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VOLUME 28 NUMBER 1 OCTOBER 2019



Chosen as the officia magazine of the SC&RA (Specialized Carriers & Rigging Association)

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MARKETPLACE

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he history of lifting equipment has been traced back at least 5,000 years to ancient Egypt, as recorded in The History of Cranes, a KHL publication from 1997. Machines discussed in this book as being the first ones recognisable as cranes are from Greece somewhere around the fifth Century B.C.

It is interesting how things that happened so long ago still continue to change. New research

has been published suggesting those ancient Greeks may have had heavy lifting mechanisms more than a century earlier than previously thought. According to Dr Alessandro Pierattini, assistant professor of architecture at the University of Notre Dame in Indiana, USA, stone blocks were being picked and placed 150 years before the time previously considered to be the advent of the crane, perhaps as early as 700 B.C.

These cranes were used to lift stone blocks weighing up to 400 kg and then to place them in a wall. Pierattini contends that Corinthian temple builders adapted a concept from nautical applications for construction. It was a device using a combination of levers and ropes whereby the blocks could be placed right up against the one previously placed, he said.

The foremost discovery of the Greeks in building technology is the crane," said Pierattini. "No previous civilisations are known to have used it, and it has remained central to building construction without remarkable changes for nearly 25 centuries - because it was perfect."

High praise indeed and something that could be inspirational in engendering a certain sense of responsibility for attempting to do one's bit in upholding this and perpetuating it into the future. Perfection may be a term applicable to the principle of the crane all that time ago but look how much has changed since then - something, by and large, for all involved to share pride in.

Discussion of significant developments and trends in the industry takes place at next month's World Crane and Transport Summit in Amsterdam, Netherlands. On 13 and 14 November a strong lineup of speakers will help move the industry forward, especially in terms of safety. More information is in the WCTS preview on page 38 or at www.khl-wcts.com. It would be great to see you there.

ALEX DAHM

Editor



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KHL CRANES













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31

38

49

50

ON THE COVER



The new 600 tonne capacity Demag CC 2800-2 lattice boom crawler launched at Bauma. Read about this and other new crawler cranes in the feature starting on p17.

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International Cranes and Specialized Transport is a monthly publication with a worldwide circulation. The annual airmail subscription rate is £215, US\$345, €260.
This issue of International Cranes and ecialized Transport is mailed on the 14th October 2019.
Material published in International
Cranes and Specialized Transport is

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FEATURES

CRAWLER **CRANES**

In this period post-Bauma and pre-ConExpo there are a large number of new lattice boom and telescopic crawler cranes on the market. Christian Shelton looks at the latest offerings.

朣



INTERVIEW: 25 JENS ENNEN

Following Tadano's acquisition of Demag, newly appointed Tadano Demag CEO, Jens Ennen, explains his vision for the future integration of the two companies.

29

17

SITE REPORT

USA-based contractor Burkhalter replaced a 500 tonne steel railway bridge across a river in the USA using a hydraulic jack up system and SPMT.

REGULARS

NEWS	8
BUSINESS	15
SPECIALIZED TRANSPORT NEWS	36
EQUIPMENT AND ACCESSORIES	53
BACK PAGE	55

MARKETPLACE

PRODUCTS, PARTS & ACCESSORIES CRANES AND EQUIPMENT FOR SALE OR RENT 58

OPERATOR ASSISTANCE DEVICES

A look at some of the latest digital and mechanical crane operator aids. Christian Shelton reports.

PREVIEW: WCTS

A look at what to expect at the forthcoming World Crane and Transport WORLDCR Summit that will take

place in Amsterdam in November.



OFFSHORE LIFTING

43 The sector is driven primarily by wind farm and decommissioning work. Christian Shelton reports.

SC&RA

SC&RA COMMENT

Comment from Joel Dandrea, SC&RA executive vice president.

SC&RA NEWS

Workforce development is key for the

SC&RF. Mike Chalmers reports.

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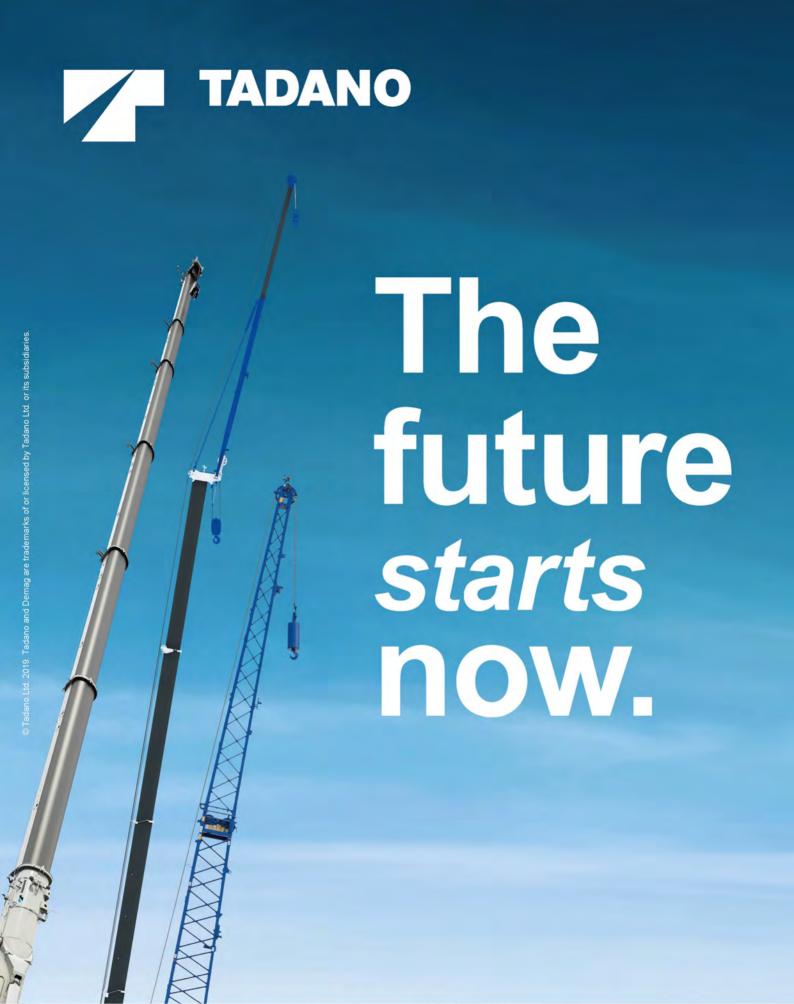
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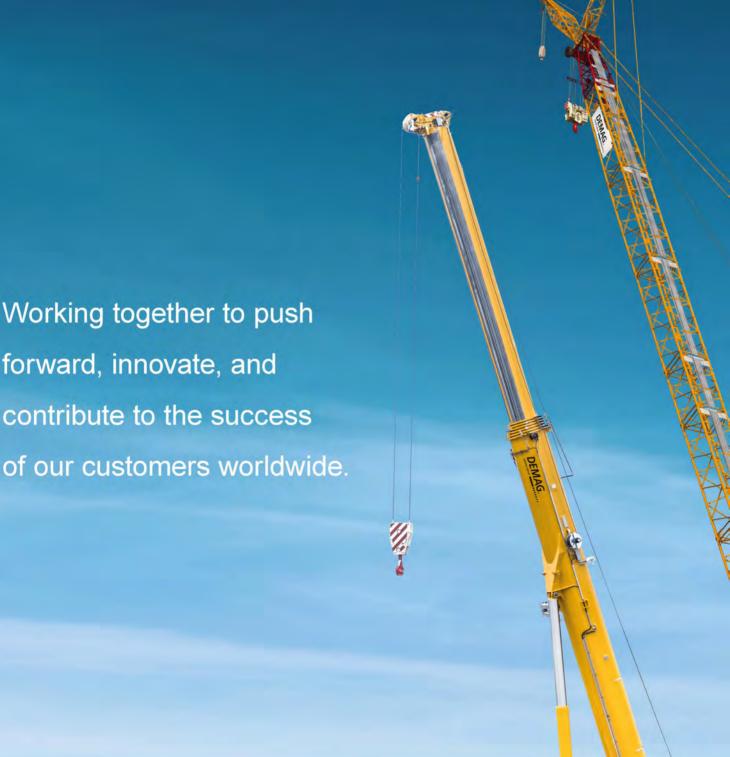




tadano.com

demagmobilecranes.com







HIGHLIGHTS

- Manitowoc has opened a 2,900 square metre facility with a warehouse and workshop in Molino, Philippines. The facility stocks parts for Potain tower cranes, including the MCR 160, MCR 225 A and MCT 205, plus parts for Grove mobile cranes. for example, the RT530E-2 and RT765E-2 rough terrain cranes and the GMK6300L all terrain. Construction of the new facility was completed in July 2019 and Manitowoc staff have already moved in.
- Civil construction company Fulton Hogan has taken delivery of the first Tadano GTC-1200 telescopic crawler crane to be delivered to New Zealand. The GTC-1200 crane has a 47 metre main boom and lifts 120 tonnes.

Sleipnir sets 15,300 tonne lift record

Heerema's Sleipnir crane vessel made a record 15,300 tonne lift over the weekend of 7 and 8 September.

Sleipnir was used to install a topsides module for the Noble Energy Leviathan gas field development in the Mediterranean Sea off the coast of Israel. Dutch marine contractor Heerema, owner of Sleipnir, claimed it as a new world record lift by a crane vessel. It was the larger of two main topsides lifted in by Sleipnir. Total weight was 24,500 tonnes. Both lifts were completed in less than 20 hours, Heerema said.

Koos-Jan van Brouwershaven, Heerema CEO, said, "We are very proud of this achievement. Sleipnir is a unique vessel. It is



LNG powered and thus climate friendly. And our client enjoys the benefits. Because lifting larger modules means less time involved and therefore a smaller budget will suffice for a job."

Sleipnir is a new semisubmersible super heavy lift crane vessel with capacity of 20,000 tonnes on two revolving cranes. It is used to install and remove large modules.



Saez launches big luffer

Spanish tower crane manufacturer Saez has a new large luffing jib tower crane model for high speed operation and reduced cycle times.

The SL 450 R is a single line version of the existing SL 450 model. It has a 123 kW hoist mechanism which gives a hoist speed up to 248 metres/minute with a 1.7 tonne load. Capacity at 65 metres radius is 4.5 tonnes and then 6 tonnes at 60 metres. Maximum load on one fall is 12 tonnes or 24 tonnes on two falls.

Maximum freestanding height

is 84.4 metres to the hook, the manufacturer said. Features include secondary brakes on the hoist and luffing mechanisms, an automatic load levelling function and remote assistance.

The first unit of the SL 450 R has been erected for testing at the factory in Spain. Saez said it will be delivered to a crane rental company in Australia in mid-November, 2019.

WINDHOIST ACQUIRED BY STAR CAPITAL

European private equity firm Star Capital Partnership has acquired wind turbine installation contractor Windhoist Holdings.

Windhoist is a leading global installer of wind turbines. It has installed more than 6,000 units, for a total of more than 11 GW of capacity. With its roots in Ireland in the 1950s, the company grew to specialize in onshore installation work on the UK mainland. More expansion saw it working further afield around the world. A recent project was assembling 84 turbines for the 588 MW Beatrice wind farm sited 13 km off the coast of Scotland. The last turbine was installed in May 2019.

Windhoist Holdings had a turnover of £47 million in 2017. The acquisition was for an undisclosed sum. Star Capital said it typically invests in businesses "focused on strategic assets and holding a strong market position." Previous investments have included energy infrastructure development companies and services.

Windhoist director Hugh McNally resigned on 22 August and has left the company. His replacement is Timothy Adams, who has an engineering background and has worked in various roles in the renewable and maritime construction industries.



HIGHLIGHTS

- Askim, Swedenheadquartered remote control manufacturer Tele Radio has opened a new facility in São Paulo, Brazil. According to the company the new branch, Tele Radio Brazil, has been opened in response to ongoing demand from the region. Tele Radio Brazil will serve the regional supply of the company's full range of remote controls and also act as one of 16 strategic global hubs. It is located in Itupeva, São Paulo, close to Viracopos / Campinas International Airport and major transport networks.
- Magna Tyres, the Dutch manufacturer of tyres for cranes, trucks and construction equipment, has opened a sales office in Fort Lauderdale, Florida, USA. It is the company's second sales office in North America, following the opening of one in Canada at the start of 2019. According to Magna Tyres, the expansion was necessary due to the growth in demand for the Magna brand in the USA. As a result, the company has also expanded its production facilities in Hardenberg, the Netherlands. Magna Tyres said the opening of the new USA office is an important step closer to its goal of establishing strategic, long-term relationships with key distributors in the USA.

Big Carl ready for action

Super heavy lift ring crane Big Carl (the 5,000 tonne capacity SGC-250) owned by Belgium-headquartered international heavy lift and transportation company Sarens, has been assembled, rigged, and is ready for work.

It is at the Hinkley Point C (HPC) nuclear power station

construction project. Its first lift was scheduled for Monday 23rd September. The crane will be on site for the next four years during which time it will lift more than 600 pieces of pre-fabricated components. The heaviest lift will weigh 1,600 tonnes. One of its key lifts will comprise raising the dome of a building that houses

prefabricated reactor building parts; then it will lift these prefab parts out of the dome building and slew them into the new reactor building. The dome building is used to ensure large components can be built on site in covered, factory-like conditions and is designed to help save time and improve quality. The dome will be lifted via 12 lifting points which will be equalised using Sarens's Sarspin load levelling system.

Lifting procedures on the HPC project will be discussed at the forthcoming World Crane and Transport Summit in Amsterdam on 13 November.



Bishop Lifting acquires Western Sling & Supply

Lifting equipment specialist Bishop Lifting Products has completed the acquisition of Western Sling & Supply Company in the USA.

Western Sling & Supply Company is headquartered in Denver, Colorado, and there is a branch in Casper, Wyoming. Bishop Lifting said it is a leading provider of rigging and lifting equipment in the Rocky Mountain region of the USA.

"Strategically, the acquisition of Western Sling complements and strengthens our existing operations in the Rocky Mountain region," stated Harold King, Bishop Lifting president. He also commented that "Western Sling & Supply, and its customers, should benefit from gaining access to the broad range of rental and custom engineered and fabricated lifting products offered by Bishop Lifting."

Stan Truitt, Western Sling and Supply president, said, "This union between Bishop and Western solidifies our mutual strengths in the energy, construction and manufacturing markets. We are excited to be part of the plan."

MULTI-MILLION DEAL FOR MANITEX

Manitex International announced a contract valued at approximately US\$4.5 million to supply knuckle boom cranes to an international military entity.

Initial production is anticipated to start in early 2020. The contract includes an option for \$4 million in additional deliveries.

The custom Manitex knuckle boom crane has been engineered and configured to the customer's specifications and has passed a thorough performance testing protocol which lasted several months and included heavy off-road durability and strength testing, Manitex said.

"We are proud to receive this contract from one of the world's leading military organizations who maintains very stringent and demanding product specifications," said Randy Wingenroth, senior vice president, articulating cranes, Manitex International. "This contract award provides a solid foundation for military production of articulating cranes at our Georgetown, Texas, plant and further supports our growth plans for this location."

Heavy lifting and transport specialist ALE used a bespoke solution in Spain to install a 42 metre bridge for improved traffic flow and safety.

A new bridge was required where the N-403 highway crosses the Burguillo reservoir. Land transportation of the new bridge was impossible and there was insufficient space to have cranes lift the 400 tonne span over the reservoir. ALE's solution involved floating the bridge into position. Winches each side of the reservoir were connected by cables to each corner of the bridge span.

Prior to the lift, four anchors were connected to hoisting units and a cantilever structure was installed on each end of the span. Two 70 tonne capacity strand jacks were mounted on each structure (four in total). These were used to raise the span by 20 metres. It was then connected to the rest of the bridge already in position.

HIGHLIGHTS

Arthur J. Gallagher & Co has acquired Pittsburgh. USA-based Allied Insurance Brokers and its subsidiary, **Ascinsure Specialty** Risk. Allied Insurance Brokers specializes in offering insurance and risk management services to crane, scaffold and equipment dealers throughout the United States, and non-profit social services organisations in Western Pennsylvania. Ascinsure is a programme underwriting manager for the crane and scaffold industries.

