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TopLift result

WCTS review

Heavy lifting

Winches



Wind turbines



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BUSINESS DEVELOPMENT

DIRECTOR

Peter Watkinson



As the year was drawing to a close, economics news reports, especially about Europe, were full of gloom and doom as share prices tumbled. It was a very different outlook from the one presented in the early part of the year. To sum it up with something of a borrowed phrase – it looks as though the light at the end of the tunnel is turning out to be an oncoming train.

While it is prudent to plan for the worst, in IC world we still have much that is positive to report. Heavy lifting and transport remains a busy sector, as shown in the roundup on page 29. Continuing the theme is the interview on page 30 with Michael Birch at ALE, which has recently reinforced its commitment with a new 50,000 tonne capacity jacking system and a second super heavy lift crane.

In addition to Mammoet claiming a weight and height record for a push-up operation, is the news that one of its three new super heavy lift cranes completed a record test lift and one has left Europe for Brazil to start earning money on its first job.

It is encouraging to hear of new ventures and it can be revitalising for the industry. Leading the news this month is the return of Frans van Seumeren with his new company Roll-Lift. See News, page 6. The launch of the lifting and transport specialist company comes several months after the departure of family members from his former company Mammoet.

Activity in the wind turbine sector also continues to provide a major source of business, both for transport and lifting. It is the main feature this month, starting on page 13. On the lifting side in particular, however, it is not without its specific dangers, as was clearly explained in an enlightening presentation during the World Crane and Transport Summit in Amsterdam last month. The session was one of many that helped make this a very successful event that is becoming firmly established. A review starts on page 36.

Finally, it is time to announce the winner of our annual TopLift contest. See page 41 for the result.

ALEX DAHM

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ON THE COVER



On their way to the top: turbine blades for a high altitude wind farm in the Swiss Alps transported on dedicated Scheuerle trailers. For the full story see page 22.

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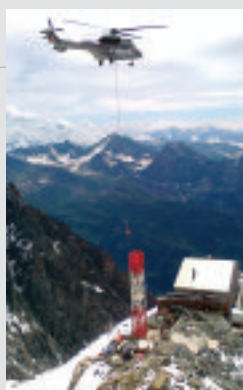
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SC&RA enters its 65th year in October 2012 as the industry's international trade association. Among more than 1,300 members in 47 nations on six continents are 225 companies outside of the United States. *Terry White* reports

HIGHLIGHTS

■ London Gateway, the new shipping port and logistics centre in the UK, will use cranes from Cargotec and ZPMC. The Chinese manufacturer Zenhua Heavy Industries, (formerly Zenhua Port Machinery Company), will supply eight ship to shore container cranes in time for the multi-billion project to open in the fourth quarter of 2013. Cargotec will provide automated stacking cranes and straddle carriers. ZPMC will also provide rail mounted gantry cranes for the port's rail terminal.

■ The first Liebherr LTR 1060 telescopic crawler crane sold to Brazil has been shipped. Real Guindastes e Equipamentos, based on the east coast of Brazil, ordered the 60 tonne capacity crane following its purchase of its second LTR 1100 telescopic crawler. The LTR 1060 will have a wide range of tasks waiting for it in Brazil. It will be put to work building sports stadiums, in mining, and the installation and assembly of prefabricated components.

■ USA-based All Erection & Crane Rental has added 18 new Link-Belt cranes to its fleet. They include six RTC-80110 telescopic boom rough terrain cranes and eight 238 HSL lattice boom crawler cranes. The new cranes will be delivered and distributed among All's branch yards between February and September 2012.

■ Messe München International (MMI) will launch Bauma Africa, a construction machinery exhibition in South Africa. It will be in September 2013 in Johannesburg. MMI said the inaugural event is expected to attract around 200 exhibitors for 20,000 m² of exhibition space. The focus will be construction equipment, building materials machinery and mining.

Van Seumeren returns with Roll-Lift

Frans van Seumeren has returned to the crane industry with new company Roll-Lift, writes Alex Dahm.

Van Seumeren is chairman of the board and primary shareholder, as he is at sister company RollDock, a heavy lift shipping and engineering specialist. The two companies will complement each other to offer a complete shipping, lifting and land transport service from one source.

Wout van der Zwan is CEO at the Netherlands-based Roll-Lift and RollDock. Darren Adams is Roll-Lift CCO and Jan Smout is COO. Frans van Seumeren retired as CEO of Mammoet in May 2005, and

left the crane industry, handing over to his brother Roderik.

Roll-Lift has been trading since September and already has a strong fleet of wheeled mobile and heavy lift crawler cranes plus self propelled modular transporter and conventional trailers for specialized transport. At the time of writing 25 new cranes and 60 axle lines of transport had been bought, plus trucks and other equipment.

The focus is regional, with a concentration on Russia and Latin America. The fleet for Russia includes a 1,350 tonne capacity Liebherr LR 11350 lattice boom crawler plus Liebherr LTM 1500-8.1 and LTM 1350-6.1 wheeled mobile



telescopic cranes.

For Latin America an LR 1750 will ship to Uruguay with 20 other smaller cranes and 24 lines of Scheuerle SPMT. Another of the 750 tonne capacity Liebherrs is on its way to Brazil where the company also has 12 tower cranes at work on another site.

For the full story look out for our exclusive interview coming soon in IC.

Netherlands rental firms join forces

Six crane rental companies in the Netherlands have set up a national partnership to create a more cost-effective service.

Kraanverhuur Nederland, in English: Crane Rental Netherlands, brings together Baetsen, BKE, Van

Grinsven, Heeren, Kuiphuis Kraanverhuur and Nederhoff. The partnership will provide 250 cranes and 300 employees.

"We find that efficiency and cost for many clients have become increasingly important. Through co-operation in Crane

Rental Netherlands, we have 17 offices across the country and we are able, within a radius of 45 km, to deliver the right crane for any type of work," said Bob Bruijsten, Crane Rental Netherlands spokesman.

"This way we can not only promote speed of work and a reduction in costs, but customers who operate nationally now have one point at which each lifting job, anywhere in the Netherlands, can be arranged," added Bruijsten.

The combined skills and experience also means that Crane Rental Netherlands has knowledge in every lifting segment, explained Bruijsten. "Markets change and the demand for efficient and cost-conscious work is increasing. The great expertise within Crane Netherlands means we have extensive experience in many different areas, including our employees, with the ability to think about the approach, the use of the right equipment and understand how tasks run quickly and efficiently."

CRANE REGISTER REVOKED

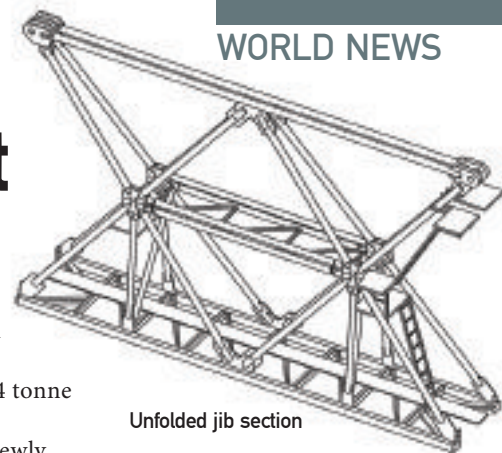
The UK's Tower Crane Register, introduced in 2010, will be abandoned, as has been recommended in a new independent review of health and safety legislation published in November 2011.

In his report, Reclaiming health and safety for all, the author, Professor Ragnar Löfstedt, recommended that The Notification of Tower Cranes Regulations 2010 and the Notification of Conventional Tower Cranes (Amendment) Regulations 2010 be revoked, "because the Impact Assessment was not able to identify any quantifiable benefits to health and safety outcomes."

The response to the findings of the report from The Health and Safety Executive (HSE), Britain's national regulator for workplace health and safety, included the following:

"Professor Löfstedt has made recommendations aimed at reducing the burden of unnecessary regulation on businesses while maintaining Britain's health and safety performance, which is among the best internationally. The Government has accepted his recommendations."

Chris Grayling, UK government Employment Minister, commissioned Professor Löfstedt's review in March 2011. Löfstedt is director of the King's Centre for Risk Management at King's College, London.



Unfolded jib section

HIGHLIGHT

■ UK crane rental house NMT Crane Hire has taken delivery of one of the first Terex AC 200-1 all terrain cranes in the country. The 200 tonne capacity AT follows on from a 100 tonne capacity AC 100-4L bought earlier in the year. It has six axles instead of the usual five, a 68 metre telescopic boom and the maximum system length is 85 m. NMT's latest addition is part of the company's ongoing fleet investment programme to help handle all sizes of lift.

World's biggest flat top launch

Linden Comansa is launching what it said is the world's highest capacity flat top tower crane series.

The LC3000 series is designed by the Spanish manufacturer mainly for heavy industry, mining and public works. It is available from the beginning of December 2011 and includes two models: the 30 LC 1100

and 30 LC 1450, each with three versions, offering 32, 48 and 64 tonne capacities.

Features include newly patented jib and tower sections, with easiness of transport and erection, along with modular components continuing to be key elements in the design.

Jib lengths range from

40 to 80 metres in 10 m increments. The biggest section is 6.2 m tall and 10 m long. A new system allowing the upper part of the jib to fold down means these sections can fit into an open-top container, while the rest of the jib sections fit into standard closed containers, said the company.

Tower sections are 4 m and 5.5 m wide and are designed for this series. Maximum freestanding height is 88.8 m but much greater height can be achieved with tie frames. With two tie frames 198.3 m can be achieved. In addition, a new 5.5 m wide tower section has been developed for greater freestanding heights.

The LC3000 series is available for order. Delivery time is 10 or 12 months, said the manufacturer, although that should be reduced to six months when the production process is perfected.

FIRST JOB FOR 400 TONNE TADANO FAUN

Following its unveiling in May, the first unit of Tadano Faun's new 400 tonne all terrain crane has gone to work on its first job.

Crane rental company Mayer, based in Burgberg in Southern Germany, had the challenge of replacing the starting ramps of one of the two ski jumps in Oberstdorf in the Bavarian Alps. It was difficult just to gain access to the site. Logistical challenges included narrow roads, hairpin bends, steep climbs and blind crests. Working with two other cranes, the ATF 400G-6 made good use of its 54.5 tonne capacity at 20 m radius.



Potain rents towers in Portugal

Manitowoc's Portugal office has rented five Potain tower cranes to the Viaduto do Corgo viaduct project in Portugal, where they are constructing pylons.

The manufacturer's office will also manage the cranes throughout the project, while the local Manitowoc Crane care team will be responsible for climbing and relocating them. They are working for Portuguese contractor Soares da Costa and Spanish company FCC, which formed

a joint venture to carry out the construction.

At 2,796 m, the viaduct will be one of the longest, and tallest, in the country. Each crane is working with a 45 m jib and is constructing four pylons at a time. The cranes are required to move eight times during the project as the pylons are placed 60 m apart over a distance of 1.6 km.

The cranes include one 8 tonne MDT 178 flat top and four MD series saddle jibs. There is an MD 235, two

MD 238s and an MD 265, each with a capacity of 12 tonnes. This provides the capacity to comfortably handle the 6 tonne average loads on the project, said the company.

SURVEY GIVES CHANCE TO WIN

Each year *International Cranes and Specialized Transport* magazine produces its Rental Confidence survey that compares crane rental and utilisation forecasts from countries around the world.

If your company offers crane rental, IC invites you, or another member of your organisation, to complete the questionnaire. This will help us present a comprehensive picture of rental rates internationally.

We appreciate you taking the time to complete this survey, so each valid entry will be entered into a prize draw for the chance to win a bottle of champagne.

The survey results will be published in the January 2012 issue of *International Cranes and Specialized Transport* magazine.

Please complete the survey by the end of Friday 6 January 2012.

To take part in the survey you can go to www.khl.com/cranes and search on "IC Rental Confidence survey 2012" to get to the link. All information is treated in the strictest confidence and is averaged to ensure anonymity.

Thank you for participating in our survey. Your feedback is important. If you have any queries or comments about this please contact Alex Dahm, editor, at alex.dahm@khl.com



NEW PALFINGER PAIR

Easy maintenance and cost effectiveness are primary features of a pair of new heavy duty knuckle boom loader cranes, according to manufacturer Palfinger.

The PK 44502 and the PK 48002 EH High Performance are designed to be cheap to run with minimal environmental impact. A highlight of the PK 48002 EH is its fly jib. Three versions are available initially. In addition to the PJ080 and PJ125 fly jib models is the new PJ100.

Larger of the two is the 46.5 tonne-metre PK 48002 EH and the PK 44502 is rated at 41.9 tonne-metres. They can have up to six hydraulic extensions giving both cranes an hydraulic outreach of 16.3 m.



Offshore dockside combination

Liebherr has started building the first unit of a new type of crane that can be used as a mobile harbour crane on the dockside or it can be mounted on a barge as an offshore crane.



The 400 tonne capacity TCC 14000-400 D Litronic was developed by Liebherr-Werk Nenzing in Austria on behalf of Liebherr-Russland in consultation with customer Lukoil-Kaliningradmorneft. Lukoil signed a contract for the new crane to be delivered by

the end of 2012.

It was developed using existing technologies from Liebherr's offshore crane and mobile harbour crane product groups. The undercarriage uses the drive technology from a Liebherr mobile harbour crane with 48 wheel sets. It has a new structure with X-pattern outriggers giving a 22 x 22 metre support base.

ALE MOVES INTO IRAQ

International heavy lifting and transport specialist ALE is opening an office in Basra, Iraq. It will be the first facility for ALE in the country. The company claimed it is also the first major global heavy lift, transportation and installation company to establish a permanent base in the country.

New USA certification programme

A national crane inspection programme has been launched in the USA to provide separate certifications for mobile, tower and overhead cranes.

The CCO national inspector certification programme was jointly set up by the National Commission for the Certification of Crane Operators (NCCCO) and the Crane Certification Association of America (CCAA).

"NCCCO and CCAA recognise the importance of safe crane operations and the role of certification in ensuring that personnel have the knowledge necessary to inspect and certify cranes," said Ed Shapiro, CCAA president.

"This latest CCO certification will effectively close the loop on jobsite lift safety by providing a way for crane inspectors to show that

they are qualified to inspect cranes and be sure that cranes are safe for use."

The programme provides those with at least five years of crane-related experience to earn a professional credential. Experience may include inspector, operator, mechanic/technician or foreman.

CLARIFICATION

In the feature article on below the hook equipment in *IC* November 2011, titled Sound and secure, there was inconsistency in the spelling of Reinhard Smetz, RUD sling and lashing systems head of department. *IC* apologises for any confusion.

