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DEMOLITION &

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RECYCLING INTERNATIONAL

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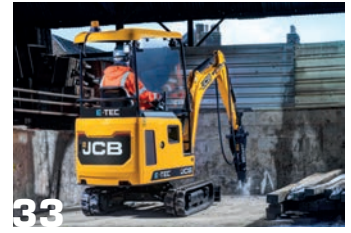

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 CONFERENCE AND AWARDS
 www.demolitionsummit.com

ON THE COVER

Brown and Mason has built a reputation as a leading company in decommissioning with projects like this one at the Longannet power station in Scotland. Read more starting on page 36



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Record figures for AR as hard work pays off

It has been the best start to a year ever for United Kingdom-based contractor AR Demolition, with record turnover and profits in the first half of 2018.

In the six months to July turnover climbed by 54% compared to the same period in 2017, with year-on-year gross profit up by 18%.

The figures follow significant investment in new plant and machinery, including £1.5 million (US\$2 million) spent on three new high reach Kiesel machines last year after spending £1 million (\$1.32 million) in 2016.

Following a period of restructuring and stabilisation, managing director Richard Dolman said he was happy with the direction in which the company, based in the English midlands, is now moving.

“We did not perform as well as I would have liked in

AR Demolition managing director Richard Dolman: ‘I am delighted with how quickly we’ve noticed such a dramatic improvement in financial performance’

2017,” said Richard.

“So we worked hard to improve all areas of the business. I am delighted with how quickly we have noticed such a dramatic improvement in financial performance.

“Earlier this year we appointed a new board, we are introducing some new processes and procedures across all our departments, including some cutting-edge improvements in communications and reporting, as well as strong governance and controls.

“And investing in the Kiesel machines provides our clients with the benefits of massive operational efficiencies as well as helping with carbon reduction.



We are implementing innovative technology that showcases our future and that of the industry.”

In May, AR Demolition was named in the prestigious 1,000 Companies To Inspire Britain report, released annually by the London Stock Exchange Group. The report celebrates the UK’s fastest-growing and most dynamic small and medium sized enterprises (SMEs).

To qualify, a company must have annual revenue between £6 million and £250 million (US\$7.8 million and \$325 million) and must have been operating for at least three years. ■

PEOPLE NEWS

■ Johnson Crushers International (JCI) has announced the promotion of **Rob Killgore** to company president. Rob joined in 2016 as manufacturing manager.



With more than 30 years of leadership experience, beginning with his military career and progressing through many manufacturing businesses, he has been an integral part of JCI’s success during the past two years.

“Rob’s long and diverse career brings a new perspective to JCI,” said Jeff Schwarz, group president of Astec Industries.

“We are eager to see how his background will help us operate more efficiently and serve our customers more effectively.”

Rob will be responsible for setting and achieving JCI’s goals and objectives. ■

Change of look for Hitachi

Hitachi Construction Machinery (Europe) has redesigned the demonstration area at its headquarters in Amsterdam to showcase a wider variety of machines in a more attractive and technologically advanced environment.

The official opening coincided with the introduction of the ZX210X-6 ICT hydraulic excavator with machine control to the European market.

The enlarged area at the front of the building has been created to enhance the experience of

customers visiting HCME. From the comfort of a seat in the auditorium, visitors will be able to hear the operator in the cab during product demonstrations and see exactly what they are doing, thanks to the installation of a new microphone and camera system.

Frank van Neste, demonstrator for the product management and engineering department at HCME, said: “Previously, I could only give explanations from the cab to one or two people, but now I

can share it with 90 people in the auditorium.”

Frank led the redesign project, with support from HCME general manager product management and engineering Burkhard Janssen and product manager Wilbert Blom.