Maxim Crane Works and Solley Equipment & Rigging have agreed a deal in which Maxim will acquire Solley Crane. The combination of Solley Crane and Maxim Crane enhances Maxim Crane's full-service, nationwide crane rental and lifting solutions platform and expands its operations in one of the nation's key geographic regions, the company said. Earlier this year Maxim Crane Works also acquired rental house B&G Crane Service, a subsidiary of Canadian rental group NCSG.

Mammoet reveals Focus heavy lift crane details

Heavy lift and transportation specialist Mammoet has revealed more details about its 2,500 tonne capacity Focus crane which is due to be launched next year.

The Focus is designed to be erected vertically in small areas such as city centres or

industrial plants. To acheive this, Mammoet said the main boom is erected vertically with the aid of a climbing frame. Once the main boom is in place the back mast is then installed vertically, too.

"This eliminates the need to sterilise larger parts of a

plant area for crane assembly," said Jacques Stoof, director of innovation and market development at Mammoet. "Neither is there any more need to build over live pipe racks in a plant. All in all, the assembly process is less complex, safer and more efficient, and reduces the costly area and downtime of assembling a crane."

To enhance stability and lower ground pressure the crane's upper structure is placed on a pedestal. Mammoet said this lowers ground bearing pressures to less than 10 tonnes per square metre on an area of 30 by 30 metres.

The Focus also has a variable super lift system with a radius that can be adjusted under load from 16 to 30 metres. Mammoet said this will increase the crane's flexibility.



National launches boom truck

Manitowoc has launched its latest addition to its National Crane

tonne) model with the longest

boom truck product line. The NBT60L is a 60 US ton [54

The Tadano model Schmidbauer chose was the 130 tonne capacity ATF 130G-5 which will be primarily used for assembling pre-cast concrete components, garages and steel structures. "It's a great crane, not to mention agile - which is a real plus point on increasingly smaller building sites - and the two-engine concept is fantastic," said Markus Hain, part of the Schmidbauer technical field services team.

Munich, Germany-headquartered crane and haulage specialist

crane from Japanese manufacturer Tadano.

Schmidbauer has expanded its fleet with the addition of an all terrain



boom in its tonnage class, the manufacturer said. It has 151 feet (46 metres) of main boom and a maximum main boom height of 161 feet (49 metres). It can have a 36 foot (11 metre) off-settable lattice jib that extends reach to a 196 foot (59.7 metre) maximum tip height.

In addition to work in the oil and gas industry, the NBT60L is aimed at utility sectors because of its long main boom and its turntable designed to minimise machine flex.

"The oil and gas and utility sectors were in mind when we added a new 60 ton National Crane model with a longer boom option," said Bob Ritter, product manager of boom trucks at Manitowoc.

The NBT60L comes standard with the deluxe operator's tilt cab with heated seat, colour graphical display and real-time diagnostics for



The NBT60L is a 60 US ton model with 46 metres of main boom

simplified troubleshooting without the need for a laptop. Additional features include electric over hydraulic controls with speed adjustability, hydraulically removable counterweight, optional multiple camera system for increased job site visibility and a fully integrated wireless wind speed indicator.

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ENG launches 25 tonne derrick

Italian tower crane manufacturer ENG Cranes has a new derrick for dismantling large tower cranes.

The EDKH 185 is a standalone unit for dismantling internal climbing tower cranes at the end of a project. It lifts 25 tonnes (on four falls of rope), has a 35 metre jib and capacity is 4.2 tonnes at full reach.

As one of the most powerful derricks on the market, ENG said, it can be used on tower cranes as big as 24 tonnes capacity.

Notable features include continuous slewing and there

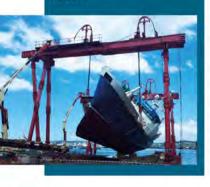
is no counter jib so the swing radius is zero. It can dismantle its own jib and a luffing jib version is also offered. When this derrick has done its work it can, in turn. be dismantled using a smaller. 4 tonne, derrick.

Asia is a primary target market and the first unit was sold to a customer in Hong Kong. Units have also been sold in Australia and Canada. The manufacturer commented, "We think that this type of crane can be widely used in North America. Asia and the Middle East."

International heavy lift and transport specialist ALE had to mobilise specialist heavy lifting equipment to right a 400 tonne fishing boat in A Coruña, Spain, so that it could be repaired. The vessel was 33 metres long and had to be tilted or rotated upright on its longest axis and then moved and placed on its keel. Other companies had already tried and failed to complete the job, ALE said.

ALE had 15 days to do the job. Limited space meant a large mobile crane could not be used. In addition, a steep slope had to be accommodated.

A pair of gantries was set up over the ship, each topped by two skid beams mounted with strand jacks, one each side of the ship. Sufficient control and accuracy of movement was provided by the individual operation of each strand jack. With the ship righted it was skidded and lowered to rest on its keel.





Capital boost for tower crane specialist

A partnership has been agreed between tower crane specialist MES Cranes and venture capital company Open Window Growth Partners in South Africa.

In supplying tower cranes, MES said it offers an end-to-end solution tailor-made for each client's unique project. It includes erection and dismantling, servicing, transporting, storing and maintaining cranes, A complete refurbishment service is also offered, which is extended to client's own fleets. It is an outsourcing model offering benefits to clients that include saving time and money otherwise spent on overheads.

Commenting on the move,

Ferdi van Niekerk, MES director, said, "This is an incredibly exciting happening. Development in Africa is poised to take off, with rapid urbanisation and industrialisation sparking the need for high density development and improved infrastructure."

Fellow MES director Walter Baur, agrees, "These industries will receive a massive boost, and the partnership ensures that MES is ready to supply the relevant resources to clients throughout sub-Saharan Africa."

MES has a fleet of 146 tower and mobile cranes and a new 40,000 square metre premises in Kempton Park. It is a central

KHL.COM

Safety as the top priority in the crane industry will be the subject of a presentation by Peter Gibbs, Ainscough Crane Hire chief operating officer at the 2019 World Crane and Transport Summit.

Peter Gibbs will explain how safety is integral to business practice at the UK's largest rental company for wheeled mobile cranes. He will talk about Ainscough's policy framework for the safety of its people, its customers and members of the public. "It is about engaging all colleagues in following the safe system of work, awareness and understanding of potential dangers, and responding appropriately. In practice it means that if employees are ever in doubt, they are empowered and expected to stop and make the safe choice about what they are doing," the company explained.

Gibbs said, "I was delighted to be asked to speak at this year's World Crane and Transport Summit, especially on a topic close to my heart. We are making strides in continuously improving safety standards in the industry and it is an honour to be able to share these with fellow colleagues and professionals."

WCTS is an international crane and specialized conference and networking event that started in 2009.

The seventh WCTS will be held in Amsterdam, Netherlands, on 13 and 14 November 2019. To see more details on the programme and to book your place, see www.khl-wcts.com

location and has space for storing and servicing a large fleet of cranes. There is space for crane servicing, repair, modification and reconditioning and storing its fleet of heavy equipment trucks.





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That rising feeling

ongmao Holding is the stand-out company again this month: last month it was the only company to demonstrate a positive percentage change compared to the previous month's share index analysis; this time it is the only company to show a negative change compared to the previous month. Such is the topsy-turvy world of finance.

An article called 'should you be concerned about Yongmao Holdings Limited's historical volatility?', published by Simply Wall Street - a company that claims to help investors make informed decisions by providing quality data and analysis presented visually, urges

investors to consider Yongmao's volatility based on its beta figure of 1.39. According to Simply Wall Street, this means that over the last five years the Yongmao Holdings share price has been sensitive to market volatility with its price moving up when the market is going up, and down when the market moves down. As a result it urges investors to reflect on the overall market when considering Yongmao's shares. It also recommends investors look at the company's future outlook, its past track record, and to check how Yongmao measures up against other companies on stock valuations.

The largest rise in share price over the last month comes from

Hitachi Construction Machinery. Investor spirit may be buoyed by the company's slew of recent product releases, plus a focus on developing the Chinese rental market in conjunction with Japanese rental company Kanamoto which was formalised with the signing of a strategic co-operation agreement in the summer.

Austrian loader crane, aerial platform and materials handling equipment manufacturer Palfinger is the next company in the index to show the largest share price rise compared to the previous period. This is in line with the company's expectations for 2019 to be a record year, following double-digit increases in revenue and earnings for the first half of the year.

The company implemented a new organisational structure at the beginning of 2019 designed to promote co-operation across corporate units, to realise synergies, and to implement efficiency enhancements.

"Our new Global Palfinger organization structure is becoming well established," said Andreas Klauser, Palfinger CEO. "It helps us to act quickly and efficiently. This is already noticeable in our results. In the segment Sea, we were able to largely complete the restructuring process. At the same time, the market started to recover and we have been generating more and more orders. We will intensify the integration of this segment into the GPO structure."

OCTOBER IC SHARE INDEX

STOCK	CURRENCY	PRICE AT START	PRICE AT END	PRICE	CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*		61.05	67.89	6.84	11.21	55.11	23.20
Legacy IC Share Index**		218.89	245.56	26.67	12.18	326.96	-24.90
Dow Jones Industrial Average		26,362	27,095	733	2.78	26,125	3.71
FTSE 100		7,219	7,354	135	1.87	7,512	-2.11
Nikkei 225		20,704	22,079	1,375	6.64	22,870	-3.46
Hitachi Construction Machinery	YEN	2,270	2,660	390	17.18	3,340	-20.36
Konecranes	€	6.83	30.28	3.45	12.86	34.50	-12.23
Kobe Steel	YEN	554	582	28	5.05	944	-38.35
Liugong	CNY	6.17	6.49	0.32	5.19	11.14	-41.74
Manitowoc	US\$	12.28	13.50	1.22	9.93	23.66	-42.94
Palfinger	€	22.75	25,90	3.15	13.85	31.00	-16.45
Sany Heavy Industry	CNY	13.47	14.82	1.35	10.02	8.93	65.96
Tadano	YEN	939	1,056	117	12.46	1,225	-13.80
Terex	US\$	24.62	27.71	3.09	12.55	39.71	-30.22
XCMG	CNY	4.29	4.66	0.37	8.62	4.09	13.94
Yongmao Holding	SGD	0.79	0.76	-0.03	-3.80	0.50	52.00
Zoomlion	CNY	5.30	5.91	0.61	11.51	3.91	51.15

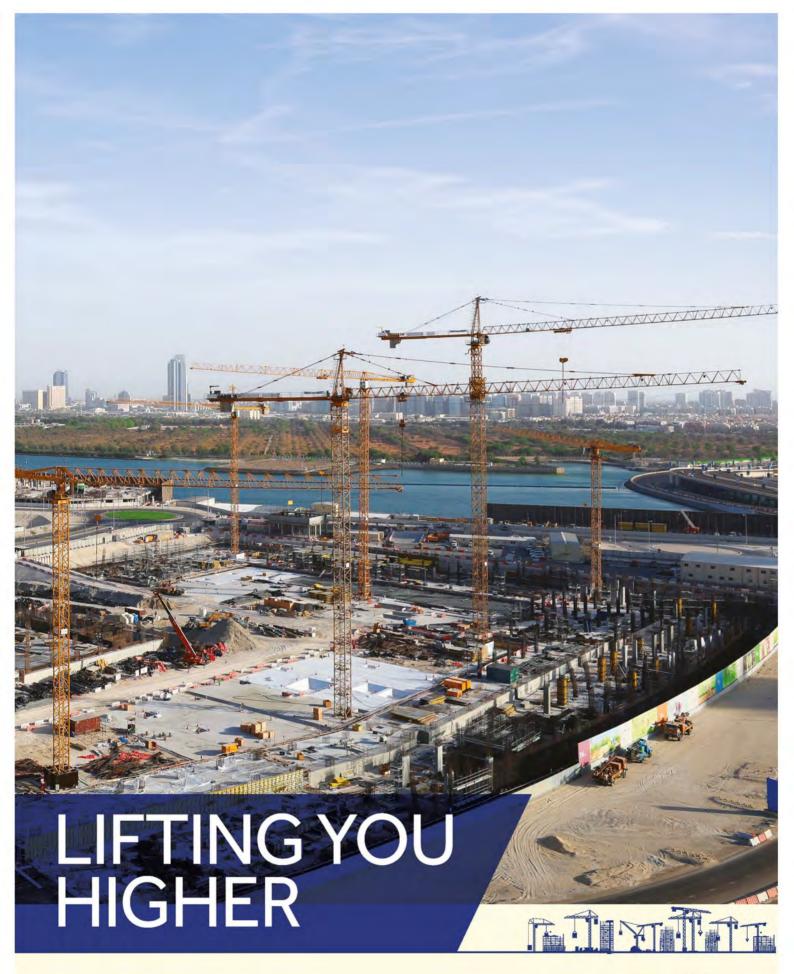
*IC Share Index, 1 Jan 2011 = 100 **Legacy /C Share Index, end April 2002 (week 17) = 100



CURRENCY	VALUE ATSTART	VALUE AT END	VALUE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	7.148	7.088	-0.0608	-0.85	6.84	3.69
€	0.9057	0.9051	-0.0006	-0.06	0,8575	5.55
Yen	106.42	107.98	1.55	1.46	111.37	-3.04
UKE	0.8216	0.7979	-0.0237	-2.89	0.7690	3.76

Period: Weeks 35 to 38





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A surge of new crawler cranes earlier this year was thanks to 'the Bauma effect', with manufacturers displaying new models and updates across all crawler capacity classes and crawler types. The innovations keep coming as we fast head towards ConExpo. CHRISTIAN SHELTON reports

he latest lattice boom crawler crane from the Demag brand, now owned by the Tadano Group, is the Demag CC 2800-2 which was launched, and on display, at the Bauma 2019 exhibition in Germany. The crane has a lifting capacity of 600 tonnes and a maximum load moment of 7,700 tonne-metres. It is designed to replace the 600 tonne capacity CC 2800-1 model.

The crane has a main boom length of 102 metres. This extends to 138 metres when used in Superlift LSL mode. It can be further increased with a luffing jib and the superlift SWSL configuration to a system length of 192 metres. The main boom, combined with rigid 12 metre LH and LF extensions, allows for a length of 114 metres.

Components from Demag's older CC 2800-1 model, for example, the luffing jib or the middle main boom inserts, can be used with the new version.

The crane's A-frame and auxiliary hoist can be removed for transport and the SL mast now consists of three (previously four) separate parts. The base crane, with a height of 3.2 metres, weighs 77 tonnes. With the A-frame removed, the base crane weighs 62.5 tonnes.

Two frames are used for the counterweight plates, instead of the conventional heavier base plates. These weigh 10 tonnes each. With the standard drive and 1.5 metre track shoes, the total transport weight is 37.8 tonnes. With the Quadro drive it is 41.5 tonnes.

European debut

Japanese crane manufacturer Kobelco used Bauma as a platform to launch its 300 tonne CKE3000G crawler into the European market. Kobelco sold its first European model to UK crane rental firm SECH, handing over the keys at the show.

The CKE3000G ordered by Sech has a standard main boom with a maximum lifting capacity of 300 tonnes at 5.5 metres. Kobelco said that heavy lift (HL) and super heavy lift (SHL) options are also available with the addition of a 60 metre luffing fly jib and a 30 metre back mast. The heavy lift configuration enables a maximum lifting capacity of 189.8 tonnes at 8.8 metres. The super heavy lift boom setup enables a maximum lifting capacity of 350 tonnes at 8 metres.

For ease of transport the width of all components is less than 3 metres, while power is provided by a Scania 13-litre, 331 kW engine that meets Stage IV/Tier 4 Final emission standards without the need for a particulate filter.

