



ESTA ANNUAL REVIEW
2024

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INTRODUCING THE BOARD



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SECRETARY: STIJN SARENS|SARENS



TREASURER: RAINER SASSE|LUXTRAILERS



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SECTION CRANES: VICE PRESIDENT
JENS ENNGAARD|BMS



SECTION TRANSPOR PRESIDENT:
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BOARD MEMBER: OLAF BECKEDORF
BIGMOVE



BOARD MEMBER: ALEXANDRE FERRUS|SCALES



PRESIDENT'S REPORT

***" ESTA's values
are built on mutual
respect and
cooperation"***

***By Fabio Belli,
ESTA President***

As President of ESTA, I am proud to be representing an organisation whose core values are built around mutual respect and cooperation - and the belief that this is our industry, and we are all in it together.

Yes, we are competitors. But we also understand that we have much to learn from each other and that by working together we can make improvements that will benefit everyone.

Our great strength lies in our members who volunteer and work directly on many of our projects, meaning that our best practice guides are produced by people who work in our industry.

(If I can add in an appeal here - we always need more assistance. Anyone who wants to help us should contact the ESTA Office - you will be welcomed with open arms.)

Next year, in 2026, ESTA will be 50 years old. Planning for our celebrations has already started because our members and our wider community do enjoy each other's company.

But that anniversary will also recognise the great strides that ESTA has made in the that time, progress that has accelerated in recent years under the guidance of our director Ton Klijn.

ESTA is increasingly effective in making the case for our industry on a wide range of subjects and to a growing list of regulators and political leaders, as well as our clients.

In this review, you will read about the impact of our lobbying in Brussels, our work with external organisations that share our aims, and the production of the latest best practice guides as we continually look to improve our industry's performance.

We strongly support the drive to improve our industry's environmental record - but those measures have to be practical, deliverable and affordable - in a word - sustainable.

We are developing common training licences and standards across Europe in recognition of the fact that we need to offer good quality careers to young men and women if we are to recruit the young people we will need in future.

And of course, we continue to press for the removal of petty, national regulations that often are little more than local protectionism in disguise, and which often damage those they are supposedly trying to help.

Going forward, we know that we will need a steely focus on potential efficiencies through digitalization, smart logistics and a wide range of innovations and technological developments.

However, despite our own progress, like all industries we face an increasingly unpredictable and turbulent global trade landscape with all its concomitant impacts on supply chains, market volatility and business confidence.

That big picture is not something we can do much about. What we can do is ensure that our own welcoming, cooperative, innovative and forward-thinking culture is cherished, protected and developed.

ESTA's work and this annual review is testament to that work and those values.



DIRECTOR'S REPORT

**" Making ESTA
resilient in a
changing world"**

**By Ton Klijn,
ESTA Director**



It may not be apparent from the outside, but ESTA is going through a gradual but significant transformation, as we increase in size, influence and reputation - all the time without losing our essential characteristics of cooperation and camaraderie. Our membership stands at record levels across all categories and our influence among Europe's politicians and regulators is growing, with the help of Margareta Przybyla, our EU Public Affairs Consultant.

We have appointed our first Policy Officer, Miguel Flórez de la Colina from Madrid, a person with great experience of this industry and well known by many of our members. He will support the growing workload of myself and the ESTA administration.

Our work can roughly be divided into four themes:

- harmonization of European standards
- training
- safety improvements
- lobbying and communication

We also look to amplify our influence by working closely with organisations on issues where we have common ground - such as FEM, ESPORG, ECTA and the ICSA.

Details of our work in the past year are contained elsewhere in this report - including our most recent best practice guides, our health and safety commission and our various working groups.

All of those projects are hugely valuable in raising standards and supporting our members. But in these few words, I would like to stress three issues that merit additional attention.

The **first** is the proposed amendments to the European Union's Weights and Dimensions Directive (96/53). This presents us with the most important opportunity for many decades to make the operation of heavy and abnormal transport in Europe significantly more efficient and transparent. Progress has been slowed by elections and political uncertainties, but we are optimistic that the reforms remain on track.

The **second** theme has been the support we have given to our German colleagues as they try to reform the operation of their country's heavy transport regulations and also boost much needed investment in the country's roads and bridges - subjects high up the agenda of all European heavy transport companies. This support has been exercised through our membership of the Verbändeinitiative Großraum- und Schwertransporte (VI GST) and until recently looks to have been making significant progress.

The **third** major task has been the work to create a European Transport Operators Licence (ETOL) which will sit alongside our existing the European Crane Operators Licence under the oversight of a newly created umbrella body, ECTOL. This project sprang out of the work of one of our working groups who were updating and expanding our SPMT best practice guide first published back in 2016.

Underpinning all of these projects is a simple philosophy - namely that common, high quality European standards and regulations make us all safer and more efficient.

Despite the difficulties, ESTA is in fine fettle as we ensure that we are in the best possible position to face whatever challenges lie ahead.

Thank you for your support and watch out for more developments.

