

INTERNATIONAL

CRANES

AND SPECIALIZED TRANSPORT

FEBRUARY 2022

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KHL Group publication

Pick and carry do your duty

INTERVIEW

**Andrei Geikalo on
digitalisation**



EVENT PREVIEWS

**SCRA Annual
Conference**

**CATME
Dubai**



EXPLAINING BIM ■ ROPES: A MATERIAL CHOICE ■ ON SITE IN PARIS



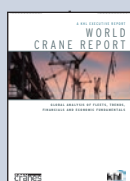
OFFICIAL MAGAZINE

A large-scale construction site for a wind turbine. A tall, white tower is being assembled, with a yellow XCMG crane (XCA1800) positioned at its base. The crane's long jib extends upwards, supporting the tower section. The background shows a clear blue sky and a flat, open landscape with some distant structures and trees.

**SOARING TO A MAXIMUM LIFTING HEIGHT OF
140M WITH A 148T LIFTING WEIGHT, XCMG
WINDFLEX NO.3 XCA1800 ALL—TERRAIN CRANE
IS SET TO REDEFINE THE HOISTING INDUSTRY.**

EDITOR'S VIEW

KHL CRANES PORTFOLIO



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22 and 23 March 2022
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Just as I was having a think about writing this column for already the second time in 2022, I saw an intriguing story in the New York Times. It was about how to recover a crashed fighter jet from the bottom of the South China Sea. An F-35 costs close to \$100 million, which makes a big effort to effect its recovery all the more likely.

Anyway, assuming the wreck can be located, how would it be done? In the story a deep water remotely operated vehicle was suggested. The US Navy's 3 tonne Cable operated Unmanned Recovery Vehicle (CURV) can operate via an umbilical cable at a depth of 6,000 metres, plenty more than the estimated 4,000 metres needed for this job. With a hoist rope attached to it, the CURV-21 ROV would dive to the wreck and attach it to the aircraft (would you get slings around it?).

On the recovery vessel a crane, suggested to be around 100 tonnes capacity, would then raise the aircraft by hauling in the 4 km of rope – synthetic fibre rather than steel wire?, presumably capstan-fashion, rather than all spooled in multiple layers on a drum?. We should keep an eye on this and see if we can report any news of the salvage operation in a future issue. For now, we have an equally engaging ropes and winches feature on page 31. Also this month, we look at digitalisation, in particular building information modelling (page 36) and a new platform for crane procurement (page 22) as part of this month's interview. Interviewee Andrei Geikalo is also a speaker at our Cranes and Transport Middle East conference, coming up on 22 and 23 March in Dubai. See the CATME preview on page 28 for further details and the speaker programme. Similarly, another event you might consider attending is the SCRA Annual Conference, being held in Washington DC, USA, from 25 to 29 April. See our preview on page 34.

While we are on the subject of events, due before either of the above, is the ESTA Awards of Excellence on 17 March 2022, near Amsterdam in the Netherlands. Fingers crossed all these and the other upcoming events will be able to go ahead.

ALEX DAHM

Editor



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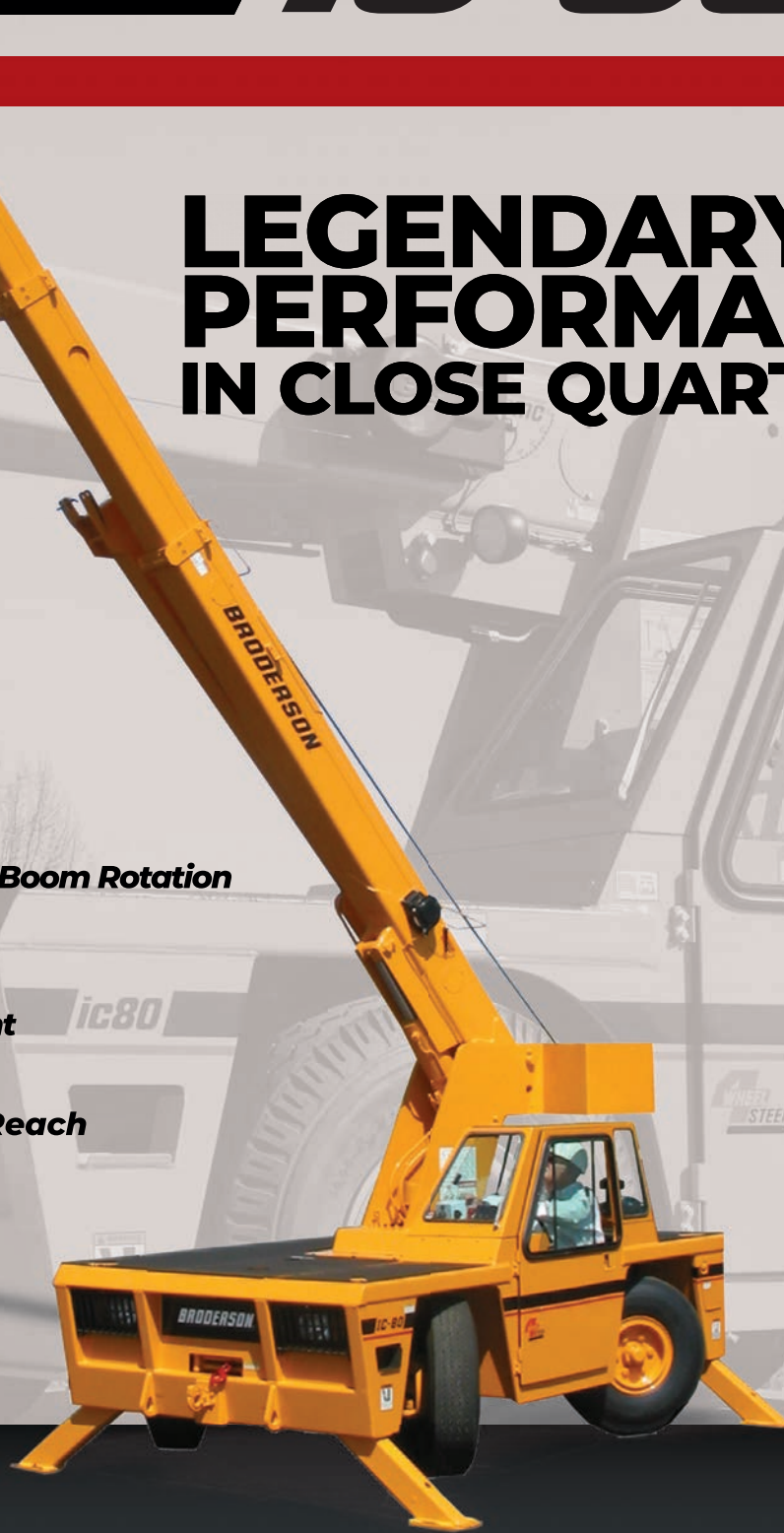
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ON THE COVER



A 55 tonne capacity Humma 55-25 articulated mobile crane on test at the factory in Australia. For more on pick and carry cranes see page 15.

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These mini movers are mighty and with large lifting capacities, these small cranes are a massive force to be reckoned with. *Niamh Marriott* reports.



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A new digital platform aims to simplify the crane rental process. *ICST* spoke exclusively to founder and director *Andrei Geikalo* to find out more.

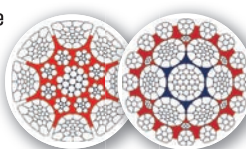


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Sennebogen reveals 100 tonne tele crawler

A 100 tonne capacity telescopic boom crawler crane has been launched by Sennebogen.

The German manufacturer's Telecrane 6103 E offers a maximum reach of 62 metres and it sits between the 70 tonne capacity model 673 E and the 120 tonne 6113 E. It helps complete the line up which is now eight models from 16 to 130 tonnes capacity.

The five section pinned boom is 46.8 metres long and can be extended with a fly jib and extension section. Maximum working height is 50 metres.

The 6103 E is designed for demanding pick and carry operations, Sennebogen said, for example, in precast concrete and component assembly. Power is from a 186 kW diesel engine to exhaust emission standard EU



Sennebogen's 100 tonne capacity 6103 E telescopic boom crawler crane launched in January 2022

Stage V. The main and auxiliary winches have a 100 kN line pull and offer a maximum hoisting speed of 125 metres per minute.

Requirements of special civil engineering and hydraulic engineering are catered for with a range of functions, for example, working range limitation, a cold weather package and being able to use water-based bio-oil in the hydraulic system instead of mineral oil.

Maximum track width from the telescopic undercarriage is 4.2 metres. Pick and carry duty is 100 per cent of the chart. Operation can continue with the crane up to 4 degrees out of level.

Its Maxcab operator cabin can be tilted up to 20 degrees to improve the driver's view of a load. An option is the hydraulic cabin where the operator's eye level can be raised to 5.6 metres above the ground. Radio remote control from outside the cabin is another option.

For transport the crane can be moved in one, other than the rear ballast blocks, at a weight of 61 tonnes and a width of 3.48 metres. The crane upper weighs less than 40 tonnes and can go on a low bed trailer. Assembly, including the crawler track frames, can be done by the crane itself.

Laing O'Rourke will switch 100 per cent to HVO

Construction contractor Laing O'Rourke said it will switch to hydrotreated vegetable oil (HVO) for all its UK equipment by the end of March 2022. Exhaust emissions from its equipment fleet will be reduced by up to 90 per cent, the company said. Six months of testing was conducted by its Select Plant Hire and Explore Plant and Equipment divisions.

Included in the switch are cranes, excavators, piling rigs, dumpers and generators.

Burning red diesel in construction equipment is the company's largest single source of direct emissions, comprising 39 per cent of the total.



Liebherr LR 1160.1 crawler crane in the Select Plant UK fleet

HIGHLIGHTS

» Exhibition organiser **MESSE MÜNCHEN** reported 97 per cent of available space has been booked for its Bauma construction trade fair, to take place in Munich, Germany, 24 to 30 October 2022.

A year ago the organiser acknowledged there was a growing recognition that the original April date involved

too many uncertainties in view of the global pandemic and it pushed back the dates.

Klaus Dittrich, Messe München chairman and CEO, said, "I am really confident the situation will soon have improved to the point that we will be able to put on an exciting bauma that will attract a large number of international participants."

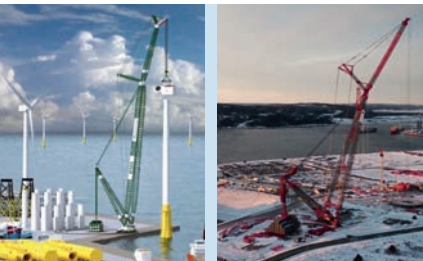
Spanish crane service provider **GRUES PADROSA** has taken delivery of two 100 tonne capacity Tadano AC 4.100L-1 all terrain cranes.

The pair of four axle AC 4.100L-1s with their six section, 60 metre, booms are the first Tadano cranes Padrosa has had.

"We've worked together with Demag for many years already, but this was the first time that we acquired machinery through the Tadano Group," said Pere Padrosa, president at the Grues Padrosa company.

The 100 tonners have a specification with several options, including the mechanically offsettable 19 metre boom extension, two





(From left) Huisman Ringer and Mammoet SK350 crane

Mammoet investigating Huisman

Heavy lift and transport specialist Mammoet is investigating what it said is a possible violation of its intellectual property rights in relation to a crane design.

It concerns Huisman Ringer Cranes, including a 3,000 tonne capacity model bought by Danish crane rental company BMS (IC January News).

If any violations are apparent, Mammoet said it will take steps to actively enforce its legal rights.

Huisman said it invented the Modular Ringer Crane and said prior to signing the BMS contract it conducted a thorough patent investigation to ensure there were no infringements. "Therefore, we will await the outcome of Mammoet's investigation with confidence."

Full story at: internationalcranes.media



Liebherr LTM 1300-6.3 with 90 metre, eight section, telescopic boom

New 300 tonne Liebherr AT with 90 metre boom

Liebherr claims a world record for its latest model of wheeled mobile telescopic crane.

The six axle LTM 1300-6.3 is claimed as the first crane with a 90 metre telescopic boom and an axle load of 12 tonnes.

Its maximum hoisting height is given as 120 metres. Typical target applications are erecting tower cranes and tall aerials, plus wind turbine maintenance. The preceding model LTM 1300-6.2 with 78 metre boom will remain in the range.

While it can run at 12 tonnes per axle its boom and the outriggers are designed for easy removal where reduced axle loads are required. Its

tele-separation feature allows removal of individual telescopic sections from the eight section boom. Using this feature means a gross weight of less than 60 tonnes and axle loads below ten tonnes can be achieved.

A self-assembly version of the tele-separation system requires no auxiliary crane and can also be used with other models, for example, LTM 1650-8.1 and LTM 1450-8.1.

It has one 455 kW engine and the Ecomode, Ecodrive, VarioBase Plus, VarioBallast and Auto-Ballast features. Drive is via a 12-speed ZF TraXon automated manual gearbox with torque converter so the crane can pull

away from rest without risk of burning out a friction clutch.

Lattice jibs available include 11.5 to 20 metre double folding jib, two 7 metre lattice sections to extend the telescopic boom, a 39 metre fixed jib and a 43 metre hydraulically adjustable jib. Some of the sections can be used on other cranes.

Maximum ballast is 88 tonnes. The 10 tonne suspended ballast blocks each side can also be used on the LTM 1230-5.1 and LTM 1250-5.1. Basic ballast is 42 tonnes and 3 metres wide, as per the width of the crane.

A new option is a central lubrication system for 24 points on the chassis.



winches and a two-sheave, 1.5 metre runner, as well as the company's IC-1 Plus control system.

Both the new cranes were used together on their first job. It involved lifting and relocating 45 metre long, 50 tonne, concrete beams as part of a construction project for a logistics centre in the North of Spain's Girona province.

From left to right: Jonathan Martinez, Rexma; Angel Bello, Tadano Spain; Gustavo Cortina, Tadano Spain; Pere Padrosa, Grues Padrosa owner; Gemma De Arcos, Tadano Spain; Raul Cid, Grues Padrosa; Jaime Lladó, Grues Padrosa; and Ignacio Español, Tadano Spain

» UK-based lifting equipment specialist **MODULIFT** has improved its distribution from mainland Europe. Its new warehouse in Vamberk, Czech Republic will allow the company to offer next day delivery to customers across the continent. Modulift said the warehouse is ideally placed to deliver across mainland Europe and

avoid any lengthy delays from post-Brexit customs paperwork from the UK. Stock will mainly be DNV type-approved spreader beams, from MOD 6 up to MOD 400/600, and CMD corner units from across the range.

