markets.

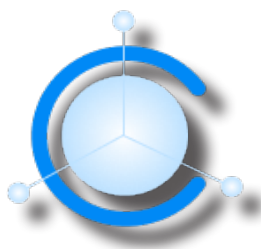
Its products range from cranes, offshore wind tools, pipelay and drilling equipment to stand-alone components and highly engineered integrated systems.



Reminder of CO₂ calculator free trial for ESTA members and supporters

Members of ESTA are reminded that an English-language version of the CO₂ calculator developed by Dutch crane association VVT is available via the ESTA website. The tool will allow members to calculate the CO₂ production of specified equipment when executing a project including the work involved in mobilisation and demobilisation.

Further information is on the ESTA website [here](#) or on the Emissions Insight website [here](#)



Paris 2024 - save the date

Paris - during the Intermat exhibition - is the venue for ESTA'S 2024 Spring Meeting on April 25 and 26 at the Hilton Paris Charles de Gaulle Airport. The 2024 ESTA Awards will be held in the evening of April 25.

If you like to receive more information regarding the meetings or wish to participate, please contact: **officemanager@estaeurope.eu**

More detailed versions of these stories are available on ESTA's website at **www.estaeurope.eu**.