Work on the new area took six months to prepare and was completed within six weeks. ■



The new demonstration area can host up to 90 people

Austria-based mobile compact crushing company **Rubble Master** is continuing its expansion with increased investment in the growing Chinese market, including sales subsidiary **Tianjin Rubble Master Technology**. The team of five – which has already sold and put into operation its first machines – will serve Chinese Rubble Master customers on site together with the 10 established local sales partners, and the company was represented at **Bauma China** in Shanghai for the first time this year. It showed the **RM 100Go!** with the new generation of mesh deck screens and hydraulic swivelling refeeding belts. ■



PEOPLE NEWS

■ LiuGong Machinery has promoted **Kevin Thieneman** to vice president. Kevin will be responsible for global strategy and business development,



global aftersales business, and supporting the acceleration of market segment solutions. He will also continue in his role as executive chairman of LiuGong North America, which he has held since in June 2017.

■ Equipment supplier Worsley Plant general manager south **Brian Carroll** has been named 2018 Demolition Man of the Year by the United Kingdom's National Federation of Demolition Contractors (NFDC). The NFDC said: "Brian has given so much to the federation, working tirelessly for Demo Expo 2017. He was involved in all stages of the planning, set up and running of Demo Expo to ensure the event was such a success." Brian joined Worsley Plant in 2015.

Kiewit Manson leads way

A USA-based joint venture proved the value of teamwork when its entry to the World Demolition Awards not only took first prize in the Collaboration category but scooped the overall 'best of the best' award as well.

The awards, held in Dublin as the concluding part of the 10th World Demolition Summit, recognise innovation and best practice in both demolition contractors and suppliers of equipment to the industry.

And there was plenty of both qualities on show in the Kiewit Manson entry, which was for its San Francisco to Oakland Bay Bridge East Span Removal project, executed alongside partner companies Caltrans, Bluegrass Concrete Cutting, Contract Drilling and Blasting, Silverado Contractors, Environmental Science Associates and Ventura Consulting Group.

The nine-man international judging panel, which together boasts more than 300 years of industry experience, said: "To deliver a project 12 months early and generate a saving of US\$20 million dollars is truly a world class project and a



Kiewit Manson receive the award from NDA president Scott Knightly (left)

testament to the foresight and collaborative approach involved."

The company received the award from US National Demolition Association president Scott Knightly at the end of an evening featuring 14 awards shared by 12 different companies.

The World Demolition Summit, including the awards, is organised by Demolition & Recycling International in co-operation with the European Demolition Association with the support of the National Demolition Association of the US. Headline sponsor is Volvo Construction Equipment.

This year was a record entry

for the awards but we always need more...if you are interested in entering for 2019 forms will be online shortly and the deadline for submissions is 30 June. Please contact steve.ducker@khl.com for more details. ■

Rare crane toppling in Puerto Rico

A heavily corroded ship to shore crane has been demolished on the Caribbean island of Puerto Rico, described as "a rare crane toppling event" by contractor Global Rigging and Transport (GRT).

Usually a crane is taken apart piece by piece, but the port of San Juan decided that to save time this model – CMI 6 – had to be toppled. This involved pre-cutting and wire ropes, with large forklift trucks pulling at the wire ropes until the crane eventually fell.

GRT is a leader in engineered heavy lifting and transport and has a long history with this CMI 6 crane as the company has moved it three times. The crane stood at 54.8 m (180 ft) tall with the boom down and fitted into in only three ports in the world. In an almost 40 year history, it is estimated to have lifted around four million containers.

The CMI 6 crane



Trio of appointments at Lippmann-Milwaukee

Lippmann-Milwaukee has announced three key appointments following its recent acquisition by McCloskey International.

Kevin Kiesgen has been re-appointed to the role as vice

president of sales at the company, after a successful tenure serving Lippmann customers across applications and industries.

Effective immediately Lippmann-Milwaukee has also appointed Bob Meyers

as vice-president of business development. Bob brings years of industry experience to the rapidly growing and evolving organisation, most recently as vice-president of sales and marketing at TelSmith.

Gary Guthrie has been appointed as senior vice-president of Lippmann-Milwaukee to lead and integrate Lippmann into the McCloskey Group, capitalise on synergies, and facilitate future growth.

Both Kevin Kiesgen and Bob Meyers will be based out of the Cudahy, Wisconsin head office of Lippmann-Milwaukee.

