



# 2019 ANNUAL REVIEW



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# ESTA: rattling chains and forging alliances in a ground-breaking year

## Major projects coming to fruition

**A**s all involved with ESTA will know only too well, we are a small organization with limited resources - but with huge drive and massive enthusiasm for making a difference in our industry.

We rely greatly on the time and effort put in voluntarily by our members and supporters. So my first job is always to thank the ESTA Board members and all of those on our many specialist working groups for their expertise and their commitment to making our industry safer and more effective.

This time last year, I said that the next 12 months would be truly notable for ESTA as several major projects neared completion.

And so it has proved. We are making significant progress on a number of fronts and if the past year has taught us anything, it is that arguing our case and waiting change to happen is nothing like enough.

We must not sit back, but be prepared to rattle more chains and take every opportunity to challenge those that are hindering our development.

Fine words are all well and good, I hear you say. But what do they mean in practice?

Let me start with our new European Crane Operators Licence. This is by far the biggest and most complex project ever undertaken by ESTA and the whole industry owes a massive vote of thanks to Ton Klijn, ESTA Director, for making it happen.

### Overcoming the doubters

ECOL has had to overcome the doubters, who thought it would never get off the ground; the protectionists who wanted to stop operators' looking outside their own countries for work (and vice versa); and the cynics who argued that it would lower standards – when all the evidence is that exactly the opposite has been the case.

Despite the naysayers, reaction to ECOL has been overwhelmingly positive with strong support not just from ESTA's members, but the industry's clients, manufacturers, health and safety experts, training organisations and more.

You can read about ECOL in more detail elsewhere in this report, but suffice to say that at the time of writing the project had just received ISO 9001 accreditation – a major achievement - and has now embarked on the process of recognition by the European Qualifications Framework (EQF).

### Working with allies

On the transport side, ESTA's decision to join the international road transport association IRU is already bearing fruit. The IRU has agreed to back ESTA's call for a network of abnormal road transport corridors to be created across Europe. ESTA has been arguing that such a policy could be coordinated with recent similar calls from NATO on behalf of Europe's armed forces.

The IRU was asked for comments by the European Commission and the IRU

## Networking – central to what we do

Despite our expanding workload, networking remains central to ESTA and our members – through the section meetings in the spring and autumn and the hugely successful annual awards.

As I have said before, they are in my view the best networking events for the whole European mobile crane and heavy transport industries, and – through the awards themselves – a chance to celebrate some of our truly outstanding companies and projects.

If you have not been involved before, I strongly suggest you both enter the awards and make sure you come to the dinner in Amsterdam next year. Details are on ESTA's website and in this review.





“ ESTA is progressing. But we just need to ensure that this progress continues and – if possible- accelerates. ”

Joining the IRU has been a valuable lesson in the importance of teaming up and forging alliances with like-minded people. It is just one small example of what I feel is a real step-change in the impact that ESTA is having, not just among our members and supporters, but among the wider industry, clients and some political figures as well.

Here's to a successful 2020 for all of us in Europe.

*David Collett was elected President of ESTA in 2013. He is Managing director of the Collett Group, a UK-based multi-modal transport company.*

in turn asked ESTA for its input. ESTA's response was accepted in full by the IRU who submitted it to the European Commission.

In addition, two further and substantial pieces of work are coming to fruition with reports at the draft stage.

Firstly, there is the report on harmonizing standards of marking and lighting for abnormal loads across Europe.

And then there is the major report on safety during the transport and erecting of onshore wind turbines (see articles elsewhere in this review).

### Taking the next steps

So what are the next steps?

I believe that we need to work more closely with our national association members to make sure that our aims and activities are as closely aligned with theirs as possible.

And we need to take every opportunity we can to develop closer working relations with our clients to help us improve standards and safety right across the supply chain.

More importantly still, we need to engage effectively with our political masters at every level – local, national and international – so that they better understand the importance of this industry and the support we need from them to work safely and effectively.

So ESTA is progressing. But we just need to ensure that this progress continues and – if possible- accelerates.

## The ESTA Board

I would like to pay tribute to Robert Markewitsch from German company Gebr. Markewitsch who is stepping down from the ESTA Board after six years.

Robert has been a loyal and committed supporter of ESTA we have all been very grateful for his expertise, support - and good humour.

Robert's replacement on the board will be agreed at the ESTA meeting in Piacenza in October.

There have been a number of other changes to the board as well.

I would like to welcome Patricia Crespin of the French association UFL who has joined the board.

Łukasz Chwalczuk of the Polish Heavy Transport Association, OSPTN has stepped down as ESTA's Transport Executive but has also joined the board.

\* Outside the board meetings, ESTA members support a number of working groups that focus on particular issues. Currently there are groups working on Marking and Lighting; European Regulations; and the Best Practice Guide for the transportation and lifting of onshore wind turbines. Until recently, there was also a working group developing the European Crane Operators Licence until their role was replaced by the future permanent ECOL structure. There are too many participants to mention them all by name here, but you will find details of their excellent work elsewhere in this annual review.

### The current ESTA Board members are as follows:

PRESIDENT

**David Collett**, Collett Group



SECRETARY

**Stijn Sarens**, Sarens



TREASURER

**Jens Enggaard**, BMS



SECTION TRANSPORT PRESIDENT

**André Friderici**, Friderici Spécial



SECTION TRANSPORT VICE PRESIDENT

**Iffet Türken**, Kässbohrer



SECTION CRANES PRESIDENT

**Wouter van Noort**, Mammoet Europe



BOARD MEMBER

**Patricia Crespin**, UFL



BOARD MEMBER

**Łukasz Chwalczuk**, OSPTN





# Clients and politicians the key focus as ESTA pushes for change

## Call for more companies to join in ESTA's work

The past year has been momentous for ESTA – and 2020 will be just as important.

A number of major projects are coming to fruition – and as they do, so we are increasingly focused on how we can influence our clients, political masters and regulators to make sure our hard work results in real change in the industry.

With that in mind, we are developing contacts, raising our profile and taking whatever opportunities present themselves to speak about our work.

Top of our agenda is the continuing progress of the European Crane Operators Licence (ECOL), the biggest project that ESTA has ever undertaken.

There is a full and detailed article on ECOL elsewhere in this review, but I would like to mention some highlights here.

In August, we succeeded in certifying the ECOL foundation under ISO 9001-2015. This was an important step forward.

As a result, ESTA is now able to have the ECOL operator certificate registered and recognised by the Dutch NLQF qualifications framework. Through the NLQF it will be aligned with the European Qualifications Framework (EQF) across Europe.

Work on the application for the classification of the ECOL training and examination has now started and we expect an answer from the NLQF committee by mid-December 2019.

So far, ECOL has certified 14 operators and trained and examined 18 teachers/examiners.

The next step will be to publicise ECOL to clients, primarily in the energy and civil engineering sectors, to persuade them that insisting on ECOL qualified operators on their sights is in their interest.

A move in that direction has been taken with work on developing the best practice guide for the safe lifting and transportation of onshore wind turbines.

As with ECOL, more details are published elsewhere in this Annual Review.

The final touches are still being put to the BPG at the time of writing, but it does contain a requirement that crane operators on wind projects are ECOL qualified.

As with ECOL, we need to ensure that the report is adopted not just by the turbine manufacturers, but also by their clients, the utilities and wind farm developers.

We have also been trying to increase our influence with the European Commission and Europe's politicians.

As a result of our work with the wind industry, ESTA has been asked to join the European Commission's Wind Harmony project which is hoping to improve safety in parts of the wind energy market.

And following a meeting with myself, Dutch MEP Caroline Nagtegaal wrote to the European Commission in support of ESTA's campaign to develop heavy transport corridors across Europe and reduce the bureaucracy caused by the maze of different permits required by member states.

The timing of the MEP's intervention was significant as talks are currently underway in Brussels on the financing of key infrastructure networks from

## Become a supporter and get involved

I would like to make a direct appeal to all companies in our industry to join us in our work by signing up as an ESTA supporter (assuming you have not done so already, of course).

The rules are simple and we have kept the cost as low as possible.

In short, becoming an ESTA supporter is 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

For companies accepted as ESTA supporters the benefits include:

- the right to be present at their relevant section meetings;
- the right to have access to all technical information made available to members on ESTA's website;
- the right to use the ESTA logo on their company's letterhead.
- A seat at the annual ESTA awards dinner

I am sure that the networking and contacts you make will help you professionally and in your business. And being involved in ESTA gives you a voice on the European issues affecting our industry today – safety, standards, permitting, technology, training, innovation and much more besides.