Speaking about the purchase Matt



Cox, SECH managing director, said, "The CKE3000G is an exceptional crane with great lifting capacities. We have been running a Kobelco CKE1100G machine in our rental fleet for nearly two years now and after careful evaluation we chose Kobelco's new CKE3000G because of its design and operational simplicity, Kobelco's proven reliability and excellent performance. Another plus for us, was that the new Kobelco CKE3000G also has duel winch operation (double drum spooling), allowing for heavier loads to be lifted - for example into much deeper shafts with greater control and efficiency."

At Bauma Kobelco also enjoyed an order for 19 crawler cranes from USA-headquartered crane rental house Bigge Crane and Rigging. The order included a CK3300G-2 – which is the North American version of the CKE3000G that SECH bought, and which Bigge plans to show at the upcoming ConExpo show in Las Vegas in March 2020. Bigge now has almost 100 Kobelco cranes in its fleet.

Kobelco has updated its KCROSS crane management system, which comes as standard on the majority of the manufacturer's crawler cranes. KCROSS is an acronym for Kobelco Remote Observation Satellite System, which collects and stores The LR 1800-1.0
was available
for delivery
after Bauma

the crane's operating information, obtained from a terminal in the crawler crane, and location information, obtained using a Global Positioning System (GPS) in a server via a terrestrial network, and provides this information to the customers.

According to Kobelco, the system allows

customers to monitor information related to safety and the operational status of a crane, no matter where in the world it is working, from a remote location. It also allows customers to specify any desired period for automatically creating reports on the operational status of the crane and view and download this information in a report form.

Users can now select just the required information specific to themselves and output the corresponding reports, enabling customised reporting.

Liebherr launches

Switzerland-headquartered crane manufacturer Liebherr's 800 tonne capacity lattice boom crawler crane, the LR 1800-1.0, was available for deliveries after Bauma 2019. The LR 1800-1.0 was designed as a particularly powerful industrial crane for jobs with a luffing jib and derrick system, for example, in power plant construction and the petrochemicals industry. For the first time the boom system features lattice sections with three system dimensions which can be telescoped into each other for transport. A quick connection to raise the superstructure for transport comes as standard.

The LR 1800-1.0 has derrick ballast with VarioTray. After raising the lattice boom with the large derrick ballast, part of that ballast is designed to be unbolted quickly and easily. Only a small proportion of the ballast is generally required for hoisting work with the boom fully or almost fully raised. It means stacking and unstacking of ballast slabs can be avoided.

A new type of ballasting system is used for the suspended

ballast. It has a hydraulically adjustable folding frame to allow adjustment of the ballast radius between 11 and 23 metres. A fixed guide frame system is no longer needed for large radii.

Liebherr handed over the keys for an LR 1800-1.0 crawler to Spanish contractor Eurogrúas at Bauma. After this, it was delivered direct to a refinery in Portugal. Javier Sato, Eurogrúas managing director, commented, "To suit the characteristics of our market, we were looking for a powerful, versatile, modular crane which is easy to transport and delivers high standards of safety. The ability to slide three lattice sections into each other makes it very economical to transport."

Another new Liebherr crawler is the 300 tonne capacity LR 1300 SX from the Nenzing factory in Austria. Developments

ZOOMLION LATTICE BOOMS

Chinese manufacturer Zoomlion is launching two new lattice boom crawler cranes for the North American market: the ZCC1100H and the ZCC2600.

The ZCC1100H has a capacity of 100 tonnes (110 tons) with a maximum main boom length of 67 metres (219'10") or a boom and fixed jib combination of 55 metres plus 18 metres (180'5"+59').

The ZCC2600 has a capacity of 260 tonnes (286.6 tons) with a long-reach boom with a maximum length of 95 metres (311'8") or a combination of a 62 metre (203'5") main boom plus (196'11") luffing jib plus a (98'5") fixed jib.

Both cranes are new models designed to replace existing cranes in the same or similar class. Zoomlion says the new models have had a number of modifications to improve their performance and efficiency and, in the cab, to increase user-friendliness. According to Zoomlion, the company's existing North American customers are excited about the introduction of these new models and that the Zoomlion North American portfolio is being expanded.

Speaking more generally about the crawler crane market, Zoomlion says that the current market is stable, although it expects it to expand over the next five to ten years. It believes that the growth in construction of powerplants will play a big role in this, as well as the inherent advantages of using a crawler, such as their stability and safety, their high lifting capacities, and the convenience of their self-assembling capabilities.

Zoomlion also thinks that many rental firms have aging crawler crane fleets that will ultimately need to be replaced – further fuelling growth.





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SUPERIOR CRANES BUYS LARGE DEMAG CRAWLER

North Carolina, USA-based crane and rigging services supplier Superior Cranes has bought a 1,250 tonne (1,375 US ton) capacity Demag CC 6800-1 crawler crane. It is now the largest crane in the company's fleet, superseding a 650 tonne (715 ton) capacity Demag CC 3800-1.

"The acquisition of the CC 6800-1 was a significant capacity increase for our line," commented Joe Everett, president and owner of Superior Cranes.

The crane has a maximum main boom length of 492 feet (150 m) and maximum tip height of 669 feet (204 metres). This, Demag said, makes it suitable for the installation and servicing of 150 metre wind turbines. It can lift 991 tonnes (1,092 tons) at a radius of 16 metres and transports in widths of 3 to 3.5 metres. Designed to improve operating stability, the crane has an on-demand Quadro-Drive system that allows the base to move and spin under load. The crane also has Demag's IC-1 crane control system.

include a range of assistance systems and a new cabin design. For heavy loads a derrick boom can be fitted in combination with additional counterweight. Its new suspended counterweight has hydraulically adjustable radius instead of being fixed.

For added safety when raising and lowering the boom, especially with a jib mounted, there is the new Boom Up-and-Down Aid assistance device. When approaching the tipping point the system automatically stops operation before the operator can enter an unsafe zone. It allows the operator to leave the 'danger zone' without having to use the safety bypass switch.

Readings from wind sensors on the main boom and jib are combined with data of the crane configuration (boom length and boom angle) to calculate a hazardous situation. A warning is given when the condition becomes too dangerous. When the wind speed is 10-16 m/s, the operator can adjust lifting capacity via a control panel. The ground pressure is also monitored and readings from real time calculations are compared with the specified safety limits of the relevant position and displayed to the operator.

The LR 1300 SX also has EC type approval for the occasional lifting of personnel.

This mode is accessed



via a separate key switch and requires the crane to have an emergency onboard generator and emergency controls which are offered by Liebherr as a plugand-play option.

Telecrawler territory

USA-headquartered crane
manufacturer Manitowoc used Bauma 2019
to introduce its GHC140 telescoping crawler
crane for the North American market. It's
the largest crane in Manitowoc's
telecrawler line-up with a sixsection 52.1 metre (171 foot) boom
and 127 tonne (140 ton) capacity.
The crane can pick and carry at 100
percent of its load chart on inclines up to four
degrees and swing loads 360 degrees.

When configured with a 15 metre [49.3 foot] offsettable bi-fold swingaway it has a maximum tip height of 70 metres [229.7 feet]. The GHC140's crawlers give a gradeability rating of 57 percent. The undercarriage is driven by two-speed hydrostatic drive motors. The track side frames can be hydraulically extended and retracted, providing three track spans with lifting capabilities at each span. Manitowoc said this provides added versatility to find the best combination of crane width and lifting capacity.

The GHC140 can be transported to a job site in four loads. Once it reaches the job site, it has a self-assembly counterweight and an undercarriage frame with jacks to aid setup. In-cab amenities include: an air-suspension heated seat; a climate control system; a 178 mm [7 "] screen for viewing the hoist; rear and right-side camera feeds; a graphical RCL system; and electronic, load-sensing joystick controls. The cab tilts to 20 degrees.

The crane can be outfitted with one of two engines: a 173 hp Cummins QSB 4.5 L

Manitowoc's GHC140

Sennebogen's 6133E

Tier 4 Final or a 160 hp Tier 3 model.

Manitowoc reports strong demand
for its Grove GHC crawlers, as well as
its MLC300, MLC650 and MLC16000
crawlers, in the wind power sector
where they are being used to
assemble wind turbines.

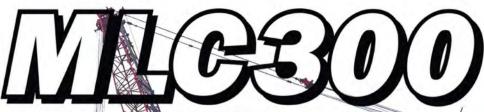
The cranes all have dedicated attachments for wind work. A new technology for Manitowoc's lattice boom crawlers being used for wind work

is the 3.5 metre wide boom

insert for the MLC300 and MLC650. According to Manitowoc, these boom inserts deliver additional capacities and tip heights for greater performance on wind and other job site applications. The MLC300 and MLC650 also feature Manitowoc's patented Variable Position Counterweight (VPC) which automatically adjusts the position of the counterweight to match the required lift. According to Manitowoc, advantages of the VPC for customers include reduced ground preparation, lower ground-bearing pressure and less counterweight. It said this not only benefits users working on wind power projects, but also those using the cranes in powerplants where ground conditions could be an issue.

German crane manufacturer Sennebogen had its largest telescopic crawler on the stand at Bauma: the 6133E. The crane has a maximum capacity of 130 tonnes and the sixpiece main boom has a reach of 52 metres. Vertical reach can be extended to almost 70 metres with the use of an optional 15 metre fly boom.

The 6133 E has a 194 kW tier 5 diesel engine, two powerful 125 kN winches and a Maxcab comfort cab that can be tilted by 20 degrees. The telescopic crawler undercarriage means that it can be retracted »







W.O. Grubb's **MLC300**

"Our MLC300s with VPC-MAX get the same lifting capacity - if not more - than a similar crane equipped with a wagon. And by eliminating the need for a wagon, you save time and cost without having to mat the additional work and travel area that traditional counterweight wagons require."

- Michelle Grubb-Solaimani CFO, W.O. Grubb

SMALLER CRANE, **DOING LARGER WORK**

The MLC300 VPC-MAX outperforms 400 t (440 USt) class cranes with wheeled or hanging auxiliary counterweight. Access MLC300 load charts to understand the flexibility and capacity enhancements of this crane: www.cranelibrary.com



Contact your local Manitowoc dealer, or go to www.manitowoc.com to learn more.

to a total machine width of less than 4 metres for transport and travel. When extended, Sennebogen says the machine has excellent stability and good manoeuvrability due to its 6.30 metre track width.

The crane's telescopic undercarriage self-assembly system means the crane can be assembled and disassembled quickly without the need for an auxiliary crane, says Sennebogen. Once the travelling gears and the ballast have been dismantled, the transport width is 3 metres.

At Bauma Sennebogen also announced the launch of a new G-Series lattice boom crawler line, starting with the 200 tonne capacity 5500 G. It is an upgrade of its 180 tonne capacity 5500 model. Now it has a 283 kW Tier 5 engine from Cummins and a G series designation and will be available in 180 or 200 tonne capacity versions. There is a pair of 160 kN winches and the crane can be driven under load. Between 15 and 50 percent more capacity is available than its predecessor, depending on the chosen boom configuration.

There is a new strengthened boom design and more ballast. Maximum boom length is 104 metres, including the luffing jib. With track frames removed transport width is 3 metres. Also new is the cabin design. Models to follow in the G series will be the 3300 and the 4400.

More models

Bauma also provided a platform for USAheadquartered crane manufacturer Link Belt to display its latest telescopic crawler crane: the TCC-2500. With a maximum lifting capacity of 227 tonnes (250 tons), the TCC-2500 has a Tier 4 Final Cummins QSL 9 diesel engine and a seven-section formed boom.

The crane has an ultra-wide matching front and rear winch design. According to Link Belt the wider design allows the winch to handle its maximum permissible line pull through the fourth layer. The rear auxiliary winch can be removed for transport weight reduction and a power pinning system is designed to mitigate work at height exposure. The TCC-2500 is a purpose-built design like the rest of Link-Belt's TCC lineup, not an all-terrain upper conversion.

Finally, USA-based crane sales and rental firm Scott-Macon Equipment purchased four new Tadano Mantis telescopic boom crawler cranes at Bauma 2019. The order comprised two new GTC-800s (88 US ton capacity); a GTC-600 (66 US ton capacity); and a GTC-350 (35 US ton capacity).

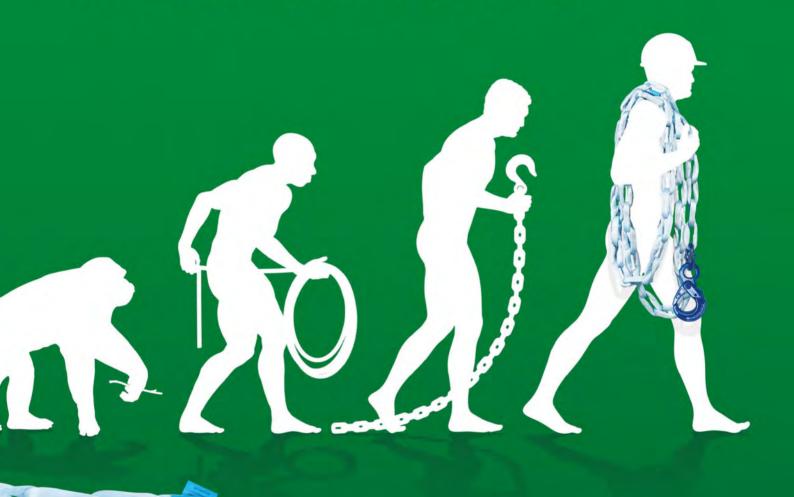
The GTC-800 has a five-section, 141.1 foot (43 metre) main boom plus a 58.1 foot (17.7 metre) bi-fold jib. The GTC-600 has a four-section, 118.1 foot (36 metre) main



With such a wide range of crawler cranes on display in one place at Bauma 2019, crawler crane fans were thoroughly spoilt. We now look forward to seeing exactly what manufacturers have in store for us at the ConExpo show in March 2020.



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Major integration

What are the latest developments in Tadano's acquisition of Demag? JENS ENNEN, newly appointed Tadano Demag CEO, talked to ALEX DAHM about his plans for the integration of the two major manufacturers' products and businesses

t has been a busy year for crane manufacturers Tadano and Demag. As the new boss, Jens Ennen is relishing the task of integrating the Demag business with that of its new owner, Tadano.

In February 2019 came the news that Tadano would acquire Demag Mobile Cranes from Terex Corporation for US\$215 million. April saw Jens Ennen join Tadano and begin work on the acquisition and planning the integration of two great crane manufacturers. On 1 August Ennen's work took an major step forward as the acquisition was completed.

Tadano has previously held the position of the world's largest crane manufacturer and the Demag acquisition is a major step in its quest to regain that title. For many years ICST magazine's annual ICm20 ranking of the world's largest crane manufacturers by turnover from crane-related activity has featured Tadano and Terex Cranes (previous owner of Demag) in the top 10. In terms of purely mobile cranes, both manufacturers are in the top 4, with Liebherr and Manitowoc. With the Demag acquisition Tadano primarily adds large lattice boom crawler cranes and all terrain cranes to its product offering.

Jens Ennen has 25 years of experience in cranes and lifting technology. Most recently he was responsible for international development; worldwide product line management for all terrain and truck cranes and was senior vice president for mobile cranes in Europe and Africa at crane manufacturer Manitowoc, which he joined in 1991. He has a degree in mechanical engineering from the University of Applied Sciences in Osnabrück, Germany.

Here Ennen explains his plans and projections for the future of Tadano and Demag together.

ALEX DAHM: TELL US ABOUT THE ACQUISITION AND THE INTEGRATION OF TADANO AND DEMAG -WILL DEMAG BE SUBSUMED INTO TADANO OR IS THERE A DIFFERENT PLAN?

JENS ENNEN: Demag is the largest acquisition in Tadano's history. It is obvious the

combination of Tadano and Demag will change the landscape in the crane industry. Now that Tadano and Demag are together as one team, we will be working diligently to ensure business as usual and a seamless transition for our customers.

Furthermore, we have already started working together to build synergies, discover new possibilities, and figure out every detail on how to provide further value to each and every stakeholder of the Tadano Group.

WHAT HAS BEEN THE REACTION TO THE NEWS OF THE ACQUISITION FROM THE INDUSTRY WORLDWIDE AND, INTERNALLY, WHAT IS THE FEELING AMONG THE WORKFORCES AT BOTH COMPANIES?