Reach stacker hooked

A Terex TFC 45 reach stacker, with a customised rotating hook, has been delivered to

contractor Bouygues TP in Morocco, along with an AC 40 Optimax all terrain crane.



The equipment is being used in Phase II of Morocco's Tangiers Med port development project, commissioned by the Tangiers Mediterranean Special Agency (TMSA).

Both units are helping construct a 2 km, 37 metre-high sea wall. The TFC 45 is handling concrete castings weighing up to 40 tonnes, before they are transported for storage and drying.

"Equipped with its rotating hook attachment, our TFC 45 stacker combines the heavy lifting performance and precision of a crane, even on rough ground, with the carrying speeds we need," according to Bouygues.



Mammoet ships first PTC 200 DS

The first unit of the new Mammoet PTC 200 DS super heavy lift ring cranes has been shipped for its first project.

It is the first of three new generation models in the 200,000 tonne-metre class already built by the Netherlands-based international heavy lifting and specialized transport company. As a fully containerised crane, in its current setup, it consists of 24 x 20 foot and 198 x 40 foot containers, weighing a total of 6,125 tonnes.

The crane was loaded

on two inland waterway barges from the Mammoet terminal in Westdorpe, the Netherlands, and was first shipped to Antwerp in Belgium. From there the containers were transhipped on board cargo vessel MSC Antares, which left Antwerp in the early morning of 29 November.

The crane is due to arrive in Brazil in late December for its first job, working on the construction of an FPSO for the offshore petrochemical industry.



Its shipment follows a record test with a load of 3,520 tonnes at 33 metre radius. For the test the crane was rigged with 83 m main boom and

36 m jib. The maximum design load on the jib is 2,900 tonnes, which sets a world record among cranes with jibs and sheerlegs, Mammoet said.

Kobelco crawler launches

Crane manufacturer Kobelco has launched its first unit designed for India, and a new series aimed at markets outside Japan, USA and Europe.

The CKL1000i is a 100 tonne capacity lattice boom model. Explaining the thinking behind the new crane, Takeshi Miyashita, Kobelco Cranes India general manager for sales and marketing, said, "The concept is a compact 100 tonne capacity crane, with a strong winch. The footprint is similar to an 80 tonne crane, but it has a 100 tonne capacity."

It was exhibited at November's Excon exhibition in Bangalore. Kobelco's first overseas production plant for crawler cranes is being

completed in the state of Andhra Pradesh where the CKL1000i will be built.

"We have kept the same quality as a Japanese crane, but by building in India we save costs on sea freight and duties. It is about 20% cheaper," Miyashita continued.

Demand in India for crawler cranes is expected to expand on the back of India's high economic growth and strong infrastructure investment, Kobelco said.

This month the manufacturer also launched the S-series version of its newly upgraded mid-range crawler cranes aimed at all markets outside Japan, Europe and North America.

It follows the launch of the G-Series at the US ConExpo exhibition in March. It was initially aimed at Japan and the USA. Last month it went on sale in Europe – the series with CE mark will be first shown at France's Intermat exhibition in April 2012.

The S-series covers markets outside Japan, USA and Europe. It comprises 10 models from the CKS, BMS and 7000 ranges, with lifting capacities from 60 to 250 tonnes.



MITSUBISHI ANUPAM VENTURE TO INDIA

Anupam-MHI Industries Limited is a new joint-venture company to manufacture container cranes and other heavy duty material handling equipment in India.

Partners Mitsubishi Heavy Industries of Japan and Anupam Industries of India said the JV is aimed at aggressively exploring India's fast-growing market. The wider Asian, Middle East and Africa (MEA) markets will also be targeted.

It is planned that the JV will establish two plants for production and assembly of structural components. Operation will start in the first half of 2012 with an annual production capacity for ship to shore container cranes of 60 units.

The new company, in the north western state of Gujarat, is capitalised at Indian Rupees 1,880 million. Anupam holds 51% and MHI 49%. In addition to container cranes, the company will offer overhead travelling cranes, bulk material handling systems and steel plant logistics systems. CEO is Mehul Patel from Anupam.

Zoomlion-Electromech deal

Electromech and Zoomlion have announced an alliance to manufacture and sell tower cranes in India.

Chinese crane and construction equipment manufacturer Zoomlion and Indian industrial crane manufacturer ElectroMech made the announcement at the Excon construction equipment exhibition in Bangalore 23 - 27 November 2011.

Commenting on the agreement, Zhan Chunxin, Zoomlion chairman and CEO, said, "Chinese enterprises must accomplish localisation first in order to go global, the more localised we are, the more

globalised we become." Sales at Zoomlion exceeded US\$ 8 billion in 2010.

Tushar Mehendale, ElectroMech managing director, said, "This strategic alliance aims to combine the advanced technology and manufacturing expertise of Zoomlion with ElectroMech's strong base in India and its strengths in sales and service to provide top class Zoomlion tower cranes."

Mehendale added that India is on the cusp of increased infrastructural spending and that the recent five year plan envisages a spend in excess of US\$ 1 trillion.



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Uncertainty continues

November saw more than 8% wiped off the value of the Dow, with similar losses in the UK and Japan, as Italy struggled to service its debts. By the end of the month, investor concerns had seen three-year bond yields (the interest rate the government has to pay on lending) approach 8%, compared to just 5% a month earlier.

Italy's problems are not so much about solvency – unlike Greece the country is far from bankrupt – but more about confidence in its ability to cut public spending and pay debts. This has turned into a viscous circle for Italy. Confidence has fallen, so bond yields have risen to such an extent that its cost of borrowing is so high that debts are becoming unsustainable.

Even the resignation of Silvio Berlusconi as Prime Minister, and installation of former European Commissioner and well-respected Technocrat Mario Monti has not been enough to calm the markets.

Monti may have the knowledge and competence to straighten out Italy's finances but, without an election win behind him, he lacks democratic legitimacy. This will be a major weakness when he has to face-down unions and pressure groups with vested interests to push through cuts and reforms.

Unfortunately the one institution that can prevent disaster, the European Central Bank (ECB), has not stepped up. It has shunned one of the crucial roles of a central bank to be the lender of last resort,

which in Italy's case essentially means offering to buy a limitless volume of Government bonds to prevent a default. It also needs to be firmer on European Financial Stability Fund (EFSF) by explicitly saying this will be used to rescue any bank threatened by fallout from the debt crisis.

The consequences of the ECB and Europe's politicians failing to make such bold moves could be catastrophic. A default by Italy would not only destroy the Euro but likely lead to a credit freeze and string of bankruptcies worse than that seen in the aftermath of the Lehman Bros. collapse in September 2008.

The uncertainty of the situation has had a profound effect on stock markets, and cranes has suffered worse than

most. While the Dow was down just over 8% in November, IC's share index lost 15.76% of its value, and over the last 12 months it has tumbled 43.26%.

Outlook

An assumption in the markets is that the consequences of an Italian default are so dire that it will not be allowed to happen. On that basis, things will reach a crunch point, be pulled back from the brink, and the markets will rally.

That is a dangerous assumption and disaster is still an option. Even with a sudden turnaround in policy and if the debt crisis recedes, damage has been done. Inter-bank lending is already seizing up and this will probably lead to a recession in Europe instead of the previously forecast growth. ■

Share prices took another hammering in November as concerns over Italy's debt problems put more strain on the global financial system. CHRIS SLEIGHT reports

DECEMBER IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		64.60	54.41	-10.18	-15.76	95.90	-43.26
Legacy IC Share Index**		282.83	231.22	-51.60	-18.25	346.41	-33.25
Dow Jones Industrial Average		12231	11232	-999.33	-8.17	11092.00	1.26
FTSE 100		5652	5240	-411.57	-7.28	5701.98	-8.10
Nikkei 225		8988	8287	-700.90	-7.80	10125.99	-18.16
Hitachi Construction Machinery	YEN	1540	1330	-210.00	-13.64	1968.00	-32.42
Konecranes	€	17.54	14.43	-3.11	-17.73	30.91	-53.32
Kobe Steel	YEN	133	114	-19.00	-14.29	196.00	-41.84
Liugong	CNY	16	14	-1.80	-11.29	37.16	-61.92
Manitowoc	US\$	11.96	8.88	-3.08	-25.75	11.39	-22.04
Palfinger	€	15.11	13.00	-2.11	-13.94	22.20	-41.44
Sany Heavy Industry	CNY	15.02	12.84	-2.18	-14.51	21.86	-41.26
Tadano	YEN	527	509	-18.00	-3.42	397.00	28.21
Terex	US\$	17.86	12.67	-5.19	-29.06	25.07	-49.46
XCMG	CNY	16.63	14.26	-2.37	-14.25	52.74	-72.96
Yongmao Holding	SGD	0.14	0.15	0.01	7.14	0.16	-6.25
Zoomlion	CNY	9.76	8.45	-1.31	-13.42	14.23	-40.62

*IC Share Index, 1 Jan 2011 = 100

**Legacy IC Share Index, end April 2002 (week 17) = 100

EXCHANGE RATES – US\$

CURRENCY	VALUE AT START	VALUE AT END	CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.36003	6.37289	0.0129	0.20	6.5356	-2.49
€	0.6210	0.6470	0.0259	4.18	0.7561	-14.44
Yen	75.77	77.55	1.78	2.35	83.87	-7.54
UK£	0.7062	0.7559	0.0497	7.04	0.7561	-0.03

Period: Week 43 – 47



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A turbine tower section is lifted from a vessel at the Port of Vancouver

Moving mountains

Handling state-of-the-art wind turbine components is a major challenge for crane service companies, turbine OEMs and transport specialists alike. EUAN YOUNDALE reports



The design of equipment for lifting and, particularly, transporting wind energy components is increasingly becoming the concern of turbine OEMs and handlers, including ports.

An example of how wind energy components can shape design comes with the latest model from wind turbine manufacturer Vestas, the V112-3.0 MW.

The first of these 3 MW units will have been erected on the Macarthur Wind Farm in Victoria, Australia by the end of this year. The V112-3.0 MW will then appear in a number of European projects.

Kim Bredo Rahbek, Vestas vice president for transport and handling solutions, said the 54.6 metre-long blades of the V112-3.0 MW were pushing the

boundary when it came to transport.

"Up until 44 m blades we have been piggy-backing on other types of industries, for example, chimney manufacturers, that had to transport long items, but we knew we would break the ice on this project and there would not be a trailer on the market that could be adapted."

Port process

Heavier, wider and longer wind turbine components are also a major consideration for those involved in processing them through ports. The Port of Vancouver in Washington State, USA specialises in break bulk and project type cargo. About five years ago, the port made a strategic decision to get involved with wind energy to much greater extent.

"In 2006 we saw the size of components getting much larger. They started around 19 tonnes each, now we are handling nacelles over 90 tonnes and we are being told the next generations could be up to 132 tonnes," says Alistair Smith, senior director of marketing and operations at the Port of Vancouver.

One of the major investments was a 140 tonne capacity Liebherr LHM 500S

Liebherr mobile harbour cranes perform a dual lift at the Port of Vancouver



Specialized transport units handle tower section in the Port of Vancouver

mobile harbour crane. Smith said a 100 tonne model had been recommended to the port. "That was a good decision knowing how these components are expanding in size, it was so successful we ended up getting a second in 2009."

"With the 140 you can reach right across to the offshore side of the vessel and pick a heavy nacelle but, with the smaller crane, you would need to turn the vessel which causes delay to the longshore gangs."

The Liebherr LHM 500S' have power rotators installed to position cargo without having to re-position the crane. The port also has a Paceco Portainer container crane with a turntable allowing cargo to



be rotated for loading or unloading. "This provides additional flexibility for cargo to be properly positioned either in the vessel or on the dock. This turntable also allows for this crane to handle longer cargo lengths," explains Smith.

Protection

The length of the load also presents a challenge on the road, as does the requirement to protect the blades. Vestas set up a strategic development project with specialized transport equipment manufacturer Broshuis B.V, based in the Netherlands, in which it laid out its blade framing requirements and the manufacturer designed the trailer to suit. This was followed by testing.

"It was a case of perceiving the future requirements of blade transport," explains Rahbek, "With the expectation the design would be adopted by other manufacturers and become an industry standard. The result was the Switch Blade trailer, which can negotiate roundabouts, and drive through tunnels and under bridges despite the 54.6 m long blades of the V112-3.0 MW turbine.

Rahbek continues, "The ability to corner and get below obstacles, like bridges and tunnels, is very important. We are now way beyond our prototyping phase and going into serial production, not necessarily in every market, but the technology is available – now the trailer manufacturers are ramping up their production to meet the requirements."

To physically lift these longer blades a new "blade gripper" design was initiated by Vestas, where the blade is held at the centre of gravity position. It is designed to easily hook on to and, more importantly, release the grip of a blade when it has been attached to the hub.

When it comes to tower sections, the latest, heavier and wider designs are often not suited to any contact across their length, says Alistair Smith at the Port of Vancouver. The preference is to lift from the ends, so dolly trailer systems have been produced.

The system was designed by a local stevedore and manufactured on the port's behalf by a couple of regional companies that build specialized marine equipment, explains Smith. It incorporates a seating area within the front dolly and the foot of the tower. At each end of the tower there



Vestas nacelles lined up on the quay ahead of a vessel delivering blades

PROTOTYPE PLACEMENT

Brande Maskintransport transported the prototype of the new Siemens SWT-6.0-120 nacelle on a 138 km journey from Brande to the town of Høvsøre in Denmark.

The SWT-6.0-120 generates up to 6 MW and has a 120 metre diameter rotor. Brande Maskintransport used 22 Nicolas MHD axle lines borrowed from Norwegian partners Statnett Transport and AS Maskintransport for the assignment. Because the 58 m long convoy had to negotiate three bridges, the 14 tonne road axle loadings could not be exceeded.



The width of the cargo also meant vehicles with a strengthened frame and higher bending moment were used. The Nicolas MHD is robust with an overall lift height of 650 mm and a 36 tonne maximum axle load. The steering angle of 55 degrees was particularly useful when negotiating traffic islands and towns and villages, said the company.

Two Mercedes Actros tractors, equipped with turbo coupling, were used. With an average speed of 8 km/h, the 8 m high convoy completed the 138 km route in 17 hours.



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TOUGH TERRAIN TURBINE

Welti-Furrer Pneukran & Spezialtransporte AG erected a 2.3 MW Enercon E-70 wind turbine at an altitude of 2,465 metres, near the border between Switzerland and Italy, for German manufacturer Enercon. It used a Terex TC 2800-1 lattice boom truck crane to perform the lift and a Terex AC 120 as an auxiliary crane for setting up the TC 2800-1's boom.