ESTA'S NEW MANIFESTO FOR ABNORMAL TRANSPORT

ESTA sets out five-year transport priorities

In September, we published a five-year manifesto for European abnormal transport to highlight the organisation's 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. There is a growing level of political activity in the transport sector as our national leaders become increasingly aware of the importance of the work being carried out by our members.

We hope our manifesto will help to drive that debate forward.

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**

To support these priorities, ESTA is strongly backing the revision of the EU's Weights and Transport Directive that is currently being discussed in Brussels.

We have also long called for the creation of a network of safe and secure parking places for abnormal transport.

In addition, ESTA is increasingly hopeful that its calls for the introduction of "abnormal transport corridors" within the trans-European road network will begin to garner serious support.

Such corridors would allow abnormal transport to run smoothly and avoid potential damage of infrastructure, that is not adapted to abnormal road transport weights and dimensions.

In essence, our aim is simple. 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

Of course, 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.



**SCAN TO GO TO THE
SUMMARY VERSION OF
THE MANIFESTO**

NEW GUIDE ON CRANE WINCH GEARBOX MAINTENANCE

by Klaus Meissner, ESTA Subject Matter Expert Cranes

The role of the ESTA Subject Matter Expert Cranes is to support the work of the crane section with new analysis, research and discussion.

Much of the work in the past twelve months has been focussed on the publication of our new guide on mobile crane winch gearbox maintenance and its subsequent reception.

As a result of that work, we have been appealing to members to reconsider their approach to such maintenance.

The guide was officially launched in the first half of the year and is freely available to all in the Library of the ESTA Website.

In addition, in the Knowledge Base section of the website for ESTA members, there is a special calculation tool that will help crane owners calculate the remaining hours of usage for the winch based on its usage and the related wear and tear.

We believe the new proposals could both improve safety and – in some cases – save money. They were drafted by a small group of three - myself along with Mammoet's Hermen Kamp and Gerrit van Hove from Sarens.

We then consulted more widely across the industry with rental companies, crane manufacturers and four gearbox manufacturers – Zollern, Liebherr Components, Siebenhaar and Rexroth.

The requirements to inspect winches and to calculate the remaining life of a winch are crucial safety considerations because if the crane winch gearbox fails the crane's load can come down.

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

Furthermore, instructions for mobile cranes - especially for the older ones - are falling short when it comes to details of inspections and acceptance criteria.

So we have produced a more detailed maintenance regime that is based on technical analysis, for example by implementing regular oil analyses, that will 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.

Since publication, we have been asking for feedback and we plan to report back on the responses during 2025.

ESTA's next job will be to explain the work and the report's approach to inspection bodies and regulators to ensure they understand it and to minimise any misunderstandings.



"We also believe that this work provides a model for future projects. The key lesson is that if everybody is prepared to share information and they all bring their own expertise to the table, then the whole industry can benefit"

Klaus Meissner has worked for more than 30 years in the mobile crane industry. He led the Demag research and development team in Zweibruecken, Germany, and worked as Director Product Safety Cranes responsible for all Terex Cranes products.

Following the sale of the Zweibruecken cranes business to Tadano, he started his own business. He is also a former president of the FEM product group for mobile cranes – part of the European Materials Handling Federation.

ESTA MEETINGS IN PARIS AND ISTANBUL

Discussions, celebrations and promoting best practice

ESTA holds two groups of meetings a year, one in the Spring and one in the Autumn. Each edition includes a meeting of the Crane Section, Transport Section and a Joint Meeting plus a General Assembly the following day.

The Section and Joint meetings are open to all categories of members, supporters and media as long as they pre-register. The General Assembly is ESTA's ruling body and is only open to ordinary and special members.

The Spring meetings also encompass the ESTA Awards which we are delighted to say are increasingly popular and deliver excellent publicity for best practice in our industry and, of course, for ESTA itself.

In 2024 our two groups of meetings took place in Paris and Istanbul, the first alongside the Intermat exhibition and the second in Istanbul courtesy of our Turkish member association Yük Mühendisliği Birliği [YMB].

Paris in the Springtime with the ESTA Awards

The winners of the 2024 ESTA Awards were announced on April 25 at the Hilton Paris Charles de Gaulle Airport, during the Intermat exhibition.

ESTA Director Ton Klijn said on the night: "Everyone at ESTA is delighted and honoured that our awards receive such excellent support. Of course we congratulate the winners, but we would also like to thank all of the finalists and all those who entered."

"It is your commitment and effort that enables us to show the world, including our clients and political leaders, the important and professional work that our industry delivers day in, day out."

The Paris General Assembly meeting heard from our newly-appointed part-time Brussels lobbyist Margareta Przybyla and the files and subjects to be followed on ESTA's behalf.

ESTA also discussed assisting its members with a variety of national issues, using our international experience to support campaigns for improved regulations on heavy and abnormal transports.