Modulift has also appointed LGH in Germany to become a stock holding partner to hold its products for resale.

HIGHLIGHTS

Tadano launches 16 tonne rough terrain crane

Crane manufacturer Tadano announced another 5th generation rough terrain crane on 7 February 2022.

The GR-160N Crevo160 G5 lifts 16 tonnes and it aimed at the Japanese manufacturer's domestic market.

Crevo in the name is derived from the words crane and evolution, Tadano said, hence the 5th generation since this "mini rougher" crane type was introduced in 1995. September 2021 saw introduction of a fifth generation version of its bigger brother, the 25 tonne capacity Crevo160 G5.

This latest 16 tonne model's 28 metre boom is 500 mm longer than that of its predecessor. Other dimensions are carried over. A 4.5 or 6.9 metre power adjustable jib is also fitted and gives a maximum working height of 35.8 metres.

All-up weight of the two axle crane is 19.8 tonnes.

It has a 179 kW Cummins QSB6.7 litre

New G5 version of the 16 tonne Tadano Crevo's 28 metre boom is 500 mm longer than the outgoing model

diesel engine to the Euro Stage V exhaust emission standard emitting less carbon dioxide and improved fuel consumption over the outgoing model, the manufacturer said.

Automatic Acceleration is a new function to control the speed of the engine according to the amount of crane lever operation input by the driver. It means

the accelerator pedal doesn't need to be pressed because the lever controlling the crane motion adjusts the engine speed according to demand. Automatic Pump Stop disengages the power take off for the hydraulic pump drive after the crane has not been

operated for a certain time. It reduces fuel consumption.

Design changes have been made to improve visibility for the operator both on the road and when operating the crane.

Extra cameras give an all-round view to help safe operation on road and on site

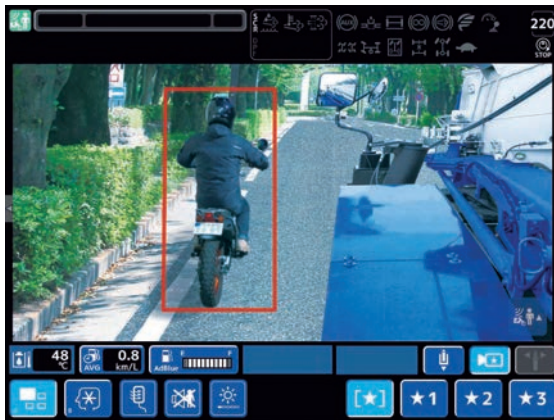
As standard the Tadano View system now includes a new rear left view camera, a rear view slewing platform camera, and a left rear one too, for a total of five cameras. A choice of three combinations of camera views can be set on the operator screen in the cab.

Improvements to the Human Alert System to warn the driver of the presence of people in the vicinity of the

crane include a better detection rate for better safety when driving.

Operating information, settings and other functions are displayed on and made via a new 12.1 inch (307 mm) colour LCD touchscreen. There is a separate radio control for crane setup and that has a 2.7 inch (70 mm) display screen. It can be used for the outriggers, to stow the boom and to deploy and retract the jib. To cater for the digitalisation of work sites, the manufacturer offers Lift API, BIM Models, Hello-Net telematics and a Hello-Data Link app.

This latest model is one of more than half a dozen Crevo series units in capacities from 13 up to a 100 tonne model on a four axle carrier.



HIGHLIGHTS

» **MISSOURI**, USA-based construction company Budrovich has acquired Scott's Crane Rental, putting it under the Budrovich Crane Rental umbrella. Justin Boessen, head of operations for the central Missouri region at Budrovich and who worked as a crane operator for decades, facilitated the sale of the 30 year old family business.

» **BISHOP LIFTING PRODUCTS** has been acquired by Altamont Capital Partners. Altamont completed its acquisition of the Texas, USA-based company from its owner SBP Holding. The transaction is the entire BLP business, which distributes lifting products and solutions. CEO Harold King and all employees are to be retained.

MAMMOET used one of its 750 tonne capacity Liebherr LR 1750 crawler cranes to lift and install roof panels onto the UAE Pavillion at the centre of the Dubai Expo 2020 site.

The weight of the panels ranged from 6 tonnes to 16 tonnes with lengths varying between 24 metres and 61 metres.

Dubai Expo 2020 is a six-month design and cultural event involving 192 countries. One of the buildings is the UAE Pavillion designed by Spanish architect Santiago Calatrava. Inspired by the image of a falcon in flight, the roof is 28 moveable 'wings' to represent movement. The wings can spread open in three minutes.



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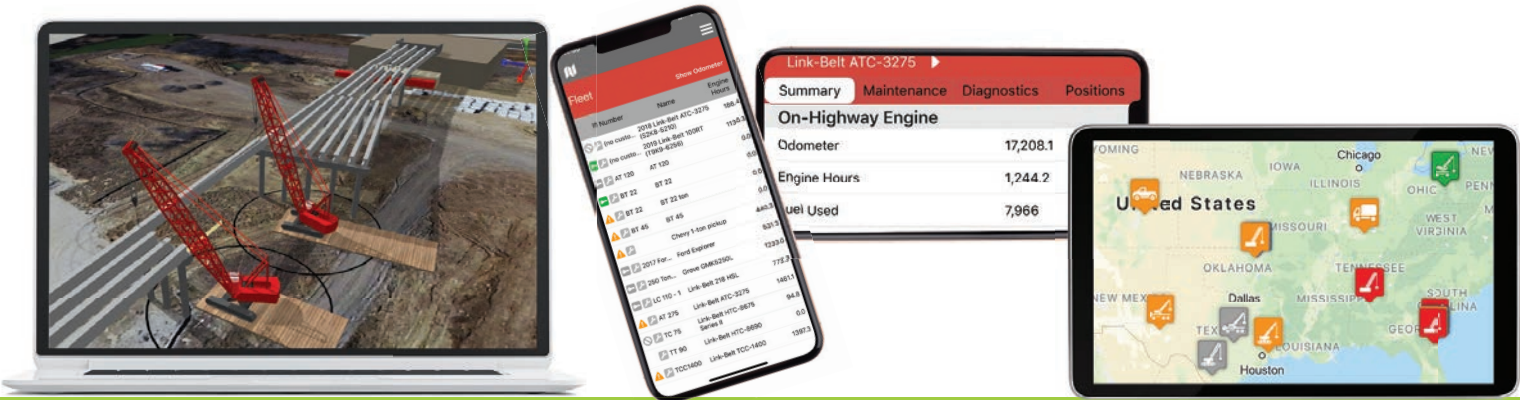


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The new 470 EC-B is available in 16 or 20 tonne capacity versions with "80+3" metre jib

Liebherr reveals large flat top tower crane

Manufacturer Liebherr has introduced the 470 EC-B flat top tower crane. It is available in 16 and 20 tonne capacity versions.

Maximum boom length is 80 metres but it can be increased by 3 metres with the addition of a jib extension. Capacity of the 16 tonne capacity version (on two falls of rope) is 3.2 tonnes at the end of the 80 metre boom where the 20 tonner lifts 3 tonnes.

With the 3 metre extension the capacity is 2.4 tonnes on the 16 tonne version and 2.2 tonnes on the larger one. Boom length can be altered in 2.5 metre increments. The 16 tonne version can lift its maximum load out to a 31.9 metre radius and the 20 tonne version to a 24.4 metre radius, both in Load-Plus mode.

Hoist winch options include the 149 metres a minute 110 kW FU SD.shift, the 65 kW FU and the 65 kW FU SD.shift. The largest

winch on the 20 tonne version can carry 368 metres of wire rope on six layers and the maximum lifting height is given as 226 metres.

On the 16 tonne version with the same 110 kW winch it carries 276 metres of rope on four layers and offers a 145 metre maximum height of lift.

The new model can be mounted on either the 24 HC 420 or 24 HC 630 tower systems. Using the former a freestanding hook height of 67.8 metres can be achieved. On the latter 96 metres can be reached without ties. Both types of tower section are 2.45 x 2.45 metres.

To help with assembly the jib and counter jib are attached to the slewing platform using Liebherr quick connections.

For transport the upper with jib and counterweight can be moved in five truckloads, the manufacturer said.



Kentucky, USA-based D CRANE RENTAL used a 150 tonne capacity Link-Belt 175|AT all terrain crane to replace video boards at the Paul Brown Stadium in Cincinnati, Ohio.

The boards each weighed more than 2 tonnes and were made up of three, 3 metre by 12.1 metre sections. Hamilton County officials purchased the new US\$590,000 video boards for an upgrade and replacement of an exterior stadium marquee at the stadium in downtown Cincinnati.

Moves and mergers

Austrian manufacturer Palfinger had a slight dip in its share price this month with a -13.95 per cent change from last month. This seems likely to be a short term blip as year-on-year the company has seen a positive 17.21 % change in the last 12 months. It's a similar story for USA lifting manufacturer Terex this month, with a drop of -5.78 % but a year-on-year improvement of 22.9 %.

Chinese manufacturer Sany Heavy Industry has seen a decline in its share price of -43.65 % from 12 months ago and a continued drop of -11.67 % from last month. This followed the news from the start of the year of its share sale and purchase agreement with Palfinger. Elsewhere in China, Zoomlion, showing a slight decline in share price this month of -1.67 %, announced it had entered into an equity transfer agreement to purchase Shenzen Roadrover Technology.

On their proposed merger Cargotec and Konecranes said the remedy requirements are more complex than expected but dialogue with relevant competition authorities continues. The companies said they continue to work towards the merger being completed by the end of H1 2022. This continued uncertainty hasn't affected the share prices too much so far, but whether this will continue remains to be seen.

FEBRUARY IC SHARE INDEX

STOCK CURRENCY	PRICE AT START	PRICE AT END	PRICE CHANGE	% CHANGE	PRICE 12 MTHS AGO	12 MTH % CHANGE
IC Share Index*	102.39	93.79	-8.60	-8.40	138.58	-26.11
Legacy IC Share Index**	334.95	308.89	-26.06	-7.78	290.57	15.27
Dow Jones Industrial Average	36,338	34,239	-2099.14	-5.78	29,983	21.20
FTSE 100	7,385	7,483	98.17	1.33	6,408	15.25
Nikkei 225	28,792	26,720	-2071.46	-7.19	27,663	4.08
Hitachi Construction Machinery	YEN 3,325	2,946	-379.00	-11.40	3,040	9.38
Konecranes	€ 35.16	34.90	-0.26	-0.74	30.06	16.97
Kobe Steel	YEN 577	541	-36.00	-6.24	487	18.48
Liugong	CNY 7.71	7.20	-0.51	-6.61	7.52	2.53
Manitowoc	US\$ 18.59	17.63	-0.96	-5.16	13.14	41.48
Palfinger	€ 34.40	29.60	-4.80	-13.95	29.35	17.21
Sany Heavy Industry	CNY 22.80	20.14	-2.66	-11.67	40.46	-43.65
Tadano	YEN 1,108	1,088	-20.00	-1.81	1,019	8.73
Terex	US\$ 43.95	41.41	-2.54	-5.78	35.76	22.90
XCMG	CNY 5.99	5.64	-0.35	-5.84	5.36	11.75
Yongmao Holding	SGD 0.70	0.72	0.02	2.86	1.10	-36.36
Zoomlion	CNY 7.17	7.05	-0.12	-1.67	12.44	-42.36

*IC Share Index, 1 Jan 2011 = 100

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

EXCHANGE RATES – VALUE OF US\$

CURRENCY	VALUE AT START	VALUE AT END	VALUE CHANGE	% CHANGE	VALUE 12 MTHS AGO	12 MTH % CHANGE
CNY	6.373	6.361	-0.01	0.19	6.45	-1.19
€	0.883	0.896	0.01	-1.45	0.83	7.00
Yen	115.055	115.197	0.14	-0.12	104.30	10.31
UK£	0.741	0.746	0.01	-0.74	0.73	1.66

Period: Weeks 48-53

Bay Crane acquires Gatwood

Crane and rigging service provider Bay Crane Companies has acquired Gatwood Crane Rental Service in the USA.

New York-based Bay Crane said it acquired Chicago-based Gatwood as part of a strategic push to expand into Midwest United States. "We see Gatwood Crane as the foundation upon which we will build a leading Chicago-land crane service company. Our plan is to see this business grow and prosper as we add equipment, services, customers, additional locations and attract the highest quality employees," said Kenneth Bernardo, Bay Crane CEO.

Ed Gatwood, CEO, commented, "We couldn't have found a better partner than the Bay Crane team to take over the business my family built over the years. Bay Crane understands the importance of our people to the success of this business.

Bay Crane at work on the Tiffany & Co building in New York City, USA, with Orange Country Ironworks and McClaren Engineering Group

PHOTO: BAY CRANE



I am excited for the future of Gatwood Crane, its employees and our ability to better serve our customers in the future."

Bernardo continued, "We're delighted to welcome our new customers and team members to Bay Crane. This transaction expands our presence into key markets with an experienced team that shares our pride in

delivering superior customer service. As customers turn to us for their crane, rigging and transportation needs we intend to broaden our capabilities in the Chicago-land area to provide them with a complete range of solutions to help them succeed."

Gatwood was founded by Chuck Gatwood in 1947. It is well-known in the Chicago-land area.

Van Schaften buys Groves

Dutch family-owned rental company Van Schaften Leasing has purchased 11 Grove all terrain cranes.

The multi-crane deal consists of one GMK5150L-1, eight GMK5250XL-1 and two GMK6300L-1 all terrain cranes. The first three deliveries, a GMK5150L-1, a GMK5250XL-1 and one GMK6300L-1, arrived in late 2021. The other cranes will follow for work on jobsites all over the world.

The company based in Schiedam, near Rotterdam, manages a large fleet of cranes spanning a capacity range from 30 to 1,600 tonnes.



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There are multiple lifting configurations on each Humma Crane, says DRA Engineering



Australia-based A.J. Scarr completed a pool installation with a Terex Franna AT20

POOL PERFECTION

"A.J. Scarr is mainly in the taxi hire business so much of our work involves pools, trusses and we manage a fair amount of tree work with the local arborists. We drop in five to six pools a week for various pool companies. There are some tricky ones amongst them with limited access, but the Franna is perfect for this type of job," says Glenn McAuliffe, business manager at A.J. Scarr Cranes.