We organised an internal event for Day 1 (August 1st) in Zweibrücken [at the Demag factory in Germany] and I could absolutely feel the enthusiasm from the Demag team members. We are all excited to start this journey together.

Regarding customers, from day one, we reached out to them to establish thorough communication and ensure a seamless

transition. We are excited to have a dialogue with them now that we are together on the same team, and the first feedback from our customers is already really positive.

WHAT IS THE TIMESCALE AND ROAD MAP FOR THE INTEGRATION - WHAT WILL HAPPEN WHEN?

We were competitors until August 1st and could not collaborate until the deal was closed. After Day 1, we started building crosscompany teams to define together short-term and long-term strategies. The goal is to find synergies where possible and to learn from each other's best practices. In the spirit of 'business as usual', Tadano and Terex have transition service agreements in place, so that all necessary business systems support is granted until our own systems are fully in place and running.

As you can imagine, there's a lot of work going into the post-merger integration but it is still too early to reveal detailed projects and schedules. Overall, we will keep the pace high as our customers have high expectations for the integration of Demag into 'One Tadano'. What I can say is that customer success is the number one priority in all our activities.

WHAT WILL HAPPEN TO THE DUPLICATED ELEMENTS. FOR EXAMPLE, THE ALL TERRAIN CRANE PRODUCTION LINES AT LAUF AND WALLERSCHEID IN GERMANY?

Demag's all terrain crane line up complements the Tadano Faun all terrain

Customers can now have a choice with a broad product offering from two well-known brands, which always put their customers first. JENS ENNEN, Tadano Demag CEO

INTERVIEW: JENS ENNEN

crane line up, thus allowing us to meet customer needs on a wider scale. One of Tadano's targets is to grow the market share globally and, we believe, all models available today will be required to achieve this. Going forward there will obviously be changes to the overall portfolio as part of the normal product development cycle, but there will be no shortterm actions.

WHAT ARE THE MAIN SYNERGIES AND WHAT ARE, FOR EXAMPLE, THE BEST PARTS OF **DEMAG THAT WILL BENEFIT TADANO?**

We expect to develop major synergies in all areas of the business, such as in design, procurement, production, sales, and aftersales service. We plan to take advantage of the technological and operational capabilities of all Tadano companies and begin generating synergies as quickly as possible. Details will be deliberated now that the acquisition deal is closed.

WILL THERE CONTINUE TO BE TWO LINES OF ALL TERRAIN CRANES OR WILL YOU JUST HAVE ONE "TADAMAG" OR "DEMANO" RANGE?

We will continue to sell Demag- and Tadanobranded all terrain cranes. Demag's all terrain crane line up complements the Tadano all terrain crane line up, thus allowing us to meet customer needs on a wider scale.

As you know, Demag branded mobile cranes are highly regarded throughout the world and we will continue to build up this reputation with the support from the global Tadano team.

HOW WILL THE TADANO PRODUCT AND PRODUCTION **FACILITIES IN JAPAN BE AFFECTED?**

Tadano has always been promoting the 'centre of excellence' concept in product design and manufacturing. As an example, Tadano Faun in Germany is using telescopic booms produced in Japan for some of its all terrain models. Tadano in Japan is using carriers made in the German factory for certain all terrain cranes, exclusively produced for the Japanese market. This concept is part of Tadano's global production system and we will investigate where it may be applied to the Demag products.

Today there is no intention to produce Demag or Tadano ATs in Japan but the global manufacturing of certain components or modules will be continued.

HOW WILL THE NUMBER OF EMPLOYEES AND THE MANAGEMENT STRUCTURE BE AFFECTED GLOBALLY?

With the acquisition we added approximately 1,700 team members to the Tadano family. The largest change that I can speak of now is my appointment in the role of CEO of the

newly acquired Demag business. Thomas Schramm will continue in a leading role as VP in the Demag sales organisation.

WHAT DO YOU SAY TO REASSURE CUSTOMERS THAT THEY ARE STILL OKAY TO BUY FITHER **DEMAG OR TADANO CRANES?**

It is the first time in 20 years that the Demag Mobile Cranes business has been owned by a crane-focused company and, coming from a crane manufacturer, I personally think this is great news and really positive for customers. Most customers I talked to so far have confirmed this.

We now have two companies, with a long history, working together. Customers can now have a choice with a broad product offering from two well-known brands which always put their customers first. We will infuse the best of both into the company and I think it is very exciting.

ARE YOU INTERESTED IN ADDING, FOR EXAMPLE, CONSTRUCTION TOWER CRANES, PORT CRANES OR INDUSTRIAL CRANES TO THE PRODUCT RANGE. OR FURTHER INCREASING TADANO'S STAKE IN MANITEX, TO ROUND OUT THE GROUP'S PRODUCT LINEUP?

At this time we do not have further concrete M&A [merger and acquisition] plans under consideration. However, as we have consistently declared up until this point, Tadano constantly considers future M&A activities as potential measures for improving our corporate value.

PLEASE GIVE SOME IDEA OF YOUR PLANS FOR PRODUCT DEVELOPMENT, FOR EXAMPLE, WHAT NEW ONES ARE ALREADY IN THE PIPELINE AND HOW WILL THIS CHANGE AS A RESULT OF THE ACQUISITION? WHAT WILL HAPPEN TO THE NEW 160 TONNE DEMAG TELE CRAWLER AND THE 600 TONNE TRIPLE BOOM TADANO ALL TERRAIN?

Demag possesses considerable strength in terms of product design and development, and we would like to take advantage of this strength.

Furthermore, the Tadano Group would like to enhance the product competitiveness of Tadano Japan, Tadano Faun and the Demag line-up altogether, through deep co-operation between each company's research and development divisions.

Regarding your questions on specific products, I think it is too early to take such decisions. What I can say is that since day one we started having internal teams work together and product development is obviously one of the identified synergies. We have great teams across the company. We will streamline, look at processes and find best practices all together.



A 220 tonne capacity Tadano Demag AC 220-5 all terrain crane in Tadano Demag colours

HOW DO THE WORKING CULTURES AT MANITOWOC. DEMAG AND TADANO COMPARE WITH EACH OTHER AND WHAT ARE THE MOST USEFUL ELEMENTS OF YOUR PREVIOUS WORK EXPERIENCE?

Tadano and Demag share a true and unmatched passion for cranes and serving their customers, and their company values are nearly similar: it is all about safety, quality and efficiency. This is why I believe having those two businesses together is going to be best for our customers in the long term and exciting times are ahead

WHERE WILL YOU BE BASED AND SPEND MOST OF YOUR TIME?

I will be based in Zweibrücken and I will be focused on the integration of the Demag business into the Tadano group. I will, of course, also spend time on the road with customers and in the other Tadano facilities.

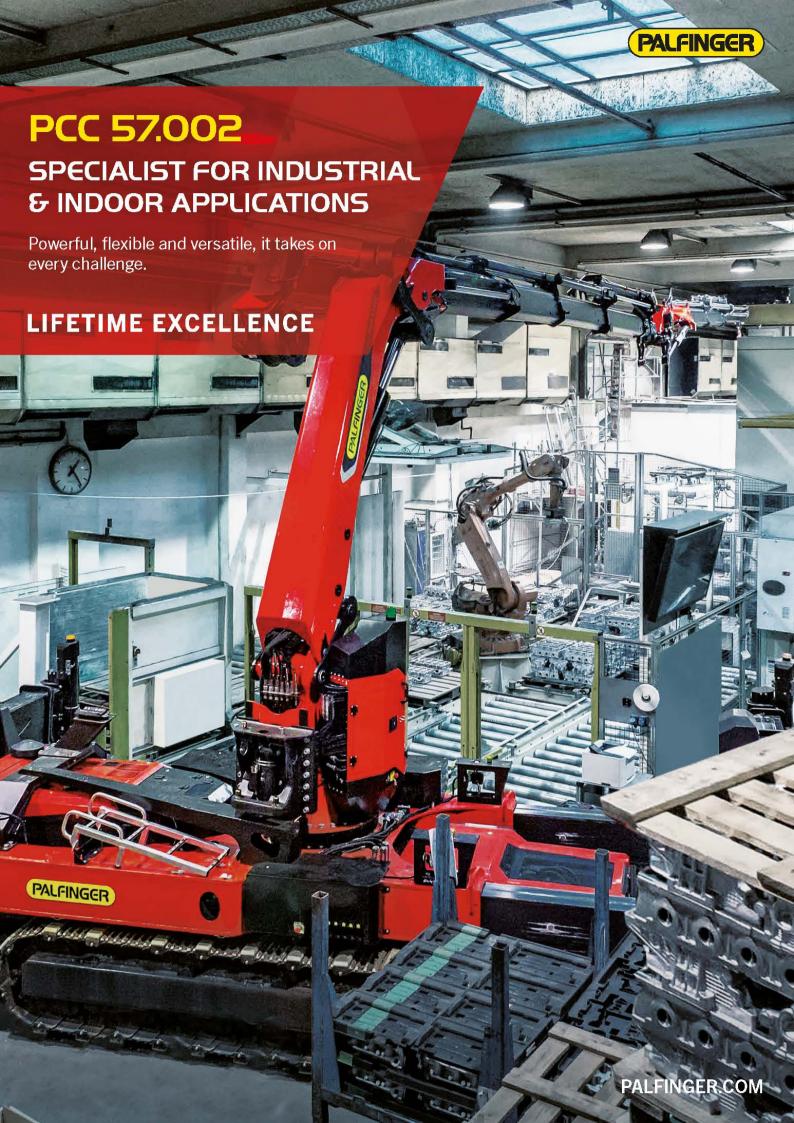
WHAT DOES TADANO WANT TO ACHIEVE NEXT AND WHEN WILL IT REGAIN ITS POSITION AS THE WORLD'S LARGEST CRANE MANUFACTURER?

The short-term goal is to integrate the Demag business into the Tadano group and Mr Tadano wants to make this integration successful as quickly as possible. With that, my targets are clearly defined. Tadano's long-term goal is to become number one worldwide in the lifting equipment industry and I think that the Demag acquisition has brought Tadano one step closer to this goal.

I want to add that this is not only a strategic objective for the company but also a personal goal of my own. The entire Demag team and I are fully committed to making it happen.







Burkhalter's Enerpac JS-750 lack up system in operation on a bridge replacement project. (Inset) End view of the new single track span positioned inside the old twin track bridge



Burkhalter moves bridge with jack up system

Jack up system used to replace 500 tonne railway bridge in Alabama, USA. ALEX DAHM reports

pecialist contractor Burkhalter used an Enerpac hydraulic jack up lifting system in a project to replace a 500 tonne steel railway bridge across a river in the USA.

The Elvira bridge spanning the Cahaba River Helena, Alabama, was replaced using an Enerpac JS-750 hydraulic jack up system.

The old Elvira bridge carried two tracks and was built in 1906. Its replacement was a single track ballasted superstructure. The method used by Burkhalter (recently acquired by Barnhart) allowed the railway bridge span to be set in place while lowering the old bridge, all in one operation.

Challenges started with the location of

the bridge - over a river with a strong current used by kayakers and rafters. Safety was a primary concern so a plan was devised to build the new bridge in a position where it could best be moved into position.

The old span was 54.9 metres long, 10.7 metres wide and 13.1 metres high. Weighing in a little lighter, at 454 tonnes, the new bridge was the same length but 5.8 metres wide and 4.1 metres high.

The JS-750 is a multi-point hydraulic lifting system with incremental stage lifting. Each jack up unit frame has four hydraulic cylinders, one in each corner. They synchronously lift and stack steel barrels to form lifting towers. For this bridge job a pair

of jack system towers were set on each side of the river

In a clever move, the new span was transported across the old bridge on Goldhofer self propelled modular transporter (SPMT) type E-Steer. Its steering system with a 90 degree travel angle allowed transverse movement to get the track on the bank and the bridge lined up. Before carrying the new span across the old bridge mats were laid all the way across to evenly distribute weight.

Span swapping

The team designed, fabricated and supplied specialized beams and transferred the weight of the new span to slide shoes mounted on girders fixed to the jacking system to receive the weight of the new span since the old span could not support the weight of the new span and the transporters carrying it, Enerpac explained.

Having positioned the span using the SPMT its hydraulic suspension was used to transfer the weight of the new bridge onto the old one. Underneath were the four jacking towers. To line up the new with the old the jacks were used to side shift both spans. When aligned the bridges were lowered and the old one below the new one was lowered further and removed.



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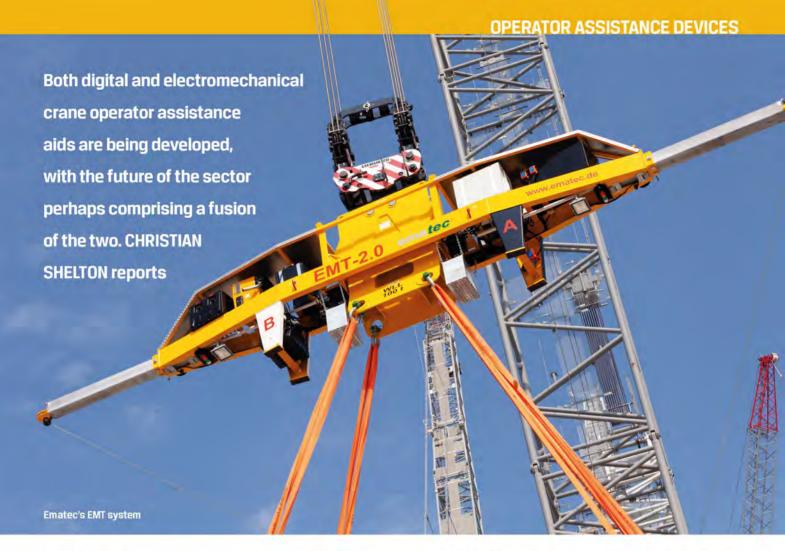
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New technologies dedicated to your safety



Connecting the dots

ith the helping hand of technology reaching ever further into the fabric of our existence, cradling us in its palm and increasingly aiding us with different aspects of our lives, it is to be expected that there are many new digital crane operator assistance devices

on the market. These come from crane manufacturers and independent specialists alike and are designed to make the life of a crane operator safer and easier. In this feature we will first look at some of the latest programs designed to aid operators; then we will look at two electromechanical load

> control devices that show, despite the progressively digital world we live in, advances in the electromechanical area of operator assistance technologies are still being made.

Starting in the digital realm, new from Florida, USA-based heavy construction industry software developer A1A Software are five web tools for task specific lift planning activities in the company's existing 3D Lift Plan lift planning program. The

five tools comprise: Sketch Pad, which allows those involved in job bidding or lift planning to draw on screen using their finger to gather initial information for job estimates and to provide seamless documentation; Crane Comparison, which allows users to compare

up to ten crane load charts at a time; Load Chart Viewer, which takes information in traditional load charts and presents them in a visual infographic presentation; Crane Loads Calculator, which allows users to determine maximum outrigger loads for the specific crane configuration without having to create a full 3D Lift Plan; and Mat Calculator, which allows users to select the appropriate outrigger pads or crane pads for the allowable ground bearing pressure.

"These tools enable users to input or gather important lift planning information without creating a full lift plan," explained Tawnia Weiss, A1A Software president. "For on-the-go, in-the-field decision making, these web tools provide quick, accurate information accessible from a tablet or other mobile device that can later be integrated into a full lift plan."

Smart thinking

USA-headquartered crane manufacturer Manitowoc has also been developing its wireless lift planning offering with the launch of a smartphone app for iOS and Android devices designed to help crane operators



OUT-OF-THE-CAB THINKING



German crane rental house Salgert has taken delivery of two new Liebherr LTC 1050-3.1 compact cranes. These are the first cranes to have RemoteDrive – a feature that allows the crane to be operated via remote control from outside the cab. This is particularly advantageous for crane operators working on congested sites, Liebherr said, as it enables the operator to obtain a better view of their work.

Wolfgang Salgert, managing director at Salgert, says, "Our LTC compact cranes perform 70 per cent of their work in constricted industrial buildings. This means that we face situations every day where the crane operator cannot see the whole picture. RemoteDrive enables the crane operator to stand in front of the crane and manoeuvre it safely through constricted access routes."