These issues included:

- **Discussions on mutual recognition of MEVs in Denmark**
- **Consultations between ANNA and Italian authorities on permitting rules**
- **New cost-structure for abnormal transports in France**
- **Permitting issues in Germany**

ESTA Awards 2024
66 Entries
37 nominees
12 countries
400 guests



**SCAN TO GO TO
THE ESTA AWARDS
WINNERS 2024**

Thanks to YMB for Istanbul success

ESTA held a series of valuable and successful meetings in Istanbul on October 24 and 25, either side of our Autumn dinner hosted by Turkish member association YMB.

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. 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.

Last but not least, we again thank Yük Mühendisliği Birliği [YMB] for the great dinner event and for hosting us in Istanbul.



A year in headlines - 2024 at a glance



Meissner takes ECTOL chair as work gets underway January

Work on ESTA's new European Crane and Transport Operators Licence [ECTOL] scheme is accelerating. The three-person ECTOL Supervisory Board will be chaired by Klaus Meissner, ESTA's Subject Matter Expert Cranes.



ESTA Awards 2024 – Winners and Finalists April

The winners of the 2024 ESTA Awards were announced in front of 400 guests at the Hilton Paris Charles de Gaulle Airport. There were 37 finalists across the ten categories from 12 different countries.



Members asked to boost backing for HSE work February

Companies should encourage their own health and safety experts to support the expanding work of the ESTA's HSE Commission as it campaigns for the harmonization of European HSE regulations and systems. Health and safety laws are enforced at the national level and this has resulted in differences from country to country.



Draft of Lifting Operation Risk Management Guide May

The first draft of ESTA's much-anticipated Lifting Operation Risk Management best practice guide was put out for consultation to members. ESTA intends the new guidelines to help companies assess the risks involved in different types of work.



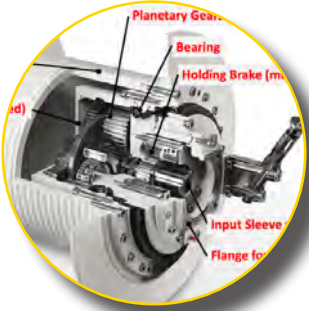
European Parliament backs rules on indivisible loads March

Members of the European Parliament have backed moves to harmonise the numerous and complex national rules governing abnormal transport in a vote to revise the EU's Weights and Dimensions Directive [96/53] - an important step in a long campaign led by ESTA.



Brussels asks for input on parking facilities June

ESTA Director Ton Klijn has written to members and supporters urging them to complete a European Union survey on the need for improved truck parking and driver facilities. ESTA has been asked to join the survey through its associate membership of ESPORG, the European Secure Parking Organisation.



Mobile crane winch gearbox maintenance
July

ESTA is appealing to members to reconsider their approach to mobile crane winch gearbox maintenance following publication of the first edition of the association's new guide which is now available. The document was officially launched at ESTA's Spring meeting in Paris and is now on ESTA's website.



Scale of AdBlue safety concerns revealed by ESTA
October

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. Crane rental companies have been informally reporting problems for many months with some calculating that one third of all on-road breakdowns were AdBlue related.



Optimism on marking and lighting regulations
August

ESTA is optimistic that new regulations to harmonize marking and lighting on heavy transport will be contained in the EU's revised Weights and Dimensions Directive [96/53]. The association has been campaigning on this issue for more than five years.



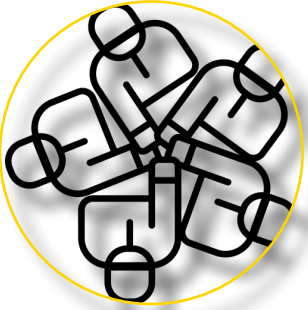
Three-tier transport training structure agreed
November

ESTA continues to develop a transport operators' licence for Modular Hydraulically Suspended Trailers – such as SPMTs. 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.



ESTA sets out five-year transport priorities
September

ESTA has published a five-year manifesto for European abnormal transport – entitled "Competitive and Harmonised Abnormal Transport in Europe" - to highlight the organisation's priorities from now until 2029.



New members join as ESTA hits new record
December

ESTA has hit a record 112 members from 28 countries. 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.

WORKING IN PARTNERSHIPS

Increasing influence by promoting common interests

ESTA's policy is - whenever possible - to work closely with organisations with similar objectives to promote common interests, expand our networks of contacts and increase mutual influence.

Currently, ESTA primarily works with the following organisations

- **International Crane Stakeholders Assembly [ICSA]**
- **Verbändeinitiative Großraum und Schwertransporte [VI GST]**
- **European Chemical Transport Association [ECTA]**
- **European Secure Parking Organisation [ESPORG]**

ICSA's new safety guidance

In October, the ICSA published important new guidance on the safe operation of cranes near power lines.

Called Safe Crane Operation in the Vicinity of Power Lines, the detailed 30-page document is intended to provide both operational guidance and assistance for regulatory authorities "when evaluating requirements to prevent power line contact".

It is freely available from the ESTA and ICSA websites, along with all of the ICSA's reports.

ICSA brings together global crane manufacturers and users, including ESTA, from Europe, the USA, Canada, Australia and Japan.