"Following the acquisition of Lippmann by McCloskey International we look forward to building on the inherent strengths of both companies and providing our customers with the products they need," said John O'Neill, senior vice-president at McCloskey/Lippmann. ■

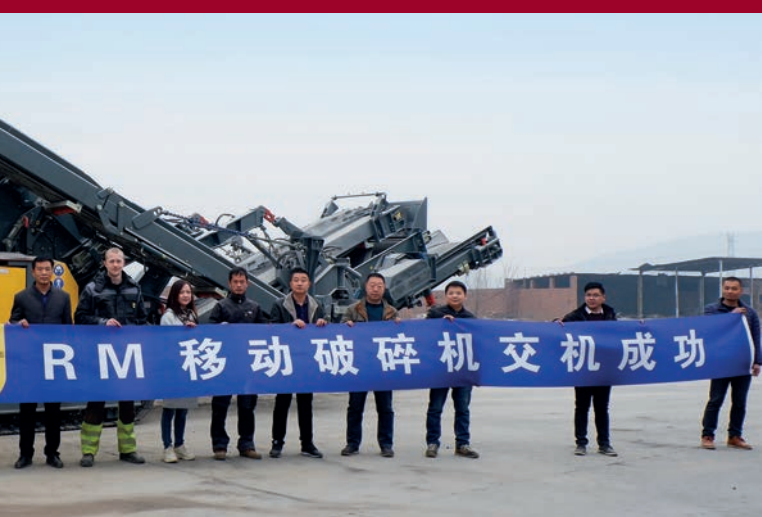


PHOTO: RUBBLE MASTER

DIARY DATES

2018

Bauma Conexpo India
December 11 – 14
Delhi, India
www.bcindia.com

2019

World of Concrete
January 22 – 25
Las Vegas, USA
www.worldofconcrete.com

German Demolition Conference

February 15
Berlin, Germany
www.deutscher-abbruchverband.de

Demolition Rockies

March 22 – 25
Aurora, Colorado, USA
www.demolitionassociation.com

Bauma

April 8 – 14
Munich, Germany
www.bauma.de

Plantworx

June 11 – 13
Peterborough, UK
www.plantworx.co.uk

Case man says industry image is far from truth

CNH Industrial Construction Equipment brand president Carl Gustaf Göransson has told the Committee for European Construction Equipment (CECE) Congress in Italy that the widely held image of the industry's machines is due for an overhaul.

Carl Gustaf took part in a panel discussion at the event on "How the customer is changing: an open debate to a common vision", which focused on the growing need for digitalisation and connectivity.

And with around 400,000 people in Europe relying directly or indirectly on construction machine manufacturers for their jobs, he was quick to defend his company and their counterparts across the sector.

"Among the various industries, our segment is not immediately associated with the concepts of innovation and sustainability," said Carl Gustaf.

"Nothing could be further from the truth.

"For many years, we have been



Carl Gustaf Göransson said his sector had spent years developing new technologies

at the forefront in introducing state-of-the-art technologies on our machines, such as telematics management and solutions that enable better performance and increased productivity through machine control systems.

"Furthermore, the continuous focus on reducing fuel consumption goes hand in hand with emission reduction."

The CECE Congress in Rome brought together private stakeholders and public sector bodies who operate in earthmoving and construction machinery.

Distribution centre is big investment for Bobcat

Bobcat has announced the opening of a new distribution and spare parts centre for Europe, the Middle East and Africa (EMEA) in Halle, Germany. A multi-million euro investment said to feature the latest in warehousing and sorting technology, the new centre will ensure the speedy delivery of spare parts and other components to dealers and customers throughout the region.

Over time, the Bobcat dealer and customer bases in EMEA have grown rapidly, resulting in a significant increase in their expectations. Currently, Bobcat has around 180 dealers in 75 countries, and by investing in the new facility, Bobcat says it will ensure the fastest service for the company's dealers and their customers.

Located close to Leipzig airport, the new 43,000 sq

m (462,000 sq ft) Bobcat Aftermarket Service Centre stocks more than 150,000 different spare parts and components, which are delivered from Bobcat factories in the USA and Europe and certified suppliers from around the world.