He says, "Franna is a purpose-built machine and a lot of the work we do with a Franna, no other machine will do. To get the best out of a Franna, you need to know how to drive it, and for the guys who have spent time behind the wheel and know what they are doing, they know Frannas are great machines."

"Our Franna AT20 is 10 years old, and we've had it for four years. It's been an excellent machine with a lifting capacity of 20 tonnes at a 1.4 metre radius and a main boom length of 17.9 metres," he says.

"Frannas only need 2.7 metres of access for a back yard," says McAuliffe. "It is always easier to take out some fence panels as opposed to going with a bigger crane and lifting a pool over the home. We use 3 tonne capacity 3 metre endless slings. Then we shackle these on to our spreader bar and hook this on the centre lug and walk the pool around and drop it straight into the hole."

to as a yard crane. In the 1980s it evolved as a high road-speed pick and carry," he says. "Humma's entry into the market was with a range of models with low servicing costs, a high level of safety with the highest lifting capacity in its class."

PROVING POPULAR

The company's most popular model? "The Humma 35T, however, the more the Humma 55T is exposed to the market the more sales share it is starting to acquire," says Dalla Riva. He says that the company has received strong interest from Europe for the 55T Humma. »

Tech pick

These mini movers are mighty, taking all manner of components from A to B, and manoeuvring around all types of sites. With larger lifting capacities than you might expect, these cranes are a massive force to be reckoned with. **NIAMH MARRIOTT** reports

Pick and carry cranes can lift a variety of heavy materials, and their designs have been adapted to be useful in complicated and awkward environments.

"They are designed to lift, shift and place loads up to 25 tonnes without the need for outriggers," explains a spokesperson for UK-headquartered GGR Group. "These highly manoeuvrable cranes are a practical alternative to forklifts and come with lifting capacities from two tonnes to 25 tonnes."

Australia-based DRA Engineering, a subsidiary of DRA Industries, established in 1971, manufactures Humma Cranes – an Australian brand sold in its home country and also exported across Asia. Peter A Dalla Riva, crane and engineering division manager at DRA Engineering, discusses the evolution of pick and carry cranes on the continent.

"Australia developed the pick and carry starting in 1950 with a tractor crane referred

"All Humma cranes have multiple suspension modes and a travel mode for high speed road travel," Dalla Riva says.

"There is also a crane mode for crane operation, where the suspension is deflated and locked rigid to the chassis," he says. "The Humma 55T has a patented hydraulic dynamic levelling front suspension which will adjust during lifting operations to keep the chassis level. The jib is carried on the rear deck of the crane and can then be installed manually by two people."



PICK AND MIX

An different take on the pick and carry theme is this combined crane forklift from Socma in China - an articulating (knuckle boom) crane mounted on the rear deck of a large industrial forklift.

The concept is offered as being two machines in one, and for less than buying two individually. Only one operator is needed and running costs such as fuel are also lower. About eight models are available in the Socma range. New is the HNFC135-720 which lifts 13.5 tonnes on its 72 tonne-metre rated articulating crane which also has continuous slewing with dual motors. The maximum lifting height for that crane is given as 16.5 metres.

Operation of the cranes is via a radio remote and the overall height of the folded crane comes in below the height of the top of the forklift's mast. They have five hydraulic outriggers for stability when operating as a crane. The manufacturer says it will be launching more new models.

The versatility of this crane type means it can be used on a range of jobs. "There are multiple lifting configurations on each Humma Crane," adds Dalla Riva. "The most common point is off the hook block [via a winch] which can be reeved for different capacities. Then there is the machinery hook, also called a rhino hook, on the end of the sheave head [boom tip] which allows for lifting in areas of tight roof space where there is not enough room to use the hook block. There are also two sliding hooks mounted under the boom used for low door openings to allow machinery movement. All positions can be used for different situations."

"Pick and carry cranes are the workhorse of the Australian crane industry," he says. "Their high road speed allows them to be driven to a site, complete a lift in a short time due to no setup time, then travel off to another job."

TECHNOLOGY AS STANDARD

Pick and carry and yard cranes are benefiting from the latest technologies, including telematics. USA-based Broderson Manufacturing Corporation recently launched a 20 tonne capacity IC-280-A industrial carry deck crane which includes telematics as standard. This means users can access location, operating hours, utilisation, engine and maintenance information through both online and mobile platforms.

There is a 19.6 metre four-section power boom, a compact boom head, and a boom extension that offsets at 0, 15, and 30 degrees. Maximum sheave height with the boom extension is 27 metres.

The crane has hydraulic controls and several engine options. It can travel up to 18 miles per hour. Optional equipment available includes non-marking tyres, auxiliary chassis mounted 4,536 kg line pull winch, front and rear pintle hooks, lighting packages, searcher hook, and a three-colour RCL light bar.

The Humma 55T is proving popular in the wind farm sector as it has an ability to move the turbine blades and place the bases for the towers

ROADSIDE ASSISTANCE

USA-based Preston Rentals America recently worked with Duffy Crane and Hauling in Denver, Colorado, after being consulted to assist with a unique site challenge. The site presented a building surrounded on three sides by power lines and the fourth side was a 3 metre wide alley preventing a safe and simple lift if using a 120 tonne truck crane. Preston Rentals used its Unic 706 SuperCrane to execute the residential HVAC job at a fraction of the cost and time. Rather than closing the entire street and needing to taking appropriate measures to de-energise power lines in the



Italy-based pick and carry crane manufacturer Ormig is developing a new electric indoor crane

ELECTRIC DESIGN

"The requirements of the present industrial lifting market covering electric cranes have given Ormig the idea of a new project: special cranes for handling work inside and in limited space conditions," comments a spokesperson for Italian pick and carry crane manufacturer Ormig. The company is developing a new indoor crane.

"Ormig can offer lifting capacities from 15 to 100 tonnes with important features such as reduced overall dimensions and weight suitable for the transport on the road without transit permits. A remarkable performance of this type of crane is regarding the very reduced steering radius coming from the possibility of rotating on itself."

"The maximum stability of the crane is given by four points of wheel contact to the ground, so that safety conditions in working are assured, being a basic aspect of cranes on travel with hooked load." It features a kinematic mechanism designed to prevent





Preston Rentals using a Unic 706 SuperCrane

area, the crane went over the curb, onto the front landing and made the lifts without any power line hazards. "This is an excellent example of the versatility, compact nature and performance that the mini crane fleet can deliver," says a spokesperson.

"Our fleet size continues to grow with the Preston Group now having one of the largest fleets of mini cranes on an international basis. Key to our success has been the development of strong relationships with partners and supporting suppliers and that we offer intelligent smaller crane solutions," adds David Serg, Preston Group COO.



the wheels from skidding and to optimise the accuracy of the steering. Several units have been sold in Europe, where clients are requesting optional attachments such as remote controls for the crane's motions, the manufacturer says.

ELECTRIC AMBITIONS

"Pick and carry cranes are known for their strength and robustness," says Carl Cooper, sales and aftersales manager at Hird, a Manitex Valla distributor. "They operate in challenging, busy environments, are designed to be used almost continuously to support many industrial processes. Yet they still have an operational life stretching in some cases into decades.

"Companies looking to replace older cranes, many of them possibly diesel cranes, must consider what the level of usage of diesel-powered machines might be in 10 to 15 years.

"In all other commercial and consumer

sectors, thermal power is being replaced with electric power. Costs of using diesel-powered equipment, in terms of emission controls and additional regulation, are increasing rapidly.

"These trends and risks need to be carefully assessed. The answer that comes back is very often clear. The case for switching to electric lifting is undeniable," he says. There has been a growth in demand for electric cranes and there are new models being developed by Manitex Valla.

The Valla 220SE is a 22 tonne capacity DC electric slewing crane with blocked and pick and carry duties. It was developed for the aviation industry but is now being considered by companies looking to retire old Iron Fairy and Speed cranes, says the company. It also has a new range of V cranes, including the 3.6 tonne V36R, 5.5 tonne V55R, 8 tonne V80R, 11 tonne V110R and the 20 tonne V210R.

The new 20 tonne capacity battery-electric V210R can be operated via a radio remote control or from its cabin. It is aimed at indoor applications and is designed to be as compact as possible for its capacity.

Maximum lift height is 12.5 metres and horizontal reach is 8.2 metres with 6 tonnes of capacity. It is 1.98 metres wide, 2 metres tall and its turning radius is 4.1 metres. In addition



Broderson's new 20 tonne capacity carry deck crane comes with telematics as standard

to being able to pass through industrial doors and work in limited space, it can be transported in full working configuration, on most low bed trailers, without disassembling the counterweight.

"The V210R development is the response to precise needs coming from the crane rental professionals asking for a higher capacity machine," said Carlo Forini, general manager, Manitex Valla. Forini said the idea was to satisfy demand for a larger unit in payload and performance but for the machine to still be compact, easy to use and reliable.

New technologies, including electric power, are at the forefront of the crane industry and these mini but mighty models are benefiting from them.



Manitex Valla's new electric V210R can be controlled via radio remote control or directly from its cabin



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Large site, special solutions: Liebherr 1000 EC-H cranes provide support for the construction of the tunnel casings at the Grand Paris infrastructure project site

Paris progress

Large Liebherr tower cranes are at work on the largest construction site in Europe. **ICST** reports

In the capital city of France, four additional Métro lines, 68 new stations and 200 kilometres of new track are being constructed, effectively doubling the size of the current track. Nicknamed "Grand Paris", it is the largest construction site in Europe and forms part of a project that aims to double the current public transport network by 2030.

In addition to new infrastructure, existing buildings and track are being refurbished and extended. Liebherr has a wide range of its equipment working on the project, including multiple tower cranes.

This Parisian project was the focus of Stephan Formica's presentation at the International Tower Conference (ITC), held in December 2021



in Nice, France. Formica is sales director at Liebherr Tower Cranes. During the conference he discussed the holistic approach adopted by Liebherr for this project.

"It's the biggest construction for underground railways in the world. There are around 200 cranes working on this project, about 20 to 30 per cent are Liebherr," says Formica. "This project was all about communication and partnership from a very early stage."

CRANE PREPARATION

Before engineers erected the cranes at the Grand Paris site, a meeting was held with Liebherr's

Stephan Formica, sales director at Liebherr Tower Cranes

Tower Crane Solutions, where the full requirements for the lifting equipment as well as the site's architecture were considered at an early stage.

This was to avoid any future compromise and resulted in Liebherr 1000 EC-H 40 Litronic high-top cranes being chosen to help with the construction of the Métro tunnels. They are the largest Liebherr tower crane model in action in France.

"These tower cranes meet the very specific requirements of the production logistics system," says Stephan Formica.

The 1000 EC-H 40 Litronic can position loads weighing several tonnes with great precision, Formica explains. At the Paris site, the top slewing cranes hoist prefabricated concrete components, weighing up to eight tonnes, to destinations below ground level where the components are assembled to form tunnel casings. In total, each crane moves around 500 tonnes per day and will



Stephan Formica, sales director at Liebherr Tower Cranes, spoke at the International Tower Crane Conference about the complex operation of tower cranes

be in action for many more months.

Elsewhere, the cranes are also supporting boring efforts. "Twenty cranes are supporting the tunnel boring machines – Paris at the moment looks like Swiss cheese with many holes in the ground."

The cranes are erected on the 24 HC tower system designed to be slim and durable. As a result of its compact transport dimensions, project managers have not had to register any heavy haulage operations with the authorities. Trucks can transport the various elements easily to the places they are required, a handy result as the traffic situation in Paris can be difficult.

MAINTENANCE IS KEY

Excellent service is essential to ensure operations run smoothly on the site, says Formica. Lengthy downtimes of the cranes



So-called High-Top tower cranes with a cat head and jib ties are often used for applications where high lifting capacity is required

LIEBHERR 1000 EC-H 40 LITRONIC

HIGH-TOP TOWER CRANE SERIES

Standard	EN 14439
Maximum hook height	88.4 metres
Lifting capacity	40 tonnes
Maximum radius	80 metres
Lifting capacity at maximum radius	11.5 tonnes
Hoist winch	110 kW or 65 kW
Slewing gear	3 x 11 kW
Trolley travel	11 kW

would result in significant costs and, in the worst case scenario, could jeopardise the timetable of a project.

The Liebherr service technicians continuously check the condition of the cranes in action, the company says. LiDAT, the data transfer and location system for Liebherr machines, is used to help ensure high quality service.

"The goal is not to offer the cheapest solution but the most economical one," comments Formica.

Liebherr also has a spare parts warehouse at its own service outlet in Fontenay-Tresigny, less than an hour from Paris, meaning parts can be sourced quickly. The service team from Liebherr Grues à Tour works in

partnership with CAP, Vinci Construction, Eiffage, Razel-Bec and Spie batignolles.

Stephan Formica is delighted with the co-ordinated interaction of cranes and service in Paris. He says, "Early planning, powerful hoisting solutions, and a dense service network mean that even very difficult construction projects can be completed economically."