VI GST lobbies for heavy transport reform in Germany

Long-overdue changes to the over-complex regulations governing heavy and abnormal transport in Germany – and moves to speed up permit approvals – were approved by the country's Federal Cabinet in November.

The changes have been long called for by German industry leaders through the lobby group Verbändeinitiative Großraum und Schwertransporte [VI GST] whose founding members include ESTA and German association BSK.

VI GST brought together 31 mostly German economic, business and transport organisations to pressure the German government.

Long-term co-operation with ECTA

ESTA and ECTA are in the second year of a five-year Memorandum of Understanding signed in 2023 to allow both organisations to work together and jointly lobby for improvements in transport infrastructure and regulation, best practice and safety.

The MOU does not create any legal relationship between ECTA and ESTA but is intended to boost both influence and cooperation where the two organisations' policies are aligned.

ECTA was formed in 1997 by Europe's chemical hauliers with the aim of creating a platform for representing their interests in discussions with international regulatory bodies and major chemical producer associations.

Campaigning with ESPORG for improved parking facilities

In 2023, ESTA was accepted as an associate member of ESPORG, the European Secure Parking Organisation. ESPORG's members include parking area operators, transport and logistics companies, shippers and drivers' representatives.

We hope that through ESPORG, we can ensure that European authorities and the parking area operators pay much more attention to the requirements of abnormal and heavy transports than has been the case to date.

In December, we were invited to outline our recommendations for improvement of parking areas in view of the specific requirements of abnormal transport companies. This will be used in discussions with the EU commission and will also be used by ESPORG to review their current "EU Parking standard".

EUROPEAN REGULATIONS UPDATE

Heavy transport and driving licence reforms in the pipeline

EU-wide revisions of the rules and regulations governing the heavy transport sector – long called for by ESTA – are moving steadily closer, despite the delays caused by European and national elections, with the assistance of our public affairs consultant in Brussels, Margareta Przybyla.

They are contained in the amendments to the EU's Weights and Dimensions Directive (96/53) that is steadily making its way through the legislative process.

The Weights and Dimensions Directive sets maximum authorised dimensions of heavy-duty vehicles (HDVs) used in national and international commercial transport and the maximum authorised weights of HDVs used in international commercial transport.

On October 7 the important, newly installed, post-election Transport and Tourism (TRAN) Committee of the European Parliament voted to back them.

The revisions then moved into the next stage of discussion in the Council before possible implementation. On November 4, Greek politician Apostolos Tzitzikostas received a green light from the Transport and Tourism (TRAN) Committee to become the new Transport Commissioner-designate. The following day, the recently appointed chair of the European Parliament's post- TRAN Committee – Greek centre-right MEP Eliza Vozemberg – confirmed that the heavy transport reform measures would be high on the new Commissioner's agenda.

The revisions include the long-awaited Europe-wide adoption of the standard SERT documentation for abnormal load vehicle registration – a move that ESTA has supported for many years. SERT, the Special European Registration for Trucks and Trailers, is intended to reduce the paperwork and bureaucracy faced by the industry.

Other measures include:

- a 'one stop shop' per country for permits
- standardised permit application forms
- use of electronic permits
- harmonisation of escorting rules and vehicle markings
- a ban on language requirements for drivers
- permitting systems to be available in all EU language

Another dossier on the new Commissioner's desk contains the proposed updates to the Driving Licence Directive.

The updates include a proposal to make certain driving bans applicable EU-wide, no-matter where the offence is committed.

ESTA comment

ESTA is delighted that the proposed revisions of the Weights and Dimension Directive appear to be back on track.

As for the Driving Licence Directive, while we support the concept of harmonising standards in principle, we are concerned about how the new measures will be implemented.

In particular, we need to ensure that the system allows drivers and companies the time to appeal against prosecutions that are unfair or incorrect, and that the measures take account of the specific circumstances and requirements of abnormal transports.

WORKING GROUP - SPMT OPERATIONS

Huge interest in new guidelines for use of SPMTs

The SPMT working group focuses on improving safety and raising standards in what is a fast-growing sector attracting inexperienced entrants. Trailer technology, engineering and work preparation, and operator skills are some of the topics this diverse working group deals with.

Stability guideline

In late 2023, the group finished work on a new transport stability guideline for the use of Modular Hydraulically Suspended Trailers - a publication that received a massive level of interest. This guideline specified the factors to be considered when verifying the global stability and capacity of a Modular Hydraulically Suspended Trailer by calculation, assuming that the trailer is operating on a stable surface. It also detailed the conditions and considerations for local stability of trailers within a transport arrangement and the stability of the cargo itself.



Updated best practice guide

Further subjects will be covered in the coming months. The full and completely updated MHST best practice guide is expected to be published during 2025, but the authors saw no reason to delay publishing important elements in the meantime. The SPMT Working Group was initially created to update and expand ESTA's 2016 SPMT Best Practice Guide that is still available free to members in six languages.

ETOL

ESTA is also progressing plans to develop SPMT operator training through the launch of ETOL – the European Transport Operators Licence. Common, professional operator training standards will not just raise safety and efficiency but will also help the industry recruit the operators it needs going forward.