The site was only accessible to vehicles for about four months during the summer, with snow blocking the way the rest of the year. In addition, the roads to the site were relatively narrow and winding, and were not designed for this kind of project. Project handler SwissWinds Development used its own Millipede transporter, a multi-axle carrier, to get the turbine to site without damaging the environment.

The area for setting up the crane was only 20 x 20 m. The team placed 20 square metre stabiliser pads under each outrigger. "This enabled the crane, with its 14 x 14 m support base, to work with enormous lifting capacities despite the difficult location," says Werner Häfliger, head of Welti-Furrer Zürich branch. An additional 300 tonne capacity class crane was used to attach the front 50 metre long boom section.

The tight space prevented the team using the crane's derrick boom and superlift ballast. The solution: with an assembled 96 m SH/LH boom and a counterweight of 200 tonnes, the Terex TC 2800-1 could still operate within the required radii.



are bolted sections with feet that are set down on the seating arrangements on the front end. Then the back end is also set down on a dolly. The feet attached to each end are also used to stop the towers rolling away on the quay.

From a capacity point of view, the port deals with 2 to 3 MW wind turbines on a regular basis, which is the most common land-based equipment in the USA, says Smith. "When we started we were doing 660 KW and the nacelle weighed 19 tonnes, so it has been an exponential increase.

"You might get a higher MW output but they are going to have to try and contain the weight because you will need the cranes on site to erect them. You will get to the point where you will need a complete new range of cranes, or design a turbine within what is available today."

Travel options

In the future the Port of Vancouver also sees nacelles forcing flatbed trailers to be upgraded for transport in the port.

Transport challenges exist beyond roads and, in many cases, other options become more economical; one of them being by rail. A challenge arises when the blades are longer than a single rail carriage, in which case the blade must be supported across two carriages. Vestas came up with a sliding system, in which two blades are lying next to each other, but in opposite directions on two railway carriages. The blades are supported 10 m from both ends, and stand on turntables. The blades can slide to even out the displacement when driving through curves.

Smith confirms the use of rail, "The most cost effective mode of transport is rail over a distance of 300 miles but

>



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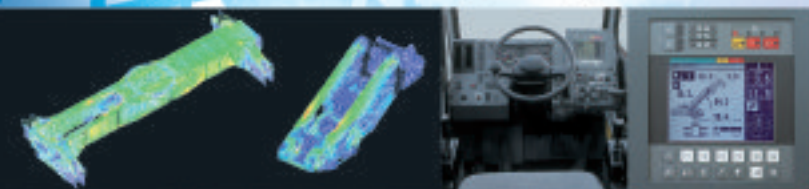
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Vestas blades are lifted from a vessel

the clearance has to be taken into consideration. If you have 16 feet diameter towers but a rail clearance of 14.2 feet, you end up sending a lot of that by truck, but now most of the OEMs are trying to design their towers to suit rail, so they are moving away from tapered to cylinders.”

A common road solution is the schnabel trailer, adds Smith, as commonly used in Europe. Using hydraulic rams and latching systems, the schnabel trailers are able to suspend both ends of a 13 foot (4 m) tall tower to reduce load height. The rear end of the schnabel trailer is steerable to make tight turns much easier.

As much as protecting components from damage, mitigating accidents is a vital part of transport design, adds Rahbek. “It is easy to imagine that dropping a nacelle, weighing maybe more than 120 tonnes, is like a bowling ball and the inertia would be devastating to anything it may hit. It is something we have to bear in mind and to mitigate around up front. Further, as all are delicate and cost-heavy items, we need to develop transport concepts that can ensure that such components reach the site in pristine quality condition.”

Safe delivery

The ‘under driving system’ is an example of how equipment is being developed to overcome such stresses on the roads. It is designed for hubs, nacelles, and drive train components for the Vestas V112-3.0 MW. “It is known technology from other industries. What is new for Vestas is that we have adapted the known technology to our needs, but still by use of standard tools,” explains Rahbek.

The component to be transported is positioned on the under driving system with free access for a trailer to drive underneath. This trailer is hydraulic so that, when driving under the unit, it can lift it up and transport it to a new position.

“You could say that what the eye does not see is not a problem but, if you do not transport a blade properly, you might not know if you have made internal stress damages that would appear 5 to 10 years



A mobile harbour crane lifts a Vestas tower section



earlier than expected,” says Rahbek.

“Transport is now a business of its own,” adds Rahbek. “We have to make sure those products make the journey at the right cost and well. Part of the knowledge is to have a strategy in each region and understand local requirements but, still with a global product, as much as it can be

global. We have to go out and understand the authorities, legislation and what manufacturers are available.”

In the USA, there are five regions ripe for growth, says Smith: the upper Mid-West, South West, Pacific North West, California and Texas. The Port of Vancouver will supply the first three, while

ON A ROLL

Nearly a dozen Manitowoc crawler cranes and a number of Grove rough terrains have been involved in the Rolling Hills Wind Project in southwestern Iowa, USA.

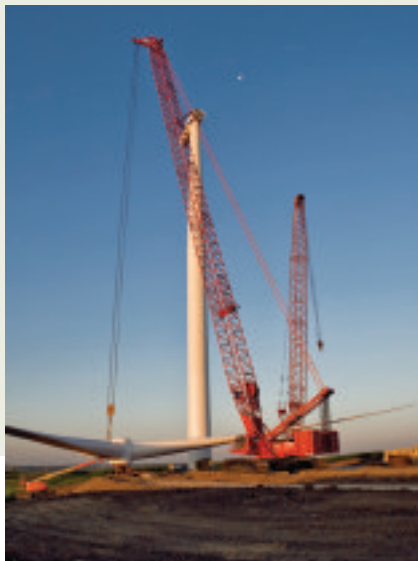
Helping erect 193 wind turbines were three Manitowoc 16000s, each with a wind attachment; two Manitowoc 14000s; two Manitowoc 888s; two Manitowoc 2250s, and several Grove rough terrain cranes.

Mortenson Construction, the main contractor working for project owner MidAmerican Energy, rented the crawlers from two companies, Dawes Crane and Laramie Cranes.

The Manitowoc 16000 has a capacity of



440 US tons (400 tonnes) and a maximum reach of 432 feet (132 m). To place the turbines on the 80 m towers, the 16000s were configured with 302 feet (92 m) of main boom and 24.9 feet (7.6 m) of upper boom with the wind attachment, designed to increase reach and capacity at short radii. At a 59 foot (18 m) radius, the wind attachment yields a capacity advantage of 49% over a standard 16000. The turbines will produce enough electricity to power about 190,000 homes.





A Vestas nacelle is lowered into awaiting dockside transport

California and Texas will be served by their own ports.

There is about 5,500 MW in Oregon, Washington, Idaho and Montana. That figure has risen from zero in about 10 years. "There is an additional 4,000 MW approved, plus an additional 5,300 MW in the permit process and an additional 2,300 MW in proposal stage," explains Smith.

One major concern in the USA is the proposed end to the Production Tax Credit (PTC) at the end of 2012. It is a government subsidy providing a 2.2 US

FIRST FLIGHT

JPW Riggers put its new 500 tonne capacity Terex AC 500-2 all terrain crane to work for the first time at Maple Ridge Wind Farm, New York State, USA.

The crane's first lift was a 35,000 pound (15.9 tonne) generator to 350 feet (107 m) for maintenance work. The AC 500-2 offers a 478.3 foot (145.8 m) maximum working height.

It can be moved in six to 16 loads, depending on job specifications. For the generator project, the company mobilised the crane in only seven loads, says the company. On hand to assist with crane rigging was Empire Crane Company's crew and a 70 US ton (64 tonne) Terex RT670 rough terrain crane.



cent per kilowatt-hour (kW-h) benefit for the first ten years of a renewable energy facility's operation. "When it expires there is a tremendous drop off. The OEMs and wind farm developers fully understand this. They are trying to cram 12 months' worth of shipments into an eight month period to allow them time to get the wind farm erected and operational before 31 December next year," says Smith. Relevant stakeholders, including the Port of

Vancouver, are lobbying the government for an extension to the PTC. If an extension is forthcoming, however, it needs to be announced now due to OEM leads times, adds Smith. "Tax credit is a very important subsidy for wind energy. The tax credit needs to be now, as OEMs have to get equipment in the production line about a year ahead, so if you wait until next June or September to extend that you have to add a year to the production cycle." ■

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Arrival of the 40 tonne half-shell section of the concrete tower. The first axle line was lifted to achieve better traction when transporting a low load

SwissWinds Development has erected Europe's highest wind power plant in the Swiss Alps. Equipment from Scheuerle was used to transport the components. IC reports

The blade hub of the Enercon E-70 turbine arrives at the assembly point and is lifted into position by crane

Another critical section of the route: a hairpin bend with high voltage power lines directly above it. The lifting and lowering function of the blade adapter was used



Hairpin



The wind farm, near to the small town of Ulrichen am Griessee in the Swiss canton (member state) of Valais, is situated up to 2,465 metres above sea level. The highest wind turbine at the site is a 2 megawatt (MW) Enercon E-70, for which a topping out ceremony was held in September 2011.

Following a test phase, to last several months, the plant will generate 3 GW-hours per year, enough to supply around 800 households. The biggest challenge of the project, according to Scheuerle Fahrzeugfabrik, was the transportation of the individual plant components to the assembly site.

This included negotiating central Switzerland's highest mountain pass, the Nufenen Pass. The 35 m long turbine blades





The Scheuerle InterCombi SP carrying tower sections along the Nufenen Pass, which has a 17% gradient, to the assembly area.

hauling



Transport of the first rotor blade: the team mastered the 15 m hairpin bend radius in 3 minutes

Heavy haulage specialists hand over the cargo to the waiting crane at the assembly area



"In tight bends the lifting and lowering function moves one side of the blade upwards by means of a radio transmitter so that the tip of the blade points upward at an angle of up to 23 degrees and, in so doing, 'floats' over obstacles," explains Martin Stromeier, SwissWinds Development site manager.

The lifting and lowering device can also be mounted on a self-propelled 6-axle InterCombi SP. This configuration was used to transport concrete tower half-shell sections and tower segments 800 m from the front area of the intermediate storage facility to the final assembly point. It had to travel on a gravel road with a 15% gradient.

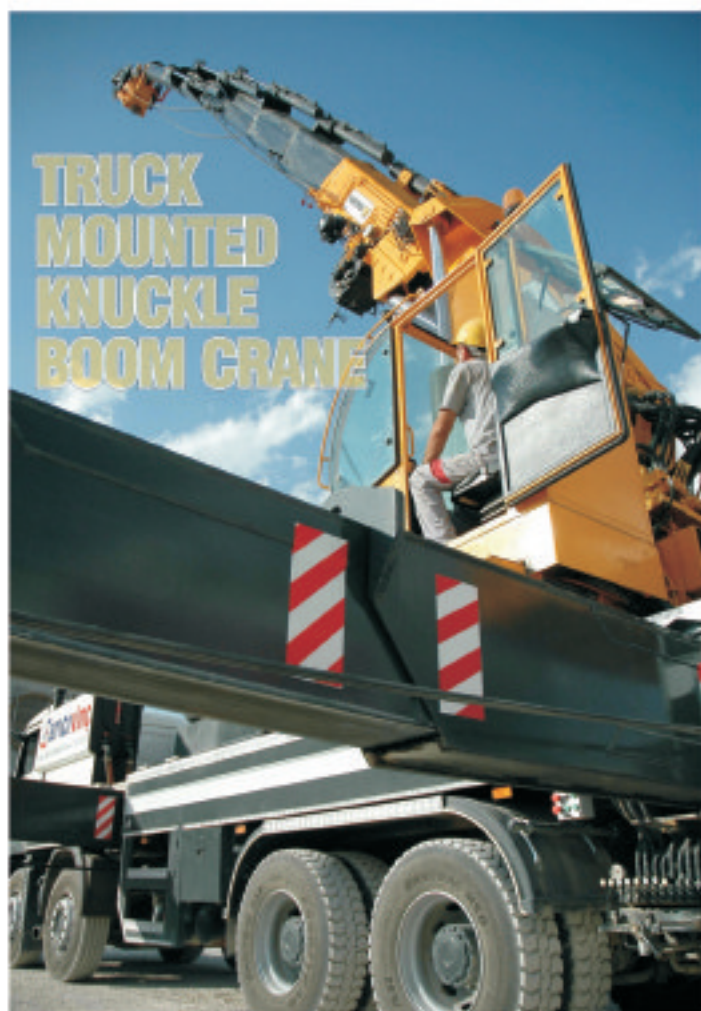
Foundation construction started in June 2011 and the plant is scheduled to go online in early 2012.

began their journey in All'Aqua, 1,600 m above sea level, and had to travel along the entire narrow and winding Nufenen Pass. In addition to the altitude, the transport also had to negotiate nine hairpin bends with turning radii of only 15 m and a diameter of 30 m.

A Scheuerle InterCombi combination, complete with blade adapter, was used. The design is to meet the requirements of transporting wind power plant components to assembly areas that are difficult to access, the manufacturer says. It comprises a compact 4-axle InterCombi semi-trailer combination with slab deck, on which a blade adapter with lifting and lowering device is mounted.

The Enercon E-70 is fully assembled. Total costs of the project was about 5.5 million Swiss francs (US\$6 million)





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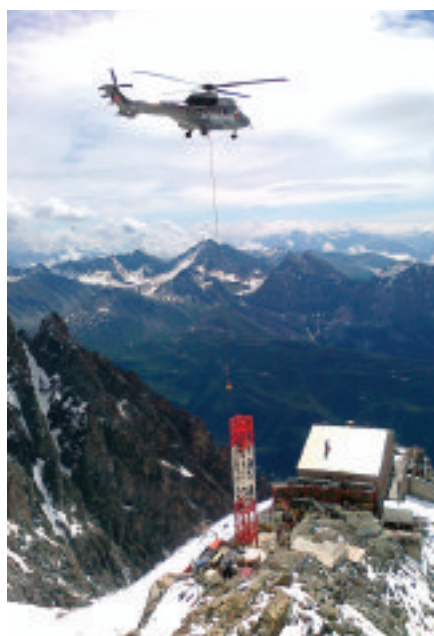
In the face of extreme challenges presented by Alpine weather and topography, a pair of Saez tower cranes was erected to help construct a new cableway station at Mont Blanc, one of Europe's highest mountains.