The centre is also responsible for supplying aftermarket products to the Parts Distribution Centre, in Dubai in the United Arab Emirates.



The centre stocks more than 150,000 different spare parts and components



Generac aims to tame dust

Generac Mobile Products has unveiled the latest addition to its DF Ecology range.

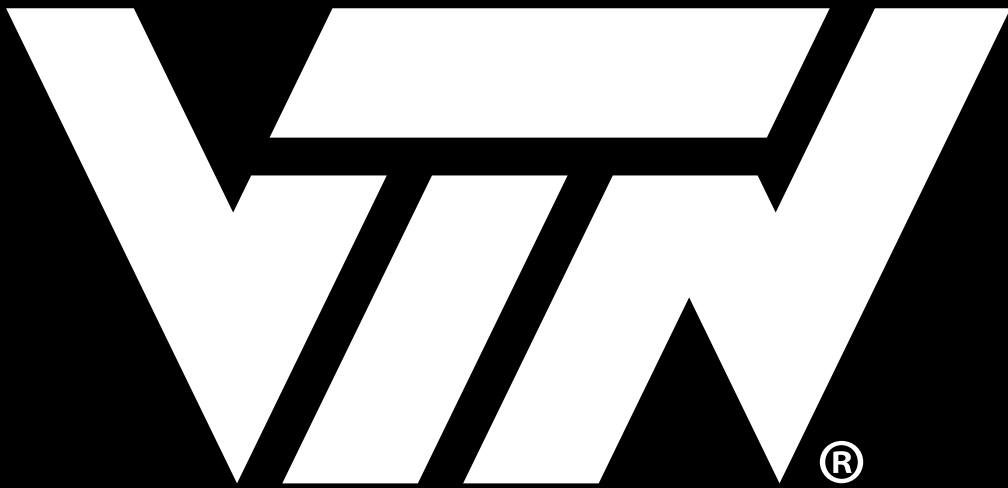
The DF 3000 Mobile Power Tank is a strong and independent dust control unit equipped with fog cannon, generating set and 1,000-litre water tank positioned on an adjustable telescopic mast reaching over 4 m (13 ft).

The new dust suppression unit is described as ideal for use on small to medium sized sites where water and energy are limited.

It consumes only 10% water and includes a Yanmar diesel engine with up to three hours of continual operation to cover an area of up to 20 m (66 ft) – or even further if it is wind assisted.