To listen to Formica's presentation, and all the presentations from the ITC conference, go to: www.khl-itc.com/ondemand.html



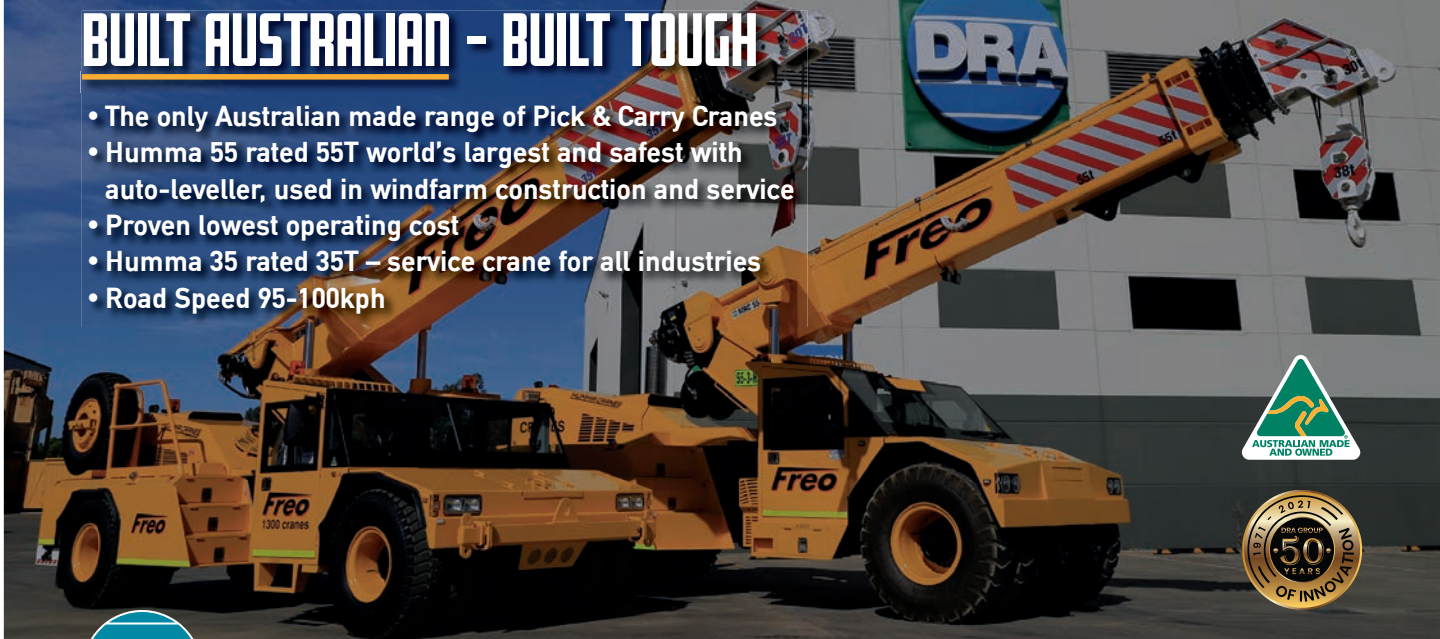
The 1000 EC-H 40 can position loads weighing several tonnes with millimetre precision, Liebherr says

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ICST spoke to **ANDREI GEIKALO**, founder of digital crane rental platform MyCrane, to hear his journey to digitalisation

Digital

Andrei Geikalo's new digital platform aims to simplify the crane rental procurement process. The Dubai-based MyCrane founder took time out of his busy schedule to explain it to *ICST*. Users enter details of their lifting requirements into MyCrane and receive personalised crane rental quotes from a range of registered crane providers, removing the need for users to contact multiple equipment providers. The company says its online request form is designed to ensure users receive directly comparable quotations. In developing the site Geikalo, a former commercial director at heavy lift and transport giant Mammoet, drew on his industry experience.

TELL US A LITTLE ABOUT YOURSELF. HOW DID YOU GET INTO THE CRANE INDUSTRY?

Andrei Geikalo: Everything started with my love of cranes. I'm originally from Kazakhstan and I studied at the Moscow state technical university named after Bauman in Russia – for me, it's the best in the world. It has a huge 190-year history of expertise in everything from nuclear science to aviation technology.

My studies lasted six years, during which time I gained a technical education in the robotics and automation systems faculty. It deals with intelligent lifting, transport and construction equipment and machinery.

I really do love cranes. So, during my education I googled the best heavy lift company in the world and found Mammoet. I knocked on the door and asked if I could come to work for a summer internship and that's how I got started. I was a student working as a mechanic in the yard, helping maintain and assemble cranes. When I graduated I started as an engineer and continued and progressed into operations.

I worked in operations for a number of years, learning how it works on site, and then I began tendering for projects, pricing for certain equipment. Then I worked in sales, and became a sales director in 2015, working across the largest projects in Russia with everything from offshore works to gas processing and LNG plants.

My last two years at Mammoet I was also working as deputy general manager, as well as in sales. I wanted to learn more about the management of a company and what that involved. I studied for an MBA that focused

on entrepreneurship and management. Mammoet is an outstanding company – it showed me the crane market, from both sides of the crane procurement process. I could see it from a client's side and from the supplier's point of view – the full rental process. I could see the bigger picture and the future of the market.

WHAT ARE THE PROBLEMS WITH THE EXISTING CRANE RENTAL PROCUREMENT PROCESS?

The crane rental process is so outdated and complicated and challenging for all parties involved, both clients and suppliers, from the very start.

When starting any project, a construction company needs to define what crane they need. Sometimes they will have their own engineers to decide this, or it is outsourced but it is usually done using crane charts. Then they need to build up an enquiry to go to the market. These are the first challenges – it takes so much time. They need to build up a vendor list and write a technical request.

At this stage, even an experienced client in an experienced company can still miss something because there are so many parts of the enquiry to remember. The whole philosophy of MyCrane is to understand the client and their needs fully. We have a deep knowledge and expertise in the industry so we can help with this.

The third step always wastes a massive amount of time. It is the supplier's clarifications: calls, emails back and forth as parts are missed and so on. That's why at MyCrane the client just needs to fill in a simple unified enquiry form and it goes directly to the database of the suppliers who have registered cranes.

The fourth step is receiving a quote. Quotes come in from everyone in different formats. Everyone has different layouts. Some have included fuel, some have not.

At Mammoet we called this stage 'comparing apples with apples' but you have to contact and clarify with everyone by phone and/or email, or even meet them in person, though this was more common pre-pandemic. You've already got all the information on the form with MyCrane.

You have compared and aligned everything, and want to award a company with the contract. Any decent business will

want to do due diligence and request documentation such as charters and bookkeeping, etc. If this fails, you have to go back and choose a different offer. You might have a shortlist of suppliers, a top three but, even with one, the contract negotiation stage comes and you have to have the contract approved by yours and the supplier's legal and finance teams, etc. Finally, the contract has been signed and the time comes for the mobilisation of the crane to site and the start of the execution. To mobilise to site, there are some challenges as well, like passes to the jobsite for equipment and people, permits and so on. You need to send by email documentation for people, cranes, trucks and more, for the final stage – the execution of the crane's work.

There can be discrepancies in the number of hours the crane has been working, which always needs to be agreed. Bookkeeping receives the time sheets and acts of acceptance, it gets approved and then the work is paid up. This is the dream scenario and it rarely happens. MyCrane aims to make this more transparent and all documents can be uploaded and stored at our website.

Many people in the industry know about this process, its complications and its issues but they are too busy to fix it, to see the bigger picture. They just want to crack on and get paid. They simply cannot raise their heads above and see. What can they do? If they don't have resources, time or energy, it doesn't matter how much enthusiasm they may have.

WHAT ARE MYCRANE'S GOALS?

Lockdown happened and finally I had time to raise my head up and see it. I had the resources and knew it was time. I'm not interested in fame or to monetise outrageously. I know the benefits of the digital world. We can also see the successes in B2C, so why not B2B? It would save time, money, energy and resources. I know the crane industry and I knew it would help clients.

In this industry, there are a lot of middle men. There are also companies who don't care enough about quality, I can't blame them, that's the market, but that's what we wanted to change.

The industry has been slow to digitalisation. In Russia, for example, more than 70 per cent of companies don't even have a website. You can't find them.

revolution

To understand and fulfil the needs we need to unite this community. Not the middle men but the real crane companies. We register the companies, the real owners of the cranes. Then we check the documentation. That way, we can say to clients, we have done the due diligence already and we have the real information. We have the correct information for each country's requirements. We are up to date and have everything. We can moderate the users, and each user is a client for us. Our clients are gods for us.

All the documentation is then stored in our system. A client puts an enquiry into our system and the relevant people receive it. The client can then check out their profile and, most importantly, their rating, which is based on previous jobs.

It's more

efficient using the MyCrane platform as there is a full report available to download. You miss out on all the lawyers, legal and finance. It's much quicker for a decision maker.

We want MyCrane to be equal to quality. Eventually, we want it to be that if a company is on MyCrane, then they are legitimate. We believe that MyCrane's reports and ranking will be a benchmark in the market.

WHAT OTHER SERVICES DO YOU PROVIDE ON THE PLATFORM?

We want to unite the global lifting community and we have three main pillars: the platform itself, marketplace, MyCrane selector and the additional services.

Marketplace is for when you need to maintain your crane, when you need spare parts and rigging equipment. And when you need good people to operate and fix it. It can all be listed on our marketplace.

Then we want it to be easy to select the right crane. That's why we have developed the MyCrane Selector. It will be free to use.

We want to

be involved in a project from the beginning. There's a whole load of areas we want to help, from transportation of cranes to site, surveys, legal support, engineering, etc. We're independent as we don't own cranes. Being impartial means we can help the client to find the best technical solution as proposed by the market.

Cranes are big pieces of equipment and take up a lot of space on site, so you have to plan properly for this and see what might block it or cause issues down the line, otherwise there are extra costs. We want to help clients avoid mistakes and choose the best solution.

IS THE CRANE INDUSTRY RESISTANT TO THIS TYPE OF DIGITALISATION?

Now? No. Initially some people don't really understand the concept but once they have seen the solution it's a no-brainer. The crane budget in a construction project is around 15 to 20 per cent, so it's a huge portion, and it's always considered. We have found there is no barrier to digitalisation for crane procurement, people like it. Going digital is happening everywhere in the world, not just cranes, and people can really see what benefits it brings. It's more the unknown for digital solutions that makes them hold back.

And it seems that throughout the pandemic, we are learning to use more and more technology and digitalisation anyway. The way of working changed dramatically. Some people say, "Oh we were thinking of doing that," but hadn't actually got around to it.

WHAT DOES THE FUTURE HOLD?

I'm based in Dubai and our headquarters are here too. We have global plans and ambitions and, in a short space of time, we are really expanding. We're signing new countries all the time; recently India, next Qatar, announced at the CATME 2022 conference in March, and now we're really flying. The speed is fast because the industry is ready for it. It is my strong belief that this is the future. ■

"The current crane rental process is so outdated and complicated, for everyone, from the very start."

ANDREI GEIKALO, founder and director of MyCrane

OBITUARY

JAN IJMKER, FORMER CEO AT MAMMOET TRANSPORT



With regret we report the death of Jan Ijmer, former managing director at Mammoet Transport and a legendary figure in the European heavy transport and lifting industry.

He died on 7 February 2022 at the age of 86.

Ton Klijn, director at European transport and crane association ESTA, wrote the following: Ijmer started his career with Dutch harbour towage and salvage company Goedkoop, based in Amsterdam. Owner Jan Goedkoop bought van Wezel transport to combine water- and land-based heavy transport services, a move that precipitated the birth of Mammoet Transport, where Jan Ijmer became the first CEO in 1973.

He did that for 24 years until retirement in 1997. During that time he navigated Mammoet through expansions and takeovers and shareholder changes.

Jan Ijmer was at the helm when Mammoet Shipping was founded and the first dedicated heavy lift ships were built. Later came the Happy Buccaneer, a ground-breaking heavy lift ship still sailing today.

Being an entrepreneur, Jan Ijmer oversaw the establishment of their first branch office in Dubai, United Arab Emirates, and later the founding of companies that include Mammoet Saudi, Mamut de Colombia, Mammoet Rosharon TX, Mammoet Singapore, Mammoet Japan, and Mammoet Canada.

In 1979 he supervised the purchase of Big Lift in Holland and, in 1995, the merger with Decalift from Italy, bringing what at the time was biggest crane in the world (Demag CC 12000) into the Mammoet fleet. In 1984 Ijmer was responsible for introducing the new concept of SPMT.

At the end of his career he was founding father of Mammoet E&I where the first MSG super heavy lift sliding gantry cranes were developed and built.

Jan Ijmer can be characterised as a man of few words and large achievements.

Ton Klijn said, "For most of the old Mammoet crew, myself included, it feels that with the demise of Jan Ijmer we are saying goodbye to 'Mr Mammoet.'"

Jan Ijmer leaves behind his wife, a son and a daughter.



Mar-Train's Goldhofer STHP-ET 12 (5+7) heavy-duty combination

Goldhofer for Irish transport company

Lisburn, Northern Ireland-based Mar-Train Heavy Haulage Ltd has taken delivery of a heavy-duty combination from Goldhofer.

The new STHP-ET 12 (5+7) heavy-duty trailer combination with the redesigned RA 2-110 tower clamp system and free-turning device will be used for a haulage contract

in Sweden. The new equipment will be used together with its recently acquired Blades trailer combinations.

Family-run Mar-Train specializes in heavy haulage and the transportation of wind farm components throughout Ireland, the UK and mainland Europe.

Laso to invest \$22 million in 2022



Portugal-based international transport specialist Laso invested €20 million (\$22.5 million) in 2021 and said it will invest an additional €20 million in 2022.

The investment will cover new vehicles, cranes and other equipment. It will establish the company both in the Portuguese and international markets, the company said.

Laso's fleet already consists of more than 2,000 pieces of equipment.



Laso's first job of 2022 started on 12 January with the Escusa wind farm project in Portugal. It was to transport wind turbine blades about 59 metres long, plus their respective towers of about 26 metres long

Brewery vessels on the move



One of the smaller loads of brewing equipment

A large cargo of beer production equipment was moved from Liverpool to Manchester in the north of England, UK.

The 6 metre wide overseas cargo was managed in the UK by Denholm Project Forwarding in co-operation with LS International Cargo from Germany. Though a relatively short journey, the project needed advance approval from police and local authorities to secure escort services and road closures.



Collett acquires wind equipment fleet

Specialized transport company Collett & Sons in the UK has boosted its fleet with the acquisition of Plant Speed's wind energy transport equipment.

Bristol-based Plant Speed is exiting the wind turbine transport sector to focus on its haulage operations, Collett said. Its fleet of

super wing carriers, extendable trailers and lift adapters join the fleet of Halifax-based Collett. The fleet includes Nootboom super wing carriers, quadruple extendable blade trailers and lift adapters, plus specialist adapters, for example, gyrostat tables, loading beds and tower hooks.

Commenting on the expansion of the Collett fleet David Collett, managing director, said, "with several projects scheduled, and currently underway, this move sees Collett strengthen our market position. Having

worked in the renewable energy industry for many years, the acquisition of this new trailer equipment is a decisive move for Collett, and one which significantly increases our wind turbine carrying capabilities." ■

Transformer moves in Scotland

In other Collett news, the company delivered two 180 tonne super grid transformers to an onshore substation for Scotland's Neart na Gaoithe offshore wind farm.

Collett provided a door-to-door service for both loads. For the last leg each unit was transported separately via road to the onshore substation site under the pull of a single 8 x 4 tractor unit. Later in the journey more tractor units were added to the rear for extra traction.

On site both were offloaded and installed onto their bunds by Collett Heavy Lift, using specialist hydraulic jacking and skidding equipment.



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Fast learning

Saudi Aramco's investment last year in a US\$900 million solar project in the Kingdom tells you a lot about the shifting debate on energy in the Middle East.

It is a subject that will be addressed head-on by Paul van Gelder, CEO at Mammoet, in his keynote speech at CATME 2022 in Dubai.