Go to our website at [www.estaeurope.eu](http://www.estaeurope.eu) for more details or contact the ESTA main office.



**Ton Klijn** has been ESTA Director since September 2017. Previously ESTA Secretary, he has been active in the heavy lift and transport industry since 1977. From 2003 to 2017 when he stepped down, Klijn was managing director of Wagenborg Nedlift.

2021 to 2027 under the Connecting Europe Facility.

Those discussions include a request from European armed forces and NATO to strengthen the continent's infrastructure to make it easier to move heavy military loads.

We have also received support in this from the IRU, the international road transport industry association that ESTA joined in 2018.

We also hope that the IRU will add its weight to our moves to harmonize the European lighting and marking regulations – details of our report on the subject is again covered elsewhere in this Annual Review.

It is clear that ESTA is steadily increasing its influence – with the

## Political worries undermine market optimism

ESTA is becoming increasingly concerned about the state of the market, although there are some good signs.

This time last year we said that we were cautiously optimistic, but things have taken a turn for the worse since then.

Brexit is a dark cloud, especially for the UK but also for all of Europe. In addition, there are the political upheavals in Italy, ongoing concerns about tensions in the Middle East and, of course, the trade dispute between China and the USA.

The simple problem is that political uncertainty tends to suppress investment as clients defer decisions.

However, it is not all doom and gloom. In the oil and gas sector, the maintenance market remains strong and there are several major projects planned – if they go ahead, that will give our industry a lift.

The renewable energy markets will remain a source of growth and the crane rental markets – by and large – remain in good shape.

A further good sign is the increased investment in European infrastructure. ESTA has been calling for such a change for many years.

Reports from ESTA members around Europe have commented on the improvements with a number of projects underway.

That anecdotal evidence was backed up by the recent report from Euroconstruct, a group of economists specializing in European construction markets. They said that infrastructure would be a strong market over the next three years, rising by an average of 3% in real terms, with especially strong growth in Eastern Europe. offset by weaker markets in Italy and the UK.

If our politicians could only work out how to give industry greater certainty, we would all be better off.

result that more opportunities are being presented to us to communicate our concerns and policies.

We are moving in the right direction, but there is a lot more to do.

## Boosting safety with the ICSA

ESTA is an active member of the International Crane Stakeholder Assembly which is working on two new position papers – on the transport and erection of large wind farm components and the use of cranes on barges.

Apart from ESTA the ICSA's members are:

- Association of Equipment Manufacturers [AEM]
- Crane Industry Council of Australia [CICA]
- Crane Rental Association of Canada (CRAC)
- European Federation of Material Handling [FEM]
- Specialized Carriers & Rigging Association [SC&RA]
- Japan Cranes Association [JCA]



The meetings are held annually. The next will be held in Las Vegas during the 2020 CONEXPO-CON/AGG Trade Fair on 12 March 2020.

For more information, go to the ICSA's new website at [www.icsa-crane.org](http://www.icsa-crane.org).

## New EN1300 norms expected in 2021

ESTA is fully involved in the ongoing work of agreeing European standards for mobile cranes.

Through membership of the Dutch Standards Institute (NEN), on behalf of ESTA, I sit on the European Standards Committee CEN/TC 147 alongside the major crane manufacturers and regulator authorities.

CEN TC 147 WG 11 is currently working on the new EN13000 norms for mobile cranes which are expected to be published in early 2021.



# Safety the top issue as ESTA's influence grows

**E**STA's crane section is going from strength to strength as our organization grows in profile and influence – and 2019 has already proved to be a key year in our history.

Our year's work has been dominated in large part by establishing the new European Crane Operators' Licence and developing a best practice guide for the lifting and transport of onshore wind turbines – a sector that has seen far too many accidents.

But important as those issues are – and you can read about them in detail elsewhere in this review – there is far more to the debates and discussions in the Section Cranes.

Safety is obviously the number one issue; it is always the number one issue for ESTA and our meetings reflect that.

It is closely followed by the need to increase the industry's sustainability and the need to lobby governments and regulators for harmonized regulations that are appropriate to the realities of the industry.

In the past year, subjects discussed at Section Cranes meeting included:

- Mobile crane on floating barges

- Inspection regimes for under carriers of mobile cranes
- New fibre solutions for lifting and lashing
- Crane Capacity Index (see box on this page)
- Shortages of crane operators

In addition, Koos Spierings, CEO of Spierings Mobile Cranes, led a discussion on assessing the lifespan of a crane.

Wouter Ormel from Dutch association VVT presented his organisation's new guidance paper on the construction and use of crane hardstands for the installation of wind turbine generators (it is available on the VVT website in both English and Dutch at [www.verticaaltransport.nl](http://www.verticaaltransport.nl)).

We also heard about the CEN TC 147 WG 11 meetings on the development of the new EN13000 norms for mobile cranes and why it is essential that crane users are involved in their development to ensure that the changes are practical and cost effective. The new norms are expected to be published in early 2021.

The CEN TC 147 workgroup also discussed the "hoist rope keeper". As this device is not generally applicable



**Wouter van Noort** is President of ESTA's Section Cranes and Managing Director of Mammoet Europe. He first joined Mammoet in 1995 as an SPMT operator and crane planner. Wouter van Noort joined the ESTA Board in 2018 as the new representative of the Dutch crane association VVT.

## Come and join us

ESTA's Section Cranes meetings are held twice a year, are free to attend and are open to all of ESTA's member associations - and their members – plus our special members, supporter companies and affiliated companies.

If you are interested in being involved, or have a subject you would like to see discussed, contact us at [officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu).

to all mobile cranes the workgroup decided it could not be part of the EN 13000 norm.

However, because its merits were recognized, ESTA is planning to issue an improvement notice to its members on the subject.

Finally, as an industry we also need to promote ourselves to young people showing them that they can build a successful career in this industry. We are really not communicating well enough to the next generation at the moment – and that is something as an industry we need to put right.

Looking forward, it is clear that 2020 is going to be another busy – and notable – year.

## New move on the Crane Capacity Index

ESTA is determined to give new impetus to expanding our Crane Capacity Index project in 2020.

Despite the doubts and resistance from some manufacturers, we are convinced that this is an important issue and will support our safety agenda by increasing industry transparency.

Some manufacturers have argued that the index is too simplistic. However, we believe it provides an important baseline to help purchasers and users understand exactly what type of crane they are dealing with.

The latest version of the crane capacity index is available from the Downloads section of the ESTA website and there will be more on this subject soon.





# Problems with permits and increased paperwork dominate debate

**E**STA's Section Transport has notched up some notable successes this year - although the difficulties facing our industry remain as intractable as ever.

Our lighting and marking working group – spurred on by Iffet Türken, Section Transport Vice-President – has completed its first report.

It proposes adapting the current ECE R48 regulation as the basis for agreed Europe-wide lighting and marking standards for abnormal road transport, superseding the confusing local and national rules currently in operation.

Now, ESTA has started lobbying European organisations to garner support for these proposals.

Notably, the working group included all types of stakeholders – transport companies, manufacturers and associations.

Working closely with different groups and organisations – and trying to broaden our influence - can be seen in other areas of ESTA's work as well.

Just over a year ago, we announced that we had joined the IRU, the

international road transport industry association. That relationship is already bearing fruit.

For example, the IRU is backing ESTA's call for a network of abnormal road transport corridors to be created across Europe. The IRU was asked for comments by the European Commission and the IRU in turn asked ESTA for its input. ESTA's response was accepted in full by the IRU who submitted it to the European Commission.

The development of heavy transport corridors will not happen overnight, but is a realistic aim, especially with wider support. It will not cover the heaviest loads, but if we can get Europe-wide agreement on this, it will be a major step forward.

However, alongside these and other positives, we have to place our ongoing concerns.

Transport in Europe is becoming ever more complex. Growing levels of paperwork and bureaucracy is putting pressure on costs, but prices are not increasing so margins are being squeezed.

What is more, the permit situation remains a huge problem. Local authorities are asking for more and more information, and we are often asked to pay for checks on a structure ourselves.

Understandably, authorities can be reluctant to take responsibility – especially after the tragedy of Genoa – and the situation has been made worse with the loss of in-house expertise in many local authorities due to budget cuts.