Liebherr says it developed the technology in response to feedback from customers who said they would use such a function on their cranes at least several times a week. Liebherr also says its customers said, give a choice, they would prefer to use a remote control system over using a camera system.

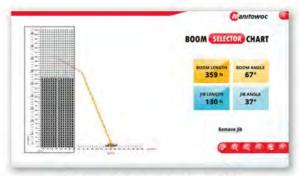
determine the overall boom and jib length combination required for a lift.

The Manitowoc Boom Length Selector App allows users to input site information, such as building heights, boom radii and other parameters, using a sliding scale to determine the basic crane setup required for a specific lift.

John Alexander, director of all terrain crane service, mobile training and telematics at Manitowoc, said, "By simply entering a few details, the app immediately generates a setup for that specific lift. It is a great tool to use during pre-planning or on site to get the job done."

Japanese OEM Kobelco has also been developing its job planning software offering, working with German software specialist Cranimax to offer Cranimax's Cranebee lift planning software. Until now crane operators have been using Kobelco's KCross crane operating system to provide users with key operating information. The switch to Cranebee, however, should prove to be more convenient for its customers, said Tadano. Kobelco's European market cranes will be the first to come with Cranebee lift planning software.

Demag has launched its new IC-1 Remote cloud solution, which enables remote access and diagnosis of relevant crane data from any location. In technical terms, the IC-1 Remote system comprises a radio unit with a SIM card connected to a central cloud server where crane data is transmitted and stored. Via a web browser, authorised users can retrieve and process this data for crane and fleet management. The data can be accessed at any time and from any location and from any terminal device, such as stationary PCs in



Determine basic crane setups with the Manitowoc Boom Length Selector App

offices, mobile tablets or smartphones.

It is also possible for the manufacturer's customer service to provide support services via IC-1 Remote.

Load cell manufacturer Straightpoint has launched an updated wireless centre of gravity software called Insight. The program is designed to be used with large capacity load cells and allows users to quickly report weight and centre of gravity before the lift when moving heavy items such as jackets, topsides, skids and other support structures offshore. David Mullard, business development manager, Europe, Middle East and Africa (EMEA) at Straightpoint, said, "The new and improved software is faster, easier to use, and far more graphical than its predecessor. Knowing the weight distribution of heavy items is essential before they are lifted offshore."

Load control

Away from the digital world of software, electromechanical operator assistance devices are being developed, with two new electromechanical operator load control devices on the market.

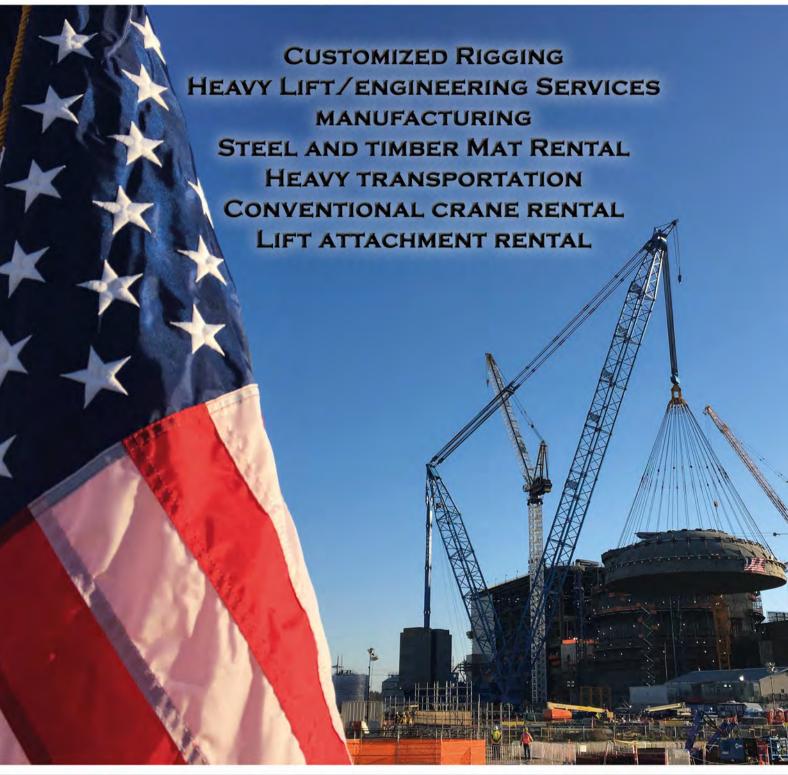
The first is the EMT from German engineering specialist Ematec. EMT stands for Ematec manipulation traverse, which is designed to help position and stabilise loads up to 250 tonnes. The EMT goes between the crane hook and the load. At both ends the EMT has telescopic extensions with 65 metre long RUD chains which are attached to the roller block of a guiding rope of a crawler crane or, alternatively, to concrete blocks on the ground. Two independent chain drives allow loads to be precisely manipulated and stabilised during lifting, positioning and assembly. According to Ematec, the EMT can be manipulated up to a rotation of +/- 75 degrees.

The chain drives are operated by radio remote control in touch-control mode and their use eliminates the need for a guide rope >>>

Demag's IC-1 Remote enables remote access and data diagnosis from any location











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AUTOMATED REPORTING

Scotland-based lifting equipment provider Scottish Crane and Engineering Services has started using CheckedOK software from RFID software specialist CoreRFID.

According to CoreRFID its CheckedOK solution enables faster, more streamlined and cost-effective LOLER inspections, risk assessments, method statements, service and repairs. Munzi Ali, technical director at CoreRFI, says, "CheckedOK delivers greater operational speed and accuracy than paper-based systems can offer. Crane operators and suppliers which automate their reporting systems give themselves a real competitive advantage with quantifiable improvements in operations."

CheckedOK was first developed 10 years ago, and has been the subject of on-going investment and development to meet new industry and regulatory requirements. In Ireland alone it has generated over 4 million inspection reports to date.



CoreRFID says using CheckedOK offers greater operational speed and accuracy

to be physically pulled to adjust the load. Ematec says using the device means that the force flow is 1:1, as all force is transferred directly to the load. A display indicates the forces on the traverse at all times so that the operator knows where and when to readjust. In addition, Ematec says that the manipulation traverse is wind resistant, meaning it can be used in any weather.

Various adapters for a wide range of applications are available. These include eye adapters, hook adapters and flange brackets.

A key application area for the EMT is the assembly of wind turbines and the EMT system family currently includes four adapters that have been specially designed for this. One adapter is intended for mounting a rotor blade to the hub, one adapter for mounting a complete rotor star for star installation and one adapter for the nacelle and the generator. The product range is rounded off by a universal adapter for the lifting of various loads up to 100 tonnes with lifting belts or other lifting devices. The system, including adapters, is delivered in a 40-foot open-top container.

On-site insight

"We got the idea for our new traverse on the construction site when mounting rotor blades with a rotor blade lifter developed by us. This is done in a quick and efficient way. However, for each additional component of the wind turbine that had to be lifted up, there existed a separate gripping and assembly tool. The effort was enormous and the setup times were considerably exceeding the actual mounting costs. That was when we came up with the idea of developing a flexible traverse fixed to the crane hook and to which various

adapters could be attached and exchanged in a quick and easy way," explains Manfred Eberhard, CEO of Ematec.

The second new electromechanical load management system is the R-series from Australian lifting and rotation management specialist Verton. The remote-controlled system is also designed to eliminate the need for human held taglines to control suspended loads. In its most basic format the system comprises a single pair of gyroscopic modules and a handheld remote controller that work to orientate the load. The system is available in various models and can handle loads of up to 20 tonnes, although Verton says that gyroscopic modules can be multiplied making the R-series scalable to any load. The system can connect to onboard telemetry so operators can use a phone or tablet to monitor loads. In addition, loads can be lifted from and delivered to GPS coordinates.

Australian crane hire company Universal Cranes was the first company to start using the R-series earlier this year. Verton also received funding from the Queensland government's Business Development Fund (BDF). The R-series also won a 'best in class' award in the engineering design category of Australia's Good Desin Awards.

The R-series has now been launched in the UK, too, with Verton demonstrating the system to civil engineering company Sir Robert McAlpine and another demonstration at the Thames Tideway Tunnel project in Wapping, London.

Verton said that, as well as construction companies, the R-series has received interest from mining, port and shipping operators. The company has also established a partnership with international heavy lifting and transport specialist Mammoet and wind turbine supplier Vestas to further develop a new, safer lifting method for installing wind turbine blades.

Verton managing director Trevor
Bourne said, "The R-series is a remotecontrolled load management system
which Stan Thomson invented and it is
revolutionising the world of lifting operations.
With the R-Series workers will thankfully
no longer be near or under moving loads,
reducing accidents and fatality rates in
crane operations."

A video of the R-series in action can be seen here: https://bit.ly/20kkuUX

With the R-series Verton claims it is simply 'taking a principle of physics taught at school and connecting it to the 'Internet of Things' and it is this idea of increasing connections – between mechanical, digital and human elements – that appears to be the future of the operator assistance sector.



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CALL TO REFORM LIGHTING AND MARKING

Transport and crane
association ESTA
has moved closer
to harmonising
lighting and
marking
regulations
for abnormal
road transport in
Europe.



The European association of abnormal road transport and mobile cranes has completed a report and will start lobbying industry organisations and political groups to win support for its proposals.

The report was done by a stakeholder group created by ESTA in 2018. It suggests adapting the existing ECE R48 regulation

 one of the regulations overseen by the World Forum for the Harmonization of Road Vehicles – as the basis for agreed Europe-wide lighting and marking standards for abnormal road transport, superseding the plethora of local and national rules in operation.

Co-chaired by ESTA's Section
Transport president André Friderici and
vice-president Iffet Türken, the group's
members included representatives from
BSK, TLN, Tii, Broshuis, Kässbohrer,
Hipertrans and Faymonville.

Türken said, "The group included all types of stakeholders – transport companies, manufacturers and associations. This is the first time that all of these stakeholders have taken a joint position on this subject and I am delighted that we have managed to create a common document."

If the proposals are adopted, all the signatories to the World Forum would be required to apply them.

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

Earlier in 2019 Ton Klijn, ESTA director, wrote to the IRU, the international road transport industry association, seeking support for the working group's proposals. ESTA members and the European heavy transport industry have long been frustrated by what they see as a plethora of petty and unnecessary regulations that can sometimes be used as a kind of protectionism by local authorities.



Parts of an unused wind turbine have been used to form a temporary crossing over a stream after a stone bridge collapse in the Yorkshire Dales National Park in England, UK.

Cogden Bridge South was destroyed by water, which was carrying boulders and other debris, after heavy rainfall caused severe flooding in the area last month.

North Yorkshire County Council said that its engineers and contractors had worked around the clock on the emergency infrastructure repair in order to reconnect the rural communities of the dales.

Two large steel tubes from the turbine

were lowered into the stream, known as Cogden Beck, to enable engineers to construct a temporary bridge and road diversion over them for local traffic. The tubes, supplied by Cleveland Steel & Tubes, are 32 mm thick and 2.25 m in diameter.

Don Mackenzie, North Yorkshire county councillor, said, "The damage has caused unimaginable upheaval to communities in the area. We know how vital these roads and bridges are to everyday life for those living in the affected areas, so we are delighted to report we have managed to make so much progress in such a short space of time."

Oxbo's Keith Settle to speak at WCTS

Keith Settle, CEO of Oxbo Mega Transport Solutions in the USA, will give delegates at the World Crane and Transport Summit (WCTS) an insight into a challenging project to transport wind turbine components for a wind power project in Oklahoma.

Oxbo Mega Transport, based near Portland, Oregon, used its
Golhofer blade lifter earlier this year to transport some components, including 64 metre long turbine blades, to the wind farm.

Settle's presentation will be on the second day of the conference, November 14, and is part of a session dedicated to the safe construction of on-shore wind turbines.

The Summit is organised by ACT, ICST and KHL Group, and will be held in Amsterdam, The Netherlands, on November 13 and 14.

In addition to the Oxbo presentation, David Collett, president of ESTA and managing director of transport company Collett & Sons,



will outline new best practice guidelines being prepared by ESTA, working with FEM (the European Materials Handling Federation) and VDMA Power Systems.

Following Collett's presentation there will be a round-table discussion on safe wind turbine transport and construction, with the

following panelists:

- GERARD BASTIAANSEN, managing director, Wagenborg Nedlift
- DAVID COLLETT, managing director, Collett & Sons Ltd & President, ESTA
- KLAUS MEISSNER, director engineering systems, product safety & IPM, Demag Mobile Cranes

The full program for the Summit has now been completed. For details and to book your place visit www.khl-wcts.com

The conference is supported by SC&RA.



VOLVO BOOSTS LIMEHILLOCK FLEET



Limehillock Quarries' Volvo FH16-750 being used with a four-axle rear-steer Nooteboom trailer

A new four axle Volvo FH16-750 tractor unit has joined the fleet of Scotland-based stone supplier Limehillock Quarries.

The Volvo FH16-750 has a Globetrotter XL cab with twin bunks, an I-Shift Crawler gearbox, Dynamic Steering and tandem RSS 2610 hub reduction axles.

There is a 10 tonne front axle and a 9 tonne mid-lift pusher axle so that jeep dollies are not needed with low loader trailers, Volvo said. Alcoa Dura-Bright aluminium wheels are also fitted.

Richard Murray, Limehillock Quarries owner, commented, "When considering a new heavy haulage truck, we first put out our requirements to every commercial vehicle manufacturer and requested that we have a demonstration vehicle as you cannot buy this type of truck from specification sheets alone.

"However, only Volvo Trucks and one other manufacturer were able to supply demonstrators and the other truck provided for appraisal was only available with a manual gearbox and we felt its engine power output was not quite sufficient for the weights involved."

Daseke changes board

Leading US specialized transport company Daseke has reduced the number of members sitting on its board. The company announced that Ron Gafford and Mark Sinclair resigned voluntarily on 5 September. Approval was given by the board to reduce its number from 11 to 8 directors.

Commenting on the move Brian Bonner, Daseke executive chairman, said, "The reduction in the size of the board is consistent with our decision to right-size our corporate overhead structure and streamline our organisation. With the addition earlier this year of Ena Williams, Chuck Serianni, and Kim Warmbier, we have refreshed Daseke's Board with directors experienced in executing operational efficiency initiatives and managing finances for publicly traded companies. We thank Ron and Mark for their contributions, which helped make Daseke one of the fastest-growing truckload

companies in North America."

Speaking jointly, Gafford and Sinclair said, "We are grateful for the opportunity to have advised Daseke through its initial growth phase, including taking it public, as the company became the largest flatbed and specialized carrier in North America. As Daseke focuses on achieving operational efficiency, we believe this is an appropriate time to step away from our advisory roles as directors. We remain excited to see Daseke grow and succeed as it enters its next chapter."

Fellow director Daniel Hennessy was appointed to the open position of chair of the audit committee.

Daseke said it is the largest flatbed and specialized transportation and logistics company in North America. Its fleet includes 13,000 specialized and flatbed trailers and 6,000 tractor units.

TIP expands in Canada

Amsterdam, Netherlands-headquartered trailer rental, leasing maintenance and repair company TIP Trailer Services has signed an agreement to acquire Trailer Wizards - a supplier of trailer rental and leasing services in Canada.

According to TIP, the acquisition of Trailer Wizards will add 21 locations, over 400 employees, and a diversified fleet of over 23,000 units in Canada.

The company first entered the Canadian market in 2016 with the purchase of trailer leasing and rentals company Train Trailer.

"This is our second recent acquisition and

a key step in our growth plan to expand the business to become a leading global provider of trailer services," said Adil Rahmathulla, chairman of the TIP Trailer Services board and managing partner of I Squared Capital. which owns TIP. "Acquiring Trailer Wizards will make TIP one of the leading trailer service providers in Canada, further diversify our geographic footprint, expand our service offering and broaden our customer base."

Following the transaction, TIP's Canadian division will have a combined fleet of over 33,000 trailers, reefers, chassis and flatbed/ drop-deck configurations.