Trailer/ surface interface Guideline

This was followed by the publication of a document that provides guidance for analysing the interface load between a Modular Hydraulically Suspended Trailer (MHST) and the surface or structure it stands on. The document defines relevant terms and definitions, provides calculations and illustrates various values that can be used in calculations for checking the surface or structures which the MHST is supported by.



SPMT Working Group members [2024]

- Adrian Zingan, Cometto
- Mike Roberts, DNV
- Enrico Frigni, Fagioli
- Christian Steck, Goldhofer
- Peter Kramer, Goldhofer
- Ludo Mous, Mammoet
- Jurjen de Vries, Mammoet
- Carl Sarens, Sarens
- Peter Huygebaert, Sarens
- Chris Smith, SC&RA
- Lars Schoedt, TII
- Walter Clauß, TII
- Thomas Ziegler, TII
- Jan-Ebe Boerema, Wagenborg Nedlift

WORKING GROUPS

RISK-MANAGEMENT- Lifting Operation Risk Management Guide nears completion

The Working Group Risk Management aims to draft new guidelines to assist in assessing the risks in different types of crane operations and advise on how to set good conditions and agreements.

In mid-2024, we published the first draft of our Lifting Operation Risk Management Guide and requested comments. The final version is due for publication in early 2025 during the Bauma exhibition in Germany.

Risk awareness

The preface of the draft report explains: "The aim of this best practice guide is not to reissue a set of rules and regulations for the industry, but rather an attempt, by outlining different forms of contracts and listing existing regulations and incident prevention measures, to make users of lifting equipment aware of the risks of lifting operations and protection against their consequences."

The background for this initiative was the fact that crane companies are increasingly dependent on information or auxiliary materials supplied by the customer, the reliability or integrity of which cannot always be adequately established.

EUROPEAN REGULATIONS- AdBlue concerns debated by rental companies and manufacturers

The Working Group European Regulations discusses technical issues on mobile cranes. It has members from ESTA and the FEM (European Materials Handling Federation), representing the mobile crane manufacturers.

AdBlue concerns

The Group was among the first to highlight the growing concerns about the use of AdBlue, the 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 then the crane's engine can lose power and eventually shut down. The Group's concerns were confirmed by research subsequently carried out by ESTA which is deciding on the next step.

Other issues debated by the Group include telematics standards; winch gearbox inspections; tyre failures; plastic sheaves; and the growing use of Chinese electric cranes in the EU.

Working Group members [2024]

Marcel Schets, EU SHEQ Manager, Mammoet
Blanca Claeysens, Managing Director, ASA France
Joe Collins, Becht
Norbert van Schaik, Siemens Gamesa
Ton Klijn, ESTA Director

Working Group members [2024]

Peter van Oostrom (Chair), Mammoet/ESTA
Martin Lottes, Tadano Demag/FEM
Dietmar Lang, Tadano Demag/FEM
Paul Zepf, FEM
Bernd Boos, Liebherr/FEM
Gerhard Kaupert, Manitowoc/FEM
Marc Sarens, ABELG/ESTA
Klaus Meissner, ESTA
Tobias Freitag, Manitowoc/FEM
Koos Spierings, Spierings Mobile Cranes/FEM
Ingo Nöske, Sennebogen/FEM
Ton Klijn, ESTA



ESTA HEALTH AND SAFETY COMMISSION

Europe's leaders should heed call for common safety standards

Created in 2023 as a permanent addition to our structure, the work of ESTA's Health and Safety Commission is gathering momentum.

HSE harmonization

The Commission is campaigning for the harmonization of European HSE regulations and systems and is creating a dedicated platform for exchanging HSEQ experiences among ESTA members.

This will aid members in sharing best practice, boosting collaboration and fostering a culture of continuous learning with a focus on legislative coordination, standardization of procedures and risk prevention.

It is also calling on ESTA members to encourage their own health and safety experts to support the Commission's expanding workload.

Equal EU standards

ESTA believes that the need for Europe-wide reform is obvious.

For example, safety training standards are not at an equivalent level in all EU Countries and this unsatisfactory situation means that training qualifications in one EU member are often not recognised in other EU states. And while the design and construction of mobile cranes in the EU is regulated under the EN13000 norm, the regulations covering the use and operation of mobile cranes vary from country to country.

A core issue is that while health and safety laws in the European Union are governed in principle by Brussels' directives, they are enforced at the national level and each member state has its own legislation and enforcement agencies. Ironically, critics of Brussels argue that the EU's centralised standards create unnecessary bureaucracy. But in this instance the very opposite would be the case.

Harmonized, common standards would reduce the need for unnecessary re-training of operatives who work across different countries and jurisdictions and would dramatically reduce paperwork and time spent on the administration required to comply with those different countries' rules and regulations.

" Unified standards will not only enhance safety but also improve operational consistency and efficiency"

The project is being led by ESTA Section Transport President Iffet Türken who said: "Our aim is to create common, unified health and safety standards for heavy lifting and transport is an attempt to move us further down the road of common standards in EU members states and non-members alike - making us all more efficient and safer."