Colleagues from around Europe present the situation in their countries at our meetings and we have heard from our members in Italy, France, Germany, the Netherlands, Poland and many more – plus of course, my country, Switzerland.

It is clear that – to a greater or lesser extent – we are all dealing with the same problems:

- rising protectionism
- complex paperwork
- delays in obtaining permits
- the need for coordinated heavy transport corridors
- the loss of engineering expertise in authorities

We have to work together to persuade our governments and regulators to agree common Europe-wide standards and practices. This will benefit everyone – making our industry safer and more efficient, easing the pressure on local authorities and ultimately leading to lower costs for our clients.

We have a long way to go if that ambition is to be realised, but our voice is getting louder and increasingly being heard.

## Role of ESTA's Section Transport

Attendance at the Section Transport meetings is rising – but we always welcome more input. The more information and support we receive from our members, the more effective ESTA's work becomes.

The meetings are open to all of ESTA's member associations – and their members – plus our special members, supporter companies and affiliated companies.

If you are interested in attending, just contact us at: [officemanager@estaeurope.eu](mailto:officemanager@estaeurope.eu)

**André Friderici**, from Swiss specialized transport contractor Friderici Special, is President of ESTA's Section Transport. He has worked in the industry since 1975, and is active in ASTAG, the Swiss transport and crane organisation. He has represented ASTAG at ESTA since 2007 and became President of the Section Transport in 2013

# ESTA's year in news headlines

## PROPOSED REFORM OF LIGHTING AND MARKING REGS

**September 6, 2019**

ESTA has started lobbying European organisations to support plans for the harmonization of marking and lighting regulations for abnormal road transport. The move follows the completion of the first report from the ESTA's special stakeholder working group. The report proposes adapting the current ECE R48 regulation.

## FINAL TOUCHES PUT TO WIND SECTOR BEST PRACTICE GUIDE

**September 5, 2019**

Publication of ESTA's new best practice guide for the safe transportation and lifting of onshore wind turbines has moved a step closer following the latest experts meeting in Hamburg at the end of August.

## NEW TURKISH MEMBER FOR ESTA

**September 2, 2019**

Turkish heavy transport Association AND has joined ESTA in a move that will strengthen international cooperation in an important and developing market. AND has 73 members in the heavy haulage and abnormal transport sector. It was formed at the end of 2016.

## HUGE WIND TURBINE SHOWS NEED FOR NEW SAFETY FOCUS

**August 26, 2019**

News that the world's longest wind turbine blade – the 107 metre LM Wind Power blade - is undergoing testing in the UK has underlined the importance of agreeing new transport and lifting best practice guidelines for the industry, said ESTA Director Ton Klijn.



## ISO 9001 SUCCESS FOR ECOL PROJECT

**August 19, 2019**

ESTA's planned European Crane Operators Licence has been awarded ISO 9001-2015 certification after successfully completing the required audit. The award means that ECOL can now apply to have the licence registered and recognised by the Dutch NLQF qualifications framework. Through the NLQF it will be aligned with the European Qualifications Framework (EQF) across Europe.



## TRANSPORT ADDED TO BRUSSELS WIND SAFETY PROJECT

**July 31, 2019**

The European Commission's Wind Harmony project - created to improve safety in Europe's burgeoning wind energy sector – has agreed to include transportation in the study in response to a request from ESTA.



## IRU BACKS ESTA'S TRANSPORT CORRIDORS CALL

**July 31, 2019**

International road transport association IRU is throwing its weight behind ESTA's call for a network of abnormal road transport corridors to be created across Europe.

## JAPAN CRANE ASSOCIATION JOINS ICOSA

**July 30, 2019**

The Japan Crane Association voted to join the International Crane Stakeholders Assembly (ICSA) at its board meeting in June.



## ECOL CLIENT PROMOTION TO BE STEPPED UP

**July 29, 2019**

ESTA is planning to step up promotion of its new European Crane Operators Licence to the industry's clients as part of a move to maximise acceptance of the scheme. ECOL has already received expressions of interest and informal support from companies in the oil and gas, renewable energy and civil engineering sectors.

## GERMAN SUPPORT FOR ECOL

**July 28, 2019**

The major German organisation GENOSK – the Cooperative for Heavy Transport and Crane Work – has agreed to align its training with the ECOL scheme.

## ESTA PRESIDENT ATTACKS DAMAGING RED TAPE

**May 29, 2019**

ESTA President David Collett has launched a new attack on unnecessary red tape that is damaging both ESTA's members and wider European industry. Speaking at the recent Breakbulk exhibition in Bremen, he called for the adoption of common, Europe-wide the rules governing escort vehicles; harmonized marking and lighting regulations; and an agreed EU system of online permitting.

## COLLETT AND TÜRKEN RE-ELECTED FOR NEW TERMS

**May 23, 2019**

David Collett, Managing Director of the UK-based Collett Group, has been unanimously elected as ESTA President for a third – and final – term by ESTA's ruling General Assembly meeting in Munich in April. At the same meeting, Iffet Türken, Executive Board Member of Kässbohrer, was unanimously elected to serve a second term as Vice-President of ESTA's Section Transport.





## UFL'S CRESPIN JOINS ESTA BOARD

**May 20, 2019**

Patricia Crespin from French association UFL has agreed to join the ESTA Board of Directors, and Łukasz Chwalczuk, from Polish organisation OSPTN, has also been elected a member of the ESTA Board. He has stepped down from his post as Transport Executive.

## ESTA AND IRU IN TALKS ON ABNORMAL TRANSPORT ISSUES

**May 17, 2019**

The problems faced across Europe by abnormal road transport operators was the subject of the first of a series of meetings between ESTA and the IRU – the international road transport industry association – in Brussels on May 15.

## FEM AND ESTA HOST LATEST ICSA MEETING

**May 2, 2019**

The International Crane Stakeholders Assembly (ICSA) held its eighth meeting during the Bauma exhibition in April. It was hosted by ESTA and FEM – the European Materials Handling Federation – and discussed the use of cranes on barges, and developments to crane standards.

## CANADIANS AND ECOL SIGN MUTUAL RECOGNITION PACT

**April 22, 2019**

A Memorandum of Understanding has been signed between ECOL and the British Columbia Association for Crane Safety in Canada. The agreement means that future European ECOL card-holders will be able to work in British Columbia without taking any further tests, and vice versa, as the two bodies' training standards are fully aligned. The organisations hope that the agreement will eventually apply to all of Canada.

## CRANE MANUFACTURERS IN BOOST FOR OPERATOR SCHEME

**April 18, 2019**

Four leading crane manufacturers – Manitowoc, Tadano, Terex and Liebherr – have agreed to align their training operations with the ECOL scheme and its standards, and are currently going through the registration process.

## SARENS AND COMOKRA BACKING FOR ECOL

**April 16, 2019**

Sarens has applied to qualify its Belgian training facility under ECOL, and Comokra from Belgium plus Fagioli from Italy are expected to follow suit. Already qualified are the Mammoet Academy in the Netherlands and EUC-Lillebælt from Denmark.



## ECOL UPDATE

**April 14, 2019**

ESTA's European Crane Operators Licence (ECOL) project took a step forward in April with the first meeting of the new organization's 9-strong Committee of Experts in Munich. The final meeting of the original ECOL Working Group took place in Copenhagen in January (pictured).

## WINNERS OF 2019 ESTA AWARDS ANNOUNCED

**April 12, 2019**

Fagioli, Mammoet and Sarens took two prizes each at this year's ESTA Awards held in Munich on April 11. The awards dinner, organized jointly by ESTA and International Cranes and Specialize Transport magazine, was one of the biggest ever with more than 530 guests in the ballroom of the Westin Grand Hotel.

## NEW ESTA MEMBERS FROM TURKEY AND SWITZERLAND

**March 29, 2019**

Turkish heavy cargo lifting and transport association AKT has joined ESTA. Based in Istanbul, AKT has 120 members who work throughout Turkey and internationally. In a separate move, Swiss training and consulting company Combe Driver Services is the latest organization to become an ESTA supporter.

## MEP BACKS ESTA ON PERMITS AND INFRASTRUCTURE

**March 19, 2019**

Dutch MEP Caroline Nagtegaal has written to the European Commission in support of ESTA's campaign to develop heavy transport corridors across Europe and reduce the bureaucracy caused by the maze of different permits required by member states. Her action follows a meeting earlier in March with ESTA Director Ton Klijn.