Spanish transportation company Kaleido Logistics worked with Panamanian logistics company Quality Freight International to transport a mobile substation from Spain to Panama using a roll-on, roll-off (ro-ro) vessel and a specialized trailer.

Ro-ro vessel MV Torrens sailed from Vigo, Spain, to the Port of Manzanillo, Panama. Once there it was hauled 300 km overland, via trailer, to the final jobsite at La Arena, Chitre.



Knowledge economy

Lifting at a nuclear site; wind turbine erection; energy and bridge projects; these topics, plus many more, will be covered at the seventh World Crane and Transport Summit (WCTS).

nowledge is all-important when it comes to success in business. That idea is almost a cliché, but it assumes greater weight in the context of cranes and specialized transport, with projects of unimaginable complexity and where the implications of failure are so high.

The importance of knowledge in making a business more efficient and reducing risks is the guiding principle behind the programme for the seventh World Crane and Transport Summit, which takes place in Amsterdam, the Netherlands, on 13 and 14 November.

Over the two days, experts from the industry will consider demanding projects, safety strategies, operator training developments and end-market trends. There will also be room for fresh



perspectives, which would be a good description for the presentation being given by Erich Sennebogen, managing director at Sennebogen Maschinenfabrik, who will give

the OEM keynote to open the second day. Sennebogen, the son of the company founder, will give a talk on 'Drawing parallels between cranes and reaction ferries', looking at the role of proven technologies in an era of fast-changing technology.

"In the past 50 years cranes have encountered technological changes that shift more and more towards software and sensors," says Sennebogen. "Yet, new technologies can impact on core values like machine reliability and availability: progress can create unfavourable trade-offs. One of the key questions will be how the machine operator will remain in control of the crane or if the machine will slowly take over control? Will we encounter autonomous cranes in the future?

"My speech will reflect on these questions



Erich Sennebogen, managing director at Sennebogen Maschinenfabrik, will give the OEM keynote speech

and I will try to remind delegates about some proven technologies that might not become obsolete as fast as current debates would have us believe."

Safety first

Safety is a key topic at the Summit, and this year we will be approaching the subject from multiple angles: from the view of engineers working on a massive nuclear power project, from a corporate policy perspective, and finally on how we can learn from other safety-critical industries.

Two engineers from the Hinkley Point C

FULL PROGRAMME

WEDNESDAY 13 NOVEMBER

08.30 - 09.25 REGISTRATION AND COFFEE CONFERENCE CHAIR: Nadine Dereza 09.25 - 09.30 WELCOME

Joel Dandrea, CEO, Specialized Carriers & Rigging Association (SC&RA)

09.30 - 09.55 KEYNOTE

Fabio Belli, Fagioli CEO

SESSION 1: ENERGY SECTOR

09.55 - 10.20 TRENDS IN THE GLOBAL

ENERGY SECTOR

Diederick Nelissen, partner, McKinsey & Company

10.20 - 10.55 NEW CHALLENGES FOR HEAVY LIFT AND TRANSPORT IN THE GLOBAL ENERGY MARKET

Gert Hendrickx, sales director projects, Sarens NV

10.55 - 11.40 COFFEE BREAK

11.40 – 12.05 AN INSIDE VIEW ON EUROPE'S BIGGEST PROJECT: HINKLEY POINT C NUCLEAR POWER STATION

Ashley Daniels, head of lifting and temporary works, Hinkley Point C, EDF Energy, and Garrick Nisbet, head of lifting assurance, Notus Heavy Lift Solutions and lifting manager, Hinkley Point C

12.05 - 12.30 GLOBAL CRANE MARKETS: AN OVERVIEW

Chris Sleight, managing director,

Off-Highway Research

12.30 - 14.00 LUNCH

SESSION 2: SAFETY AND TRAINING

14.00 - 14.25 LEARNING FROM THE AIR:

APPLYING AIRLINE SAFETY PRACTICES

IN LIFTING AND TRANSPORT

Blanca Claeyssens, general manager, ASA France

14.25 - 14.50 CASE STUDY IN MAKING SAFETY A TOP PRIORITY

Peter Gibbs, chief operating officer,

Ainscough Crane Hire

14.50 - 15.20 ECOL CRANE OPERATOR TRAINING:

UPDATE AND CASE STUDY

Ton Klijn, ESTA director

15.20 - 16.10 COFFEE BREAK

SESSION 3: SPECIALIZED TRANSPORT

16.10 - 16.35 BRIDGE CONSTRUCTION: KEY ISSUES FOR LIFTING AND TRANSPORT

Nick Lamb, senior business development manager, Cleveland Bridge International, co-presenting with Osprey Ltd

16.35 - 17.00 SPECIALIZED TRANSPORT IN EUROPE: PRIORITIES FOR ACTION



nuclear power station construction project in the UK – Ashley Daniels, head of lifting and temporary works at EDF Energy, and Garrick Nisbet, head of lifting assurance at consultant Notus Heavy Lift Solutions and lifting manager at Hinkley – will give an inside view of lift planning and safety procedures being used at the site.

The £20 billion (US\$ 24.3 billion) HPC power station is one the largest civil engineering sites in Europe, employing 4,000 workers. Among the numerous cranes on site is Sarens' SGC 250 which, at 5,000 tonnes capacity, is one of the largest land-based cranes in the world.

Speaking separately, Gert Hendrickx, sales director for projects at Sarens, will consider the wider challenges for heavy lift and specialized transport companies working on major energy projects.

Safety in the corporate context will be



KEY INFORMATION

WHAT: World Crane and Transport Summit WHEN: 13 and 14 November, 2019

WHERE: NH Grand Hotel Krasnapolsky,

Amsterdam, Netherlands

ORGANISERS: KHL Group, International Cranes and Specialized Transport, American Cranes & Transport (ACT).

PARTNERS: SC&RA and ESTA

www.khl-wcts.com

covered by Peter Gibbs, chief operating officer at Ainscough Crane Hire. Gibbs will explain how safety is integral to business practice at the UK's largest rental company for wheeled mobile cranes. 'Make the safe choice' is Ainscough's policy framework for the safety of its people, its customers and members of the public.

"It is about engaging all colleagues in following the safe system of work, awareness

and understanding of potential dangers, and responding appropriately," says Gibbs. "In practice this means that if employees are ever in doubt, they are empowered and expected to stop and make the safe choice about what they are doing. We are making strides in continuously improving safety standards in the industry and it is an honour to be able to share these with fellow colleagues."

Sharing knowledge

What about learning from other industries? In Amsterdam, Blanca Claeyssens, a former airline pilot and instructor turned safety and insurance specialist, will highlight safety strategies from the aviation industry that can be applied to heavy lifting and specialized transport.

Claeyssens, managing director at ASA France, a risk mitigation and insurance claims business, has more than 20 years' experience in aviation, flying Boeing 737 and 767 aircraft and training cockpit and cabin crews on safety techniques.

Iffet Türken, chief networking officer and board director, Kässbohrer Group, and vice president -Transport Section, ESTA

17.00 - 17.25 TOPIC ON SPECIALIZED TRANSPORT

Rainer Noe, product manager, Faymonville

17.25 - 17.30 WRAP-UP

Alex Dahm, editor, International Cranes and Specialized Transport

18.45 - 22.30 NETWORKING BUFFET DINNER

THURSDAY 14 NOVEMBER (half-day)

09.00 - 09.25 OEM KEYNOTE - DRAWING PARALLELS
BETWEEN CRANES AND REACTION FERRIES
Erich Sennebogen, managing director,
Sennebogen Maschinenfabrik

SESSION 4: WIND TURBINE TRANSPORT AND ERECTION

09.25 - 09.45 NEW BEST PRACTICE SAFETY GUIDE FOR ON-SHORE WIND POWER PROJECTS

David Collett, managing director, Collett & Sons and ESTA president

09.45 - 10.30 ROUND-TABLE: SAFE WIND TURBINE TRANSPORT AND CONSTRUCTION

- Klaus Melssner, director engineering systems, product safety and IPM, Demag Mobile Cranes
- David Collett, managing director, Collett & Sons and ESTA president
- Gerard Bastlaansen, managing director, Wagenborg Nedlift
- One other participant to be confirmed.

10.30 - 11.15 COFFEE BREAK

11.15 - 11.40 'THE MOUNTAIN': A WIND TURBINE CHALLENGE IN OKLAHOMA, USA

Keith Settle, CEO, Oxbo Mega Transport Solutions

SESSION 5: CRANE TECHNOLOGY

11.40 - 12.05 DIGITAL SOLUTIONS FOR THE CONSTRUCTION SITE OF THE FUTURE

Marcel Filr, head of product management, digital solutions, Liebherr-Werk Nenzing

12.05 - 12.30 CHALLENGES WITH EXISTING STEEL WIRE ROPES ON LARGE CRANES AND FEASIBLE SOLUTIONS

Dr Oliver Fries, vice president European engineering and technical services, WireCo WorldGroup

12.30 - 12.35 CONCLUSION

Alex Dahm, editor, International Cranes and Specialized Transport

12.30 - 2.30 NETWORKING BUFFET LUNCH

FABIO BELLI TO GIVE KEYNOTE AT WCTS

Fabio Belli, CEO at Italian heavy lift and transport company Fagioli, will give a keynote speech at the World Crane and Transport Summit on 13 November.

Belli, who has worked at Fagioli for 18 years and for more than six years as its CEO, is a senior figure in the lifting and specialized transport sector worldwide. He leads a company with a reputation for innovation and which has carried out many



high-profile projects, including in recent years the re-floating of the Costa Concordia cruise ship.

Fagioli operates worldwide and has more than 20 offices in Europe, Asia and the Americas.

Claeyssens will focus on aviation best practices and outline the importance of communication, demonstrating the implications when situational awareness is lost during a project.

"Aviation has made significant progress over the last 60 years, with zero accidents in 2017, the safest year on record for commercial air travel," she says. "Our project cargo industry has a long way to go to match that but the established techniques from aviation can be transferred to our industry and help us close the gap."



Wind turbines

Another feature of the conference will be a focus on safe construction techniques in the onshore wind turbine sector. The timing of the Summit is good because ESTA, working with German association BSK, FEM and VDMA Power Systems, is soon to publish a core best practice guide for lifting and transportation on wind projects.

David Collett, ESTA president and managing director at UK transport company Collett & Sons, will use the Summit to outline the guide, which is expected to include subjects such as common standards for access roads and the methods of calculating the ground bearing pressure and construction features for crane pads.

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

Collett's presentation will be followed by a round-table discussion involving a crane

rental company, a transport specialist, crane manufacturer and an energy company (see full programme on the previous pages).

To complete the wind turbine session, Keith Settle, CEO at Oxbo Mega Transport Solutions in the USA, will provide a case study of a challenging wind turbine transport project the company undertook in Oklahoma, USA. The project included one of the first applications in North America of Goldhofer's blade lifter.

Other speakers and topics include an update on the ECOL operator training initiative by ESTA's director, Ton Klijn, and a global overview of energy trends from Diederick Nelissen, a partner at consultancy from McKinsey & Company.

Another senior consultant, Chris Sleight, managing director at Off-Highway Research, will give a presentation on global trends in the demand for mobile cranes, including forecasts for major markets.

Look at the full programme on the previous pages; with so many topics and speakers, there will be opportunities for everyone to make new contacts and increase their knowledge.











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The oil and gas industry
and the construction of
wind farms remain the
primary drivers in a buoyant
offshore lifting sector.
CHRISTIAN SHELTON reports

Liebherr-MCCtec Rostock's new 1,600 tonne capacity gantry crane will be used to load and assemble its own increasingly large maritime cranes

Water

ith offshore installation components growing ever larger there is a need for bigger cranes and associated equipment to carry out offshore construction and decommissioning work. The extent to which this is happening is illustrated by ship and port crane manufacturer Liebherr-MCCtec Rostock which has inaugurated its new heavy-duty gantry crane TCC 78000. The company says it will use the gantry crane for the loading and assembly of its own maritime cranes which it says are growing ever larger. The gantry crane will also be available for hire to other companies that need to handle heavy loads at the port.

TCC stands for travelling cargo crane. The crane has a maximum lifting capacity of 1,600 tonnes and a total height of 164 metres with the jib raised. It is located at Rostock Overseas Port in north east Germany. Liebherr said it has invested around 45 million euros in the new crane system.

The TCC 78000's first major lift will be Liebherr's HLC (Heavy Lift Crane) 29500, which Liebherr says is the most powerful crane it has ever built, onto the offshore installation vessel Orion. Orion will be used by the offshore marine engineering company GeoSea for the construction of large offshore wind farms and to service the oil and gas industry and for decommissioning of offshore installations.

The rail-mounted heavy-duty crane has double bogeys (two rails per side) and a track gauge of 30 metres. It will move on a portal between the northern Liebherr plant site and the adjacent quay.

Offshore orders

Liebherr has also received an order for three offshore cranes from the ENM Korea and Pro DGS shipyard facility in Istanbul, Turkey. The cranes will be operated by the Basra Oil Company in the Arabian Golf. According to Liebherr, this is the first offshore crane order it has received from Turkey.

The order comprises two RL 1500 ram luffing cranes and a BOS 14000 board offshore crane. Both RL cranes will be equipped with a lifting capacity of 50 tonnes, even though the standard lifting capacity of this system is only 40 tonnes. The increased safe working load (SWL) will be provided by the use of bigger winches. They will mainly be used for offshore supply and maintenance purposes.

The BOS 14000 has a lifting radius of almost 50 metres and will be equipped with a 12 fall reeving to provide a safe working load limit of 600 tonnes. It will be used for lifting single-point moorings (SPM) that must be maintained on the open sea. These moorings are anchored floating buoys which allow loading or offloading of gas or liquid products for tanker ships. The BOS 14000

diesel-hydraulic driven heavy lift crane is one of the biggest of Liebherr's board offshore crane series. Together with one of the ordered RL cranes, it will be mounted on a heavy lift barge. The second ram luffing crane is going to be in operation on a multipurpose vessel.

Liebherr has also received an order from Navtech Marine Services based in the United Arabian Emirates for an RL 2650, the second biggest crane in Liebherr's ram luffing series, to equip a new build jack up barge.

According to Liebherr, the crane will provide a lifting capacity of 75 tonnes, which is exceptional for this system size.

The cylinder luffing crane is characterised by a box boom and a compact structure. Its pedestal has a diameter of less than three metres. To guarantee the required lifting capacity of 75 tonnes the crane will be equipped with a reinforced slewing bearing and slewing column.

The offshore crane will be used for service tasks in the Persian Gulf where Navtech Marine Services needs to lift heavy parts on existing oil platforms and carry out maintenance tasks.

Liebherr has also received an order for a BOS 2600 board offshore crane from shipbuilder CIMC Raffles, who is building a jack up vessel for British multinational oil and gas company BP. The jack up vessel is being built in Yantai, China, where the BOS 2600 will be delivered. Once complete, the jack up vessel will be used in the BP Greater Tortue Ahmeyim oilfield, off the coast of Mauritania and Senegal. The BOS 2600 has a maximum capacity of 30 tonnes and will be used for supply and maintenance tasks on the jack up accommodation platform.

In Taiwan, the Yunneng Wind Power Company has commissioned Austrian crane manufacturer Palfinger to supply 81 PF12000-4.6 LDB (lay-down boom) cranes for its Yunlin Offshore Wind Farm project. The windfarm



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OFFSHORE LIFTING



consists of 80 turbines and has a project capacity of 640 MW. Each turbine platform will be equipped with one fixed boom crane, which has an outreach of 4.6 metres and a lifting capacity of 1 tonne. The extra crane will be installed onshore for training purposes.

According to Palfinger, if serviced regularly the latest generation of its PF crane series does not require any spare parts for typical offshore wind applications for around two years. It says all components meet corrosion class ISO 12944-9 category CX and all electrical components that will be staying outside permanently comply with a protection class of at least IP 66.