Van Gelder, who has been CEO since 2017, will say that the lifting and specialized transport sector has a key role to play in

The third Cranes and Transport Middle East (CATME) conference is on 22 and 23 March 2022 in Dubai, UAE.

Murray Pollok previews the event

renewable energy and will call for "much faster" construction.

He thinks that improving the way renewable energy facilities are built will be vital to meet global climate change targets.

"Put simply, we will need to build a lot faster than we currently can to achieve these goals, and the engineered heavy lifting industry will play a large part in achieving this.

"Our industry will need to innovate as well to help achieve this acceleration, and this will only be possible once we see double-digit ROCEs [return on capital employed]."

Van Gelder says good energy will not come cheap; "At CATME I will compare and contrast the approach taken in the oil and gas industry to that currently taken in renewables, and how a new approach could help to drive standards upwards for OEMs, developers, contractors and sub-contractors alike."

He says CATME will represent an excellent opportunity to stimulate debate on the best way to achieve these targets; "I look forward to interesting conversations with customers, partners and suppliers."

Van Gelder's keynote will kick-off a day of presentations covering a wide range of topics



THE EVENT

WHAT: Cranes and Transport Middle East (CATME)

WHEN: 22 and 23 March, 2022

WHERE: Swissotel Al-Murooj, Dubai, UAE

REGISTRATION: www.khl-catme.com

ORGANISERS:

KHL Group and *International Cranes and Specialized Transport*.

SUPPORTING ORGANISATIONS:

SC&RA, ESTA

The Swissotel Al-Murooj is close to the Dubai Mall and the Burj Khalifa tower



PHOTO: SWISSHOTEL-AL-MUROOJ



Paul van Gelder, Mammoet CEO, is the keynote speaker at CATME in Dubai on 23 March

WHO IS SPEAKING?

KEYNOTE SPEECH

Paul van Gelder, CEO, Mammoet

Lifting in the energy industry: highlights of Saudi Aramco's crane operations

Mustafa Al Abdulmohsin, Heavy Lift Engineering Group, Saudi Aramco

Challenges in the Middle East construction industry and its impact on tower crane engineering

Dr.-Ing. Mohamed Abouelezz, general manager, Wolffkran ISS



Trends, prospects and challenges for crane rental and crane sales in the Middle East

Mohammed Fareed, executive manager, Johnson Arabia

The synthetic gear revolution and its newest solution, synthetic chains

Dr Xavier Amils, commercial director, Industrias Murtra Cadenas (IMC)



PHOTO: ADOBE



Philippe Verdeure at Sarens will discuss the company's work on the Dubai Expo Plaza, involving the use of two dozen 200 tonne strand jacks

(see programme on these pages), including a site report from the Dubai Expo, strategies for combining lifting and transportation services, developments in synthetic slings and chains, shifts in the design of tower cranes, and the opportunities presented by the latest digital technologies.

RUNNING A LARGE FLEET

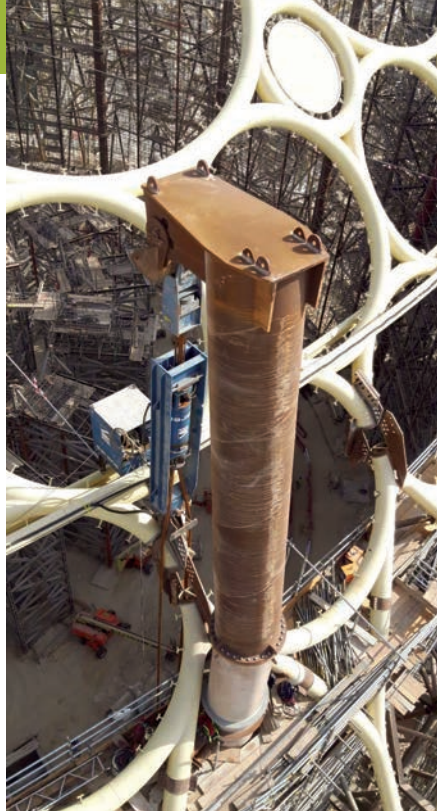
Of note will be a presentation by Saudi Aramco's Mustafa Al Abdulmohsin, who works at the oil giant's Heavy Lift Engineering Group. He will focus on Aramco's own crane operations. In addition to being a major 'consumer' of crane rental services it also has more than 300 of its own cranes. He will report on the company's in-house safety procedures and experiences of running a large fleet, illustrated by case study examples.

His presentation will provide a rare insight into the lifting operations at one of the world's largest oil and gas companies.

There will also be a very practical element to the programme, with separate speakers looking at subjects like annual testing of cranes, how cameras can help improve safety, and the latest developments in materials for lifting slings.

MATERIAL ADVANTAGE

Dr Xavier Amils, commercial director at Industrias Murtra Cadenas, a Spanish company selling the Murlink synthetic



Crane operations and policies at Saudi Aramco will be the subject of Mustafa Al Abdulmohsin's presentation

chain, says new types of lifting gear are becoming a more popular choice.

"Below the crane hook, synthetic soft slings for heavy lifting already replace the former bulky steel wire slings and rigid steel grommets. Moreover, latest developments of synthetic chains, have created the most adaptable lifting solution, which is even capable for irregular shaped heavy and outsize items."

He adds that synthetic products are also being used to secure loads on low-loaders, SPMT, on the decks of ocean-going barges

DUBAI AND COVID

At the time of writing travellers to Dubai are required to have a negative PCR test certificate for a test taken within 72 hours of departure. For visitors from the UK the test must be within 48 hours of departure.

We advise viewing the Visit Dubai website for the latest guidance: www.visitdubai.com

and breakbulk carriers.

His presentation will discuss the challenges encountered during the prototyping, field testing and final certification of synthetic gear.

The conference promises to be a valuable opportunity to network and learn. And remember, the Dubai Expo continues until 31 March, so you will have the perfect opportunity to combine a visit to CATME with a trip to the Expo.

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What can digitalisation do for the crane and transport industry?

Andrei Geikala, founder, MyCrane



Using cameras to improve the safety of lifting operations

Peter Hird, business development director, The Crosby Group – BlokCam

Vertical integration in lifting and transportation

Burhan Kuris, managing director, Middle East and North Africa, Hareket MENA FZE



Inspecting old cranes: key actions in Dubai and the Middle East

Mohammed Sadiq Sheriff, technical director, Gulf Test Safety Consultancies



Raising the roof: a major lifting project on Dubai Expo

Philippe Verdeure, managing director Projects APAC & ME, Sarens



Trends in specialized transport equipment

Speaker from Cometto, to be confirmed



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Roll up

Wire or fibre ropes are key for a crane's performance. **NIAMH MARRIOTT** reports

When it comes to rope, the debate continues, which is better, safer, more efficient – steel wire or synthetic fibre rope?

Arguing for synthetic material is James Gregory, president of digging and rigging at Samson Rope. He says, "Wire rope has a mind of its own when you're handling it. Anything we can do to enhance our strong safety culture and jobs easier and more efficient for the riggers and crews is valuable."

Samson's K-100 is an alternative to steel wire hoist ropes and is made of synthetic fibre. The company says it's just as strong but weighs 80 per cent less than wire. Being lighter means "easier handling without the danger of injury from broken strands and results in quicker reeving operations, while the

torque-neutral braided construction reduces load spin and cabling. Kinking and birdcaging are eliminated, and, while rare, diving on

the drum is easily remedied with no adverse effect on the rope." It's also easier and quicker to inspect, the company says.

The company explains that K-100 doesn't require any lubrication so is more environmentally efficient and that rope inspection is simplified and quicker. In early 2021 Sampson began to offer several of its products, including the AmSteel-Blue, AmSteel-X, Saturn-12, EverSteel-X, and Turbo-RC ropes with the option of containing bio-sourced fibre.

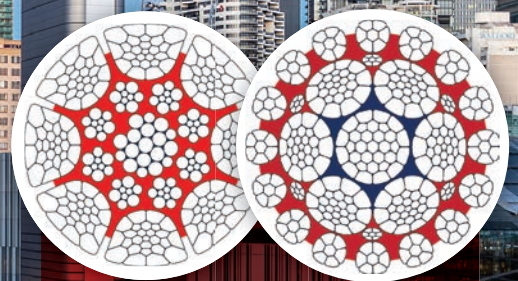
APPROPRIATE EQUIPMENT

Synthetic rope needs to be stored and operated with appropriate equipment. Oklahoma, USA-based Braden has added a new anchoring system for its TR 20 recovery winches, which the company says will ensure secure installation of synthetic rope for winching applications.

"Synthetic rope continues to grow in popularity for utility, towing and recovery, construction, military and other applications," says a Braden spokesperson. "Replacing traditional steel cables can drastically reduce the overall weight of any towing or utility vehicle, particularly those with multiple winches. Abrasion-resistant and easy to inspect, synthetic rope is torque-neutral, which means it will not twist and is much easier to handle."

The company's latest product, the Synthetic Rope Anchor (PN 113316) works with 12 mm and 16 mm synthetic rope and can

Jaso uses Doublefit and Parafit ropes on its J780PA tower crane



(Above left) Casar's Parafit can be used as the luffing rope for boom angle adjustment. (Right) Casar's Doublefit can be used as the hoist rope

provide pulling power that has up to 40 per cent less weight compared to steel cable.

Installation is designed to be straightforward says Braden. To use the anchor, an eye must be spliced into the rope and inserted through the smaller opening of the wedge pocket on the drum. Install the anchor in the eye, then pull the rope until the anchor is fully seated in the pocket and the anchor will secure the rope in the drum.

"Synthetic rope should be installed on a new winch drum with all burrs and sharp edges removed. The rope should be spooled onto the drum while under tension," continues the spokesperson. "Synthetic rope should not be installed on drums that have previously had wire rope installed."

FIBRE ACTION

The industry is experimenting with fibre rope and embracing its benefits. The new heavy lift ship crane type HLC 150.000-3000 from Liebherr, which will have a lifting capacity of 3,000 tonnes, will rely on several HyperTen fibre ropes from Teufelberger.

Liebherr opted for several 34 and 50 mm HyperTen fibre ropes for the heavy lift ship crane. Teufelberger says the weight of the HyperTen is so low that the rope even floats in the water.

For attaching loads on deck, Teufelberger says the advantages of a lightweight fibre rope compared to a steel wire rope are "obvious" – namely the weight difference. The 50 mm HyperTen weighs only 1.4 kg/m against a comparable steel wire rope weighing 11.5 kg/m. The rope also has a long service life, according to the company.

Björn Ernst, head of the fibre rope development department, describes the challenges faced during development, "Apart from adapting the rope diameter and the respective diameter tolerances to the winch geometry, it was necessary to develop a load-side rope end termination that can be used in combination with the standard wire rope pouch sockets in the market. The challenge was to develop a Fast Connector Socket (FCS) for a high-strength fibre rope. The company's



Usha Martin Group companies provided a turnkey solution for a rope replacement project

FCS for fibre ropes has an identical external appearance to one for steel wire rope and is therefore compatible.

WIRE DEMANDS

Steel wire rope continues to be dominant. Wire rope manufacturer Usha Martin Group Companies says the demand for its product is strong. The company has a wide range of combined capabilities from manufacturing to installations, as well as bespoke products and turnkey solutions. Recently, a client required a replacement main hoist rope for its vessel's onboard knuckle boom crane, and the company handled the project from start to completion.

Together, Usha Martin Italia (the group's global design centre) and Brunton Shaw, a UK-based group manufacturing facility, designed and manufactured a 3,300 metre length of OceanMax35 56 mm compacted non-rotating steel wire rope.

Once the rope had been produced, EMM Corp, an Aberdeen, Scotland-based group service centre, worked alongside the hauliers to co-ordinate the mobilisation of the 51 tonne reel from the manufacturing facility to the port side in the North East of Scotland, where EMM Corp's engineers were waiting to begin the installation onto the client's vessel. EMM Corp supplied the spooling winch and handled all craneage-related operations. Overall management was overseen by Netherlands-based De Ruiter Staalkabel.

ROPE SAFETY

"Regardless of whether it is a huge lattice boom crawler crane for setting up wind turbines, a crane for handling containers or an indoor crane in a paper factory, they all have one thing in common: the wire rope, which serves as a lifting device for the load to be moved," says a Casar spokesperson, part of

WireCo. "The rope has always been a critical crane component, the importance of which has increased due to the development on the crane market."

The company believes the design of a rope can maximise safety.

"Safety and reliability have top priority in crane operations, which is why Casar ropes are designed and calculated in such a way that they show their discard status on the rope surface in good time, so the operator knows when to change the rope."

Casar has researched and tested various rope properties, including breaking strength, turning behaviour, efficiency, flexibility and diameter reduction under load. This led to the development of Doublefit, made from compressed steel strands. The rope has been used as the hoist rope on the Manitowoc MLC 650 crawler cranes for the last few years.

"By compressing the strands and hammering both the heart rope and the slammed rope, a very round and smooth surface is obtained," explains a spokesperson.

A luffing rope, used to alter the angle of the boom, demands use of a different type of rope. For this requirement Casar offers its Parafit rope. The company says it has "excellent spooling behaviour and drum-crushing resistance." The smooth surface with less indentation means lower abrasion and less damage, the company says.

Spanish crane manufacturer Jaso used the Doublefit and Parafit on its J780PA, a large luffing jib tower crane. Bosko Mujika, Jaso Tower Cranes R&D manager, comments, "We will continue to use Doublefit and Parafit on our tower cranes, as the swaged surface ensures optimal spooling, high rotation resistance, and a long and safe lifespan. The breaking strength is impressive."

Safety is at the forefront of both synthetic and wire rope, and weighing up the choices, it seems the industry prefers to have several reliable options. ■



Braden says installation is straightforward



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SPEAKERS AND TOPICS



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- **Raising the roof: a major lifting project on Dubai Expo**
Philippe Verdeure, Managing Director Projects APAC & ME, Sarens
- **The synthetic gear revolution and its newest solution synthetic chains**
Dr Xavier Amils, Commercial Director, Industrias Murtra Cadenas (IMC)
- **Lifting in the energy industry: highlights of Saudi Aramco's crane operations**
Mustafa Al Abdulmohsin, Heavy Lift Engineering Group, Saudi Aramco
- **Inspecting old cranes: key actions in Dubai and the Middle East**
Mohammed Sadiq Sheriff, Technical Director, Gulf Test Safety Consultancies
- **Vertical integration in lifting and transportation**
Burhan Kuris, Managing Director, Middle East and North Africa, Hareket MENA FZE
- **Using cameras to improve the safety of lifting operations**
Peter Hird, Business Development Director, The Crosby Group – BlokCam
- **Challenges in the Middle East construction industry and its impact on tower crane engineering**
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Washington



Back on schedule after two years of disruption, the SCRA Annual Conference is looking good for April in Washington DC, USA.