## ESTA AND SC&RA FIND COMMON GROUND IN TEXAS

**March 11, 2019**

ESTA has been looking at the lessons Europe can learn from the experiences of abnormal load and heavy transport organisations in the USA - and especially the SC&RA's Uniform Permit Transport initiative which aims to harmonize weight allowances and permitting systems across all US states. The subject was discussed last month when ESTA Director Ton Klijn and Section Transport President André Friderici spoke at the annual Specialized Transportation Symposium run by the SC&RA in Houston.

## ECOL EXPERIENCED OPERATORS STANDARDS AGREED

**February 2, 2019**

Members of ESTA's European Crane Operators Licence (ECOL) working group have reached agreement on one of the most important outstanding issues – how to set a standard for experienced operators without forcing them to completely retrain.



# ESTA puts final touches to wind safety guide



**T**he final touches were being put to ESTA's new best practice guide for the safe transport and erection of onshore wind turbines as this edition of the annual review went to press.

The discussions have been 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.

Safety concerns have been growing with the development of new, bigger turbines with greater hub heights, downward pressure on costs along the supply chain and the increasing use of hard-to-access sites with difficult ground conditions.

Detailed work on the best practice guide has been underway for more than two years and followed a series of summits in Hamburg.

The importance of the work was underlined this autumn by the news that the world's longest wind turbine blade is undergoing testing in the UK.

The 107 metre LM Wind Power blade will be put through its paces at the Offshore Renewable Energy Catapult's blade-test facility in Northumberland.

Ton Klijn said: "Developments like this in the wind industry – both offshore and onshore – are hugely exciting and show how rapidly the industry is changing.

"They show the need for the turbine manufacturers and the wind farm developers to work closely with the transport and lifting companies to ensure that contracts are carried out effectively and safely."

ESTA's core best practice document will be backed up

## Brussels adds transport to Wind Harmony study

The European Commission's Wind Harmony project - created to improve safety in Europe's burgeoning wind energy sector – has agreed to include transportation in the study in response to a request from ESTA.

Details of the Wind Harmony project were announced by the European Commission in July. A team of experts will examine HSE standards in construction, operation and maintenance and decommissioning on both onshore and offshore wind sites.

by other more detailed technical guidance documents such as the FEM 5.016 Guideline – Safety Issues in Wind Turbine Installation and Transportation (EN – 2017).

The draft guide explains that its purpose is to "establish minimum requirements for transport and lifting operations of wind turbine installations by collecting existing and relevant industry guidance".

The detailed document – which runs to roughly 76 pages – considers various aspects of transport and lifting operations, such as planning, inspection, maintenance, competency of personnel in order to minimize associated risks, or with the aim of improving health and safety.

The draft continues: "The scope of this guideline is to provide stakeholders within the onshore wind industry with requirements and guidance for planning and undertaking transport and lifting operations.

"Local legal requirements must always be considered and should any contradictions occur between this best practice guideline and the applicable local regulations, then local legislation shall take precedence.

"If, however, this guideline requires a higher standard than local legal requirements, then the guideline should be applied thereby positively contributing to the local requirements."

When work on the best practice guide has been completed, it will be promoted to wind farm developers and the utilities in an attempt to ensure that they understand and abide by its standards.

## Some of the BPG topics

- Safe systems of work
- Management of transport and lifting operations
- Preparation and planning of lifting operations
- Intermediate, complex, complicated lifts
- Site preparation and hard stands
- Load control and clearances (power lines)
- Abnormal load transport permits, authorisations and escorts
- Route survey and site preparation and maintenance of roads
- Load control, test drives and clearances
- Lashing and securing
- Environmental and weather conditions
- Contractual considerations and site responsibilities

### STOP PRESS: manually steered trailers

Following a series of recent accidents involving manually steered trailers, the working group has decided to include several late amendments to the best practice guide.

They include recommendations that a steersman must not be allowed to multi-task or steer the trailer equipment for long distances or long periods of time due to the risk of fatigue and loss of concentration.

# Proposed reform of marking and lighting regs gathers pace

## First report completed with wide support

**E**STA has started lobbying European organisations to support plans for the harmonization of marking and lighting regulations for abnormal road transport.

The move follows the completion of the first report from the special stakeholder working group created by ESTA just over a year ago.

The report proposes adapting the current ECE R48 regulation as the basis for agreed Europe-wide lighting and marking standards for abnormal road transport, superseding the plethora of confusing local and national rules currently in operation.

The eleven strong working group was co-chaired by ESTA's Section Transport President André Friderici and Vice-President Iffet Türken.

"There have been six meetings and the group included all types of stakeholders – transport companies, manufacturers and associations," Iffet Türken said.

"This is the first time that all of the stakeholders have taken a joint position on this subject and I am delighted that we have managed to create a common document."

She continued: "It is important that we have managed to do as it showed this group was not a talking shop. It showed that real progress that can be made if we all work together."

ESTA has now started talking to various organisations and authorities throughout Europe to make them aware of the report to try to persuade them to support it.

The simple idea is that the working group's recommendations should be used as the basis to amend regulation ECE R48, one of the regulations overseen by the World Forum for the Harmonization of Road Vehicles.

If adopted, all the signatories to the Forum – who include all EU countries – would be required to apply them.

Iffet Türken added: "We are playing a long game here. We won't be able to change things overnight, but we have made a start."

Earlier this summer, ESTA Director Ton Klijn wrote to the IRU, the international road transport industry association, to make them aware of the problems faced by ESTA members and to obtain their support for the working group's proposals.

ESTA joined the IRU last year as part of a strategy to increase profile and influence with the European



Commission and the international road transport authorities.

Ton Klijn wrote: "At present, during the international circulation of indivisible cargo, the carrying trailers and similar vehicles are experiencing significant difficulties.

"These vehicles and combinations are different from other standard vehicles with regard to their mass and dimensions; consequently they cannot circulate on EU roads under the EU 96/53/EC directive.

"Hence these vehicles and combinations have to fulfil the conditions of the national rules valid wherever they are transporting the referred indivisible cargo."

He added: "We conclude that the ECE R48 regulation can be revised...and that such a revision will contribute to the harmonisation process of the indivisible load carrying trailers."

The working group was set up in early 2018. Apart from ESTA, its members included representatives from BSK, TLN, Tii, Broshuis, Kässbohrer, Hipertrans and Faymonville.

It started by analysing information about the various rules currently in force in different European states. This included the methods of cargo and vehicle marking, rotating beacons, side marker lighting and conspicuity marking.

ESTA's members and the European heavy transport industry have long been frustrated by what they see as a plethora of petty and unnecessary regulations that can sometimes be used as a kind of protectionism by local authorities.

"Minor infringements of local regulations can be extremely expensive and time-consuming," Türken said at the time. "And the situation is not improving – indeed, many of our members believe it is actually getting worse.

"You can easily lose half a day or more because a sign is in the wrong language, for example. Surely it can't be beyond our industry and our regulators to agree accepted common standards."

Some of the working group from front, left to right: Iffet Türken, ESTA; André Friderici, ESTA; Tahsin Doğan, Kässbohrer; Ambro Smit, TLN; Lars Schödt, Tii.



# ESTA supports Bulgaria's NSPIT in call to update regs

Bulgaria's heavy transport association has asked for ESTA's support in pressing the country's authorities to update their regulations on heavy and abnormal road transport.

ESTA President David Collett wrote to Mladen Ganchev, chairman of NSPIT's board and manager of Bulgarian heavy transport company Holleman to offer ESTA's backing.

NSPIT – the Bulgarian Association for the Transportation of Oversized Cargoes – joined ESTA last

year. The organization was formed three years ago.

Through the letter to Mr Ganchev, David Collett urged the Bulgarian authorities to align their laws and regulations governing abnormal transport with those in other European countries.

The letter included suggestions that the Bulgarian authorities should arrange:

- long term permits for trucks and cranes;
- regulation of the rules for the appearance and use

- of escort vehicles
- a system of permit fees that is cheaper and easier to administer

The letter added: "We understand the present system is very expensive and consists of too many components. This causes Bulgarian abnormal transport permits to be amongst the most expensive in Europe."

Collett also recommended that Bulgaria adopts the European Best Practice Guidelines for Abnormal Road Transport,

published by the European Commission.

When NSPIT joined ESTA, Mladen Ganchev said at the time: "Our goal at NSPIT is to change many aspects in the law and regulations in Bulgaria, as they are over 20 years old and do not correspond to the modern rules and equipment.