Health and Safety Commission members [2024]

The Commission consults widely as required, but its core members are:

Iffet Türken, ESTA Section Transport President and Executive Board Member,
Kässbohrer | Moreno Massetti, EMEA Head of Operations, Fagioli | Luca Fantini, RSPP-HSE Manager, Fagioli
Marcel Schets, EU SHEQ Manager, Mammoet | Blanca Claeysens, Managing Director, ASA France |
Graziella Merny, SHEQ Manager, Sarens | ASA France | André Doesburg, HSEQ Manager, Wagenborg Nedlift



ECOL AND ETOL: UPDATES ON TRAINING AND LICENCES

Strong support for MHST operators' licence

Back in September 2023, ESTA's board members gave their support to the development of a new European Crane and Transport Operators Licence (ECTOL) organisation.

ECTOL is an umbrella body that will oversee both the existing European Crane Operators Licence (ECOL) and the new European Transport Operators Licence (ETOL).

Originally proposed by ESTA's expert SPMT working group, ETOL will be a transport operators' licence for Modular Hydraulically Suspended Trailers (MHSTs) – including SPMTs.



Using the ECOL structure

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

Since that original decision, ESTA experts have focussed on the complex and time-consuming tasks of developing the structures and standards needed both for the ECTOL umbrella body and the ETOL licence itself.

Despite the demands of the new transport licence, the European Crane Operators Licence (ECOL) continues to slowly but steadily gain recognition across Europe as both national authorities and individual companies understand its positive impact on safety and the benefit of making it easier for operators to work across borders.

Promoting ECOL in Ehingen

In June, Liebherr invited ESTA to attend the company's customer days event in Ehingen, Germany to publicise ECOL to Liebherr's 3,500 guests.

At the time of writing, ECOL is recognised in five European countries – Switzerland, Belgium, Denmark, the Netherlands and talks are continuing with authorities in Finland, Germany, Spain, Ireland and the UK.

In the meantime work on ECTOL and ETOL gathers momentum.

The ECTOL Structure

ECTOL Supervisory Board

A three-person ECTOL Supervisory Board has been created, chaired by Klaus Meissner, ESTA's Subject Matter Expert Cranes. He will be supported by manufacturer's representative Lars Schødt from the TII Group and Arnold Niekamp from the Dutch trade union HZC, representing the interests of the operators.

ECTOL Management Board

Beneath the Supervisory Board, a five-person ECTOL Management Board is chaired by ESTA Director Ton Klijn and is responsible for the day-to-day operations of the ECOL and ETOL programmes.

ECTOL Expert Committee

ECTOL also has an 11-person strong expanded Expert Committee that oversees training design and content, learning outcomes, exam content and occupational standards in both the ECOL and ETOL schemes.

This new expert committee includes transport and trailer representatives from a trade union, a trailer manufacturer and a trailer industry expert to sit alongside their existing crane sector counterparts.



Training structure and next steps

Discussions are now ongoing about the details of a three-tier training structure and a set of learning outcome documents that set out the scope of the training.