Jack up vessels

Danish drilling rig operator Maersk Drilling has taken delivery of the first Chela crane manufactured by offshore mobile equipment design and engineering company GustoMSC. Having passed its factory acceptance test (FAT), a quality assurance requirement, it is now being installed on the Maersk Invincible - a GustoMSC CJ70 drilling jack up vessel which is soon to operate offshore in the giant oilfield Valhall in the southern Norwegian North Sea for oil company AkerBP. The Chela is designed to lift 22 tonnes at 21 metre radius underneath the cantilever at any position, thus not obstructing any wellhead deck space.

GustoMSC's Apollo vessel, an NG-5500X self-propelled jack up design capable of undertaking autonomous transit and positioning offshore, has completed its third job: the decommissioning of the Halfweg Platform in the North Sea.

The Halfweg platform is a three-well unmanned gas production facility in the North Sea, installed in 1995. The 500 tonne Halfweg gas platform topside, including the four foundation legs, was removed and brought to shore for recycling. According to GustoMSC, the project illustrates the growing market for dismantling in the North Sea. In the Dutch sector alone, it says, 77 of the 150 remaining platforms must be removed by 2025.

GustoMSC has also received an order from Japanese construction conglomerate Shimizu Corporation for the construction of a GustoMSC SC-14000XL jack up vessel with an integrated Telescopic Leg Crane which will be built by shipbuilder Japan Marine United. Delivery of the vessel is expected in late 2022.

According to GustoMSC, once complete it will be the largest self-elevating platform for offshore wind installation to date in Japan and capable of installing wind turbines up to 12 MW. According to GustoMSC, the Telescopic Leg Crane has a high hoisting capability for turbine installation and heavy load capability for foundation installation. The telescopic boom avoids the protrusion of a long crane boom outside the hull dimensions during transit, thus increasing manoeuvrability in ports or in transit.

The crane capacity for foundations is up to 2,500 tonnes at a height of 121 metres, and wind turbine components can be installed at a height of 161 metres, with a maximum load >>>



This year Netherlands-headquartered lifting, drilling and subsea solutions specialist Huisman is celebrating its 90th anniversary. The company was founded in 1929 by M.M. Huisman as a steel construction company. It has been family owned and operated by three generations of the Roodenburg family since 1980.

Huisman says that the anniversary coincides with a combined production total of 150,000 tonnes of lifting capacity - calculated by adding up the capacity of all cranes built by Huisman over the last 90 years. The very first crane is still in service.



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SUBSEA SPREADER BEAMS

UK-headquartered global engineering company Modulift has made changes to its standard range of modular spreader beams so that they can now be used in water up to a depth of 150 metres at no extra cost.

According to Modulift, due to the efficient shape and weight of its spreader beams, its engineering department has been able to improve the beams' integrity so that they can now withstand water pressures up to

Modulift spreader beams are now available for subsea applications

50 metres, 100 metres, or 150 metres. This, Modulift said, now means the same spreader beam can be used for onshore, offshore, and subsea applications.

Four of Modulift's spreader beam series are available for subsea applications: MOD 70, MOD 110, MOD 250 and MOD 400. All new products come with a Declaration of Conformity to confirm their subsea capability so that customers know that they meet the required standard.

Modulift's technical director, Sue Spencer, says, "Our standard spreader beams are highly efficient owing to their shape. This makes them perfect for subsea applications as the circular shape minimises the water drag and maximises the buoyancy, which is an ideal requirement."

of 1,250 tonnes. The crane has been designed to serve the latest generation of offshore wind turbines. According to GustoMSC, plans are underway in Japan for a total of 9GW of offshore windfarm generation capacity using a new generation of larger, more economically efficient, ultra-large-scale wind turbines of 9 to 12 MW in size.

The GustoMSC SC-14000XL jack up vessel will be 142 metres long, 50 metres wide. It will have a total tonnage of 28,000 tonnes and accommodate 130 people. Besides the Telescopic Leg Crane, the unit will be equipped with the GustoMSC Rack and Pinion jacking system with a variable speed drive.

SAL Heavy Lift, a carrier that specialises in the sea transport of heavy lift and project cargo, has added a fly jib to its inventory of equipment available for use on its heavy lift vessels. The fly jib extends the reach and lifting height of the main cranes's booms on SAL's Type 183 vessels (MV Lone and MV Svenja), although MV Lone is the first vessel to carry the new equipment.

According to SAL, it worked closely with TTS-NMF, the manufacturer of the cranes on its Type 183 vessels, during the design stage of the fly-jib. The fly-jib can be configured in 123 metre or 13 metre setups and can be used in three different angles.

Decommissioning developments

Oil and gas company Perenco has commissioned Maersk Decom to project manage the removal, recycling and waste management of subsea infrastructure for its Thames field in the UK North Sea. Maersk Decom was created in April 2018 as a 50:50 joint venture between Maersk Drilling and Maersk Supply Service to provide scalable

decommissioning solutions to the offshore energy industry.

The Perenco project includes the cutting and recovery of wellheads and wellhead protection structures, as well as end-to-end recycling and waste management. It is being delivered by an integrated team covering project management, engineering, and execution from subsea support vessel Maersk Installer.

"This is an important milestone for Maersk Decom, being the first project that moves our new company from studies and project development into execution," says Lars Banke, chief executive officer of Maersk Decom. "By integrating the project team, we will be able to ensure a seamless interface between the recovery and disposal scopes."

Oil and gas company Spirit Energy's ST-1 oil platform has now arrived at the Dales Voe dedicated decommissioning facility in Shetland where up to 97 percent of it will be recycled.

The removal of the 1,200 tonne topside and the 45 metre high, 1,300 tonne jacket

was carried out in two single lifts by Seaway 7, the renewables and heavy lifting business unit of Londonheadquartered subsea engineering, construction and services company Subsea 7. To do this it used its Seaway Strashnov heavy lifting vessel, which has a

5000 tonne capacity revolving crane with a main hook lifting height of 100 metres.

The topside of the Brent Bravo offshore oil platform has been lifted and then loaded-in as part of the decommissioning of the Brent oilfield which is located approximately 186 km north east of the Shetland Islands.

The topside weighed 25,000 tonnes and was lifted for removal in June 2019 by Swissbased offshore heavy lift contractor Allseas using its vessel Pioneering Spirit. The lift took four hours. The topside was then transported by Allseas to the coast off the north east of England where it was transferred to a purpose-built 57 metre x 200 metre barge and towed to marine decommissioning specialist Able UK's facility at Able Seaton Port near Hartlepool.

From here UK-headquartered heavy lift and transportation specialist ALE carried out the load-in of the topside. The barge was manoeuvred in front of the quayside and ALE installed skidding equipment on the demolition pad at the port, plus several hinged link beams, extending the skid tracks from the barge to the quay for safe and stable load-in.

The topside was then taken over onto the skidding system using the internal hydraulic cylinders of the skid shoes. This system consisted of twelve 500-tonne skid shoes, forty eight 650-tonne skid shoes, twelve 800tonne skid shoes, thirty two push-pull units and three hydraulic power units.

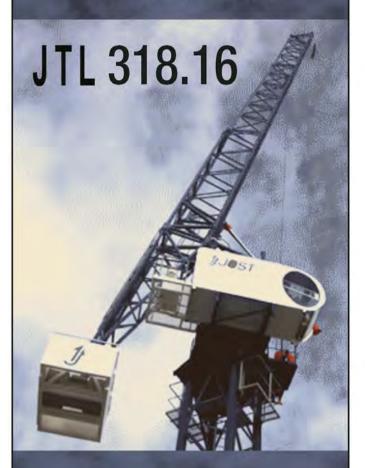
In total, the topside was skidded 105 metres over the course of six hours. Brent Bravo was then handed back to the client for dismantling and recycling.



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Acquiring a US company

ccording to a recent United Nations report, foreign direct investment around the world fell in 2018 to its lowest level since the global financial crisis. Various factors can be blamed - a slowing global economy, rising trade tensions and changes in US tax policy. Particularly in the USA, countries may hesitate to invest for fear of increased national security scrutiny.

Which isn't to say that companies who might have their sights set on investing in the USA should give up hope or a process that has already begun. If fact, it's more like a reminder that, while crossborder deals face increased scrutiny, understanding where regulators are coming from can help prevent trouble.

As business strategy news provider strategy + business pointed out in a recent report, for a long time, CFIUS (the Committee on Foreign Investment in the United States) was not a big concern for foreign acquirers of US companies.

In fact, filing deals with CFIUS was largely voluntary - and national security considerations were construed more narrowly. The report indicated, however, as a result of recent legislation called the Foreign



Investment Risk Review Modernization Act, and a new agenda from the current US administration, CFIUS has become a significant hurdle for global companies pursuing US acquisitions.

Ultimately, CFIUS reviews the national security implications of foreign investments - a federal committee comprising representatives from 16 US defense, state and commerce departments and agencies.

As it stands, CFIUS can now review a far broader range of deals, involving any company that may hold not just sensitive technology but also personal information. This affects companies across a range of industries. For many such deals it will now be mandatory for companies to file with CFIUS.

The Committee is also looking at deals in which the acquirer isn't necessarily buying a majority interest. Even a small stake in a sensitive company can be a red flag for CFIUS. With more of a mandate than before, CFIUS is going to review more deals more closely, including those involving venture capital and private equity.

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Prepare accordingly

It's not all bad (or, at least, complicated) news. Deals can still get done. The key is to think like CFIUS.

First, if there is any possible national security implication, especially involving technology or data, however slight, a foreign acquirer would be well advised to make CFIUS approval a condition of closing the deal. The safe harbour protections that accompany successful navigation of the CFIUS review process can provide an important boost to the value of the asset.

Second, prospective foreign buyers and American sellers should proactively think about all of the potential applications of the intellectual property and other assets that would be transferred in a transaction, including those well outside the scope of current product lines. Initially, that may appear to have nothing at all to do with national security. If, however, those technologies can easily be repurposed to efficiently mine data in a military context, then national security concerns could arise in a sale to a foreign buyer.

Finally, companies should not rely on the apparent lack of CFIUS objections in relation to other similar transactions as indicative. If the purchase by a foreign company of a similar US company received CFIUS clearance two years ago, that doesn't mean you shouldn't worry about seeking clearance.

Of note, in the USA, while both political parties differ on many issues, there has been little argument over CFIUS's new approach. All the more reason to accept, and understand, that within the USA intensified scrutiny over critical infrastructure and emerging technologies in cross-border deals is probably here to stay. You should prepare accordingly.

CHIEF EXECUTIVE OFFICER

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Workforce development is a key focus for The Specialized Carriers and Rigging Foundation. MIKE CHALMERS reports

SC&RF picks up the pace

uided by a board of directors and committees comprising volunteers, the Specialized Carriers and Rigging Foundation's (SC&RF) overall mission is to serve the crane, rigging and specialized transport industry, support workforce development, provide educational assistance and conduct research to advance growth and opportunities in the industry.

Launched in 1986 as a non-profit arm of SC&RA, the Foundation was designed to provide industry research and scholarships

Lift and Move USA
Is looking to expand
to four events a year

to member-company individuals for assistance with college tuition and training fees. SC&RF has since awarded more than US\$470,000 to people pursuing such education, and in excess of \$300,000 to research-based initiatives.

On the heels of an extremely productive 2019 that has seen SC&RF organise, streamline and focus its processes – while also providing 21 scholarships and 15 grants – SC&RF has aligned itself with the Association's new five-year strategic plan, and committed to 'ramping up' across the board in 2020.

"If you're in the industry, have a passion and want it to grow and succeed, this is one way you can reinvest in the future of the industry and your company overall," said Jackie Roskos, director of both the Foundation and the Ladies Group. "Ultimately that's what the Foundation and Association is doing – both driven to cultivate and maintain a similar mission and vision."

Roskos explained that, while 2019 was certainly a continuation of the scholarships and grants for SC&RF, the group saw growth in the PIE (Partners in Education) programme





DAVE WITTWER, SC&RF president

contribute



as well – via in-kind donations and training programmes they're able to award (valuing more than \$125,000). "We also wanted to drill down and evaluate programmes as we further develop our strategy for 2020, aligning with the Association's emphasis on workforce development."

Operational edge

To that end, the Foundation's activities are guided by its own strategic plan, which identifies its core interests, key strategies and objectives, and when appropriate, directs the approach to evaluating the effectiveness of its work. SC&RF generally undertakes a review and update of its strategic plan every four to six years, with the most recent plan completed in 2019 – which resulted in changes to the Foundation's approach and philanthropic model.

The new plan (2019-2023) outlines objectives that include expanding SC&RF's role as a workforce development advocate through Lift & Move USA, educational giving and awareness activities and best practice retention. It also aims to produce advocacy-driven research to benefit the Association and its members.

"Mirroring the Association's strategic plan with SC&RA's anchor funding for Lift & Move, the new Foundation strategic plan has a very strong emphasis on workforce development," said Roskos. "All the programmes are being evaluated for 2020 to refocus on that direction and how it supports a workforce pipeline for industry members."

Dave Wittwer, SC&RF president, noted that the five-year plan represents a very collaborative, diligent, well-thought-out initiative. "The top priority is to support the Association in its workforce development



Ultimately, we want to provide an opportunity where any SC&RA members could produce and deliver a similar event with the help of materials and guidance

JACKIE ROSKOS, director, Foundation and Ladies Group

focus, and the grants and scholarships function represents how SC&RF will contribute to that," he said. "We also want to become recognised as an industry research leader; the Foundation's 2018 ATRI study [Assessing the cost and operational impacts of state practices for minimum quad axle weights granted for routine over-weight permits] is a good example. However, we will also lead the industry in creating meaningful, industry-driven research projects."

According to Roskos, the Foundation's research function in 2020 will be very much advocacy-driven. "We're committed to delivering research that the Association can take and use to advocate on behalf of its members, and we've spent this year getting everything in order - what proposals we'd be considering from a research standpoint for next year, and where the programme is going to grow or be enhanced."

Geoffrey Davis, Foundation vice president, noted, "In addition to the ATRI study we do the Financial Benchmark every three years as well as develop the communications tools (apps and other awareness studies) that not only builds awareness but provides education. We're really going to focus on the nuts and bolts of the workforce looking ahead, and I think that will put a good razor's edge on how we want to operate."

Universal benefit

Bringing Lift & Move under the Foundation will allow SC&RF to effectively put all of those nuts and bolts into practice - providing members and sponsors of the events the advantage of being able to support it as a 501(c)(3). "That's one of the largest benefits," maintained Roskos. "And it will still be funded principally by SC&RA and managed by Tracy Bennett, Lift & Move USA already has several events laid out for 2020; the goal is to have four events a year, with additional exposure at specific trade shows or events. Ultimately, we want to provide an opportunity where any

The event really helps to jumpstart our member



companies' workforce development initiatives

TRACY BENNETT, Lift & Move USA



We're really going to focus on the nuts and bolts of the workforce looking ahead, and I think that will put a good razor's edge on how we want to operate

BEOFF DAVIS, Foundation vice president

SC&RA members could produce and deliver a similar event with the help of materials and guidance from the Foundation."

Ontario, Canada-based Matcom did exactly that on 30 May 2019, when it, in partnership with the Crane Rental Association of Ontario and Anderson Haulage, hosted its own Lift & Move in Vaughan, Ontario - providing students with a comprehensive outline of career opportunities.

During the full-day event, more than 200 students from 12 high schools and colleges across Ontario circulated through 10 career stations that showcased a variety of different trades work such as welding, rigging, project management and heavy hauling. Each station demonstrated the necessary skills of a particular trade, discussed its compensation and described its necessity to the Canadian economy. This allowed students to understand the full spectrum of positions available in the trades and enabled them to experience a day in the life of trades workers.

Matcom was quite excited when it reached out to us," confirmed Tracy Bennett, Lift & Move director. "It really has a heart for the big picture and it was very pro-active and truly opened its doors."

Amid an array of takeaways Bennett experienced from the first Lift & Move in Canada, she was drawn to how students in the province are assigned a 'track' during the year. "They do a good job of identifying which students are on a path aligned with our industry, and we were able to host many of those young people at this event. We want to focus as much as possible on similar sources in the US - career and tech education programmes that produce students who will be a good fit for us."