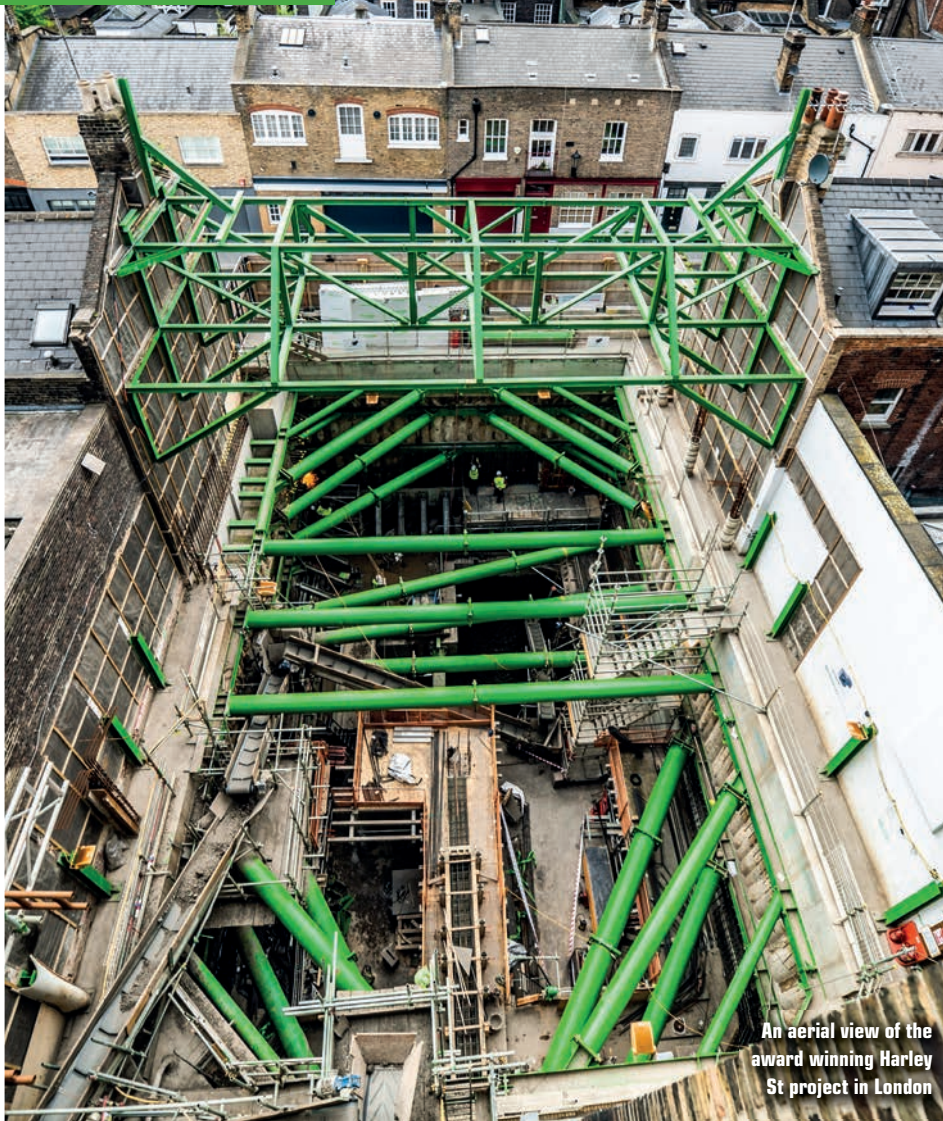


VTNEUROPE.COM



A DIFFERENT WAY





An aerial view of the award winning Harley St project in London

Deconstruct UK's London head office is just up the road from one of the world's wealthiest and most influential financial districts.

Its portfolio of demolition jobs spans a collection of metropolitan real estate with a value running into billions.

But for commercial director James Russell, money – if not exactly unimportant – is a secondary consideration.

"We are not a turnover-related business," is his take.

In James's view, in under a decade in existence Deconstruct UK has found its niche as a £50 million (US\$64 million) business and is happy with it. And on November 8 this year, one project within that niche brought the company its first World Demolition

Awards win, in the Urban Demolition under \$10 million category for its work at 141-143 Harley St for the Howard de Walden Estate. The site will ultimately become London's first private Proton Beam Therapy Centre for the treatment of cancer patients.

Having been with the company since day one, it is a good time for James to sit back and consider what has gone before.

"It has taken a while to get to where we are. We have grown organically, we have not been chasing a number, and we have been growing in the right way. The most important thing about growth is getting the right people in place at the start. You cannot afford to have a bad job because everybody remembers that. If you do it the other way, you get into reactive recruitment, which never works.

"To win an award for Harley St was really significant for us. Although it is a private development, they are giving some time to Great Ormond St Hospital for children as well.

"One thing that the awards host John Inverdale said to founding director Ashley Griffiths and myself on stage was that he must have walked past the site a thousand times and not noticed it. For us to hear that was really important. For us, it's best that no one knows what we are doing. If people don't know we are there, we are doing a good job.

Another London project, this time at Salisbury Square

A tale

Take a stroll round central London and there is a strong chance you will see a Deconstruct UK demolition contract taking place – but the company will be just as happy if you miss it altogether. Commercial director

James Russell talks to *D&Ri*.

"On any job, neighbourhood liaison is very important, but Harley St was a sensitive environment where doctors were talking to patients and we were almost at the party walls. Now we have references from those doctors saying how happy they were with our work. At times during the project, we were able to relax our working requirements – we could be quiet for a couple of hours even if we didn't really need to be. It didn't make a great difference to the outcome of project but it did to the people around us."