He added: "The more countries that are represented in ESTA, the better our concerns will be heard, both in Brussels and by our national governments."

## ESTA EXPANDS IN TURKEY AND WELCOMES TWO NEW MEMBERS



### Turkey's AND joins ESTA

Turkish heavy transport Association AND has become an ESTA member in a move that will further strengthen international cooperation and help to raise standards in an important and developing market.

AND was formed at the end of 2016 by 13 companies. Today, it has 73 members who work exclusively in the heavy haulage and abnormal transport sector.

Selcuk Gormezoglu, President of AND - Ağır Nakliyeciler Derneği – explained: "In the past 10 years, our sector has expanded rapidly and this growth has made it necessary to bring companies under one roof to deal with common problems and issues, and to develop solutions, both nationally and internationally."

AND's priorities include lobbying the authorities to update and amend Turkey's road traffic regulations, both to take account of new technologies and where possible to bring them into line with European standards.

The organisation is also focussing on the standard of contracts as well as improving professional competence and training for drivers using escort vehicles.

This is a tricky time for the Turkish market. Several major projects are coming to an end, although industry economists hope that the impact will be lessened by Turkish firms' overseas work, especially in the energy and infrastructure markets of the Middle East, North Africa and Central Asia.

## AKT tapping into international best practice



Earlier this year, Turkish heavy transport and lifting association AKT was accepted as an ESTA member.

AKT has 120 members who include a wide range of crane and transportation companies plus manufacturers, service companies, suppliers and training firms. It is creating a unified corporate identity with the aim of bringing together different regional representatives under one roof.

"We are trying to create better standards through cooperation with various stakeholders across the industry," AKT chairman Ahmet Altunkum (pictured) explained.

"In Turkey, our industry is very regional and heavy lifting and handling is sometimes not well managed. We are trying to create a more efficient and safer industry."

The problems that his members face will be familiar to ESTA members across Europe – permitting, unnecessary bureaucracy, and unfair competition.

He continued: "We feel that by joining ESTA we will, be able to tap into the best practice in Europe and use that international experience to raise standards."

He feels that the standards set by such as ESTA's new European Crane Operators' Licence and the work on the Best Practice Guide for the lifting and transport of onshore wind turbines will be of great benefit to his members.

He added: "Our aim is to follow these developments and transform Turkish standards."





# ESTA's ECOL project takes root

Work on the new European Crane Operators Licence has moved forward at a fast pace in recent months. Here we summarise the latest developments, and over the page present an edited "Users' Guide" to explain how it works in more detail.

**E**STA's European Crane Operator Licence project has had an impressive year notching up a long list of achievements.

In 2020, the focus will shift – in part at least – from creating the structures and systems to persuading the industry at large, from operators to clients, of the great benefits of using the new licence.

ESTA Director Ton Klijn said: "A critical target now is to engage with the our industry's major clients, to persuade them to support ECOL and for them to understand why it is in their interests to use ECOL qualified crane operators.

"And of course, we need operators themselves to become ECOL qualified."

To date, those clients that have been made aware of ECOL have reacted very positively.



**Klijn with ECOL's ISO 9001 certificate**

Speaking in a personal capacity, a heavy lift and transport manager in the oil and gas sector said: "Personally, I think ECOL is a fantastic idea. As an industry client, we have long struggled with the problem of judging whether a crane operator is truly qualified – and qualified to do what."

A senior expert from the wind energy sector agreed. "We have to be honest. There are currently people out there who are operating a crane who should not be. As a client, often you do not have a clue who is sitting in the crane. ECOL would be a tremendous step forward and would improve safety a lot."

## THE LIST OF 2019 ACHIEVEMENTS IS LONG.

At the end of August, ECOL was awarded ISO 9001-2015 certification. This means that ECOL can now apply to be aligned with the European Qualifications Framework (EQF) across Europe.

Earlier in August, the major German organisation GENOSK – the Cooperative for Heavy Transport and Crane Work – agreed to align its training with the ECOL scheme.

Over the summer, the four leading crane manufacturers – Manitowoc, Tadano, Terex and Liebherr – confirmed that they would be aligning their training operations with the ECOL scheme.

Sarens has also applied to qualify its Belgian training facility under ECOL, and Comokra from Belgium plus Fagioli from Italy are expected to follow suit.

In April, ECOL's new Committee of Experts had met for the first time. It followed the final meeting of ESTA's ECOL Working Group in Denmark at the end of January and signals the project's transition to its permanent structure.

Klijn said: "This will ensure that we build into ECOL the necessary expertise, transparency and accountability so that the industry at large can have faith in our work and standards."

For more information about ECOL, go to [www.ecol-esta.eu](http://www.ecol-esta.eu)

## Gunnar Mardon – a great friend of ESTA

Last autumn, ESTA and the ECOL Working Group lost our very good friend and dedicated colleague Gunnar Mardon, who died following a stroke.

Gunnar was Chief Executive Officer of Canada's National Occupational Council and sat on ESTA's European Crane Operators Licence working group where his support and expertise was of great assistance in helping up take our ECOL project to the verge of being launched.

ESTA Director Ton Klijn said: "I came to know Gunnar as a loyal and committed member of our ECOL workgroup who strongly advanced our project with the Canadian authorities. We miss him greatly, both for his expertise and as a friend."

# The European Crane Operators Licence: a users' guide



## BACKGROUND

ECOL's ambition is to:

- enable every crane operator in Europe to demonstrate that he or she meets the minimum requirements of the industry.
- enable every crane operator to exercise their profession in any European state, without having to attend multiple unnecessary retraining and examination sessions.
- enable every employer to assess the qualifications and experience of any operator applying for a position.
- enable every site or plant manager to check the qualifications and experience of any crane operator who enters their construction site or plant.

ECOL is a non-profit organisation, structured as a foundation under Dutch law and governed by a supervisory board with representatives from crane users, crane manufacturers and crane operator labour unions

## HOW DOES ECOL WORK ?

ECOL is a European Operator Licencing System for the operators of mobile cranes as defined in the EN 13000 construction norm. Operators of tower cranes and overhead cranes are not yet included in the system.

The ECOL system sets a standard for the training and examination of operators; it also sets a standard for the content and quality of the training and examination administered. The training itself is done by local training institutes established in the various EU countries. They will also arrange a local examination.

The ECOL standard has different training programs for novice operators

and for operators who already have a national licence and a number of years of operating experience.

The ECOL training and examination can be done in English, or in the operator's own language, provided there is a training institute in their country.

Preconditions for taking part in an ECOL training and examination is that the operator is at least 18 years old and the holder of a valid EU class-C driving licence (truck driving licence).

## HOW CAN AN OPERATOR GET A LICENCE?

### Novice operators

A novice operator is required to follow the ECOL training programme at an ECOL certified training institute before he or she can be examined. Students who take the course (and examination) in their national language are required to take a language examination, demonstrating they have a minimal command of the English language. This knowledge is required for communication with the ECOL foundation.

The ECOL training consists of a theoretical and a practical part, each lasting a minimum of 120 hours. The theoretical training is given in a classroom setting. The ECOL norm is a minimum of 2 and a maximum of 8 students per teacher.

Currently there are two types of practical training programmes - in a school or in-company training.

In a school, the practical training is carried out using a modern mobile crane and with two students supervised by one teacher.

In-company practical training is given during an "apprentice program" in a company. The

apprentice programme and the company in question have to comply with the requirements of the ECOL standard and rules.

The compulsory documented minimal training time in-company is 240 hours and the in-company trainer of the apprentice should have an ECOL licence. The in-company training ends with a 40 hour practical finishing course in a school setting at an ECOL certified training institute.

### Experienced Operators

An experienced operator has the possibility to follow the ECOL programme with a reduced duration:

- Crane operators with less than four years (48 months) of operating experience have to do the full training and examination.
- Crane operators with four to eight years (49 to 96 months) of operating experience have to do a three-week training, consisting of 40 hours practice and 80 hours theory, and take the examination.
- Crane operators with eight or more years (> 96 months) of operating experience have to do a one-week training, consisting of 16 hours of practice and 16 hours of theory, after which they will take the examination.

The application for the reduced duration course on account of previous experience requires that the operator can demonstrate that they have a national licence and a record of their experience signed off by a previous employer.