ICST reports

A full programme of committee meetings and educational sessions form the backbone of this popular annual event. Now for 2022 returning to its April timing, the event runs from 25 to 29 April, at the Omni Shoreham Hotel in Washington DC, USA.

Expect the usual mix of meetings where member participation is actively encouraged, both to help get things done and to learn new tools and techniques. Making a change this year, instead of the well-known sequence of

golf, fun run and tennis tournament, there will be a series of three tours.

These tours will aim to highlight the best of the city of Washington in terms of monuments, museums and food. Restrictions have been lifted on occupancy capacity so museums and other attractions are opening again. The tourism authority in the nation's capital says "Washington, DC is Open for Business" For the latest on entry requirements, mask wearing and restrictions, see: coronavirus.dc.gov

While the social side of the Annual Conference is different this year, there will still be the customary Exhibit Center, which will be open on Thursday 28 April from 09.15 to 12.45. More than 90 booth spaces are available and they usually sell out quickly but you might still have a chance to get one. For more information contact Melanie Khoury: mkhoury@scranet.org

That evening the International Members Reception will host all members from outside the United States. In these times of global pandemic the Association especially welcomes visitors who can make it from near and far around the world outside the USA.



Kevin Johnston, Association president, speaking at the 2021 annual conference International Reception



The Omni Shoreham hotel in Washington, DC

During the 2022 event Ed Bernard, at transport company Precision Specialized, will take over as president of the Association from Kevin Johnston. Johnston, who heads hydraulic lifting equipment specialist J&R Engineering based near Milwaukee, USA, will then become chairman of the Association.

INTO THE PROGRAMME

Monday 25 April is a full day of committee meetings. Attendance is positively encouraged at all but a small number where stated. Members are welcome to contribute and provide expertise and assistance where they feel able.

Committee meetings continue in the morning of the second day, Tuesday 26 April.



Job of the Year trophies for cranes, rigging and hauling will be presented at the closing night Awards Recognition Dinner

ways



Committee meetings will be held throughout the week



Well-attended evening receptions are key networking opportunities



The popular Exhibit Center has 90 booths



Ed Bernard is the new incoming president, replacing Kevin Johnston, who becomes chairman of the association

Then at 12.30 the opening session of the conference is titled 5 Steps to Make the Impossible Possible. The speaker is author Ben Nemtin.

Following that the insurance and risk management committee meeting starts at 13.45 and then comes the second educational session of the conference. At 14.30 attendees will be able to find out What Every Policyholder Needs to Know About Claim Trends. Discussing this will be Chris Mikolay and Paul Stock from National Interstate Insurance Company, and Bill Smith at NationsBuilders Insurance Services (NBIS).

A key takeaway will be learning how data can be used to strengthen your safety and risk management programmes, and what steps you need to take to protect your assets in 2022 and beyond. The session runs until 16.00.

Next, at 16.15, the session on planning for business succession will be useful to many. It remains something a large number of people don't think enough about before it is too late. The title is Business Succession and Estate Planning: How to Prepare for New Tax Proposals to Protect Your Company. The speakers are Lee and Terry Resnick from Resnick Associates.

Wednesday 27th kicks off with association committee meetings for the morning. At noon the themed tours of the city set off. Choose Washington's Monuments or the Georgetown Foodie tour or Museum Highlights. The Monuments tour will drive by the White House and stop at the US Capitol building. Next will be the Washington Monument and the WWII Memorial. The last stop will be the Lincoln Memorial. Whichever tour you choose, expect plenty of interesting sights and activities to more than fill the afternoon.

If a tour isn't for you there is a one-hour educational session at 13.30 titled: It's Showtime: Discover your Performance Mindset. The speaker is Jon Petz and the session goes on until 14.30.

That Wednesday evening there is a fundraising event in support of the SC&R Foundation with drinks, dinner, entertainment and a raffle.

Thursday 28th sees the Exhibit Center run from 09.15 to 12.45. Attendees can learn about the latest products and services from 90 exhibitors and lunch will be provided. It is always a popular and worthwhile element of the event.

Similarly popular is the presentation of the Rigging Job of the Year competition, starting at 13.00 and running for the rest of the afternoon. Find out details of the shortlisted crane and rigging projects for the

coveted awards presented later during the conference.

Friday 29 April begins with the annual membership and board of directors meeting, followed at 10.00 by the Hauling Job of the Year competition. Like the rigging jobs competition the day before, this one allows people from the shortlisted companies to highlight their spectacular projects but this time they are for specialized transport.

In a change from the usual programme, this year Friday evening is closing night, instead of Saturday. The evening begins at 18.30 with the Closing Night Reception for an hour, followed by the Awards Recognition Dinner from 19.30 to 23.00.

More than 300 attendees will be there to help close out the conference in style. The programme includes awards for membership, plus the winners of both the Rigging Job of the Year and the Hauling Job of the Year competitions will be announced for the first time. It is a good opportunity to enjoy a dinner while networking with peers. New this year is an after-party event with live entertainment, drinks, and a dessert bar.

Tickets for the event are included in the registration and will be provided at the conference on request.

For more information see the events section at: www.scranet.org or register at www.scranet.org/ac2022

With the pandemic accelerating digitalisation, many businesses have seen the benefits that come with integrating new technology into their operations, such as BIM. Improved efficiency, realisation of environmental, social and governance (ESG) objectives, and an empowered workforce, are some of the benefits that come with integrating new technology.

New research has found many companies are still using outdated business processes, says Sourcing Industry Group (SIG). A recent study of more than 150 global companies, organised by SIG in association with artificial intelligence-powered procurement platform Globality, found that only 6 per cent of companies have fully embraced digital transformation. This lack of adoption is reflected too in construction, site management and crane rental businesses.

WHAT IS BIM?

So, let's start with the basics as BIM, building information modelling, is still a relatively new concept for the industry, and for construction. The concept of BIM has been in development since the 1970s, but it only became an agreed term in the early 2000s, where its popularity has slowly increased.

The idea of the smart modelling is to encompass the entire process of a building or buildings, from conception to completion, acknowledging and including all parties involved. It allows the planning, design and physical build to be optimised. It is a collaborative digital approach to construction.

In theory, any company or person involved in the building, from architects, designers, developers and contractors, to manufacturers and other construction professionals, can view the digital plans and make amendments, changes or updates. Known as open BIM, the design is available to view and alter. It's designed to make sure that nothing will be missed, ignored or overlooked – and aims to make the entire process super efficient. Every person working on the project would be working from one model.

More recently, BIM is also being used post-construction, to optimise the use of the building and the services and energy it requires, and to make informed decision

What is BIM and why is it important for the crane industry to know about it? Is it just the latest digital fad or will it change the construction process forever?

NIAMH MARRIOTT reports

The bigger

about the building. Management, operations team, owners and overseers can all use the BIM model.

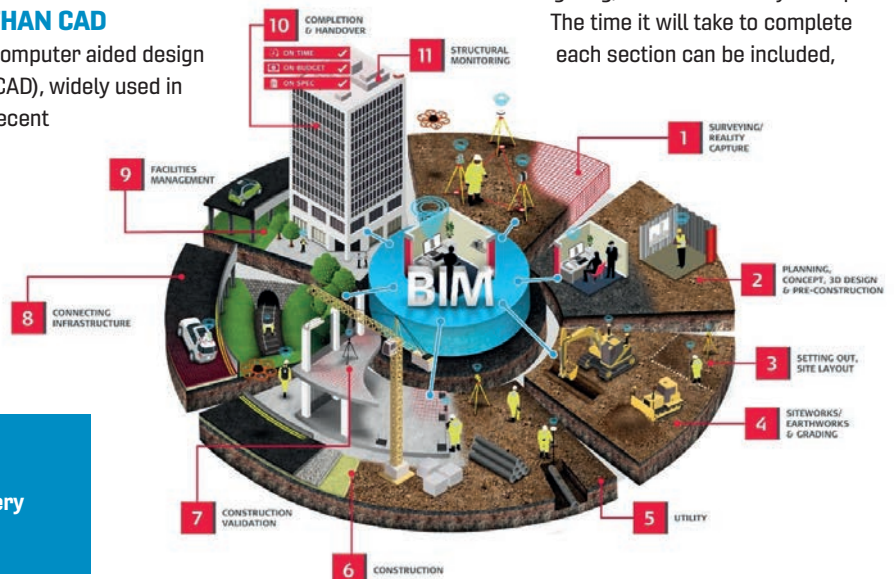
"While the adoption of BIM is on the increase, in many cases it is only being used at the early stages of design and construction," says Simon Hall, Leica Geosystems' content marketing executive.

WHY BIM IS BETTER THAN CAD

Computer aided design (CAD), widely used in recent

years to produce a 3D model of a building, can be useful for all types of service providers in construction to get a full image of a design. BIM goes further than CAD and offers real information, that is not just available, but "actionable," comments a Trimble spokesperson. Users can add not only the material information of buildings components, but also the scheduling, cost estimations, budgeting, and sustainability of all parts.

The time it will take to complete each section can be included,



DIGITAL CONSTRUCTION

Building Information Modelling (BIM) is applied at every stage of construction. IMAGE: LEICA GEOSYSTEMS



picture

BIM encompasses the entire process of a building or buildings



NEW GUIDE TO BIM

The European Rental Association (ERA) has published A Beginner's Guide to Building Information Modelling (BIM) to give rental companies guidance on how BIM can help them deepen their relationships with customers.

The guide can be downloaded for free. The association said BIM gives rental companies the opportunity, for the first time, to become involved at the design stage of a project.

By engaging in BIM, said the association, rental companies can help improve productivity, make sites more equipment friendly, and provide the optimum product for each stage of a construction project.

Michel Petitjean, ERA secretary general, says, "BIM is a transformative technology that represents a huge opportunity for the rental industry." "It enables rental companies to partner with their clients at an earlier stage by offering an expanded range of services, which means they can deliver greater value for money. This guide aims to make BIM more accessible to rental companies of all sizes and we hope that it helps the industry to embrace the technology and take advantage of the benefits that BIM has to offer for their businesses."

The publication also gives case studies from leading rental companies that demonstrate some of the different uses for the technology.

as well as data on who is providing what, from where and when. Energy consumption requirements are recorded, which can lead to a more sustainable way of working, and the sequence of each task is outlined.

WORLDWIDE ADOPTION?

Different countries have different approaches to mandating and/or encouraging the use of BIM. Dubai Municipality issued a circular (196) in 2014 mandating BIM use for buildings of a certain size, height or type. In December 2015 Germany's minister for transport, Alexander Dobrindt, announced a timetable for the introduction of mandatory BIM for German road and rail projects from the end of 2020. The Russian government has approved a list of the regulations that provide the creation of a legal framework for the use of information modelling of buildings in construction and encourages the use of BIM in government projects. Spain's Ministry of Infrastructure (Ministerio de Fomento) launched the country's national BIM strategy, making BIM a mandatory requirement on public sector projects, although no firm date has been set for this. The USA has not adopted a set of national BIM guidelines, allowing different

systems to remain in competition. Many contractors, architects and developers are experimenting with BIM.

There's also some discussion in North America over the actual wording, and alternatives like Virtual Building Environment (VBE) are being debated.

UK-based NBS (National Building Specification) published its 10th annual BIM report in 2020 and found adoption is widely increasing. It stated that in 2011, 43 % of its survey respondents had not heard of BIM, while in 2020, 73 % said they were using BIM.

HOW CAN CRANES BENEFIT?

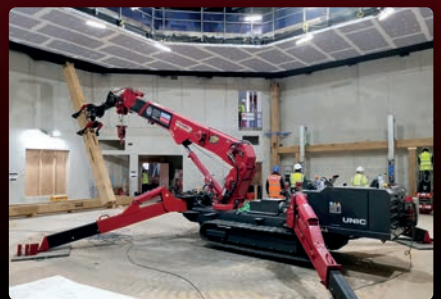
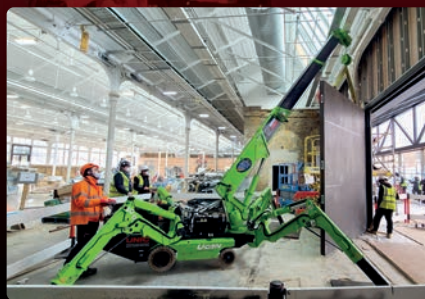
Cranes are a sizeable part of big construction sites, and account for a reasonably large part of the overall budget on a project. Optimising their use on site and being aware of exactly how they fit into the process can save time, money, energy and fuel. It can therefore be incredibly useful to consider BIM.

Simon Hall says, "Improved digital construction practices and tools can help bring projects in on time and on budget by making everyone involved more productive and eliminating mistakes. The sharing of information in the form of digital data

between all parties, through all stages of the construction process from concept to completion, can help bring the industry into the future and reduce legacy challenges such as delays and cost overruns."

Ultimately, using BIM can result in "a reduction in design flaws, better budgeting and fewer problems with operations and maintenance integration," comments Hall. These are common problems with fleet management and rental and could be addressed and resolved early with this digital adoption, and benefit the crane industry. ■

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Driving incentives

A pay increase is not a cure-all

Increasing driver pay caught on over the last couple of years as a potential way to attract and/or retain drivers throughout the industry. But for quite a few fleets, it hasn't had the impact people expected.

While it should be noted that many fleets did increase their rosters more than usual in 2020 and 2021, the numbers point to the pay raises slowing down the actual amount of drivers who dropped out of the industry more than it did attract new ones.

While that's somewhat positive, U.S. Department of Labor data indicates there have been some local and regional success stories but, by and large, a hiring boom has not emerged. In fact, in many cases, the pay hikes have prompted many drivers to bounce from company to company.

Times being what they are, massive increases in online ordering during the pandemic have sent demand for delivery truck drivers through the roof. While commercial trucking and heavy haul are two different animals, we still draw from similar candidate pools. And trends in trucking are fairly ubiquitous for everyone.

To that end, overall, the increased pay seems to have increased the competition between current drivers more than it has inspired people

to move into the profession. In Addition, it isn't uncommon for drivers to want to work less now that they're getting paid more – seeking more time off from an already complicated vocation.