A 'ZONE 1' CONTRACTOR

Deconstruct's name comes from its status as part of the DE Group, which encompasses six companies along various parts of the construction and demolition supply chain. Despite the fact that all of them start with the letters "de" there is nothing named "Demolish" or "Demolition". James said the choice of "deconstruct" is deliberate.

"It is a nod to the fact that we are central London based. We are primarily a contractor that works in zone 1 [the description given

Capital gains



CARNABY COURT

VALUE £2.2 million (\$2.8 m)

DURATION 51 weeks

TYPE Enabling works

CLIENT SPPM/Shafesbury

CHALLENGES

- Only three hours of vehicular access per day
- Careful segregation of waste material
- Surrounding businesses



of one city

to the central area as defined by the London Underground transport map] and we have to be very careful in what we do. All the projects – we have 10 or 12 at any one time – are sensitive and we don't often get to use big machines in the middle of town. We don't have that luxury.

"The 'deconstruct' element comes from the sensitive nature of the work. Many of the buildings we work on are listed and all the work is central London-based. In this area, we are managing to compete with the traditional tier one contractors on a job for job basis."

The changing skyline of the United Kingdom capital in the years since Deconstruct started out has helped keep the company's project base ticking over. The property developer's mantra of "location, location, location" could easily be applied to Deconstruct as well.

"We see ourselves as a London company," said James.

"We are right on the doorstep of all the major clients. We are like a site office. If any of them want to talk to us about a job they can pop in for a cup of coffee and share information. That's invaluable."

It also works the other way. Deconstruct's people are encouraged to be on site as much as possible, and when on site, to maintain an open and honest environment with the client.

"A fantastic example is a recent project where demolition met significant obstructions in the ground," said James.

"The first thing I did was to make a call [to the client] and say I would like to come and speak to you about what we've encountered. We knew this was an issue, so we got it out on the table. The client knew from the start that we were going to do everything we could to

mitigate, regardless of potential entitlement. It's of the utmost importance for us to get the job done and deliver to the best of our ability."

MANAGING EXPECTATIONS

Which brings us back to Harley St: "It was about managing expectations. There are some very famous, seriously high-profile people living nearby.

"But it was also important that the project scored 43 out of 50 from the UK's Considerate Constructors Scheme, which was above our minimum key performance indicator. It was great to get such a result – the perception of what traditional demolition used to be is changing. We are often the first people on a project site and if we get it right at the front end it gives people piece of mind for the next two years, especially when we are the principal contractor and it's our name above the door.

"We are quite selective about what we tender for, and ultimately what we get involved in. But of the jobs we do get, we treat them all the same.

"The same key performance indicators, the same health and safety, the same levels of delivery. That gives us a unique sense of pride in what we do.

"Whatever the value of the job is, we are proud of it.

"We entered Harley St for the awards, but we could have done it for any number of jobs.



“ We are selective about what we do but we treat all our projects the same ”

James Russell



Deconstruct UK is one of six companies in the DE Group

We care about all of them."

So as Deconstruct UK nears its second decade, how does James view the future?

"There is a skills crisis, probably from apprenticeship level upwards. Finding the right people is always a challenge. When we started, we could not afford to go out and pay massive salaries to people, so a lot of our senior people have come up through our training and we have a very good staff retention rate. Bringing people through, promoting from within, preparing them for the journey and then seeing others do the same, is very rewarding.

"But as an industry we have not really sold demolition. When I was at university along with other undergraduates no demolition companies would come and talk to us, and it's still not easy to try and get graduates to join the industry.

Maybe a few more projects like Harley St would tip the balance?