IC reports



Putting the finishing touches to one of two Saez TLS 65 flat top tower cranes at nearly 3,500 metres above sea level at Mont Blanc in the European Alps

Tower in adversity



Several helicopters were hired to help assemble the two Saez tower cranes for the Cordée Mont Blanc group

In mid-2011 Spanish tower crane manufacturer Saez Cranes faced one of the biggest challenges of its recent history. It began in Italy a few months before June. The Cordée Mont Blanc group had been awarded a contract to build a new cableway station in Mont Blanc, 3,462 metres above sea level. Mont Blanc forms part of the border between France and Italy.

Paolo Moscoloni, president of

Edilpiemonte S.a.s., the Saez Cranes dealer in the north western Italian region of Piemonte, received a call from the person leading Cordée. He wanted a quotation for two 160 tonne-metre rated tower cranes able to lift 10 tonnes, and the cranes had to be erected on top of one of the tallest peaks of Mont Blanc: Pointe Helbronner.

This future location of the cranes had two main problems: number one was that the cranes had to be erected with a



The jib heel section and counter jibs had to be specially designed and built in smaller pieces than usual so that they were within the lifting capacity of the helicopters



The riggers had a tough job just climbing to the erection site for each shift

helicopter, so the heaviest component couldn't weigh more than 2,400 kg. Number two was the extreme cold weather climate that the cranes had to withstand.

Back in Spain, the manufacturer accepted the challenge. To build these two 10 tonne TLS 65 cranes the manufacturer had to split the jib heel section in three pieces so the heaviest would not exceed 2,400 kg. The same had to be done with the counter jibs.

In addition, Saez contracted Leroy-Somer in France to build two 52 hp hoist motors specifically made for this job, with a special brake that would work well in extremely low temperatures.

To erect the cranes and, due to the lack of roads for mobile crane access, Cordée Mont Blanc had to hire several helicopters. A single engine Eurocopter B3 helicopter was hired to lift all the components weighing less than 700 kg. A Eurocopter Super Puma was hired to lift all the components weighing between 700 and 2,400 kg.

Each day, however, the wind gusted to 70 km/h, sometimes causing the helicopters to drop the tower sections unexpectedly onto Mont Blanc's glacier. This was the most dangerous part of the whole process.

During the erection of the second crane, due to even stronger wind gusts and fluctuating weather conditions, the organisation had to cancel the job with the Eurocopter Super Puma. Under these circumstances, the helicopter was unable to lift one of the 2,440 kg jib heel sections. A few days later, Cordée Mont Blanc had to hire a more powerful Russian-made Kamov helicopter to finish the job.

The cranes' erection was completed by three experienced Saez crane technicians, the helicopter team of three, plus an electrical engineer from the Saez factory who oversaw the installation.

The technicians recall this job as the hardest they have ever done, with the big disadvantage of the extremely changing weather. "In only 15 minutes we passed



from a sunny day with 10 °C to fog and a heavy storm, and the temperatures went down to minus 5 °C. After a long day working on the crane, I couldn't feel my fingers anymore," says Gian Paolo Storoni, Saez's most experienced electrical engineer.

Continuous climbing

The erection technicians were housed in the New Turin Refuge for climbers. They had to climb several times a day from the new refuge up to the old one.

"I was completely exhausted from the repeated climbs. You can't imagine the lack of oxygen at 3,400 metres of altitude," Storoni continues.

How much did the installation of these two cranes cost? The flying time of the Super Puma helicopter alone cost €110 a minute and the Kamov was €140 a minute.

For Daniel Cánovas, Saez Cranes president and CEO, the most important thing was "to prove to ourselves that we can accomplish anything that we set out to do, and to our clients that they can count on us for special projects as well. I want to thank the client enormously for giving us this great opportunity. We will live up to their expectations."

For Andrea Ninato,



Ice build up on the slewing ring gear and on the electrical connectors

Saez sales rep in Italy, the most important thing was that "the whole team, of both Saez and Edilpiemonte, is extremely satisfied with the work done, and our commercial relationship has been proven strong. These past months both companies faced many obstacles, but we worked past them with mutual collaboration." Soon after completion of the cableway station, ski lovers and mountaineers will be able to enjoy and make use of it. Perhaps they will drink a toast to the brave technical team that made it happen. ■





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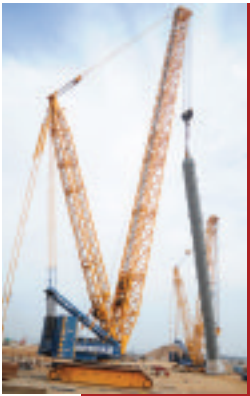
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Mighty manoeuvres



The Sarens Group carried out heavy transport and lifting work for a production unit in an ammonia and urea plant in the Arzew industrial zone, Algeria. A number of loads, including a 50 metre, 440 tonne unit; a 50 m, 501 tonne unit; and a 70 m, 533 tonne unit were transported from the harbour to

the site and lifted into position using a Terex CC 6800; Liebherr LR 1750; Hitachi Sumitomo SCX2500; and Terex CC 2500 lattice boom crawler cranes. Once complete the production unit will have the capacity to produce 7,000 tonnes of granulated urea and 4,000 tonnes of ammonia daily.

Project trio

ALE completed three major projects using its 1,200 tonne capacity Gottwald AK912-1 lattice boom crane.

One of them was the lift and transport of five heat recovery steam generators (HRSG) as part of a combined cycle gas turbine project at the UK's largest power station in the last 20 years, in Pembroke. Groundwork was kept to a minimum by installing the HRSG boilers with the AK912-1 from just three fixed positions, explains the company.

The second project was at the Thornton Bank offshore wind farm. It involved the roll up and load out of a 775 tonne jacket on 36 axle lines of SPMT. The roll up was achieved using the AK912-1 rigged with a 71 metre Maxi Boom and 300 tonnes of Maxilift Ballast. The jacket was lifted at specific points using custom-designed

ALE recently used its Gottwald AK912-1 on three major projects in the UK



The heavy lift sector has been one of the most valuable revenue streams in 2011, amid a more difficult economic period for lower capacity cranes. *IC* reports on some of the projects carried out

Pushing up records

A contract to push-up a newly built offshore deck at a production site in Ulsan, South Korea, set two push-up records, claimed Mammoet. The international heavy lift and transport specialist claimed the record for a total weight of 23,179 tonnes and for a total height of 26.485 metres.

The Mammoet push-up system is designed to withstand winds up to 20 metres per second. The client, however, asked Mammoet to modify it to withstand 30 m per second, as the actual push-up date was close to the end of the typhoon season.

The company mobilised 15 of its 16 push-up towers and produced additional jacking cans and bracing pipes. Some 153 containers of equipment were brought to the site from around the world.

In a combined effort by Mammoet and



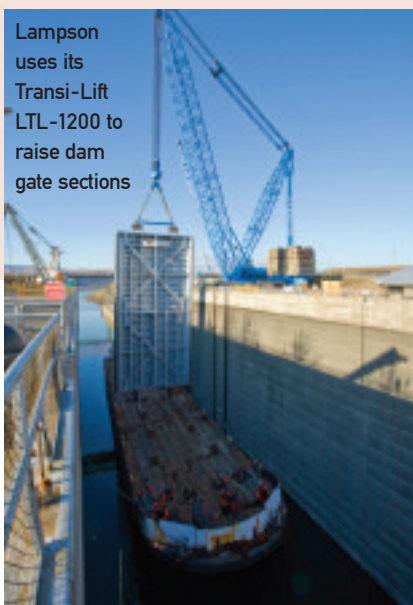
Mammoet sets two records with its push-up system

the client, the deck was picked up from its temporary construction supports, weighed with the push-up system and brought to a new record height of 26.485 m, says the company. "This only took us seven days. In the following two days, the client positioned the load-out frame underneath the deck and Mammoet lowered the deck onto the frame," says a company spokesman.

LAMPSON OFF-LOADING

The US Army Corps of Engineers and its contractor, Dix Corporation, rented Lampson's Transi-Lift LTL-1200 crane to perform a gate replacement at Lower Monumental Dam in Washington State. The project included offloading three new gate sections from a barge and removing the old gate section from the dam. The final element of the project was to install three new gate sections.

Lampson was faced with a challenging assembly. To assist, the company used some of its conventional crawler cranes and a Manitowoc 4100 with ringer attachment. One of the most important aspects of a job like this is assembling and load testing the Transi-Lift crane, explained the company. Once the LTL-1200 was fully assembled, it stood 340 feet tall (104 m) and performed lifts up to 294 tonnes.



Lampson uses its Transi-Lift LTL-1200 to raise dam gate sections

tackle, with allowances made to ensure maximum headroom for the crane. The 37 m long, 23 m wide, 23 m high jacket was then loaded out.

The third project took place in London as part of preparations for the 2012 London Olympics. ALE installed a 196 tonne footbridge using the Gottwald AK912-1, again configured with 71 m Maxi Boom, 300 tonne Maxilift Ballast.

Innovative people

ALE, formerly Abnormal Load Engineering, bought its first cranes around twelve years ago, having previously been a specialized lifting and transport company. The crane fleet has expanded to include 1,600 tonne capacity heavy lift crawlers and a pair of super heavy lift AL.SK series ring cranes, which can be configured as the 196,000 tonne-metre load moment rating AL.SK190 and the 354,000 tonne-metre AL.SK350.

"The ratio of work performed is now about 20% by value on heavy cranes," explains Michael Birch, ALE director. The rest is split between heavy transport, specialist lifting – gantries, skidding and jacking, the ballasting business and ALE – Offshore Services.

Sales in 2010 were €150 million and around €175 million is forecast for 2012. Business in 2011 has been similar to the level it was last year. "We have had a

People and innovation in equipment and processes are key to success for international heavy transport and lifting group ALE, director Michael Birch tells ALEX DAHM

lot of growth in the last ten years and, particularly, in the last five or six years but this year we are seeing the results of the economic climate from two or three years ago that is impacting the longer term projects," Birch explains.

Being a global business has advantages. "The markets in certain regions are tougher than expected but I think because of the type of work that we get involved with and the level of expertise that we can offer, we have seen some of our other markets hold up well."

Working benefit

Competitive advantage is a key point for ALE. "It is the quality of our people and innovation – basically pushing the boundaries. A lot of people talk about that but I think ALE has been able to demonstrate that we actually do it." As examples Birch cites the in-house designed and developed 50,000 tonne capacity Mega Jack system and the AL.SK cranes. "It demonstrates the level of competency and expertise that we have."

ALE is an engineering business that provides solutions for clients for their

special requirements, Birch says. "We are not a rental company so our business is not based on volume of utilisation. It is based on providing specialist bespoke solutions well engineered, well thought out solutions that enable us to use our equipment."

A difference from a lot of companies, Birch says, is that ALE has a dedicated research and development business in Breda, the Netherlands. It is there purely for developing engineering, new systems and new ways of doing things. "I think that is quite unique in the industry that we have got a specific separate business. It is not there as a separate profit centre, it is there for innovation."

Innovation of bespoke equipment is the way forward, "On the very specialist side I can still see that we will continue to develop and expand." The AL.SK350, for which all the components are available, has a capacity of 5,000 tonnes. "I think we will see it being used in the next three years, most likely in the offshore sector."

What about going beyond that? "I am sure it will go past 5,000 tonnes and before 2020. I don't think it will take ten years. We have some ideas now. 5,000 tonnes wasn't

"The key is that you employ good people, you use good, well maintained equipment, you come up with good sound solutions, you perform the job well and out of the bottom of all that comes a successful business."





a specific limit that we set ourselves.” One of the design criteria for the AL.SK was to install a column that was 120 metres tall and weighed 3,000 tonnes.

On a recent project, where there was a review afterwards with the client during the closeout, the customer – a major player in the oil and gas business – said they had never worked with a crane business that had the level of engineering expertise that they had seen from ALE, Birch says. “For me to hear those sorts of comments shows that we are doing things right and that we are investing in the people and growing the business in the right way.”

Experienced people

The workforce is now close to 800 and is key to the company’s success. “A shortage of experience is a big issue in our industry.” To some extent it is due to people retiring but more it is that industry has grown that much it hasn’t kept up. “We have seen this for a long time and set up a number of different approaches.” One is an apprenticeship scheme where young people are brought in and go to college on day release, which gives them the education to develop a career.

“We are not just employing people and letting them see how they find their level. We are giving the young people coming through a career path and defining levels of achievement and progression.”

There is also a behavioural safety

“We can lift 600 tonnes at 128 m lift radius on winches with the AL.SK190 and that is more than the other machines that are out there,” Michael Birch says

programme, a bottom-up review done by the operators and the workforce, on the jobs they are doing and their duties – are they doing them safely. “In the petrochemical industry they have found that it is a great benefit in improving safety and improving the qualities of the people.”

Also developed by the company is a Standard Scheme Of Training (SSOT) used throughout the operations side of the business. “We are doing training programmes and recording the work they are doing through log book schemes and appraisals. This way the operators can clearly see the achieved progression.”

With a small crane or an off-the-shelf piece of equipment a person can be trained for it specifically and then work only on that to a good level of safety. “In our business we are doing a lot of different things so I think it is about having a good culture in the business, good procedures that are followed. It is something that we are very strong on.”

On the company’s web site is a set of procedures followed through with all staff. Some are safe working practices and others are company requirements. “The aim is to set a benchmark of how we conduct our work. It is down to the culture in the business. I think people now understand why safety regulations are in place, to protect everybody.”

In this business if you don’t have proper measures in place it can pose risk to people. Safety is the main focus of every board meeting, Birch says.

“Those are the main areas where we are trying to train people and enthuse them to stay in the industry. I always tell the younger generation that if you find a job you like, you’ll never work again.”

It is the basis of the company’s success.

ABOUT MICHAEL BIRCH

Michael Birch has been in the specialized transport and heavy lifting industry for about 20 years, most of them at ALE. In the early days he was in a heavy transport business but that quickly grew into handling, installation and heavy lifting. His background, since 1986, is in operations and the commercial side. Among his responsibilities is ALE – Projects, the division that runs the heavy lift crane fleet.

Establishing and formalising some of these training schemes has allowed the business to prosper, Birch says.

“I would like to see our business continue on a steady, sustainable manageable growth through developing good young people to grow through the business and expand it with equipment innovation and expertise.”



The AL.SK190 with complex 12-point rigging arrangement working at the Valero refinery in Texas, USA, earlier this year. For the full story see *IC* September 2011, page 16.