## WHAT DOES AN ECOL LICENCE COST?

The costs for obtaining an ECOL licence are divided into three categories:



PHOTOGRAPH COURTESY OF LIEBHERR



- Costs for the training;
- Costs for the examination;
- Costs for the crane operator experience registration in the SkillRecord system;

## TRAINING

Since ECOL does not carry out the training itself, the costs for a training programme are determined by the local ECOL certified training institutes. These costs can vary based on the required duration, the type of program followed and the country the school is based in.

The ECOL certified training institutes are required to give you a quotation of training costs before you enrol on a course.

## EXAMINATION

Under the ECOL programme the examination is carried out by independent examiners. Usually the education institute arranges the planning of the examination in consultation with the ECOL foundation. The costs for the physical attendance of the examiners is covered by the training institutes in their costs for the course.

The examination costs charged by the ECOL foundation to the candidates are:

- Theoretical examination: € 150
- Practical examinations: € 175

If the theoretical and practical examination are taken on the same day at the same location there will be a reduced cost for this combined examination.

- Combined examination: € 215

## EXPERIENCE REGISTRATION

Once you are licenced as an ECOL operator, the operator is required to register themselves as an ECOL operator on the ECOL website and keep a regular record of their experience.

This allows them to demonstrate their experience on various crane types and jobsites to site managers or potential employers.

The cost for this compulsory registration in the SkillRecord system is € 60 per year.

## TRAINING AND EXAM INSTITUTES

The participation in ECOL is open to all training and examination organisations that can demonstrate they meet the requirements of the ECOL standard.

For further information, contact ECOL directly for an application form.

## ECOL GOVERNANCE AND FINANCE

### Supervisory Board

The governing body of ECOL is the Supervisory Board, which consists of three members. As stipulated in the ECOL statutes, one board member represents the crane users, one the crane manufacturers and the third one the labour unions.

### Management

The management of ECOL presently consists of four persons:

- General manager - A.G. Klijn
- Financial Controller- J. de Groot
- Technical/Education manager - H. Klein
- Office manager - C. van Geest

### Expert Committee

The Expert Committee has nine members selected by the Supervisory Board. Their task is to advise the ECOL Supervisory Board and the ECOL Management on the composition and content of the ECOL system and the certification and supervision of ECOL participants.

### The present nine Committee members are:

- Fraser Cocks, BCACS, Canada
- Kim Hvolbøl, DKF, Denmark
- Erik Kroes, Mammoet, the Netherlands
- Pia Metsola, INFRA, Finland
- Lion Verhagen, VVT, the Netherlands
- Thomas Crauwels, VZW Montage, Belgium

- Paul Zepf, VDMA, Germany
- Norbert van Schaik, Siemens-Gamesa, Germany
- Kim Poulsen, EUC - Lillebælt, Denmark

### Funding

Initially, ECOL was funded by ESTA, the European Association for Abnormal Transport and Mobile Cranes. During the development phase of the project, ECOL applied for and received a grant under the ERAMUS+ program for adult education. As of the first of January 2019 ECOL is funded by the contributions from the participating organisations and the fees for experience registration paid by operators.

## For more information, go to

[www.ecol-esta.eu](http://www.ecol-esta.eu) or [www.estaeurope.eu](http://www.estaeurope.eu)





# Celebrating the winners and finalists at ESTA's awards evening

## ESTA Awards – how they work

The ESTA Users' Night and Awards of Excellence takes place in the Spring of every year and has become a hugely popular event.

The awards are open to companies that are members of ESTA national associations, ESTA special members and ESTA affiliates.

In 2019, there were ten categories:

- Cranes telescopic lifting capacity  $\leq$  120 t\*
- Cranes telescopic lifting capacity  $>$  120 t
- Cranes Lattice Boom
- Transport - trailer and load under 120t GCW [gross weight]
- Transport- trailer and load over 120t GCW [gross weight]
- Combined Techniques
- Safety
- Innovation End User
- Innovation Manufacturer
- SPMT

The crane and transport jobs of the year are awarded to an individual company for an innovative, complicated or otherwise unusual job, completed safely, professionally and to the client's satisfaction.

The Crane Job of the Year category for telescopic cranes lifting capacity under 120t has been expanded to also include knuckle boom cranes of any type and capacity.

Smaller companies are especially encouraged to enter.

The judging is carried out by an independent jury of experienced professionals, according to a strict points system drawn up by ESTA.

The finalists are published in advance of the awards evening, with the winners being announced on the night.

For further details go to the ESTA website at [www.estaeurope.eu](http://www.estaeurope.eu)





# ESTA AWARDS OF EXCELLENCE

The ESTA Users' Night and Awards 2019 took place on April 11, at the The Westin Grand Munich, Germany, organised with *International Cranes and Specialized Transport* magazine.

CRANES DEMAG TEREX KAMONIKOR



**T**he awards, attended this year by a capacity audience of over 500 guests, have a well-deserved reputation as the best networking event in Europe and annually celebrate the greatest achievements in the crane and specialized transport industry. Here are the 2019 winners and finalists.





## Judging procedure

The ESTA Awards are overseen by a team of independent jurors who judge different categories in line with their area of expertise.

There are two chairs – one crane- and one transport-related.

The whole operation is overseen by the Jurors' Coordinator.

Entries are submitted to ESTA's office manager who passes them all to the Jurors' Coordinator. The Juror's Coordinator will then decide whether the entry should be accepted, refused or whether more information should be requested.

All accepted entries are converted into pdfs - as most of the files sizes are very large – and put on a special secure website, accessible only to jury members from the day the judging process starts.

The jury members score the entries, adding any comments of their own, according to the four criteria set out in the rules and regulations. These are:

- Quality of the entry
- Complexity
- Problem solving
- Execution of the operation

The quality of the entry is of great importance. A clear description of the job/process is vital for the jury to get a clear picture of the work involved.

On the basis of the scores submitted, a committee consisting of the two chairs and the Juror Coordinator agrees a maximum of 4 finalists in each category, one of which will be the winner.

The decisions of the jurors and the jury committee are final.

## COMBINED TECHNIQUES

### WINNER: Sarens

A pair of 1,600 and 1,250 tonne capacity crawler cranes were used with 44 lines of SPMT, strand jacks and other equipment to load in and load out transition pieces and monopiles weighing up to 1,100 tonnes in Rotterdam, Netherlands.

### FINALISTS

#### Fagioli

The heavy transport, lifting and installation of a 375 tonne generator for a new power plant in North-Western Greece involved SPMT, a rail wagon, strand jacks and towers, plus gantry lifting and skidding systems.

#### Mammoet Europe

Installation in Germany of a 180 metre long river bridge weighing 1,000 tonnes using 52 axle lines of SPMT with a JS-500 jacking system.

#### Wagenborg Nedlift

Renewing a 512 tonne railway underpass structure in Germany in a narrow space and with a minimal close down period required 1,000 tonne jacking and an 800 tonne skidding system.







## TRANSPORT: TRAILER AND LOAD UNDER 120 TONNES GCW

### WINNER: Heavy Load Service (HLS)

Transporting a special train for Swiss railways was quicker using an 8 axle hydraulic trailer driven directly to the unloading place rather than using the local rail system.

## CRANES, TELESCOPIC, LIFTING CAPACITY ABOVE 120 TONNES

### WINNER: Sarens

A lack of available height made it difficult for a trio of cranes lifting together on a narrow quay to lift a 55 metre long ship's hull weighing 244 tonnes.

### FINALISTS

#### Mammoet Europe

Three large wheeled mobile telescopic cranes were brought in to overcome logistical challenges, including a distinct lack of space, to install three truss girders each 40 metres long and weighing 80 tonnes.



# ESTA Awards Jury

Membership of the 2019 Jury was as follows:

Overall juror coordinator: Wim Richie.

- Peter van Dam [Chair for the following categories: Transport|Safety|Innovation|SPMT]
  - John Dyne
  - Wim Kattouw
  - Wim Richie
  - Ambro Smit
- Willem Spek [Chair for the following categories: Cranes|Combined Techniques|Safety|Innovation]
  - Alfred Suter
  - Peter Libert
  - Nils Lundgren
  - Fabio Potestà
  - Cor van Unen

#### Michielsens

Changing a tower crane's counter jib weighing 8 tonnes part way through a building renovation project required a 700 tonne capacity mobile crane to be set up in one of the busiest places in Antwerp, Belgium.

#### Wagenborg Nedlift

Co-ordinating two pairs of 500 and 400 tonne mobile cranes working in conjunction with SPMT was a challenge on a project to install a bridge weighing more than 200 tonnes in Germany.