FOOD FOR THOUGHT

There's also competition from outside industries, especially during the pandemic, where a lack of workers across the board has created new opportunity for people who might otherwise have leant towards a career in trucking.

Moreover, as an additional layer of the onion, local trucking jobs are being filled more than long haul or heavy haul, which are often more demanding on time and energy, and can certainly require more expertise. While appreciated, it should be noted that another factor that has led to a reduction in numbers is the federal clearinghouse that alerts carriers to drivers who have failed drug tests, DUIs or other substance-abuse problems on their records. Some 54,000 drivers have been barred from driving since the clearing house went into effect in early 2020.

More so, however, this latest chapter in the driver-shortage era could be reason enough to re-address fleets' inability to hire drivers under 21 for interstate jobs – thus prompting candidates to choose a different career.

Combined with appropriate moves made at the federal level, a strategy to approach Generation Z by highlighting the undeniable fact that truck drivers make a difference in their community could be quite impactful. As the youngest group within the Covid generation to be at career-age, they perhaps recognise and appreciate more than anyone the value and necessity of essential workers.

They've seen truckers make a difference both locally and nationally, and many of them – now questioning the career-path model that was thrown at them from birth – also want to make a difference. They've seen the importance of drivers in times of crisis or even natural disasters. If they can also see how viable trucking could be as an employment option, it might just be a catalyst for industry-wide change.

Ultimately, whether we're recruiting rookies or veterans, it's still a matter of depth. This isn't a problem trucking can just throw money at. The nature of employment within the industry has changed, and along with better pay, employers have to evolve alongside it. Companies understand they're operating in a different work environment now where they have to do different things to attract and retain talent.

Just beneath "pay is too low" in most surveys outlining why drivers quit, you'll find: quality of life, I hate my boss, poor communication, no room for advancement and I'm not appreciated.

Food for thought, as we all continue to try and solve the trucker shortage conundrum. ■

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To the heart

The Association is cultivating new approach to permit harmonisation in 2022. **MIKE CHALMERS** reports

As a result of varying oversize and overweight (OS/DW) requirements and weight allowances across the USA, the American Association of State Highway and Transportation Officials (AASHTO) and SC&RA came together in 2013 and 2014 to find permit restrictions to address with states to meet a national or regional standard to improve interstate commerce.

AASHTO ultimately adopted a phased series of baseline recommendations – Phase I in 2013, and Phase II in 2014. In doing so, AASHTO and SC&RA mutually identified certain truck permit procedures and requirements that can be harmonised among states without compromising safety or infrastructure preservation.

In 2018 SC&RA announced Uniform Permit Transport 2021 (UPT2021) – an initiative with a goal of 24-7 automated permitting in all 50 states and continuing to advocate for the national and regional permit harmonisation goals established through AASHTO's Phase I and II initiatives.

AUTOMATICALLY ISSUED

To set a minimum goal for a state to auto issue permits up to SC&RA standards, UPT2021 established 11 envelope vehicle configurations that make up the majority of typical oversize and overweight loads and assessed whether or not they could purchase a permit for those loads online and 24-7. Presently, 36 states auto-issue permits, in some cases greater than 16 feet (4.88 metres) wide and high and 250,000 pounds (113 tonnes) gross. In places like Illinois, more than 95 per cent of all permits are now auto issue.

USDOT has also greatly assisted UPT2021 efforts by publishing two key studies underscoring the public benefits of 24-7 permit automation, including in times of natural disasters and emergencies requiring expedited movements of loads.

While UPT2021 pertains only to those permitted loads defined by the Federal

Government as “non-divisible” – those that cannot be dismantled in less than eight hours, or if dismantled, would compromise the intended use of the vehicle or destroy the value of the load – SC&RA continues to work with its government and industry partners to highlight the needs of divisible loads in times of national crisis.

As the industry moves forward into 2022, it will again pursue a Phase III of the AASHTO recommendations. Topics being considered, include: night movements; route surveys; standardisation

Chris Smith, SC&RA vice president, transportation



of application information; multi-state corridor communication; communication between states and industry; and electronic verification of permits.

TAILORED STRATEGIES

“A year ago, I came in and realised that we have fourteen states left to go on UPT2021,” said Chris Smith, SC&RA vice president, transportation. “Those are what we call the ‘reds’ – and then we have some ‘yellows’ as well. The goal this year is figuring out what we have to do to get them all to green.”

To realise his goal, Smith started making phone calls, both to SC&RA members and states. “I realised the red states vary widely,” he explained. “It’s not just about telling folks they’ve got to automate. Instead, we have to reach out to them individually to try and tailor particular strategies determined by what their needs, concerns and observations are.”

The state-by-state approach being the first part of his plan, Smith also indicated the second part involves building those business

“It’s not just about telling folks they’ve got to automate. Instead, we have to tailor strategies determined by their needs.”

CHRIS SMITH, SC&RA vice president, transportation



of it

**Geoff Davis is at Unified Logistics
is also SC&RF president**

and policy cases for automation for people not necessarily in the permit office and, in turn, empowering the permit offices to advocate within their own organisations, even empowering SC&RA members to advocate for their businesses.

“When permit offices get to a point themselves that they can make no changes, either with their own structures, or whether it’s a policy, political or financial constraint – how do we then elevate the communication?” he noted. “Who else do we need to talk to, advocate to, to get automation over the line in these places?”

Smith added, “What are the things that appeal to the decision makers – who otherwise have little or no knowledge of our industry and our industry’s needs? Everything we are working on revolves around that.”



DETAILED CONVERSATIONS

One major tool Smith is bringing to the table is data. “We’ve got the Foundation [SC&RF] study – which looks at the economic impact of the industry holistically,” he pointed out, “but communicates in a way that an executive can understand – who otherwise doesn’t

know us. We’re also looking at data that points to where we are with harmonisation with each state – so when we’re ready to ask for phase three of harmonisation, we can at the same time check in and see how that state is doing on phases one and two.

“Additionally, we can report to their secretaries and chief engineers as to where they are

on one and two. It starts that conversation – we can go back and have a detail-driven conversation with each individual state to solve the problems for that state.”

Geoff Davis, at Unified Logistics, and current president of SC&RF, is behind much of the data going into Smith’s strategy. “Years ago, the Foundation did a study on the overall value of our industry when it came to how many dollars touched cranes, heavy haul trucks, etc,” Davis said, “and that study is being updated, funded by the Foundation, so SC&RA can get a new view

to be used with state and federal regulators – articulating questions like: ‘what’s our financial impact, what’s our workforce impact, what’s our GDP impact?’ across the different industries that we serve.”

Davis emphasised that this data is different from what regulators would receive from general contractors or academics. “They mostly talk about numbers that don’t touch actual heavy haul – they don’t really speak to what we do. So we’re doing it ourselves. This new research will not only serve the Foundation on its mission of helping SC&RA member companies, but it will provide SC&RA with the revamped study and the specific data that will edge the context for regulators.”

According to Davis, regulators often want to know, “...how many jobs, how much GDP will this initiative contribute to? This allows us to put a fine point on it. And once you can have a relevant discussion about the cost of bad permits or non-harmonisation, or the way a certain state does business – in dollars – or that companies are avoiding a state because it’s too difficult to do business there, then you can start to change the thinking. That’s the heart of this thing.”

Keith Settle, at Oxbo Mega Transport Solutions, and SC&RA Transportation Group chairman, agreed with Davis. “I think if we give states the data, then we give them the

reason to say yes, and the only other reason to say no would be financial. So, we’re working with the states to try to provide solutions to that financial side – basically trying to make it so there are no excuses to not do it.”

Settle also pointed to an additional advantage to harmonisation. “In a roundabout way, I think the pandemic is

actually going to help solidify the need for what we’re trying to accomplish here, because the states that were already harmonised and digital operated just fine through the pandemic, and the ones that weren’t, struggled,” he spotlighted. “It became evident as to where the states where the freight was tied up within, the manual way of doing it is past its time. I believe, moving forward, that will be a major point to push within this effort as well.”

At the end of the day, added Settle, it’s about having the right ammunition and the ability to communicate it. “It’s the only way to have these conversations,” he said. “Data can justify the changes. Because states won’t change unless you give them a reason.” ■

**Keith Settle,
at Oxbo Mega
Transport
Solutions, is
also SC&RA
Transportation
Group chairman**



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Dellner upgrades SB28.5 disc brake

The SB 28.5 disc brake is an upgrade offering performance, maintenance and sustainability benefits. It is the first fruit of the Dellner and Bubenzer merger of June 2021.

The SB 28.5 has an improved cam and roller type self centring system. It requires less maintenance than its predecessor, for which it is also a direct replacement without need for alterations to mountings and so on. Maintenance is also easier thanks to automatic wear compensation and the parallel alignment of brake shoes.

Sustainability and energy saving are other



Dellner Bubenzer's upgraded SB28.5 disc brake

key elements of the revised design. Jan-Willem Schoneveld, Dellner Bubenzer CEO, said, "Sustainability is a driving force in development for us with the combination of the SB 28.5 with the Buel thruster. This an important development for braking systems that consumes

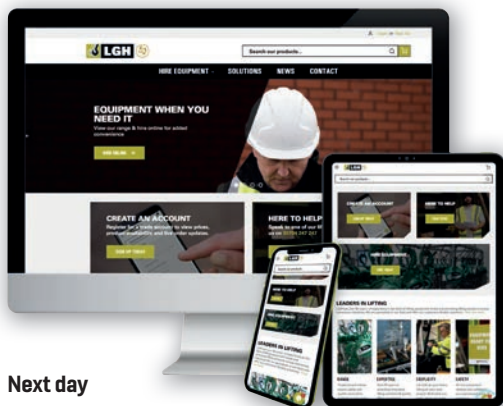
less energy with a fast-closing time."

The Buel thruster is a self contained hydraulic actuator unit for the brake.

■ **For more information see:**
www.dellnerbubenzer.com

LGH introduces 24-7 self service rental and next day delivery

UK lifting gear specialist LGH has launched an online service to allow customers rent its equipment at any time.



Next day delivery of rented lifting gear from the new online ordering site

LGH guarantees next day delivery to any UK site for equipment ordered on its new e-commerce website. The company said the move is in response "to growing client demand for convenience, choice and more flexible ways of renting equipment."

Hundreds of products will be available, including hoists and modular spreader beams, hydraulic equipment and material handling equipment. Features on the site include live product availability, pricing and order history.

Rob Halliwell, group transformation director, said, "The launch of our new e-Commerce website is an exciting step in the way we operate. It's all about giving options,

Anti-sway is one of several built-in functions



INVERTER DRIVE WITH ADVANCED FEATURES

Yaskawa's new CR700 inverter drive is designed to offer specific benefits in crane applications.

The manufacturer claims this drive improves productivity, reduces energy and overall costs, and facilitates preventive maintenance. Sustainability was a key concern in development of the new drive.

For braking, the CR700 does more than control mechanical brakes and generate all its torque at the motor shaft before the brake opens. The condition of mechanical brakes can now benefit from preventive maintenance functions. At any time a crane operator can read the number of brake-open commands, making it easier to plan brake maintenance while increasing safety and availability, the company said.

Other crane functions are an integrated electronic anti-sway system and a synchronous position control for tandem operation. Its algorithm allows the position of several CR700 crane drives to be controlled simultaneously. There is also a hook position detection function to help place loads.

■ **For more information see:**
www.yaskawa.eu.com

flexibility and most importantly choice to our customers. We are confident it will be well received and will become a central part of our sales operations moving forward."

■ **For more information see:** www.lgh.co.uk

KONECRANES IMPROVES BELT HOISTS

Industrial crane and hoist manufacturer Konecranes improved and relaunched its belt hoist range.

Instead of chains or wire rope they lift using lubrication-free polyester belts. It makes them suitable for operation in clean rooms and environments where hygiene is vital. Applications include pharmaceuticals

Konecranes hoists are built to IP55 to resist water and dust

and electronics manufacturing. The polyester lifting belts are resistant to acids, bases, mineral salts,



solvents and oil, Konecranes said. They also give the hook a degree of electrical isolation. A total of 13 models are available in capacities between 500 and 2,000 kg. Two-speed contactor type controls give lifting speeds of 5 and 0.8 m/min and 20 and 3.3 m/min. Their low headroom design includes a small hook.

■ **For more information see:**
www.konecranes.com

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EVENTS DIARY

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www.scranet.org

ESTA AWARDS OF EXCELLENCE
17 March 2022
Noordwijk, Netherlands
www.estaeurope.eu/events

CRANES AND TRANSPORT MIDDLE EAST (CATME)
22 and 23 March 2022
Dubai, UAE
www.khl-catme.com

CONSTRUCTION TECHNOLOGY SUMMIT
21 April 2022
Online conference
www.ct-summit.com

SC&RA ANNUAL CONFERENCE
25 to 29 April 2022
Washington, DC, USA
www.scranet.org

NEW POWER PROGRESS SUMMIT
3 May 2022
Online event
www.nppsummit.com

VERTIKAL DAYS
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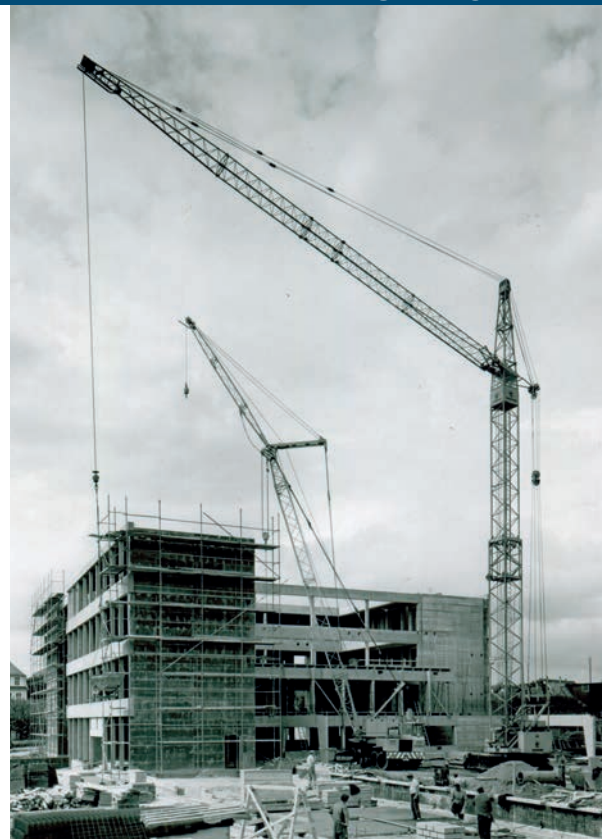
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■ Please send picture of the month entries and all other back page-related information to *International Cranes and Specialized Transport*, KHL Group, Southfields, Southview Road, Wadhurst, East Sussex TN5 6TP, United Kingdom, or by email to alex.dahm@khl.com. 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.