The in-house designed and developed 50,000 tonne capacity Mega Jack system after completing testing in the Netherlands, August 2011



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Megatranz transports one of the continuous catalyst regeneration (CCR) modules on the D. Pedro Highway in Brazil



Over and under

Megatranz was tasked with lifting three refinery modules over viaducts, as well as removing a large section of a footbridge, during a complicated transport in Brazil. *IC* reports

The transport of the three continuous catalyst regeneration (CCR) modules began in the port of Tarragona, Spain. A vessel delivered them to the port of São Sebastião-SP, on the south east coast of Brazil, where they were loaded onto local contractor Megatranz's modular trailers.

The modules weighed between 110 and 168 tonnes, and are designed to improve the quality of fuel produced at the Replan refinery in Paulínia, São Paulo. It also means there will be less down time for maintenance at the refinery.

Brazil-based transport specialist Megatranz used three 16 axle line hydraulic modular trailers.

Over swing

The company used four cranes tandem lifting in two pairs to individually raise the modules from their trailers and swing them over the viaduct on the D. Pedro Highway, São Paulo, before placing them back down onto the trailer on the other side. The

same task was carried out at another viaduct further along the route. The lifts were performed with two 500 tonne, one 300 tonne and a 250 tonne capacity all terrain cranes.

Earlier in the transport, a section of a footbridge had to be removed and raised to

allow the modules to be driven underneath. This was done using a pair of hydraulic telescopic gantries. The company was also responsible for creating temporary road detours along the highway.



Four all terrain cranes begin to lift one of the modules over a bridge



A section of a footbridge is raised using hydraulic gantries to allow the transport to continue on its journey



The tandem lift of the RCC back onto modular transporters on the other side of the viaduct continues

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More than 300 industry professionals attended the second World Crane and Transport Summit in Amsterdam, the Netherlands, during November. IC reports

The two-day conference and networking dinner took place on 10 and 11 November 2011 at Amsterdam's five-star Hotel Krasnapolsky. Held bi-annually, the event offers presentations and debates on the key issues facing the worldwide crane and transport industry.

Among the 26 speakers at the 2011 event were Joel Dandrea, executive vice president, Specialized Carriers & Rigging Association (SC&RA) and Christian-Jacques Vernazza, president and chief executive of Mediaco and the president of the European Association of Abnormal Road Transport and Mobile Cranes (ESTA).

Talks centred on the world economy and the importance of global partnerships to achieve common requirements in lifting and transport, particularly from a safety point of view.

Among a range of agreements and plans made during the event was ESTA's announcement of a global self propelled modular transporter (SPMT) best practice guide – the first such document to be written for this equipment. ESTA and FEM also confirmed that their joint work at height working group could result in a FEM standard by the end of next year.

The EN 13000 European standard governing rated capacity limiters in mobile cranes was another major topic for discussion and it became apparent that the demand from the USA for override keys to be included in the crane cab is gaining support worldwide.

In addition, major Chinese manufacturers provided insights into their ambitions domestically and globally. ■

■ Copies of the presentations from the event are available online, as are some videos of the speakers. Visit www.khl.com for more details and photographs.

Working



Hans-Dieter Willim, Liebherr-Werk Ehingen design engineer, gave an eye-opening technical presentation on wind loading during wind turbine erection. He recommended that cranes be used to install blades individually and not the whole rotor in one lift



Ton Klijn, Wagenborg Nedlift managing director, shared his views on how skills shortages should be overcome. He said, "Our industry needs to learn to co-operate in order to advance."



RIGHT: Michael Birch, ALE director, gave an illuminating insight into the world of super heavy lifting and specialized transport

together



Ron Schad, Essex Crane Rental president and CEO, shared his knowledge of boosting return on investment, and warned that when rental rates are too low it can lead to safety problems and substandard equipment



LEFT: Rob Weiss, Cranes Inc, New York vice president, explained why the US crane industry opposed the EN 13000 amendment governing rated capacity limiters. His view is gaining support from the worldwide industry



Klaus Meissner, Terex director, product integrity, said the ESTA and FEM mobile crane Work at Height joint project could result in an FEM standard by the end of 2012



Li Quan, Zoomlion executive director, gave valuable insights concerning the ambitions of Chinese manufacturers. His presentation included interesting statistics, for example, there are 400 crawler cranes above 400 tonnes capacity in China



One of many points made by Dr Andreas Schwer, at Manitowoc, included the clarification that a requirement of EN 13000 is only for the system to be able to record an event, not enough for condition monitoring but to pinpoint any misuse of a crane. The result is that more people are planning more jobs more carefully



Søren Jansen, ESTA general secretary, announced the launch of a global SPMT best practice guide, the first such document to be written for this equipment



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A key point in the presentation by Joel Dandrea, SC&RA executive vice president, was that a focus on human resources is vital to business success



Chip Pocock, Buckner Companies safety and risk manager, commented that the new OSHA cranes and derrick standard in the USA would result in a dramatic reduction in injuries



Among many other points in his keynote speech on progress in safety and harmonisation of standards, Christian-Jacques Vernazza, ESTA president and president of Group Mediaco, spoke for the ending of overload testing, which he says negatively affects the life of a crane and is expensive

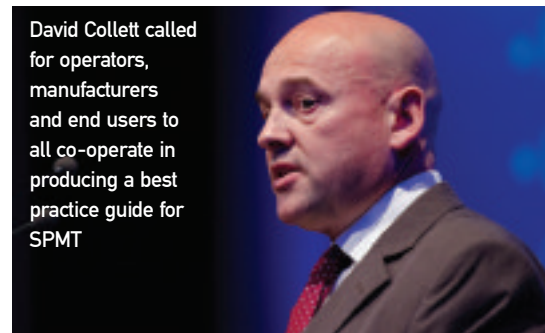


Jeff Brundell from CICA used statistics from ten years of crane testing in Australia to show the value of periodic inspections. A total of 34,000 faults were recorded in those inspections

World Crane and Transport Alliance representatives attending included, from left to right, João Batista Pinheiro, SINDIPESA executive vice president; David Lowry, SC&RA president; Søren Jansen, ESTA general secretary; Dean Schmied, Crane Rental Association of Canada president; and John Gillespie, CICA president



In his explanation of oil company Shell's twelve life saving rules, Leon Schopping pointed out that people are held responsible for their own actions





WCTS 2011 REVIEW

LEFT: A recurring theme at the 2011 WCTS was that people need to take full responsibility for what they are doing



An interesting perspective was presented by Frank Bardono who spent 30 years in crane rental before moving to crane sales at manufacturer Terex in 2010

LEFT: Truck cranes are one of Chinese manufacturer Liugong's primary products. Li Yuning, managing director, said that mobile crane sales in China in 2010 were US\$4.7 billion, or 10% of the total construction equipment market in China

Questions from the floor helped generate serious comment and debate in panel discussions



Liang Dong from Sany gave valuable insight into the crawler crane market

Prizes in the evening raffle, included an iPad, champagne, whiskey and model cranes from sponsor Terex



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Top contenders

Readers have been voting on the 2011 lifting job of the year over the last few weeks. *IC* can now reveal the winner and the two runners up

WINNER

ENTRY 7

Fast forward

EQUIPMENT USER: Jumbo Offshore

LIFTING EQUIPMENT USED: 2 x 900 tonne capacity deck mounted cranes

LOCATION: UK

Jumbo installed 131 transition pieces, each weighing up to 300 tonnes, at the Greater Gabbard offshore wind farm. Its DP2 (dynamic positioning) Jumbo Javelin achieved a record-breaking installation speed of more than one a day. It was the first time transition pieces were transported and installed using a free floating vessel on dynamic positioning.



It was a close-run contest this year as three entries went head-to-head, with last minute votes separating them by a small margin. Readers have been sending in their choices since September, when the *IC* team presented its top 10 lifting jobs of the year selected from issues of the magazine published over the last 12 months.

Jumbo Offshore finally took the top spot in the latter stages of the competition with its major project to install 131 transition pieces at the UK's Greater Gabbard offshore wind farm.

Close behind, in second place, ALE impressed with a complex 1,338 tonne lift using its 190,000 tonne-metre rated AL.SK190. Again, only a small number of votes separated it from third placed equipment user ABF. The USA-based company used its Left Coast Lifter sheer leg crane barge with a 1,700 tonne capacity to place deck sections and falsework for a suspension bridge in San Francisco.

IC extends its congratulations to the winners and would like to thank all those of you who took the time to vote, your efforts are appreciated. The competition is only made possible by the spectacular jobs taking place around the world and the people who share them with us by sending the pictures and information into the magazine.

If your company completes a job over the next eight to 10 months that you think should be entered for next year's TopLift competition, and/or it would make an interesting site report in *International Cranes and Specialized Transport* magazine, please send the details to the editor alex.dahm@khl.com or by post to: KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, United Kingdom ■

1st RUNNER-UP

ENTRY 10

Refined approach

EQUIPMENT USER: ALE

LIFTING EQUIPMENT USED: AL.SK190

LOCATION: USA

ALE's 190,000 tonne-metre rated AL.SK190 was used in a two-stage project that involved lifting 1,338 tonnes at 54 metres outreach. The structure was removed from the top of six coker drums at a height of 100 m at an oil refinery in Port Arthur, Texas. A complete derrick of three drill towers and cutting deck was lifted in one piece with a 12 point pick up.



2nd RUNNER-UP

ENTRY 4

Suspension strength

EQUIPMENT USER: American bridge/Fluor Daniel joint venture (ABF)

LIFTING EQUIPMENT USED: Sheerleg crane barge

LOCATION: USA

The 1,700 tonne barge-mounted crane, The Left Coast Lifter, placed deck sections and falsework for a self-anchored suspension bridge (SAS), part of the San Francisco Bay Bridge project. It also lifted the first sections of the 525 foot (160 m) bridge tower, seen here. It was ferried across the Pacific from Shanghai, China.



Power systems

Ignacio Simón, system designer at Spanish tower crane manufacturer Linden Comansa, talks to EUAN YUDDALE about developments in winch systems over recent years

In November Linden Comansa announced the launch of what it describes as the biggest flat top tower crane series in the world. The LC3000 series includes two models: the 30 LC 1100 and 30 LC 1450, each with three versions, offering 32, 48 and 64 tonne lifting capacities.

Many of the series' innovations remain confidential, including the winch system,

The high rise Torre Mutua Madrileña project in Madrid, Spain



which offers a 200 kW hoist. However, the story of the winch's design is an insightful one and a tale littered with challenges.

Ignacio Simón, system designer at Linden Comansa, explains that increasing the winch's power is not always the best solution. "We began to think about the way things had been done in the past. We found we should look for a solution to keep the same power but to try and increase the maximum speed of the crane; that's quite important for the tallest applications.

"Of course you can get this evolution by increasing power but this will force you to increase the capacity of the power supply and you will have more expensive devices, such as inverters and so on, and increased energy consumption."

The process involved surveying winch suppliers, not only in the crane sector but other applications, including the automotive industry, to find which trends were being followed and what improvements had been made. A number of useful conclusions emerged, says Simón.

"In the automotive industry we found energy recovery, with frequency converters, gear boxes, etcetera, was an area they were moving into, while other manufacturers were interested in direct drive from the motors. We looked at all these things to see if we should go for them or not."

The process ended in a report, highlighting a number of areas, including improvements to motor energy efficiency, as well as increasing their working range and speed. Following that was the launch



of the company's Effi-Plus system last year for winches above 24 kW and up to 110 kW. "When you are working with very high speeds you have to think of how to properly decelerate the load; that's the kind of thing we did with Effi-Plus. We have increased maximum speeds on the whole range of winches, but we found that it was important to take care of increased energy in the system, not only in the load but in the motor," explains Simón. The LC3000 will incorporate Effi-Plus technology, adds Simón, but there will be a new approach too.

Facts and figures

Common requirements from customers included durability, modular components transferable across products and the ability to easily access the winch system for maintenance. Easily available spare parts and safety were also key issues.

Linden Comansa devised a pair of formulas, representing the cycle time of the crane – the isolated productivity of the hoist, which allows the manufacturer to compare the efficiency of cranes. The first formula, see Figure 1, represents a crane being used on a construction site, where items are being hoisted to a considerable height before the hook is lowered back down with no load. The second, see Figure 2, refers to a setting in which the crane picks, slews and then delivers the load all at the same height, as is often found in industrial applications.

"We compared our own systems with the new ones. We found with the Effi-Plus system we made up to a 30% increase in productivity. This does not mean the speed increases just 30%, it increases more but we decided to give a more realistic value. For example, you say that the load speed has increased by twice the amount, but this does not mean the crane will be 100% more efficient."

In turn, by looking at the Critical Constraints chart drawn up by Linden

Freestanding Linden Comansa tower cranes





Linden Comansa flat top tower crane at work in a relatively low height application

Comansa, it can be decided which is the most suitable crane required for a customer's application, see Figure 3. Where, for instance, the average height of the lift is medium to high, but the weight of load is relatively low, possibly 1 tonne, there is a requirement for maximum speed but not such high power.

Load considerations

"Capacity is a very important thing. The crane tonnage will be defined by the maximum tonnage you have to hoist, even if it only needs to be lifted very occasionally. For maximum productivity of the site, you may consider breaking the maximum load into two or three sections, then you do not have to choose a more powerful crane, which is usually slower."

In the last Critical Constraints quadrant, power is required but not maximum speed, because the height of the lift is not that great, perhaps 30 metres. This means a 100 m/min winch might be

**FIGURE 1:
CONSTRUCTION OF BUILDINGS**

$$\overline{t_{ciclo}} = \overline{\Delta H} \cdot \left(\frac{1}{v(Q)} + \frac{1}{v(Qg)} \right)$$

**FIGURE 2:
INDUSTRY**

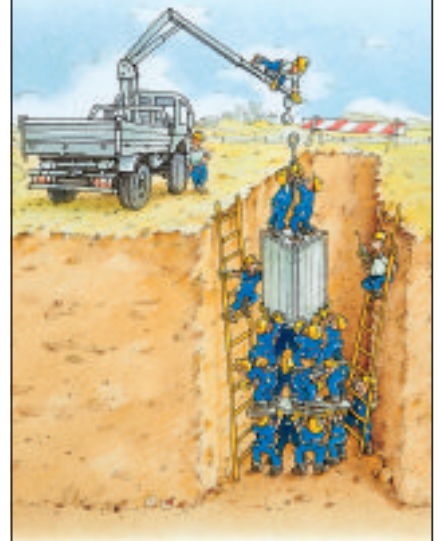
$$\overline{t_{ciclo}} = \frac{2 \cdot \Delta H}{v(Q)}$$

t_{ciclo} = AVERAGE CYCLE TIME FOR A LIFT
 ΔH = AVERAGE BUILDING HEIGHT
 $v(Q)$ = ACHIEVABLE HOIST SPEED FOR THE AVERAGE WORKING LOAD
 $v(Qg)$ = ACHIEVABLE HOIST SPEED IN THE NO LOAD UNDER HOOK SITUATION

enough, says Simón. "This is an important thing. We have to take a rational approach to decide the proper tonnage of a crane for our customers."