Bennett added, "I will say that, to date, the event really helps to jump start our



There are so many elements to this industry that attract young

people - regardless of where they are

geographically



JASON BELL, SC&RA membership director

member companies' workforce development initiatives - the schools and programmes we work with are wowed. It's so different from a normal work fair."

Universal benefits

Jason Bell, SC&RA membership director, thinks the benefit of hosting a Lift & Move event is universal. "There are so many elements to this industry that attract young people - regardless of where they are geographically. Knowing that helps everyone involved and provides room for a host to make the event their own - or even work with local partners, which is what Matcom was able to do with other local crane companies, like Mammoet, to conduct a live lift to close out the event."

Bell has also seen first-hand how Lift & Move turns heads. "Because of the nature of the work our members do - often at odd hours - few people outside of the industry actually get to see how a lift or a move takes place: the loads, the equipment, the co-ordination. An event like this introduces young people to how truly special a career in this industry can be. It really is a special thing to experience that moment when the light bulb goes on in the mind of a young person attending an event."

For more information, please visit: www.scr-foundation.org and www.liftandmoveusa.com

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BorgWarner boosts turbocharger range

Michigan, USA-headquartered powertrain specialist BorgWarner has enhanced its turbocharger portfolio for commercial vehicles with the

Grove's 300 tonne capacity GMK6300L-1 all terrain crane has a fully automatic Allison 4500 Specialty Series transmission which Allison Transmission claimed makes manoeuvring on site easier. It also said it is the only 300 tonne crane with a full automatic transmission.

On such a large and heavy crane conventional dry plate clutches can burn out. The Allison 4500 has a torque converter where a high pressure flow of oil takes the place of simple friction materials in the form of a wear-free hydraulic clutch.

The carrier of this twoengine crane is powered by a 430 kW Tier 4 final Mercedes-Benz diesel engine driving via the six-speed Allison fully automatic 4500 SP transmission. This pairing allows the GMK6300L-1 to be easily operated on site with a 92.5 tonne counterweight, Allison said.

For more information see: www.allisontransmission.com

> Allison 4500 SP automatic transmission as used in the Grove GMK6300L-1



development of an electricallyassisted turbocharger called the eTurbo.

Designed for large, mid-size and small commercial vehicle engines, the eTurbo incorporates an electric motor that can be used either to add torque to the turbine shaft to enhance performance or to generate electrical energy from the exhaust gas flow.

The eTurbo has a high-efficiency permanent-magnet motor that provides up to 17 kW of continuous power and up to 23 kW of peak power. BorgWarner said the eTurbo enables

downspeeding and downsizing

without performance loss. The company added that it also provides increased torque at low engine speed and improves timeto-torque while reducing turbo lag. The electrically-assisted turbocharger also has active map shifting, designed to increase total air system efficiency.

For more information see: www.borgwarner.com



kW of continuous power

can provide up to 17



German brake manufacturer Pintsch Bubenzer has installed a series of Twin Safe TS800 brakes on two 10,000 tonne capacity cranes, and auxiliary hoists, aboard the semisubmersible crane vessel (SSCV), Sleipnir.

The SSCV Sleipnir is the latest vessel from Netherlands-headquartered Heerema Marine Contractors. The heavy-lift and deep-water construction vessel is over 700 ft. long and designed to work on large offshore projects, such as installing and removing jackets, topsides, deep-water foundations. moorings, windmills, and other offshore structures. It has a pair of main revolving cranes with a lift height of over 420 ft.

The brakes are rated for 8,000 Nm (5,900 ft-lb), which Pintsch Bubenzer says is an increase of around 35 per cent over standard brakes of the same motor frame size. Each brake is IP67 rated for submersible protection.

For more information see: www.pintschbubenzer.de

Custom mounting for service crane

Dutch crane and rental firm A.Hak Transport and Dutch glass mounting expert Montage van der Linde commissioned heavy lift and transportation specialist ALE to use its Lightweight Service Crane to install new covers over hanging sheds located on the side of a high-rise building in Rotterdam, Netherlands.

Space restrictions meant a larger crane could not be used. ALE helped the contractors with the project's planning, formulating a custom solution where the crane was mounted on a suspended moveable gantry designed for cleaning windows.

According to ALE, the Lightweight Service Crane has a modular construction that makes it highly mobile, enabling it to be assembled by hand in hard-to-reach areas. The crane

has a capacity of six tonnes.

Once the Lightweight Service Crane was in place, the gantry was moved on its rails and ALE installed each of the new covers one by one using the crane's adjustable ballast and a vacuum grip system.

For more information see: www.ale-heavylift.com



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KEYNOTE: TOPIC TO BE CONFIRMED Fabio Belli, CEO, Fagioli SpA

KEYNOTE: DRAWING PARALLELS BETWEEN CRANES AND REACTION FERRIES

Erich Sennebogen, managing director, Sennebogen Maschinenfabrik Gmbh

AN INSIDE VIEW ON EUROPE'S BIGGEST PROJECT: HINKLEY POINT C NUCLEAR POWER STATION

Ashley Daniels, head of lifting & temporary works, Hinkley Point C, EDF Energy, and **Garrick Nisbet**, head of lifting assurance, Notus Heavy Lift Solutions and lifting manager, Hinkley Point C.

TRENDS IN THE GLOBAL ENERGY SECTOR
Diederick Nelissen, partner, McKinsey & Company

NEW CHALLENGES FOR HEAVY LIFT AND TRANSPORT IN THE GLOBAL ENERGY MARKET Gert Hendrickx, sales director Projects, Sarens NV

CASE STUDY IN MAKING SAFETY A TOP PRIORITY
Peter Gibbs, Chief Operating Officer, Ainscough Crane Hire

GLOBAL CRANE MARKETS: AN OVERVIEW Chris Sleight, managing director, Off Highway Research

SPECIALIZED TRANSPORT IN EUROPE: PRIORITIES FOR ACTION

Iffet Türken, chief networking officer & board director, Kässbohrer Group, and vice president - Transport Section, ESTA

CHALLENGES WITH EXISTING STEEL WIRE ROPES ON LARGE CRANES AND FEASIBLE SOLUTIONS

Dr Oliver Fries, vice president European engineering and technical services, WireCo WorldGroup

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APEX ASIA 2019 (ACCESS **EQUIPMENT EXHIBITION)**

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WORLD DEMOLITION SUMMIT

23 and 24 October 2019

Boston, USA www.khl.com/wds

WORLD CRANE AND TRANSPORT SUMMIT

13 and 14 November 2019

Amsterdam, the Netherlands www.khl-wcts.com

AEM ANNUAL CONFERENCE

18 to 20 November 2019 Marco Island, Florida, USA www.aem.org

EXCON 2019

10 to 14 December 2019 Bengaluru, Karnataka, India

www.excon.in

SC&RA BOARD AND COMMITTEE MEETINGS

8 to 11 January 2020

Cabo, Mexico, USA www.scranet.org

SC&RA SPECIALIZED TRANSPORTATION SYMPOSIUM

18 to 21 February 2020

Charlotte, North Carolina, USA www.scranet.org

CONEXPO-CON/AGG

10 to 14 March 2020

Las Vegas, Nevada, USA www.conexpoconagg.com

SC&RA ANNUAL CONFERENCE

14 to 18 April 2020

Amelia Island, Florida, USA www.scranet.org

ESTA AWARDS 2020

23 April 2020

Postillion Hotel, Amsterdam, The Netherlands www.khl-group.com/events/esta

TOWER CRANES NORTH AMERICA (TCNA)

23 June 2020

Miami, Florida, USA www.khl-tcna.com





A model tower crane draped in fairy lights will not be the first thought for many people as being a cool party accessory. This was spotted by ICST reader Nellie Shefford at the Dimensions festival in Pula, Croatia, a month or two ago. The crane belongs to German Instagrammer @cranelifeofficial (top right).

PEOPLE NEWS



ROLF RIEDL. founder of Hagen, Germanyheadquartered international

heavy transportation company Riedl Group, celebrated his 80th birthday in September. Riedl was born in Munich and worked for a number of companies before setting up his own heavy transportation company, Rolf Riedl, in February 1987. In its first year he helped create the European Heavy Lift Group - a cross-border platform for leading heavy lift specialists to co-operate. Combining this with Riedl Group's active membership in the Specialized Carriers and Rigging Association (SC&RA) were major factors in the company's success. Today the Riedl Group includes several moving and handling companies in Germany and also Riedl North America, a provider of logistics feasibility studies and heavy machinery transport.

OBITUARY

■ With regret ICST reports the death of long-time Mazella Companies employee BILL FRANZ, 61, from Medina, Ohio, USA. Franz was an integral part of the company's success and spent 38 years in Cleveland working different roles, most recently as vice president of marketing. He was a beloved colleague and a dear friend to many in the lifting and rigging industry. Franz was a former president of Associated Wire Rope Fabricators (AWRF).

He will be remembered by family, friends, and co-workers for his love of travel, music, sport, and enjoying the company of loved ones. Bill Franz is survived by his wife Lynn, his daughter Ashley, daughter Amanda, son Adam and grandchildren Braydon, Wilhelm, Cora, Maximus, and Colton.



Radio remote control system manufacturer **NBB** has appointed

PIERRE AUGSTEIN to its board of directors. Augstein will manage the company with long-standing managing director Thomas Burchard. His brief is to further strengthen market position. Before NBB Augstein worked in the automotive and electronics industries.

■ The Construction Planthire Association (CPA) in the UK has hired IAN SIMPSON to



provide technical consultancy services to the association and its interest groups.

The Crane Interest Group, the Tower Crane Interest Group and the Construction Hoist Interest Group, will now benefit from Simpson's support through his company Langside Consulting.

■ Please 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, United Kingdom, or by e-mail to alex.dahm@khl.com. Entries for Picture of the month should include: the month and year taken, the place, type of crane, owner and project, plus any other relevant information.



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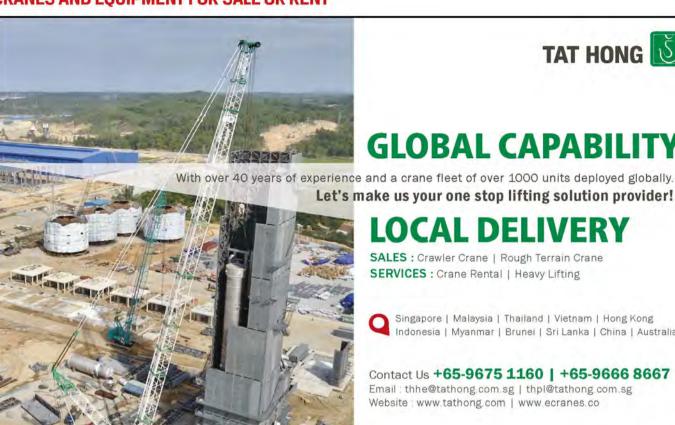
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ALL TERRAIN-CRANES

Make / Type		y. o. m.	Drive	Boom / Fly Jib
30 t	Faun ATF 30-2L	2004	4x4x4	28,50m + 8,00m
35 t	Grove GMK 2035	1999	4x4x4	29,00m
40 t	Terex-Demag AC 40 City	2008	6x6x6	31,20m + 1,20m
40 t	Terex-Demag AC 40 City	2008	6x4x6	31,20m + 13,00m + 1,20m
40 t	Terex-Demag AC 40 City	2010	6x6x6	31,20m + 13,00m + 1,20m
45 t	Faun ATF 45-3	2006	6x6x6	34,00m + 15,00m
50 t	Grove GMK 3050	2003	6x6x6	38,10m + 15,00m
50 t	Terex-Demag AC 50-1	2004	6x6x6	40,00m + 17,60m
50 t	Terex-Demag AC 50-1	2002	6x6x6	40,00m + 17,60m
55 t	Liebherr LTM 1055/1	2004	6x6x6	40,00m + 16,00m
55 t	Liebherr LTM 1055/1	2004	6x6x6	40,00m + 16,00m
55 t	Grove GMK 3055	2004	6x4x6	43,00m
60 t	Faun ATF 60-3	2004	6x6x6	40,00m + 16,00m
60 t	Liebherr LTM 1060/2	2004	8x6x8	42,00m + 17,00m
60 t	Liebherr LTM 1060/2	2005	8x6x8	42,00m + 17,00m
70 t	Tadano Faun ATF 70G-4	2016	8x6x8	52,10m + 16,00m
80 t	Terex-Demag AC 80-2	2006	8x8x8	50,00m + 17,60m
80 t	Terex-Demag AC 80-2	2007	8x8x8	50,00m + 17,60m
100 t	Liebherr LTM 1100-4.1	2004	8x8x8	52,00m + 19,00m
100 t	Terex-Demag AC 100	2005	10x8x8	50,00m + 17,00m
130 t	Grove GMK 5130-1	2007	10x8x10	60,00m + 18,00m
160 t	Liebherr LTM 1160-5.1	2008	10x8x10	62,00m + 7,00m + 36,00m
160 t	Tadano Faun ATF 160G-5	2006	10x8x8	60,00m + 13,20m
200 t	Liebherr LTM 1200-5.1	2013	10x6x10	72,00m + 22,00m



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Used Cranes

DEMAG CC 1500

300 t Capacity Main boom 18 - 84 m 18 - 60 m Luffer 23,366 h Upper hours 20 t (CB) + 120 t Counterweight 2005



DEMAG AC 1000-9

1.000 t Capacity Main boom 17.3 m - 100 m Luffer 24 - 126 m Upper hours 1,670 h Counterweight 40 t + 180 t 2017



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ALL TERRAIN CRANES

1x	200 t	Liebherr LTM 1200-5.1	2016
1x	220 t	Tadano ATF 220G-5	2012
1x	220 t	Tadano ATF 220G-5	2016
1x	250 t	Demag AC 250-5	NEW!
1x	250 t	Grove GMK 5250L	2016
1x	250 t	Grove GMK 5250L	2017
1x	300 t	Grove GMK 6300L	2016
1x	450 t	Liebherr LTM 1450-8.1	NEW!

LATTICE BOOM MOBILE CRANES

Liebherr LG 1750 / SX boom NEW!

CRAWLER CRANES

1x	250 t	Kobelco CKE 2500-2	2008
1x	400 t	Demag CC 2400 SL	2009
1x	650 t	Demag CC 3800 SL + boom booster	NEW!
1x	650 t	Demag CC 3800 SL	2015
1x	750 t	Liebherr LR 1750	2010

ROUGH TERRAIN CRANES

1x	40 t	Grove RT 540E CE	2011
1x	55 t	Tadano GR 550XL-2	2013
1x	75 t	Tadano GR 750XL-3	2015
1x	80 t	Terex RT780	2016
1x	80 t	Grove RT 880E	2008
2x	100 t	Tadano GR 1000XL-3	2015/2017
1x	120 t	Tadano GR 1200XL-3	2018
1x	160 t	Tadano GR 1600XL-3	2017



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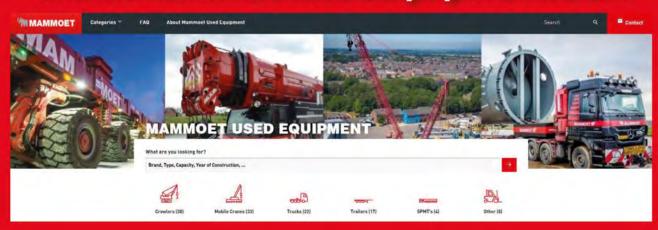
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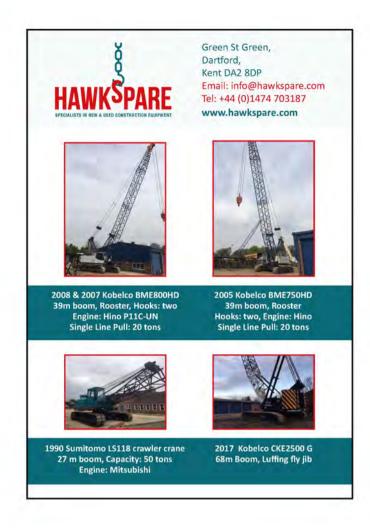
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