## SAFETY

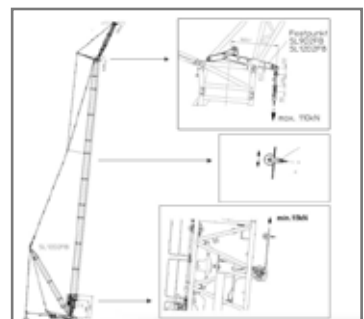
### WINNER: Liebherr-Werk Ebingen

The single line guiding system (SLGS) using the crane's boom was developed in-house to make it easier to install wind turbine blades without needing conventional tag lines.

### FINALISTS

#### Aertssen Kranen

A series of initiatives under the banner "Driven by Safety" was devised to improve road safety with large vehicles and included minimising blind spots, installing lane departure warnings and emergency brakes.



## ESTA AWARDS

### ALE

Mitigating risks in a project to demolish an old 96 metre high gas tank in Stockholm required an holistic approach to consider all aspects from method to equipment choice and execution.

### BMS

Implementation of a new e-learning platform with multi-lingual modules that all new employees are required to pass and then annually thereafter.

## INNOVATION, END USER

### WINNER: Wagenborg Nedlift

Helping to develop a special lifting frame for tilting up and installing 50 façade columns as part of a project to construct an education and culture complex in the Netherlands.

### FINALISTS

#### Fagioli

A stacking and de-stacking operation on a 997 tonne load achieved by lifting the module and then skidding it while it was hanging from the tower lift system.

#### Mammoet Europe

Relocating harbour cranes using a new 3,600 tonne capacity modular beam with smart couplings developed in-house to increase flexibility and improve efficiency.



#### Sarens

Building a 5,000 tonne capacity crane with a maximum load moment rating of 250,000 tonne-metres and the ability to be relocated on site while fully rigged.

## CRANES, TELESCOPIC, LIFTING CAPACITY UP TO 120 TONNES

### WINNER: Mammoet Europe

Mounting a mobile folding tower crane on a 10 x 8 metre platform atop a 20 metre high gantry allowed component exchange work to be done as part of a turnaround project at a live refinery in the Netherlands.

### FINALISTS

#### BMS

Hoisting a replacement cooler unit onto a building's roof in confined space with the crane on a public road with underground car parks each side at Copenhagen's waterfront.

#### Gebr Markewitsch

A modernisation project in Germany where the building remained occupied and the roof had to be kept in place so the cranes had to reach in almost horizontally with their loads.







## TRANSPORT: TRAILER AND LOAD OVER 120 TONNES GCW

[gross combined weight]

### WINNER: Fagioli

Two 170 tonne rotors were taken with six trucks on modular trailers in a 450 km journey from Genova to Premadio, 1,250 metres above sea level up in Italian mountains.

### FINALISTS

#### ALE

A 24 axle girder frame trailer and two Trojan trucks were chosen for a transport job in Scotland of a transformer from port to installation site where challenges included steep gradients, three bridges and a remote location.

#### Kahl Schwerlast

Moving an 875 tonne transformer using a modular girder bridge with two pairs of 10 axle lines of SPMT at each end, two 450 hp power packs and a heavy duty truck tractor.

#### Mammoet Europe

More transformers on the move, from the Netherlands to France, in a project with major challenges that included an impending tourist season and the theft of a vital component.







**CRANES, LATTICE BOOM**

**WINNER: Mammoet Europe**

Choosing one of its PTC 35 super heavy lift lattice boom cranes instead of a smaller crawler crane to launch a 600 tonne replica of Peter the Great's Poltava battleship in St Petersburg, Russia, allowed savings in time, cost and the amount of physical work required.

**FINALISTS**

**Dufour**

Installing a 450 tonne bridge using a pair of 650 tonne capacity crawler cranes at Tournai in Belgium presented a number of challenges, including a narrow platform for manoeuvring, close proximity to water, and an ongoing excavation project.

**Kynningsrud Nordic Crane**

A beech tree in Gothenburg, Sweden, moved using a 600 tonne capacity crawler to make way for a new railway station, was claimed as the largest tree move ever done in Northern Europe.

**Sarens**

Two large crawler cranes worked together with six other crawlers, plus other mobile cranes and transport equipment, to lift an offshore jacket weighing more than 1,000 tonnes, raising it 90 metres into an upright position.



**INNOVATION, MANUFACTURER**

**WINNER: Spierings Mobile Cranes**

A new concept for crane stabilisers, called Intelligent Foot Print Outrigger Technology, which allows a larger base for a 50 % lighter construction.

**FINALISTS**

**Goldhofer**

An improved low loader semi-trailer design with force-steered and friction-steered pendular axles giving a series of advantages.

**Liebherr-Werk Ebingen**

The new 800 tonne capacity LR 1800-1.0 lattice boom crawler crane boasts a series of practical improvements, including to increase lifting capability, making transport easier, reducing component weight and dimensions.

**Terex Cranes**

Building on its predecessor to create a new city class crane with more performance from a smaller package.



## SPMT JOB OF THE YEAR

### WINNER: Fagioli

Load out of 42 jackets weighing up to 950 tonnes in Spain using a tailor-made jacket system transport structure on 46 axle lines of SPMT.

### FINALISTS

#### ALE

Five slug catchers, each weighing 2,000 tonnes and measuring 43.7 metres long by 9.4 metres wide and 11 metres tall, were a spectacular sight as they



moved through the Spanish city of Gijón.

#### Portowy Zakład Techniczny

Transporting five pre-assembled ship to shore container cranes each weighing 2,220 tonnes and standing 135 metres high in the Port of Bremerhaven, Germany.

#### Sarens

Jacking and installation of a 950 tonne, 108 metre-long S-shaped bridge for buses over a railway station in Zwolle, Netherlands.

## Thanks, sponsors

**ESTA would like to thank the sponsors of the 2019 Awards for their tremendous support.**

#### GOLD:

Demag Terex and Liebherr

#### SILVER SPONSORS:

Goldhofer, Grove, Spierings Mobile Cranes, Tadano

#### TABLE WINE SPONSOR:

Sennebogen

#### SUPPORTING SPONSORS:

Avezaat Cranes, DOLL, Faymonville/Cometto, GIS, Kässbohrer, Köhler, Tii Sales (Scheuerle, Kamag, Nicolas Tiiger).

## ESTA Awards – how to enter

Entry forms are published on the ESTA website in the early autumn and eligible companies will then be invited to submit their entries. The closing date for completed entries will be in mid-January, with judging due to take place in February and March.

**The finalists will be notified by mid-March.**

The winners of the next awards competition will be announced at the gala dinner held in Amsterdam, The Netherlands, on 23 April, 2020.





# Munich meet

On this and the following six pages is a photo montage of ESTA's successful meetings and awards dinner in Munich in April. It was a great event – if you were not there, make sure you join us in Amsterdam in 2020.