Simón adds that Linden Comansa is reaching the limits of the crane winch concept. "Once you have a 200 to 300 m/min winching speed, you should not go much further than that. Future improvements will not just come from power and speed but maintainability, and other areas, because we must consider the winch as part of a system and take a systematic approach," he adds.

"On the LC3000, 200 kW is a very high power and we are moving towards a region in tower cranes that has not been reviewed by the industry for a long time. We are approaching this in a different way and it will not only include a classic frequency inverter control but also some new things, small pieces of technology that will make a difference."



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FIGURE 3: CRITICAL CONSTRAINTS AND FEATURES TO BE CONSIDERED WHEN CHOOSING A CRANE MODEL

HEIGHT	Max Power	→	Medium	Max Power	→	Medium-High
	Max Speed	→	Medium-High	Drum Capacity	→	Medium-High
	Drum Capacity	→	Medium-High	Max Speed	→	Medium-High
	Crane tonnage	→	Medium	Crane tonnage	→	High
AVERAGE	Max Power	→	Medium	Max Power	→	Medium-High
	Max Speed	→	Medium	Max Speed	→	Medium
	Drum Capacity	→	Medium	Drum Capacity	→	Medium
	Crane tonnage	→	Medium	Crane tonnage	→	Medium
AVERAGE				LOAD		

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At peak, nine 280 EC-H 12 Litronic and two 42 KR.1 fast erecting Liebherr tower cranes will be at work on Vienna's new railway station



Liebherr tower cranes are working to a challenging timetable in helping to construct Vienna's new main railway station, writes HELEN WRIGHT

Keeping on schedule

One of the largest infrastructure projects underway in Austria is the construction of the new central train station in Vienna.

A consortium consisting of Strabag, Alpine Bau, Porr and Pittel & Brausewetter

was awarded the contract. It has a tight schedule to work to – the framing for the new station is timetabled for completion in late autumn and the building is expected to be partly operational in December 2012.

By that time, four tracks with platform edges and a through track will be put into operation, with completion of the entire station on course for the end of 2014. The whole railway infrastructure project should be completed in 2015.

Maximum radius

The civil engineering work for the 1,090,000 m² project requires up to nine 280 EC-H 12 Litronic Liebherr tower cranes to work on site, in addition to two 42 KR.1 fast erecting cranes on crawler undercarriages. The 280 EC-H 12s can be used with a maximum radius of 75 metres and a capacity of 2,800 kg at the jib end.

Meanwhile, the two 42 KR.1 fast-

Vienna's new main station will have an eye-catching roof



erecting crawlers can travel to where they are needed. An advantage of this type of crane is that it can be moved while it is upright, which saves time and money and there is no need for assembly and disassembly. The 42 KR.1 can also be operated independently with individual power generators, making them flexible and mobile.

Replacement

At any one time there are as many as 400 workers on site and more than 100 construction machines on the move, ranging from trucks, excavators and wheel loaders to rollers and cranes.

The new main station replaces the previous South Station on the same site – a building demolished at the start of the project in January 2010. The core of the new main station is a hall 100 m long and 25 m wide, connected to another hall of almost the same size that provides a route to the trains.

The station will have a large roof spanning five island platforms and 10 tracks. Beneath the track storey, two levels are being created covering some 20,000 m² – space that will be used for commercial purposes. Another storey below this will provide parking space for more than 600 cars.

Living space

The track installations for the main station extend over 6 km. In addition to the new station, five thousand new apartments are being built in the surrounding area, for about 13,000 people, together with new office space totalling 550,000 m².

HIGHEST SKYSCRAPER IN AUSTRIA

The main train station in Vienna is not the only major construction project underway in Austria. The DC Tower 1 in the heart of Vienna's Donau City urban development area will be 220 metres tall, making it Austria's highest skyscraper.

To meet the ambitious deadline for the topping-out celebration, work is going on in shifts around the clock. Two Liebherr 280 EC-H and 250 EC-B Litronic tower cranes are on site. They will be climbed in step with the rise of the tower as construction proceeds. The 250 EC-B 12 will follow the 280 EC-H 12, three climbing stages behind.

Due to its position in the middle of the building, and with the jib shortened to 35 m, the 250 EC-B flat top is positioned to cover the greatest possible working range with its capacity of 12 tonnes.

The 280 EC-H 12 high-top, climbing on the outside of the building, is using the 630 EC-H/500 HC tower combination and will reach a hook height of 251.2 m in the final phase. At this height, despite the two cranes overlapping one another, the matched sequence means that the crane tower will only be guyed to the building five times.

The 250 EC-B 12 is being used as an inside climbing crane. With its 200 IC tower system especially developed for climbing in narrow lift shafts, it can achieve a hook height of 244.2 m. Once the project has been completed, the 280 EC-H 12 will dismantle the flat top crane and then climb down itself.



With radii of 60 m and 35 m, the two cranes will project over the building and easily cover the working range required, the manufacturer says. They have lifting capacities at the end of the jib between 7.8 and 4.9 tonnes. By the time the DC Tower 1 is completed, a total of 17,000 tonnes of reinforcement steel, prefabricated elements, and facade sections will have been moved.

The DC Tower 1 is scheduled for completion at the beginning of 2013.

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COMMENT

Joel M Dandrea

Look at Latin America



Although the general tendency is to think of China as the world's most exciting marketing opportunity, Latin America may be the market to watch today, according to John Price, American Market Intelligence (AMI) managing director. "Demographics, economic policy and competition levels all favour Latin America as the market of choice for global companies in search of growth," wrote Price in the September-October issue of Latin Trade magazine.

Price pointed out that the surging global demand for commodities favours Latin America. The region accounts for more than a quarter of the world's mining investment, 10% of its oil reserves and nearly 45% of the world's arable land.

In a separate 14-page report, released in October by the University of Miami Center for Hemispheric Policy, Price identified five building blocks for creating world-class industries in Latin America. These building blocks, which "require reforms and political bravery, the likes of which have been largely absent in Latin America for more than a decade," include:

Increasing access to long-term competitive debt or equity financing. Risk capital remains inadequate across Latin America. Family-run companies there often decide against listing shares because they dislike relinquishing control; instead, they prefer to finance through debt. Companies that do list tend to belong to powerful families that consider themselves above accounting rules and can be neglectful of minority investors. This makes international investors sceptical. Still, the region's most competitive sectors can be effective at attracting foreign investment to develop home-grown, wealth-creating intellectual property.

Improving training and research and development in engineering and sciences. Colombia produces 375 law school graduates for every doctoral graduate, compared to a ratio of about 1:1 in the United States. Consequently, the nation excels at creating laws and regulations, while underperforming in scientific and engineering achievements. International scholarships for Latin American students have contributed more to brain drain than to

domestic scientific development. Research and development is overwhelmingly funded by government in the region, with little practical application and almost no input from the private sector.

Creating a consistent regulatory climate. Foreign companies that thrive in better-regulated markets avoid Latin America, "not for lack of regulation but for the lack of consistent enforcement and the politicised nature of rule-making in the region." The resulting underinvestment results in fewer large-scale competitors, overpricing and uncompetitive sectors. Labour codes drafted more than 80 years ago lead to excessive firing costs that force new investors to walk away from an acquisition for fear of the restructuring expense.

Improving taxation policies. Despite the highest total tax rates in the world, Latin American governments collect some of the lowest levels of tax revenue as a share of GDP. In addition to hosting some of the world's most robust and powerful underground economies worldwide, the region suffers from pilferage of available funds by some government officials.

Updating transportation infrastructure. The region is unprepared to capitalise on booming commodity prices because it lacks the infrastructure necessary to bring goods to market. Latin America often can beat other regions in terms of commodity-grade quality and extraction costs, but the region falters in the area of logistics costs, particularly inland logistics from extraction point to portside. Roads and rail links are woefully outdated. In every Latin American country, ports represent a bottleneck to the export of resources.

Assembling these building blocks needs thought and effort. SC&RA already has more than 50 member companies in 13 Latin American nations. We believe that will grow as the region meets its challenges. As with all its members in 47 nations, SC&RA remains committed to providing the unique information and any other lawful activities members need to safety, legally, and profitably transport, lift, and erect oversize and overweight items. We look forward to serving new and existing members in this region as growth challenges present exciting new opportunities. ■



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International

SC&RA enters its 65th year in October 2012 as the industry's international trade association. Among more than 1,300 members in 47 nations on six continents are 225 companies outside of the United States.

TERRY WHITE reports

One of the primary reasons for being a member of SC&RA has always been the ability to take advantage of networking opportunities. That is particularly true for international members, which explains the strong representation from members from around the world at SC&RA's major meetings in the USA in 2011.

The Specialized Transportation Symposium, 2 – 4 March, in Indianapolis, Indiana, attracted more than 325 attendees from the USA, Canada, Germany, Italy and Mexico. More than 540 participants from the USA, Canada, Germany, Great Britain, Guatemala, Italy, Luxembourg, and Mexico contributed to the resounding success of the association's Annual Conference, 12 – 16 April, in San Diego, California. The Crane & Rigging Workshop, 21 – 23 September, in Philadelphia, Pennsylvania, drew more than 425 participants from the United States, Canada, Germany, Great Britain, India, Mexico, Puerto Rico, Turkey, and United Arab Emirates. SC&RA will begin 2012 with the January Board & Committee Meetings in Cabo San Lucas, Mexico, where the association's leaders will make significant decisions to shape SC&RA's actions for what promises to be another successful year.

Also in 2011, SC&RA completed its first full year of monthly webinars that address a number of topics and audiences from experts in their respective fields. The

popularity of these webinars is building, and the series will continue throughout 2012. These webinars permit SC&RA members from all over the world to participate without travelling.

World Crane and Transport Summit

SC&RA actively participated at the World Crane & Transport Summit, 10 and 11 November, in Amsterdam, the Netherlands. The association commended KHL Group for organising the summit, which attracted more than 300 leaders of the world crane and specialized transport industries, their suppliers and manufacturers. (KHL publishes SC&RA's official magazines, *International Cranes and Specialized Transport* and *American Cranes & Transport*.)

Prior to the start of the World Crane & Transport Summit, Joel Dandrea, SC&RA executive vice president and vice president Beth O'Quinn participated in an international meeting with representatives from the Crane Industry Council of Australia (CICA), the European Association of Abnormal Road Transport and Mobile Cranes (ESTA), the Federation Europeene de la Manutention (FEM), the National Commission for the Certification of Crane Operators (NCCCO) and members of Oil and Gas Producers (OGP).

During this meeting, which primarily grew out of SC&RA's ongoing concerns about EN 13000, the European crane design standard, attendees agreed to a proposal to establish the International Crane Stakeholders Assembly which would conduct future meetings annually. The group decided that the annual International Crane Users Meetings would meet jointly in sequence with the International Crane Technical Liaison Meetings, which began

in 1997 as an assembly of manufacturers' organisations.

Participants at these meetings could then reconvene at the same venue for a combined meeting of the International Crane Stakeholders Assembly. These meetings would be planned around larger events such as Bauma China, Bauma Germany and ConExpo USA. As the new users group develops, SC&RA plans to continue its active role in discussions of key international, technical crane issues.

As a keynote speaker at the World Crane & Transport Summit's opening session, Dandrea presented a global industry snapshot, and shared SC&RA's priorities, including its perspective on the critical importance of the global partnerships established through the World Crane & Transport Alliance. Later that morning, SC&RA showed its commitment to the alliance, formed during the previous summit, by welcoming a new member that the association had actively recruited – Brazil's Sindipesa.

The association also was represented by a number of other speakers, including Doug Ball, SC&RA vice president, who discussed how the lack of uniformity in state requirements is one of the biggest roadblocks to the efficient movement of permitted loads. He noted that inconsistencies in transport operations results in duplication of effort, increases costs and delays product delivery, and that conducting government and industry dialogue with mutual respect is paramount to success and change.

Earlier in the year, SC&RA staff were among more than 130 delegates participating in KHL's International Tower Crane Meeting on 12 May in London, England. The event offered substantive discussion and education sessions regarding current issues within the tower crane industry.

In addition to the international events organized by SC&RA and by KHL, SC&RA also participated at other events with a strong international presence. SC&RA shared a booth with NBIS, the association's endorsed insurance provider, at ConExpo, 22 – 26 March, in Las Vegas Nevada, USA. Of the more than 120,000 attendees, international registrations accounted for a



year in review

record 24% of the total, representing more than 150 countries. During ConExpo, members of SC&RA's EN 13000 Task Force met with representatives of other organisations to discuss issues such as data loggers and event recorders, an amendment to the EN 13000 standard, and barriers to trade.

SC&RA also exhibited at the WindPower 2011 Conference & Exhibition, 22 – 26 May, in California, USA, which brought together more than 16,000 individuals and organisations connected with the wind energy industry worldwide. As in 2010, SC&RA exhibited at the PowerGen Exhibition, 13 – 15 December, in Las Vegas, Nevada, which attracted more than 19,000 attendees from 1,200 companies throughout the world. In addition, SC&RA reached out to the international industry and its customers through articles in KHL's new magazine, *Construcción Latinoamericana/Construção Latino-Americana*. Dedicated to the Latin American construction market, the magazine is available in both Spanish and Portuguese – a first for the market and an initiative that ensures readers in Central and Southern America for the first time have full access to in-depth construction information from across the region.

Regulations

SC&RA remained vigilant for regulatory developments that threaten the industry worldwide by stifling free trade. In 2011 the association began work to protect members from a tariff change that could have significant adverse consequences for association members that manufacture, import, sell and use self-propelled modular transporters (SPMTs).

Since at least 1994, the U.S. Customs & Border Protection (CBP) has generally classified imported SPMTs as duty-free, but a reclassification of the equipment threatens to end that tariff protection. SC&RA held several meetings of SC&RA members impacted by this important issue and also met with the U.S. Chamber of Commerce Office of Trade Policy. The association recently drafted a white paper on the issue to help further the discussion in 2012.

Yet another way SC&RA promotes the

best interests of the industry worldwide is through the Job of the Year Competition. Since 1965, these competitions have demonstrated how member companies overcome tremendous obstacles to complete jobs that matter to the world's economy.