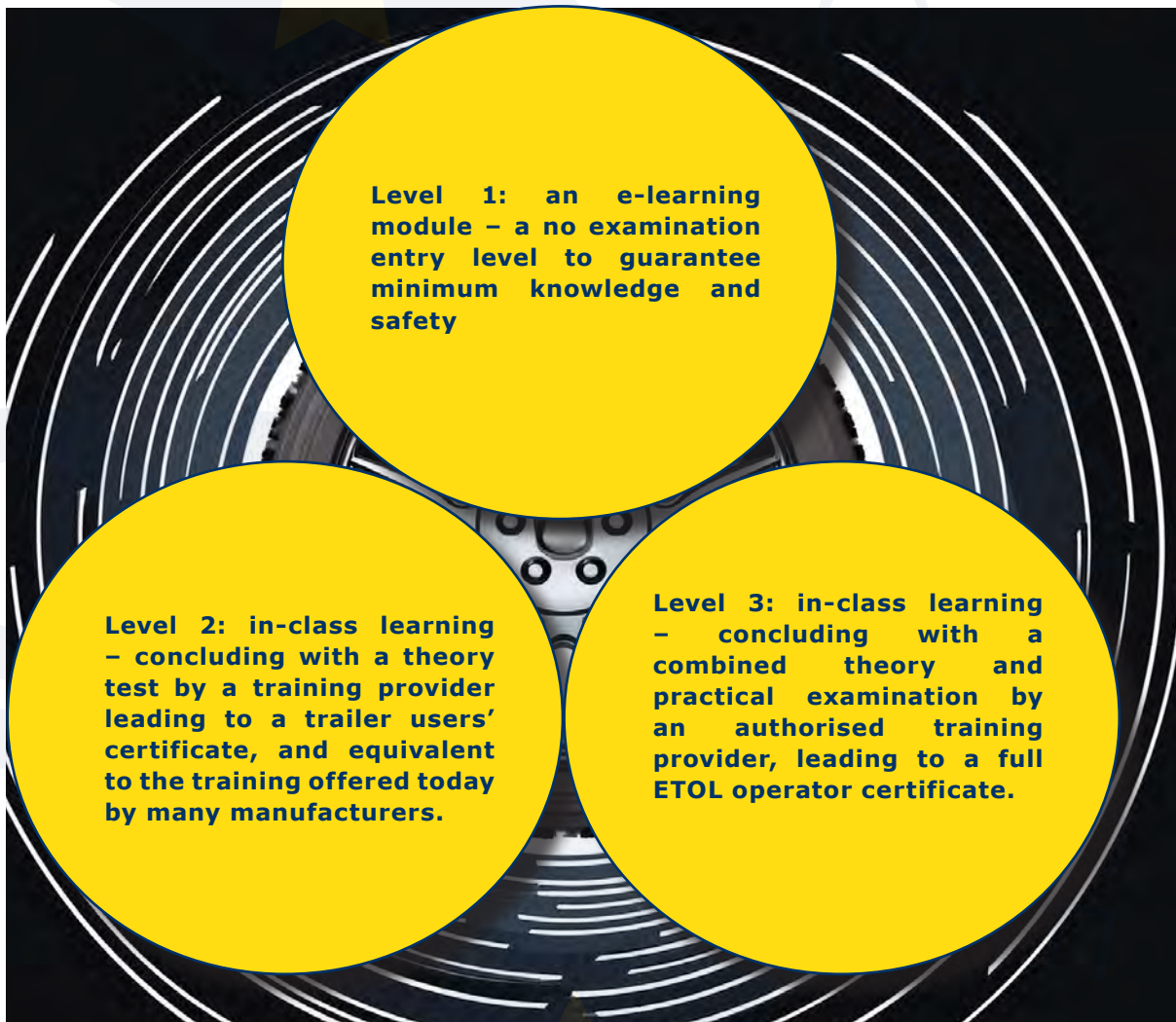
The next steps will be to agree a glossary of definitions across multiple languages to ensure common understanding, and then to start work on the item bank – that is the list of questions for the examinations and the answers to go with them to ensure that an operator is fully competent.

We have received strong backing from companies and individuals the length of the supply chain – from clients, our transport company members and operators themselves.

There is no doubting the huge demand for an ETOL-style licence, and the training that will be required to obtain one, from clients, transport companies and operators alike.



PROPOSED THREE TIER TRAINING - DETAIL



Between Level 2 and Level 3, a 180-day apprentice period is foreseen, with specific actions to be registered in an ETOL task book

ESTA AWARDS OF EXCELLENCE



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ESTA membership breaks new records

ESTA has continued to attract new members throughout 2024. By year end, we had 112 members and supporters across all categories from 28 countries in Europe and beyond - the highest numbers since ESTA was formed in 1976.

We would like to offer a warm welcome to 2024's new members, who are as follows:

Tenge DOO - Special Member

Tenge DOO joined ESTA as a Special Member, representing the Serbian heavy transport and lifting industry. The company specializes in the rental and sale of a wide range of construction machinery, including mobile cranes and truck-mounted platforms.



BC Crane Safety - Affiliate Member

BC Crane Safety is the crane operator certification and licensing authority for British Columbia, Canada. It was established in 2005.



Öznakliyat - Affiliate Member

Since 1951, Istanbul-headquartered Öznakliyat has been a pioneer in the Turkish logistics sector. The company specialises in heavy haulage, warehouse management, container storage and transport, freight forwarding, multimodal and intermodal transport and customs brokerage.



Giannakos - Affiliate Member

Founded in 1965 by Alexandros Giannakos, Giannakos is a trusted name in crane hire and exceptional transport services in Greece, headquartered in Karditsa. It has particular experience in heavy lifting, abnormal transport and complex logistics.



Bechtel - Affiliate Member

US company Bechtel is a leading global project manager, known for delivering large-scale, complex engineering, construction, and infrastructure projects. Bechtel provides services across a wide range of industries, including energy, transportation, water, telecommunications, mining, and defence.



DyCat Solutions - Affiliate Member

Canadian headquartered DyCat Solutions helps energy and resource companies worldwide achieve cost certainty and maximize profitability. The company uses its expertise to minimize risks and to help clients focus on sustainability targets in a progressively competitive market.



Terminal du Grand Ouest (TGO) - Affiliate Member

TGO from France manages all the calls of container vessels in the Port of Nantes-Saint-Nazaire, which represented 155,000 TEUs in 2023. TGO is also in charge of stevedoring general cargo vessels calling at the Port of Montoir-de-Bretagne or Saint-Nazaire. TGO was created in June 2011. when it was granted the concession and became the single operator of the General Cargo and Containers Terminal (TMDC).

