

# ESTA NEWSLETTER

## 2024 - ISSUE 4 - UK



## Entry forms now available for the 2025 ESTA Awards

Entry forms for the 2025 ESTA Awards - the leading event for Europe's heavy lifting and abnormal transport industry - are now available from the **awards section** of the ESTA website.

Details of sponsorship options are also available from ESTA's marketing manager, Connie Lindhoud at [marketing@estaeurope.eu](mailto:marketing@estaeurope.eu).

Closing date for entries is January 10, 2025. The awards dinner will be held on the evening of April 10 at the Westin Grand Hotel, Munich.

If you have any questions, please contact ESTA Office Manager, Caroline van Geest at [officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu) or ESTA Communications Officer Graham Anderson at [andersonmedia@btinternet.com](mailto:andersonmedia@btinternet.com).

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# SAVE THE DATE 10 APRIL 2025

The Westin Grand Munich  
Munich, Germany

# ESTA AWARDS OF EXCELLENCE



## ESTA's thanks to YMB for Istanbul success

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The Transport Section meeting looked at the challenges faced by the heavy transport sector and a presentation by Sebastian Wagner of HeavyGoods.net showed how smart IT solutions can improve the way heavy transport companies work.

In the Cranes Section meeting, there was a strong focus on safety. Mammoet's Marcel Schets, a member of the ESTA HSE Commission, presented a practical solution to prevent injuries caused by handling outrigger pads, while the Risk Management Working Group presented the new Lifting Operation Risk Management Guide.

In the joint session, Dr Sven Krause, an expert on large language models and CEO of oil technology company Lubrisense, showed us the amazing opportunities of AI.

There is more on these and other stories from Istanbul in this newsletter below, and on the ESTA website.

Last but not least, we again thank Yk Mhendisliđi Birliđi (YMB) for the great dinner event and for hosting us in Istanbul.

We will meet again in Munich during Bauma in April and next year's autumn meeting will be in Copenhagen with our Danish colleagues.





## New safety guidance on cranes near overhead power lines

Important new guidance on the safe operation of cranes near power lines has been published by the International Crane Stakeholders Assembly [ICSA], the organisation that brings together global crane manufacturers and users, including ESTA.

The detailed 30-page document - freely available from ESTA or ICSA - is intended to assist regulatory authorities "when evaluating requirements to prevent power line contact" and says that the risks must be mitigated through the detailed and appropriate site planning and operation of such projects.

But it warns that the only way to completely eliminate the hazards associated with such crane operations is to de-energize and ground the power lines prior to crane operations starting.

The guidance concludes: "Therefore, it is necessary to implement a risk management system based on a risk assessment to develop a safe system of work for the operation/jobsite."

In the European Union, the issue came into sharp focus last year with the new European Machinery Regulation which contains a requirement for mobile machinery such as cranes to be designed to prevent the risk of contact with an energised overhead powerline - something the manufacturers have said is impossible.

That debate is continuing with ESTA and the manufacturers arguing that the development of the laws and national regulations that establish how the new Machinery Regulation is interpreted in member states must reflect practical reality.

The ICSA guidance states that it is not intended to supersede any documents or guidance provided by the crane manufacturer or any local or government regulations, but the publication adds further weight to the arguments put forward in Europe by ESTA and the crane manufacturers.

To obtain a copy, go to the **Library** on the ESTA website.



## ESTA board and leadership changes

ESTA's ruling General Assembly has unanimously agreed a series of top-level changes as the organisation prepares for the next stage in its development and future challenges.

*ANDRE FRIDERICI | ALESSIO SCOLLO*

Alessio Scollo, Sales Director of SIMI Trasporti from Italy, has been elected as the new Section Transport Vice President, working alongside Section Transport President Iffet Türken.

Scollo, who previously worked for Fagioli, will also sit on the ESTA Board. He takes over at ESTA from the greatly-respected André Friderici – technical director of Swiss heavy transport and lifting company Friderici Spécial.

Friderici is stepping down after more than a decade at the helm of the transport section, both as President and Vice President, during which time ESTA's influence and reputation has grown significantly.

Also joining the board is Alexandre Ferrus, Managing Director of French heavy lift and transport experts Scales, headquartered outside Paris.

A graduate of Université Paris Nanterre, Ferrus has worked in the transport and logistics sector for over two decades.

In addition, General Assembly members welcomed the appointment of a new Policy Officer. The newly created position will be taken up by Spanish heavy lift and abnormal transport expert Miguel Florez de la Colina.

A fluent English and French speaker, he has worked in Spain on projects for Wagenborg Towage, Roll-Lift, and Hareket. Miguel also teaches part-time in the construction department of the Universidad Politécnica de Madrid, a position he has held since 2007.

Miguel Florez de la Colina previously worked for Mammoet for over 15 years. He is due to join the ESTA administration in March next year.