Over the years, the association's international members have fared well in the SC&RA Job of the Year Competition. Two of the six winning hauling and rigging projects in the 2011 judging involved international projects.

Winners

Tradelossa, Monterrey, Mexico, won the Hauling, under 160,000 pounds (73 tonnes), category, by relocating three mills from a mine in Zacatecas, Mexico, through the Sierra Madre Mountains to two different mines in the state of Chihuahua. Two mills travelled over rough terrain to a mine 490 miles (784 km) away, the other to a mine 480 miles away. The mills measured 22 feet (6.7 metres) long by 16 feet nine inches (5.1 m) in diameter and weighed 110,231 pounds (50 tonnes).

The Manvel, Texas branch of Fagiol SPA, S. Ilario, DEnza, Italy, won the Rigging, Over \$750,000, category by removing and replacing two 720,000 pound (327 tonne) stators in a nuclear plant in Veracruz, Mexico. The job involved many challenges, including the heavy weight of the stators, the restricted working area, the insufficient capacity of the existing overhead crane, and the unavailability of time for a "dry run" to test the fitting of the system.

Fagioli also submitted an entry in the Moving category of the Hauling competition for the transport of a stator from Naples, Italy, and an alternator from Genova, Italy, to the Bayet Power Plant in France. An entry from Transportes Telleria, Pachucha, Hidalgo, Mexico, in the Hauling, under 160,000 pounds, category involved the transport of seven 210,000 pound (95 tonne) transformers measuring 21 feet five inches long by 11 feet six inches wide by 17 feet high (6.5 x 3.5 x 5.2 m) from Guanajuato to Nayarit in Mexico. In the Rigging, over \$750,000, category, Al Jaber Heavy Lift and Transport, Abu Dhabi, United Arab Emirates, executed the onsite transport and installation of rig leg



extensions measuring 50 m long by 10 m wide by 10 m high.

While members constantly fine-tuned their own operations, as demonstrated in the Job of the Year Competition entries, SC&RA sought new ways to provide better products and services. For example, the association continued significant enhancements to its website that began late in 2010.

A new online member search and membership directory listing update process has been implemented to create efficiencies while adding additional features such as the inclusion of logos and a radius search. The improved member search allows website visitors from anywhere in the world to sort easily by location and equipment. In addition to helping customers find members, this tool could help SC&RA members identify the very best suppliers of the specialized products and services they need – from spare parts to specialized insurance policies.

SC&RA encourages members and their customers to regularly visit the website at www.scranet.org. In addition to accessing the membership directory, website visitors can:

- Get details about upcoming meetings and webinars, including registration forms
- Download entry forms for the Hauling and Rigging Jobs of the Year Competitions, the Environmental Award and more
- Purchase dozens of specialized technical manuals, safety products and other items
- Read the latest news about SC&RA and the industry worldwide.

Look for further news about SC&RA's commitment to its members worldwide in this magazine throughout 2012.



INTERNATIONAL CRANES & TRANSPORT LATIN AMERICA CONFERENCE

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Energy award

In Germany igus has launched its third Vector Award competition in which novel energy supply applications are sought for using cables and energy chains.

The jury consists of expert scientists and engineers. One of its members, Harald Nehring, authorised signatory at igus, said, "We discover new applications almost every day. The competition will demonstrate which boundaries can be pushed back using energy

chains for energy supply. State of the art plastic energy chains are almost universally applicable – from the machine tool industry to robotic and clean room uses."

More than 110 entrants from around the world participated in the previous Vector Award. The closing date is 28 February 2012. The prize will be awarded on the igus stand at the Hanover Fair, 23 – 27 April 2012. Prizes go up to € 5,000.

■ For more information see www.vector-award.eu



CONCRETE CLAMP

The Crosby Group has introduced the CrosbyIP IPCC vertical clamp. The IPCC is designed for the vertical lifting and transfer of concrete pipe sections and wells.

The IPCC must be used in pairs or more and has a 1 tonne working load limit per pair. The built in grip handle allows easy application and removal of the clamp, said the company. Normally used in combination with 9/32 inch (7 mm) chain, the IPCC is RFID equipped and individually proof tested to two times the working load limit with certification.

■ For more information see www.thecrosbygroup.com



TOP HARNESS

ZT Safety Systems has developed a safety harness designed to eliminate the damage and trauma associated with traditional fall safety harnesses and improve its day-to-day performance. The design of the ZT Safety harness does not include groin straps but uses a system that works with the

Lubing up

Sentinel Transportation has installed more than 100 Groeneveld Oilmaster oil management systems and automatic greasing systems to its fleet of trucks. The system automatically tops off the engine oil when needed.

Orville White, Sentinel vice president, explains

the importance of effective greasing: "With over 400 trucks and 1,200 trailers spread out over 70 plus locations, consistent service is a challenge. If you do not grease properly, it breaks down, whether it is the king-pins, leaf spring pins or the steering mechanisms. Don't count on the drivers getting



into the shop for regular PM and greasing of their equipment. Not to mention the time it takes to grease a complete combination every 2,500 to 3,000 miles in off road service."

Sentinel claims it has not replaced a single king pin from premature failure since 2005 as a result of Groeneveld's automatic greasing system.

■ For more information see www.groeneveld-group.com

body to distribute and absorb the forces experienced in the event of a fall. The harness combines an integrated harness and lanyard with performance trousers or overalls. It employs a patented leg gaiter system with lanyard and front point attachment. The harness won the IAPA Award 2011 for contribution to safe working at height.

■ For more information see www.ztsafetysystems.com



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Picture of the month

This picture was taken from a boat during a trip on the River Thames in London, UK, in September 2011. It shows a pair of disused fixed-based, top-slewing luffing jib material handling cranes once used at Battersea power station, which stands behind them. Its iconic chimney stacks are silhouetted against the late summer evening sky.

PEOPLE NEWS



■ **BARRY BARNES**, sales director, Terex Cranes Europe, has retired after nearly 50 years in the crane

industry. UK-based Barnes joined Terex in 1972. "Barry is well respected throughout the crane industry, due to his in-depth knowledge of the company's history and products, combined with his interpersonal skills and loyal commitment to customers," said Kevin Bradley, Terex Cranes president. Barnes added, "I still have a lot of ideas to improve the business and look forward to continue to support my colleagues and customers whenever I can be of help."



■ **ALE** has appointed **ALBERTO PITTALUGA** as country manager – Iraq for the heavy lift and transport specialist company's new office in Basra.

Pittaluga has worked in the heavy lift project sector for many years, said Richard Peckover, ALE executive director, "We are currently involved in projects in Iraq and are looking forward to offering our complete set of services within Iraq."



■ The German engineering federation VDMA has unanimously elected **JOHANN SAILER**, managing partner at GEDA-Dechentreiter and Co KG, Asbach-Bäumenheim, to be its new chairman for the next three

years. Sailer has been a board member of the association since 1999, and will act as president of the Committee for European Construction Equipment (CECE) from 1 January 2012.

■ **XL Specialized Trailers** in the USA has announced a change in company structure. **SCOTT WALL** has assumed the role of vice chairman of the board of directors, while **STEVE FAIRBANKS** has



taken the position of chief executive officer. "There is no doubt that Steve's background in specialized manufacturing, along with his strong vision, will prove valuable to XL," said Scott. In his previous role Fairbanks was president and president/CEO of loader crane and service truck body manufacturer IMT.

■ Send picture of the month entries and all other back page-related information to *International Cranes and Specialized Transport*, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, UK or by e-mail to alex.dahm@khl.com. Picture caption entries should include: the month and year taken, the place, type of crane, owner and project, plus any other relevant information.

EVENTS DIARY

THE EUROPEAN ROAD TRANSPORT SHOW (TERTS)

16 – 21 April 2012
Amsterdam RAI,
The Netherlands
www.roadtransportshow.nl/terts2009/e/home/default

ESTA AWARDS

19 April 2012
Paris, France
www.khl.com/events

INTERMAT 2012

16 – 21 April 2012
Paris, France
www.intermat.fr

SC&RA ANNUAL CONFERENCE

17 – 21 April 2012
Austin, Texas, USA
www.scranet.org

CRANES & TRANSPORT LATIN AMERICA

28 May 2012
São Paulo, Brazil
www.khl.com/events

M&T EXPO 2012

29 May – 2 June 2012
São Paulo, Brazil
www.mtexpo.com.br

CRANES & TRANSPORT TURKEY

5 June 2012
Istanbul, Turkey
www.khl.com/events

ANKOMAK

6 – 12 June 2012
Istanbul, Turkey
www.ankomak.com

HILLHEAD 2012

19 – 21 June 2012
Buxton, UK
www.hillhead.com

CICA CONFERENCE

5 – 7 September 2012
Adelaide, Australia
www.cica.com.au

SC&RA CRANE & RIGGING WORKSHOP

19 – 21 September 2012
Louisville, Kentucky, USA
www.scranet.org

INTERMAT MIDDLE EAST 2012

Autumn 2012
Abu Dhabi
www.intermat.fr

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15 – 21 April 2013
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2 ORGANIZATION TYPE

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 - Specialized/Heavy Transport ☐
 - Industrial establishment ☐
 - Docks/Harbours ☐
 - Manufacturer of lifting equipment ☐
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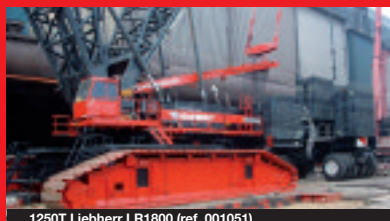
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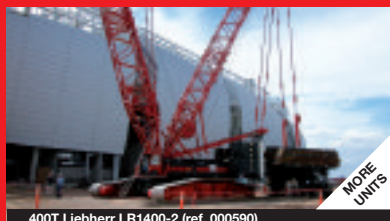
1250T Liebherr LR1800 (ref. 001051)



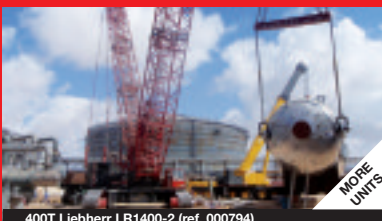
1250T Manitowoc M21000 (ref. 000674)



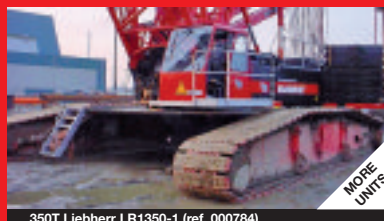
600T Terex-Demag CC2800-1 (ref. 000978)



400T Liebherr LR1400-2 (ref. 000590)



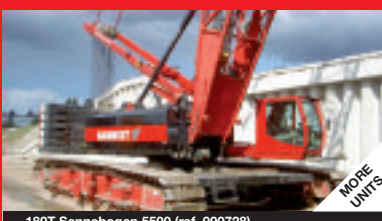
400T Liebherr LR1400-2 (ref. 000794)



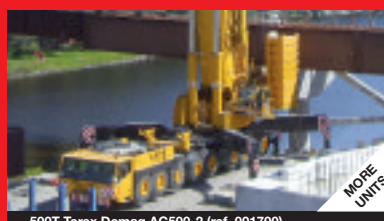
350T Liebherr LR1350-1 (ref. 000784)



300T Demag CC1400 (ref. 000687)



180T Sennebogen 5500 (ref. 000728)



500T Terex Demag AC500-2 (ref. 001700)



450T Grove GMK7450 (ref. 001693)



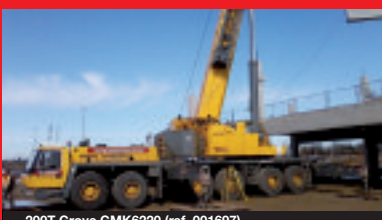
350T Terex Demag AC350-1 (ref. 001681)



350T Terex Demag AC350 (ref. 001720)



300T Liebherr LTM1300 (ref. 001719)



200T Grove GMK6220 (ref. 001697)



200T Liebherr LTM1200/1 (945)



130T Grove GMK5130-1 (ref. 001209)



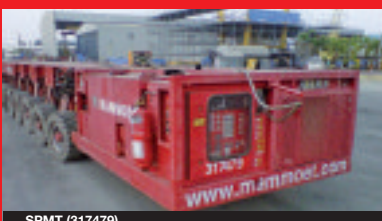
100T Terex Demag AC100 (ref. 001047)



80T Liebherr LTM1080-1 (ref. 000805)



35T Tadano RT350XL (ref. 001091)



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40 t Terex-Demag, AC 40, Y. 2001

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120 t Terex-Demag, AC 120-1, Y. 2009

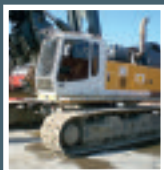
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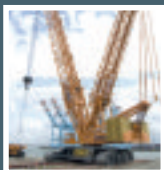
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35 t PPM ATT 400	1998	4x4x4	30,40m + 15,00m
35 t Faun ATF 30-2L	2005	4x4x4	28,50m + 12,20m
35 t Liebherr LTM 1035-3	1987	6x4x6	30,00m + 8,30m
35 t PPM ATT 400/3	2001	4x4x4	30,40m + 15,00m
40 t Faun ATF 45-3	2006	6x6x6	34,00m + 15,20m
50 t Marchetti MG 50.3	1992	6x6x6	32,00m + 16,00m
60 t Terex-Demag AC 60 City	2003	8x8x8	50,40m + 14,00m
60 t Liebherr LTM 1060/2	2000	8x6x8	42,00m + 17,00m
60 t Faun ATF 60-4	1999	8x6x8	40,00m + 16,00m
60 t Faun ATF 60-4	2000	8x6x8	40,00m + 16,00m
70 t Faun ATF 70-4	1999	8x8x8	40,00m + 16,00m
70 t Liebherr LTM 1070	1994	8x8x8	42,00m + 16,00m
75 t Grove GMK 4075	2001	8x6x8	43,20m + 27,00m
80 t Liebherr LTM 1080/1	2000	8x8x8	48,00m + 19,00m
90 t Liebherr LTM 1090/2	2000	8x8x8	52,00m + 19,00m
100 t Grove GMK 5100	2001	10x8x10	51,00m + 18,00m
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160 t Grove GMK 5160	1996	10x8x10	49,00m + 18,00m
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LTM 1160	2 WINCHES	GMK 7450	2003
	1996	GMK 4100 L	2009
LTM 1200	2001	GMK 5100	2003
LTM 1250	2002	GMK 6300	2011
LTM 1250-8.1	2009	GMK 5220	2007
	36 METER	GMK	2008
	HYDRAULIC		
	JIB		
		KRUPP	
		KMK 6200	WITH
			LUFFING JIB
			1990
DEMAG			
AC 100	2009		
AC 200	2003		
AC 300	FULL SPEC		
	1998		
AC 250/1	2009		
AC 500/1	2000		
AC 200	2006		