# Awards Reception







# ESTA'S AWARDS AND MEETINGS - IN PICTURES











# Awards Winners





# ESTA'S AWARDS AND MEETINGS – IN PICTURES







# ESTA members

OM= Ordinary Members  
SM= Special Members

Member	Company name	Country	Speciality	Internet Address
OM	A.N.N.A	ITALY	Cranes	www.assoanna.it
OM	AKT - HEAVY CARGO LIFTING & TRANSPORTERS ASSOC	TURKEY	Cranes	http://akt.org.tr
OM	Anagrual	SPAIN	Cranes	www.anagrual.es
OM	AND - Ağır Nakliyeciler Derneği	TURKEY	Abnormal Road Transport	www.and.org.tr
SM	Anipsotiki SA	GREECE	Cranes	www.anipsotiki.gr
OM	Bundesfachgruppe schwertransport und kranarbeiten (BSK)	GERMANY	Cranes-Abnormal Road Transport	www.bsk-ffm.de
OM	ČESTAND z.s.	CZECH REPUBLIC	Abnormal Road Transport	www.cestand.cz
OM	Construction Plant-Hire Association	UNITED KINGDOM	Cranes	www.cpa.uk.net
OM	Dansk Kran Forening	DENMARK	Cranes	www.kranforening.dk
SM	Felbermayr Transport- und Hebeteknik GmbH & Co KG	AUSTRIA	Cranes-Abnormal Road Transport	www.felbermayr.cc
SM	Hareket Heavy Lifting and Project Transportation Company	TURKEY	Cranes-Abnormal Road Transport	www.hareket.com.tr
OM	Heavy Transport Assosiation	UNITED KINGDOM	Abnormal Road Transport	www.hta.uk.net
SM	HERMES S.A.	GREECE	Abnormal Road Transport	hermesgroup.net
SM	Hipertrans S.A.	SPAIN	Abnormal Road Transport	www.hipertrans.com
OM	INFRA ry	FINLAND	Cranes	www.infra.fi
OM	International Transport Danmark	DENMARK	Abnormal Road Transport	www.itd.dk
OM	Kranutleiernes Landsforening	NORWAY	Cranes	www.mobilkraner.no
OM	Mobilkranföreningens Service AB	SWEDEN	Cranes	www.mobilkranforeningen.se
OM	NSPIT - Bulgarian National Association for Oversized Transp	BULGARIA	Cranes-Abnormal Road Transport	www.nspit.bg
OM	Polish Heavy Transport Association [OSPTN]	POLAND	Abnormal Road Transport	www.ponadnormatywni.pl
OM	Schweizerischer Nutzfahrzeugverband ASTAG Fachgruppe Kr	SWITZERLAND	Cranes-Abnormal Road Transport	www.astag.ch
SM	Transport Company Ville Silvasti Ltd	FINLAND	Abnormal Road Transport	www.silvasti.com
OM	Transport Logistiek Nederland (TLN)	NETHERLANDS	Abnormal Road Transport	www.tln.nl
OM	Union Francaise du Levage	FRANCE	Cranes	www.UFLevage.fr
OM	Vereniging van Belgische Kraanverhuurders	BELGIUM	Cranes-Abnormal Road Transport	www.vbkv.be
OM	Vereniging Verticaal Transport	NETHERLANDS	Cranes	www.verticaaltransport.nl
SM	Windhoist Ireland Limited	IRELAND	Cranes	www.windhoist.co.uk

# ESTA affiliated companies

Company name	Country	Speciality	Internet Address
12hoist4u	NETHERLANDS	Cranes	www.12hoist4u.com
Aboma B.V.	NETHERLANDS	Cranes	www.aboma.nl
BMS A/S	DENMARK	Cranes	www.bms.dk
Broshuis International B.V.	NETHERLANDS	Abnormal Road Transport	www.broshuis.com
Casar Drahtseilwerk Saar GmbH & Co. KG	GERMANY	Cranes	www.WireCoWorldGroup.com
Crane Norway Group	NORWAY	Cranes	www.cranenorway.com
DAN-CZECH SPECIALTRANSPORT s.r.o.	Czech Republic	Abnormal Road Transport	www.dan-czech.cz
Demarko Special Trailers	POLAND	Abnormal Road Transport	www.demarko-trailers.com
DOLL Fahrzeugbau AG	GERMANY	Abnormal Road Transport	www.doll-oppenu.com
DSM Dyneema B.V.	NETHERLANDS	Cranes	www.dsm.com
DTL Kran Blok Erfa	DENMARK	Abnormal Road Transport	www.if.dk/dtl
Eager.one	NETHERLANDS	Cranes-Abnormal Road Transport	www.eager.one
Enerpac Heavy Lifting Technology B.V.	NETHERLANDS	Cranes	www.enerpac.com
Exceptioneel Transport Europa (E.T.E.) B.V.	NETHERLANDS	Abnormal Road Transport	www.ete.nl
Faymonville AG	BELGIUM	Abnormal Road Transport	www.faymonville.com
FNTR- CNS Masses Indivisibles	FRANCE	Abnormal Road Transport	www.fntr.fr
Goldhofer Aktiengesellschaft	GERMANY	Abnormal Road Transport	www.goldhofer.de

*ESTA affiliated companies - continued*

Company name	Country	Speciality	Internet Address
Havator Group OY	FINLAND	Cranes-Abnormal Road Transport	www.havator.com
Height for Hire Ltd.	IRELAND	Cranes-Abnormal Road Transport	www.heightforhire.com
Holmatro Netherlands, Industrial equipment	NETHERLANDS	Cranes-Abnormal Road Transport	www.holmatro.com
Hovago Cranes B.V.	NETHERLANDS	Cranes	www.hovago.com
Kässbohrer Fahrzeugwerke GmbH	GERMANY	Abnormal Road Transport	www.kaessbohrer.com
Kobelco Construction Machinery Europe B.V.	NETHERLANDS	Cranes	www.kobelcocm-global.com
Köhler Kran-Service GmbH	GERMANY	Cranes	www.k-kran.de
Liebherr-Werk Ehingen GMBH	GERMANY	Cranes	www.liebherr.com
Manitowoc Crane Group Germany GmbH	GERMANY	Cranes	www.manitowoccrane.com
Nooteboom Trailers B.V.	NETHERLANDS	Abnormal Road Transport	www.nooteboom.com
Nordic Crane Kynningsrud AS	NORWAY	Cranes-Abnormal Road Transport	www.nckynningsrud.com
Re-Move Leasing B.V.	NEDERLAND	Cranes	www.re-move.com
RITCHIE Bros	NETHERLANDS	Cranes-Abnormal Road Transport	www.Rbauction.com
RUD Ketten Rieger & Dietz GmbH u. Co. KG	GERMANY	Cranes-Abnormal Road Transport	www.rud.com
SCHEUERLE   NICOLAS   KAMAG [TII Group]	GERMANY	Abnormal Road Transport	www.tii-group.com
Sennebogen Maschinenfabrik GMBH	GERMANY	Cranes	www.sennebogen.de
Siemens AG	GERMANY	Cranes-Abnormal Road Transport	www.siemens.de
Spierings Mobile Cranes B.V.	NETHERLANDS	Cranes	www.spieringscranes.com
TADANO FAUN GmbH	GERMANY	Cranes	www.tadanofaun.de
Terex Cranes Germany GmbH	GERMANY	Cranes	www.terex-demag.com
Van Schaften Leasing B.V.	NETHERLANDS	Cranes	www.schaftentrucks.nl
XCMG Imp. & Exp. Co., Ltd	CHINA	Cranes	www.xcmg.com
RUD Ketten Rieger & Dietz GmbH u. Co. KG	GERMANY	Cranes-Abnormal Road Transport	www.rud.com

## ESTA supporters

Company name	Country	Internet
Autovictor srl	ITALY	www.autovictor.it
AVI Cranes Ltd	ISRAEL	www.avi-cranes.co.il
CDS Combe Driver Services	SWITZERLAND	www.combedriverservices.ch
Collett & Sons Ltd	UNITED KINGDOM	www.collett.co.uk
ESA s.r.o. Sp. z o.o.	POLAND	www.esa-logistics.eu
Fratelli Paradiso SRL	ITALY	www.fratelliparadisosrl.com
Friderici Special SA	SWITZERLAND	www.friderici.com
Gebr. Markewitsch GmbH	GERMANY	www.gebr-markewitsch.de
KAHL SCHWERLAST GmbH	GERMANY	www.kahl-schwerlast.de
KHL Group	UNITED KINGDOM	www.khl.com
Mammoet Europe B.V.	NETHERLANDS	www.mammoet.com
MTD Skuratowicz	POLAND	www.mtdskuratowicz.com.pl
Sarens N.V.	BELGIUM	www.sarens.com
SENN AG	SWITZERLAND	www.sennag.ch
SOCIETA' AUTOTRASPORTI ECCEZIONALI S.R.L.	ITALY	www.saetrasporti.it
TAG - Spezialtransporte & Projektlogistik	POLAND	www.tag-transport.com
TKN Consultancy	NETHERLANDS	www.tknconsultancy.nl
Universal Transport Michels GmbH & Co. KG	GERMANY	www.universal-transport.com
Viktor Baumann GmbH & Co. KG	GERMANY	www.viktor-baumann.de
Wagenborg Nedlift BV	NETHERLANDS	www.wagenborg.com
ZTE.pl	POLAND	www.zte.pl





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# ESTA AWARDS OF EXCELLENCE



THURSDAY, 23 APRIL 2020

POSTILLION HOTEL AMSTERDAM,  
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in Europe's crane and  
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(and have a great evening out as well)

PLEASE BOOK EARLY TO  
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Europäische Schwertransport-Automobilkranunion  
European association for abnormal road transport and mobile cranes  
Federation Europeene pour les transport exceptionnels et les grues mobiles

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