# Three-tier ETOL training structure agreed

**ESTA continues to make rapid progress towards the creation of a transport operators' licence for Modular Hydraulically Suspended Trailers - such as SPMTs - following the latest round of meetings in Istanbul.**

Members representing manufacturers and users from across Europe have agreed a three-tier training structure and a set of learning outcome documents that set out the scope of the training.

The next steps will be to agree a glossary of definitions across multiple languages to ensure common understanding, and then to start work on the item bank - that is the list of questions for the examinations and the answers to go with them to ensure that an operator is fully competent.

The ESTA experts driving the process hope to present the results of their work to the organisation's Spring meeting at Bauma in Munich next April.

The three-tier training set up was given the final go-ahead by the ECTOL Supervisory during ESTA's series of Autumn meetings in Istanbul in partnership with member Turkish association YMB.

The board agreed that MHST training be split into three separate levels:

- Level 1: an e-learning module - a no examination entry level to guarantee minimum knowledge and safety
- Level 2: in-class learning - a theory test by a training provider leading to a trailer users' certificate, and equivalent to the training offered today by many manufacturers.
- Level 3: in-class learning - a combined theory and practical examination by an authorised training provider, leading to a full ETOL operator certificate.

Discussions are now ongoing about precisely what should be included - and excluded - from the different training levels.





## Scale of AdBlue safety concerns revealed by ESTA research

Research being carried out by ESTA has exposed deep concerns in the heavy transport and lifting sectors about engine malfunctions thought to be caused by AdBlue additives.

ESTA has been urging members to send in information about problems with the use of AdBlue in mobile cranes and SPMTs after concerns were raised at a meeting in the summer between association members and representatives of the crane manufacturers through FEM, the European Materials Handling Federation.

As a result, ESTA decided to try and identify the precise scale and nature of the problem. At the time of writing, 55 companies had responded to ESTA from ten different countries with the biggest numbers coming from the UK, the Netherlands and France.

They reported problems with mobile and crawler cranes, trucks and SPMTs. The commonest incident was a public road breakdown with almost half of the respondents saying that safety had been compromised as a result.

A small number reported dangerous interruptions to wind turbine and port load-out work. Even more concerning, many of the companies said they had experienced multiple incidents in the past two years with three suffering more than 20 in that time.

AdBlue is a mixture of water and urea used in diesel engines to minimise the production of nitrogen oxide (NOx) emissions.

A key concern is that if the AdBlue system malfunctions – perhaps because the engine is too cold – then the engine can lose power and could eventually shut down, with potentially dangerous consequences.

ESTA will continue gathering information and will be consulting with the members of the joint ESTA and FEM European Regulations Workgroup that first raised the issue, and then decide on the next steps.



## ESTA sets out five-year transport priorities in new manifesto

ESTA has published a five-year manifesto for European abnormal transport to highlight our medium-term strategic transport priorities from now until 2029.

The manifesto – entitled “Competitive and Harmonised Abnormal Transport in Europe – is intended to support the delivery of ESTA’s overall mission to improve the safety and efficiency of Europe’s vital heavy transport sector.

ESTA Director Ton Klijn said: “It is essential that our political leaders appreciate the need for a coordinated approach that crosses European borders and boundaries if potentially great efficiency and safety gains for industry and our clients are to be captured and not lost.” We hope our manifesto will help to drive that debate forward.”

There are two versions of the manifesto – a short one for public consumption and a longer more detailed version that is only available to members. Both can be accessed via the ESTA website.

The manifesto’s four headline priorities are:

- Harmonised rules for abnormal road transport
- Access to safe and secure parking places
- Adoption of sector-specific rules and elimination of country- specific barriers
- Establishment of abnormal transport corridors

In the manifesto’s introduction, ESTA says: “We want Europe to be a place with clear and harmonised, sector-specific rules governing abnormal transport. With this Manifesto for the 2024-2029 legislature, we call on all EU decision makers to endorse our values and priorities

“ESTA also has members that are outside the European Union. We hope and expect that the adoption of a sensible and efficient regulatory regime within the EU will lead to similar reforms and alignment within the wider European community and beyond.”

ESTA welcomes comments and suggestions, especially constructive ones. If you would like to join in the discussions, please contact the ESTA Office at [officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu).

# New members join as ESTA hits new record



ESTA has hit a record 110 members from 25 countries reflecting our increasing influence and reach as we campaign on multiple fronts.

The 110 figure comprises members across all categories - full members, special members, affiliates and supporters, along with the recently created category of individual membership.

Details were revealed to ESTA's ruling General Assembly in Istanbul. Recently approved new members include Bechtel, Tenge doo, DyCat, Terminal du Grand Ouest and Yilnak. If you would like to join them, please contact the ESTA Office.



## SUPPORT ESTA!

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.

**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](#)