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130 t


Grove GMK 5130, 2008

120 t


Krupp KMK 5120, 1994

100 t


Grove GMK 5100, 2001

90 t


Liebherr LTM 1090-2, 2000

80 t


Demag AC 80-2, 2005

60 t


Demag AC 60, 2002

60 t


Grove AT 865, 1989

45 t


Krupp KMK 3045, 1993

40 t


Demag AC 40, 2006

30 t


Faun ATF 30-2L, 1998

Coming soon

35 t, Grove GMK 2035, 1999
 50 t, Grove GMK 3050, 2004
 50 t, Liebherr LTM 1050, 1990
 75/80 t, Grove GMK 4075, 2001
 100 t, Liebherr LTM 1100-1, 1995
 120 t, Demag AC 120, 2008

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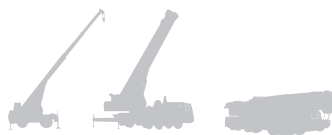
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For example:



Demag AC 100
 Lifting capacity 100 to, 50 m boom,
 Swingaway jib 9 - 17 m, Counterweight
 32 t, Hookblocks 50 t & 7 t, year 2003,
 10x8x8, ca. 70.000 KM, ca. 9.000
 working hours



Grove GMK 5095
 Lifting capacity 100 to, 60 m boom,
 Second winch; Swingaway jib hydr.
 10 - 17 m with integrated heavy duty jib;
 Telma break, etc., year 2009, 10x6x10,
 ca. 10.000 KM, ca. 1.500 working hours

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STOCKLIST

TELESCOPIC AT-CRANES

capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
300 t	Demag	AC 300 SL	2001	12 x 8 x 8	58 / 22 / 65	direct
80 t	Liebherr	LTM 1080/1	2000	8 x 8 x 8	48 / 19	direct
75 t	Grove	GMK 4075	2001	8 x 6 x 8	43.2 / 27	direct
70 t	Faun	ATF 70-4	1999	8 x 6 x 8	40 / 16	direct
65 t	Grove	AT 865	1990	6 x 6 x 6	35 / 14,5	direct
60 t	Demag	AC 60 City	2003	8 x 8 x 8	50 / 17	direct
60 t	Liebherr	LTM 1060/2	2000	8 x 6 x 8	42 / 17	December
60 t	Faun	ATF 60-4	2000	8 x 6 x 8	40 / 16	December
60 t	Faun	ATF 60-4	1999	8 x 6 x 8	40 / 16	December
50 t	Liebherr	LTM 1050/1	1999	6 x 4 x 6	40 / 16	direct
50 t	Grove	GMK 3050	1999	6 x 4 x 6	38 / 9	direct
50 t	Liebherr	LTM 1050/1	1997	6 x 4 x 6	40 / 16	direct
45 t	Grove	AT 750 BE	1993	6 x 6 x 6	33,5 / 17	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 6 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040/1	1999	6 x 4 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040-3	1993	6 x 4 x 6	30 / 14,5	direct
40 t	Faun	RTF 40-3	1993	6 x 6 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040-3	1992	6 x 4 x 6	30 / 14,5	direct
40 t	Liebherr	LTM 1040-3	1991	6 x 4 x 6	30 / 8	direct
35 t	Liebherr	LTM 1030/2	2000	4 x 4 x 4	30 / 8,5	direct
35 t	Grove	GMK 2035	1999	4 x 4 x 4	29 / 8,5	direct
35 t	Liebherr	LTM 1030/2	1998	4 x 4 x 4	30 / 15	direct
35 t	PPM	ATT 400	1998	4 x 4 x 4	30,4 / 15	direct
35 t	Liebherr	LTM 1035-2	1988	4 x 4 x 4	26 / 8	direct
30 t	PPM	ATT 335	1997	4 x 4 x 4	27,4 / 15	direct
30 t	Luna	AT 30/27	1989	4 x 4 x 4	27	direct
25 t	Liebherr	LTM 1025	1992	4 x 4 x 4	26 / 8,2	direct
20 t	Krupp	KMK 2020	1994	4 x 4 x 4	20,5 / 3,8	direct

TOWER CRANES

capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
8 t/10 m	Liebherr	MK 80	2001	8 x 6 x 8	28 / 42	direct

LATTICE BOOM TRUCK CRANES

capacity	manufacturer	type	year	drive/steering	boom/jib (m)	delivery
130 t	Liebherr	LG 1130	1975	12 x 8 x 8	70 / 63	direct

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Manufacturer	Type	Year	Capacity
Telescope AT crane			
Terex Demag	AC 25	1999	25 t
PPM Terex	ATT 280	1992	25 t
PPM Terex	ATT 400	1999	35 t
Liebherr	LTM 1030-2	2002	35 t
P + H	Omega S 35	1990	35 t
PPM Terex	ATT 400/2	2000	35 t
Liebherr	LTM 1040-1	2000	40 t
Terex Demag	AC 40-1	2008	40 t
Liebherr	LTM 1045-1	2002	45 t
Grove	GMK 3050	1999	50 t
Tadano Faun	ATF 60-4	2000	60 t
Liebherr	LTM 1060-2	2000	60 t
Grove	GMK 4070-1	1999	70 t
Grove	AT 880	1990	70 t
Liebherr	LTM 1080-1	2000	80 t
Terex Demag	AC 80-2	2009	80 t
Liebherr	LTM 1090-2	1999	90 t
Grove	GMK 5100	2002	100 t
Grove	GMK 5100	2003	100 t
Terex Demag	AC 120-1	2008	120 t
Liebherr	LTM 1200/1	2003	200 t
Telescope RT crane			
Terex Demag	RC 35	2008	35 t
Terex Demag	RC 35	2008	35 t
Crawler crane			
Grove	Manitowoc 12000E	2009	110 t



35 t P + H Omega S 35, 1990



60 t Liebherr LTM 1060-2, 2000



70 t Grove GMK 4070-1, 1999

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PPM ATT 400-2
35 t YOM 2000



Liebherr LTM 1090
90 t YOM 1991



Faun ATF 100-5
100 t YOM 2000



Demag AC 205
80 t YOM 1997



Grove GMK 5100
100 t YOM 2002



Liebherr LTM 1160-5.1
160 t YOM 2008



Liebherr LTM 1250-1
250 t YOM 2002

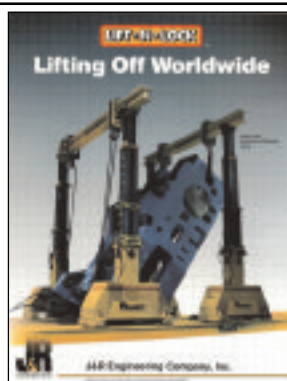


Grove GMK 6250
250 t YOM 1999



Liebherr LTM 1160-2
160 t YOM 1996

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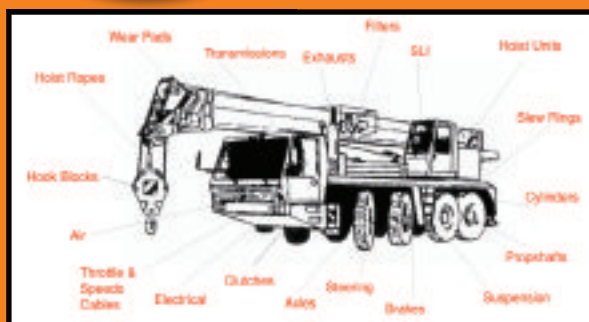


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JCB 535-95	TELEHANDLER	3.5T	2002

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70 t FAUN ATF 70-4, year 1997 40,5 + 16 m, 2 x 4, 2 x MB engines	120 t TADANO FAUN ATF 120-5, y. 1995 47,5 + 16,5 m, 10x8x8, 2 x MB engines
70 t LIEBHERR LTM 1070, year 1989 35 + 18 m, 8 x 8 x 8, 2 x MB engines	600 t DEMAG CC 2800-1, year 2006 96 SH + 60 SW 12 m LF, 240 t cw

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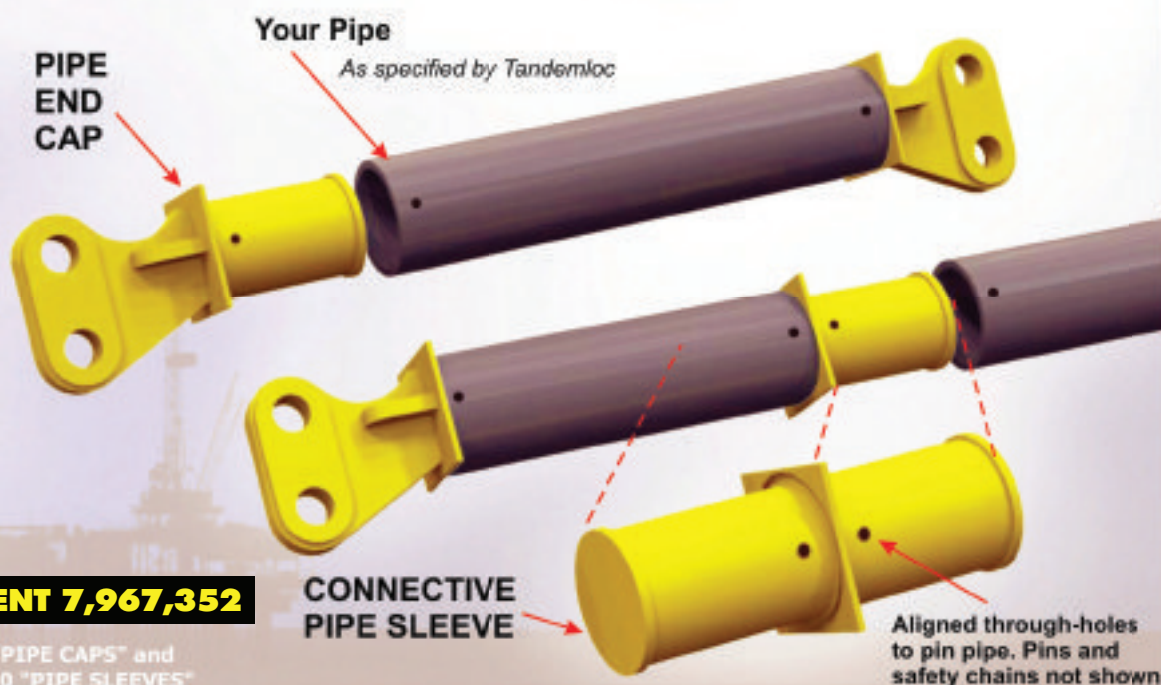
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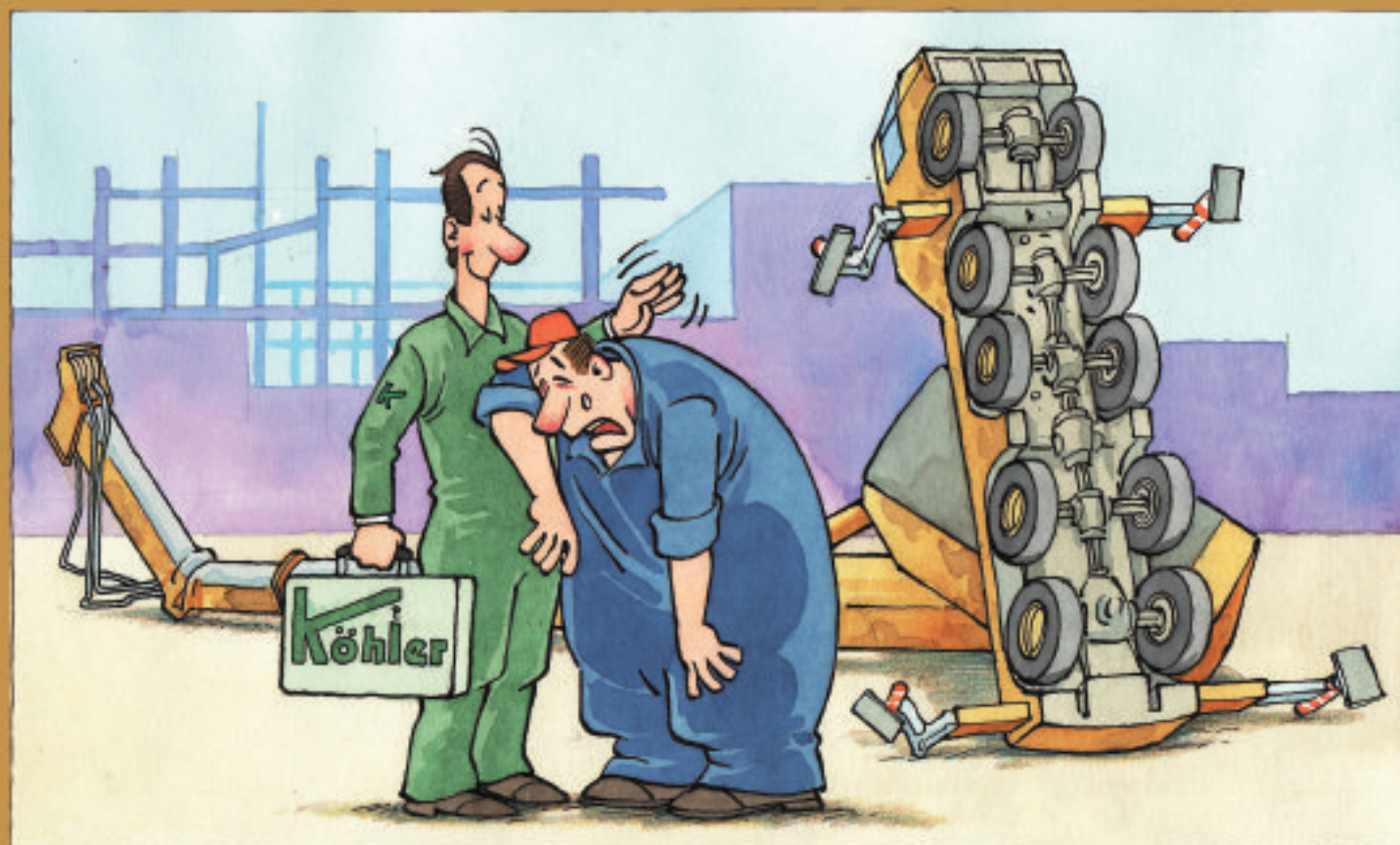
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