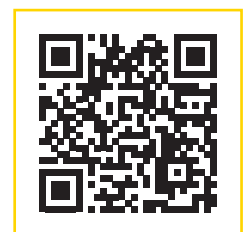


Yilnak - Affiliate Member

With 50 years of industry experience in Turkey and internationally, Yilnak offers its clients innovative solutions for their various transport needs, including heavy haulage, project logistics, rail, sea and air transport.



ESTA has five types of membership - ordinary, special, affiliated company, supporter and individual supporter. For full details, go to the [membership section of the ESTA website](#).



ESTA administration and contacts

ESTA Home Office address

Lotte Beesestraat 4
2331 KJ Leiden, NETHERLANDS
www.estaeurope.eu

Chamber of commerce: 27347721
VAT: NL820983457B01
IBAN: NL39ABNA0524289611
BIC: ABNANL2A
EU Transparency Reg. 870060728390-52

ESTA Director

Ton Klijn
Director@estaeurope.eu

ESTA Office Manager

Caroline van Geest
Office: +31 [0] 71 572 4705
Mobile: +31 [0] 6 53 6996 83
Fax: + 31 [0] 71 572 4968
officemanager@estaeurope.eu

ESTA Communications Officer

Graham Anderson
Mobile: +44 [0] 7711 650691
andersonmedia@btinternet.com

ESTA Marketing and ECOL Ambassador

Connie Lindhoud
Mobile: +31 [0] 6 24 9327 62
marketing@estaeurope.eu
cld@ecol-esta.eu

ESTA Crane Matters Expert

Klaus Meissner
craneexpert@estaeurope.eu



*ESTA DIRECTOR
TON KLIJN*



*OFFICE
CAROLINE VAN GEEST*



*ESTA CRANE MATTERS EXPERT
KLAUS MEISSNER*



*MARKETING | ECOL
CONNIE LINDHOUD*



*COMMUNICATIONS
GRAHAM ANDERSON*

BECOME AN ESTA MEMBER

ESTA Membership features	Ordinary members	Special members	Affiliated company	ESTA supporter	Individual supporter
Access to ESTA General Assembly meetings [including voting rights]	Yes	Yes	No	No	No
Participation in the ESTA Section Cranes	Yes	Yes	Yes	Yes	Yes
Participation in the ESTA Section Transport	Yes	Yes	Yes	Yes	Yes
Participation in the ESTA Working Groups	Yes	Yes	Yes	No	No
Access for association members to participate in the ESTA Awards competition	Yes	n.a.	n.a.	n.a.	n.a.
Access to participate in the ESTA Awards competition	n.a.	Yes	Yes	Yes	n.a.
Dinner seats at the ESTA Users Night and Awards Dinner	6	6	No	1	1
Access to members' section www.estaeurope.eu	Yes	Yes	Yes	Yes	Yes
Receipt of ESTA Newsletter	Yes	Yes	Yes	Yes	Yes
Use of ESTA logo at website/ other communication channels	Yes	Yes	Yes	Yes	n.a.

ESTA Subscription fee					
Subscription fee		€ 2.000		€ 840	€ 500
National associations <100 members	€ 4.200				
National associations >100 members	€ 6.300				
Individual companies >100 employees			€ 2.100		
Individual companies > 100 employees			€ 4.200		

Type of organisation company					
National crane and transport association European country	Yes	No	No	No	No
Individual company who represents its country	No	Yes	No	No	No
Individual company related to lifting and transport sector	No	No	Yes	No	No
Individual company that endorses ESTA goals*	No	No	Yes	Yes	No
Private person that endorses ESTA goals	No	No	No	No	Yes

* membership to national association is obliged and this national association is ESTA Member

NEW MEMBERS – AN INTRODUCTION

ESTA's membership is strong and active, and has been growing despite the problems in recent years. The membership structure is as follows:

1. ESTA Ordinary Membership

Open to national associations in the field of abnormal road transport and/or mobile crane rental, along with European organizations dealing with the same activities.

2. ESTA Special Membership

Open to an individual company in the field of abnormal road transport and/or mobile crane rental who may represent their country when there is no national organisation in membership – perhaps because a suitable body does not exist, or because it has decided not to join.

3. ESTA Affiliated Membership

For companies involved in abnormal transport or heavy lifting, service companies, and official organisations active in this sector, if accepted by the ESTA Board.

4. ESTA Supporter

Open to all operating companies in the field of crane rental and abnormal transport, that meet the following preconditions:

- the company is a member of their own national association for abnormal transport or crane rental companies, and this association is a member of ESTA;
- the company endorses ESTA's goals as an association.

5. ESTA Individual Supporter

Open to all individuals with an interest in the field of crane rental and abnormal transport, who meet the following preconditions:

- the applicant is at least 18 years old and legally competent
- the applicant endorses ESTA's goals as an association

Full details of the benefits of the different categories of membership are on the ESTA website at:

www.estaeurope.eu



European Association of Abnormal Road Transport and Mobile Cranes[ESTA]

postal address: Lotte Beesestraat 4, NL-2331 KJ Leiden, the Netherlands

+31 71 572 4705

officemanager@estaeurope.eu | www.estaeurope.eu

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