PICTURE OF THE MONTH

A period photo this month from Liebherr of one of its Form 30A/35 medium size tower cranes introduced in 1962. Production continued until the mid-1970s and around 3,000 units were built. It was the first crane of its type to have a tubular structure and other hollow profiles instead of L-profiles (angle iron). This construction method endures today.

The Liebherr Tower Crane Center in Bad Waldsee now displays a restored Form 30A/35, built in 1969. The crane's owner, Stephan Keim, loaned it to Liebherr after discovering the crane in 2008. He worked for years to restore it to its original state.



PEOPLE NEWS

■ Finnish specialized transport company Silvasti has a new



chief executive officer. **LAURI RIIPINEN** has been appointed CEO, replacing



VILLE SILVASTI who is now chairman of the board. Silvasti previously

covered both roles but as the company expanded it was decided to separate the CEO and chairman functions. Riipinen took up the post on 1 January 2022.

Riipinen has a master's degree in economics and a degree in mechanical and production engineering. He has more than 10 years of experience at Silvasti. He held management positions for several years in his previous career as well, Silvasti said.



■ Industrial electric mobile crane manufacturer Manitex Valla in

Italy has a new general manager. **FABRIZIO GIROTTI** takes over the role from **Carlo Forini**. Girotti is already general manager at aerial work platform manufacturer Oil & Steel aeriels, a sister company in the USA-headquartered Manitex International group.

■ Training provider Crane Industry Services (CIS) in the USA has expanded its team with two new NCCER trainers and examiners, **NELSON PLUMB** and **BERNARD BURNS**.

Crane and rigging trainer and examiner Plumb's career includes construction management, supervision and training of employees, and heavy equipment operations. He has experience in the erection, operation and dismantling of tower cranes.

Burns is a certified safety professional with more than 37 years of industrial and construction safety, health, and environmental experience in the pulp, paper, and packaging industries. His experience

includes managing OSHA voluntary protection program star level safety and health programmes. Burns has a degree in safety sciences from Indiana University of Pennsylvania.



■ **RICHARD SHULTZ** has accepted the position of vice president, manufacturing, at Link-Belt Cranes in the USA, and **GENE MARTIN** has been



promoted to vice president of engineering.

Shultz joined Link-Belt in 1990 as an associate design engineer. He became director of quality in 2016 and vice president of engineering in 2018. Shultz has a bachelor's degree in Agricultural Engineering and a Master's in Business Administration.

Martin started at Link-Belt in 1998 as an associate design engineer. In 2014 he became engineering manager, guiding new designs for rough terrain and telescopic crawler cranes.

MARKETPLACE

International Cranes and Specialized Transport's Marketplace is designed to help readers find the products and services they need. The Marketplace is divided into colour coded sections to help you quickly find what you need.



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47

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Year 2014
Capacity 55 t
Main boom 10.3 - 50 m
Kilometers 77,489 km
Carrier hours 9,941 h
Counterweight 6.8 t



Long boom



Tadano ATF 180G-5

Year 2015
Capacity 180 t
Main boom 60 m
Kilometers 17,470 km
Upper hours 2,739 h
Counterweight 50 t

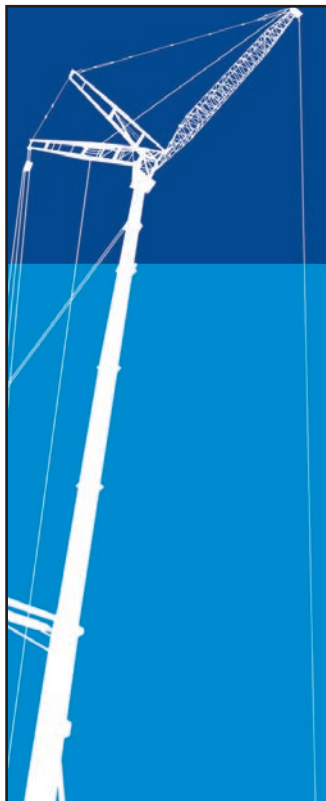


Low hours and kilometers



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INTERNATIONAL SALES & BARE RENTAL SOLUTIONS

ALL TERRAIN CRANES

1x	100 t	Liebherr LTM 1100-5.2	2018
1x	300 t	Grove GMK 6300L	2016
1x	450 t	Liebherr LTM 1450-8.1	2021

CRAWLER CRANES

1x	100 t	Liebherr LTR 1100	NEW!
1x	650 t	Demag CC 3800 + SWSL	
1x	650 t	Demag CC 3800 + WIND	
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ROUGH TERRAIN CRANES

1x	100 t	Liebherr LRT 1100-2.1	NEW!
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TELESCOPIC CRAWLER CRANES

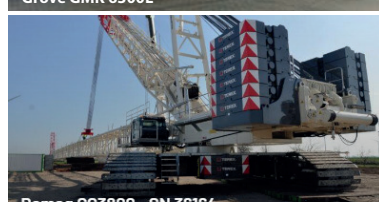
1x	156 t	Tadano GTC 1800	NEW!
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Liebherr LTM 1450-8.1



Grove GMK 6300L



Demag CC3800 - SN 36184



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ALL TERRAIN-CRANES

Make / Type	y. o. m.	Drive	Boom / Fly Jib
40 t Demag AC 40-1	2002	6x6x6	31,20m + 13,00m + 1,20m
45 t Grove GCK 3045	2010	6x6x6	34,0m
55 t Terex-Demag AC 55 City	2006	6x6x6	40,00m + 1,30m
55 t Liebherr LTM 1055/1	2004	6x6x6	40,00m + 16,00m + 2,50m
55 t Liebherr LTM 1055-3.1	2007	6x6x6	40,00m + 16,00m
55 t Terex-PPM AC 55 L	2007	6x6x6	44,00m
65 t Tadano Faun ATF 65G-4	2007	8x6x8	44,00m + 16,00m
70 t Tadano Faun ATF 70G-4	2018	8x6x8	44,00m + 16,00m
80 t Grove GMK 4080-1	2006	8x6x8	51,00m + 15,00m
90 t Liebherr LTM 1090-4.1	2007	8x8x8	50,00m + 19,00m
95 t Liebherr LTM 1095-5.1	2014	10x8x10	58,00m + 19,00m
100 t Terex-Demag AC 100/4L	2016	8x6x8	59,40m + 19,00m
110 t Tadano Faun ATF 110G-5	2008	10x6x8	52,00m + 16,00m + Runner
130 t Grove GMK 5130-1	2007	10x8x10	60,00m + 18,00m
130 t Tadano Faun ATF 130G-5	2013	10x8x10	60,00m + 32,00m
150 t Liebherr LTM 1150-5.1	2005	10x8x10	56,00m + 21,00m + 3,40m
160 t Tadano Faun ATF 160G-5	2010	10x8x8	60,00m + 13,20m
160 t Terex-Demag AC 160-2	2006	10x8x10	63,90m + 33,00m

LATTICE-BOOM CRAWLER-CRANES

80 t Zoomlion QUY80	2012		58,00m
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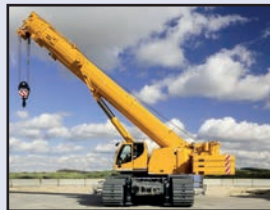
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LIEBHERR LTM1160-5.2, 190 TON, '19-'22, 203' BOOM, 62' JIB, RENT/RENT TO OWNCALL
LIEBHERR LTM1130-5.1, 155 TON, '19-'22, 197' BOOM, 62' JIB, RENT/RENT TO OWNCALL
LIEBHERR LTM1110-5.1, 125 TON, '21-'22, 197' BOOM, 62' JIB, RENT/RENT TO OWNCALL

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TADANO GR1600XL, 160 TON, '16-'22, 200' BOOM, 59' JIB, SEVERAL IN OUR FLEET.....CALL
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TADANO GR1200XL, 120 TON, '18-'21, 184' BOOM, 58' JIB, SEVERAL IN OUR FLEET.....CALL
TADANO GR1000XL, 100 TON, '15-'22 154' BOOM, 58' JIB, SEVERAL IN OUR FLEET.....CALL
TADANO GR350XL, 35 TON, '15-'17', 101' BOOM, 42' JIB, 2 HOISTS, LOW HRS.....CALL

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LIEBHERR LTR1220, 240 TON,'19-'22, 197' TELE-BOOM 72' JIB, RENT/RENT TO OWN.....CALL
LIEBHERR LTR1100, 110 TON,'19-'21 171' TELEBOOM, 62' JIB RENT/RENT TO OWN.....CALL

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Year 2006

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GROVE GMK 3050-1

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TELESCOPIC AT-CRANES

Capacity	Manufacturer	Type	Year	Drive/Steering	Boom/jib (m)	Delivery
450 t	Liebherr	LTM 1450 N	1992	16 x 8 x 14	50 / 61 / 84	direct
400 t	Liebherr	LTM 1400	1988	16 x 8 x 12	50 / 61 / 84	direct
220 t	Liebherr	LTM 1220-5.2	2013	10 x 8 x 6	60 / 22	direct
160 t	Tadano-Faun	ATF 160G-5	2010	10 x 8 x 8	60 / 13,2+run.	direct
160 t	Terex-Demag	AC 160-2	2006	10 x 8 x 8	63,9 / 33	direct
160 t	Liebherr	LTM 1160/1	1992	12 x 6 x 10	52 / 46	April
150 t	Liebherr	LTM 1150-5.1	2005	10 x 8 x 10	56 / 21 / 3,4	direct
130 t	Liebherr	LTM 1130-5.1	2013	10 x 8 x 10	60 / 19	direct
130 t	Liebherr	LTM 1130-5.1	2007	10 x 8 x 10	60 / 19	direct
130 t	Grove	GMK 3130-1	2007	10 x 8 x 10	60 / 18	direct
110 t	Tadano-Faun	ATF 110G-5	2008	10 x 6 x 8	52 / 16,2+run.	direct
100 t	Terex-Demag	AC 100-4 L	2016	8 x 6 x 8	59,4 / 19	direct
100 t	Terex-Demag	AC 100	2008	10 x 8 x 8	50,2 / 9,2+run.	direct
100 t	Liebherr	LTM 1100-5.1	2006	10 x 8 x 8	52 / 19	direct
95 t	Liebherr	LTM 1095-5.1	2014	10 x 8 x 10	58 / 19	direct
90 t	Tadano-Faun	ATF 90G-4	2009	8 x 8 x 8	51,2 / 1,6	direct
90 t	Liebherr	LTM 1090-4.1	2007	8 x 8 x 8	50 / 19+run.	direct
90 t	Liebherr	LTM 1090/2	1998	8 x 8 x 8	52 / 19	direct
80 t	Grove	GMK 4080-1	2006	8 x 6 x 8	51 / 15+run.	direct
80 t	Liebherr	LTM 1080/1	1999	8 x 8 x 8	48 / 19	April
70 t	Tadano-Faun	ATF 70G-4	2018	8 x 6 x 8	44 / 16	March
70 t	Liebherr	LTM 1070/1	1997	8 x 8 x 8	40	direct
65 t	Tadano-Faun	ATF 65G-4	2007	8 x 6 x 8	44 / 16	direct
65 t	Faun	RTF 65-4	1994	8 x 6 x 8	40,5 / 16	direct
60 t	Faun	ATF 60-4	2004	8 x 8 x 8	40 / 16	direct
60 t	Liebherr	LTM 1060/2	2004	8 x 6 x 8	42 / 17	direct
60 t	Liebherr	LTM 1060/2	2003	8 x 6 x 8	42 / 17	direct
55 t	Liebherr	LTM 1055-3.2	2012	6 x 6 x 6	40 / 16	direct
55 t	Liebherr	LTM 1055-3.1	2007	6 x 6 x 6	40 / 16	March
55 t	Terex	AC 55 L	2007	6 x 6 x 6	44	direct
55 t	Terex-Demag	AC 55 City	2006	6 x 6 x 6	40 / 1,3	direct
55 t	Grove	GMK 3055	2006	6 x 6 x 6	43 / 15	direct
55 t	Terex	AC 55 L	2005	6 x 6 x 6	44 / 15	May
55 t	Terex	AC 55 L	2005	6 x 6 x 6	44 / 15	May
55 t	Liebherr	LTM 1055-3.1	2005	6 x 6 x 6	40 / 16+2,5	direct
55 t	Liebherr	LTM 1055/1	2004	6 x 6 x 6	40 / 16+2,5+r.	direct
50 t	Terex-Demag	AC 50-1	2008	6 x 6 x 6	40 / 17,6	direct
45 t	Grove	GCK 3045	2010	6 x 6 x 6	34	direct
45 t	Faun	ATF 45-3	2005	6 x 6 x 6	34 / 15,2	direct
40 t	Terex	AC 40-2 L	2010	4 x 4 x 4	37,4 / 8	March
40 t	Terex	AC 40-2 L	2009	4 x 4 x 4	37,4 / 8	March
40 t	Terex	AC 40-2 L	2008	4 x 4 x 4	37,4 / 8	February
40 t	Liebherr	LTM 1040-2.1	2006	4 x 4 x 4	35	direct
40 t	Terex-Demag	AC 40-1 City	2002	6 x 6 x 6	31,2 / 13+s.h.	direct
40 t	Demag	AC 95	1997	4 x 4 x 4	32,2	direct
35 t	PPM	ATT 400/3	2001	4 x 4 x 4	30,4 / 8	direct
30 t	Grove	ATT 635 B	1997	4 x 4 x 4	30 / 13,1	direct

ROUGH TERRAIN CRANES

60 t	Liebherr	LTL 1060	1984	4 x 4 x 4	32	direct
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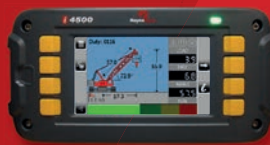
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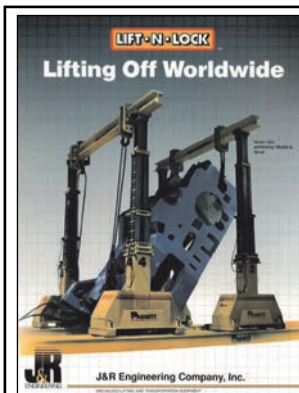
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