"Certainly clients are going down the enabling works route more than ever before. They are changing their procurement strategy. They may have seen demolition as a risk and preferred a single point of contact, but now they are looking to get a range of services. And they are more than happy to talk with us as professional people." ■

- selected Deconstruct UK London projects



CORK STREET

VALUE £4 million (\$5.2 m)

DURATION 62 weeks

TYPE Demolition and façade retention

CLIENT Pollen Estate

CHALLENGES

- Congested surrounding road network
- Holding areas for vehicle stacking
- Overnight shifts necessary to install façade steelwork



DUKES COURT, JERMYN STREET

VALUE £1 million (\$1.3 m)

DURATION 20 weeks

TYPE Demolition

CLIENT The Crown Estate

CHALLENGES

- Location of building
- Hotel and retail stakeholders nearby
- Need to ensure minimal disruption



QUEEN ANNE'S GATE

VALUE £2.25 million (\$2.9 m)

DURATION 65 weeks

TYPE Demolition and façade retention

CLIENT Maple Springfield

CHALLENGES

- Management of vehicle movements in and out of the site
- Window removals from listed façade
- Liaison with council on scaffolding



A look at how two incarnations of Metso equipment are meeting diverse customer requirements on sites in France.

The LT96 on site with Maulet TP. Its size means it can be moved between sites or rented to third parties

The numbers game

Few products demonstrate the modern needs of crushing and recycling companies like the Metso LT 106. By the company's own admission, it is a meeting of decades of experience with a modern outlook in terms of materials and design. So it was inevitable that customers in the company's European heartlands would sign up to the new technology, but in other parts of the customer base the tried and tested machinery of earlier models continues to ply its trade, all the while backed up by a strong and effective dealer. And it is a system that is currently working for all concerned.

An example of the LT106 in action can be seen with Depots Bennes Services (DBS), a company based in Colombier-Saugnieu near Lyon in France. Bennes is the French work for "skip"; depot means "platform" or "storage".

Soprodem, as a crushing supplier to DBS,

has had the machine for two years and during that time it has dealt with various types of demolition waste, sometimes with a low percentage of concrete, frequently with a low quality of material.

RECYCLING PIONEER

The company was founded in the late 1980s and works closely with Soprodem, part of the networks, utilities and services specialist the Cholton Group, which collects and moves the waste, often in conjunction with waste from other companies, which means a saving on transport costs for customers. Soprodem is one of five companies under the Cholton umbrella and while it is not the biggest of them by a long way, the nature of the company's business – it has been described as a pioneer in recycling – means it needs a big investment.

As Soprodem's business has grown, the company has graduated from Metso's earlier incarnation of machine, the LT95 – which has been described as the first crusher dedicated to recycling and was installed in 2004. The higher capacity of the LT106 was a big factor in the change, as were the reduced fuel consumption and the reduction in engine revs per minute from 2,300 to 1,600. Recycling can sometimes be a low income industry with very low margins, and anything that can make a difference by operating reliably at a dedicated site is welcome. The larger mouth of the LT106 crusher has brought further savings and allowed the customer to take on the crushing of asphalt from pavements and walkways, or large concrete blocks, while the longer

conveyor at the front gives a higher stockpiling volume.

Elsewhere in France, Maulet TP (Travaux Publics), another public works company operating services as diverse as demolition, excavation, equipment rental and snow removal, is also crushing with Metso. It is based in the east of the country, close to the Swiss border, and operates from three recycling platforms including one at its head office in Eteaux and one in downtown Annecy, with the LT96 compact mobile jaw crushing plant common to them all.

The machine has been supplied by Metso distributor Groupe Payant and activity manager Jean Christophe Georges said it is

The LT106

The LT106 is a primary crusher for recycling. Material is fed by excavator or wheeled loader and a two-stage scalping section removes the fines which can be guided on to a main or side conveyor. Specifications are as follows:

- **Crusher** – Nordberg C106
- **Feed opening** – 1,060 x 700 mm (42 x 28 in)
- **Engine** – Cat 224 kW (300 hp)
- **Weight** – 40,000 kg (88,000 lb)





The LT96 in tandem with a Volvo EC1600L excavator. Distributor Groupe Payant is active throughout France

Payant has been keeping an eye on discussions in the French parliament around a new law that would make it compulsory for contractors to use 70% of recycled materials in their supply chain. Payant says the change would have a “tremendous” effect on its business and would be a huge benefit for the Metso LT106 Urban model with its noise and dust protection features, with Metso combining demolition and recycling on the same site.

DISTRIBUTOR'S ROLE

The role of the distributor can often be overlooked, but both Metso and Payant view this business relationship as a partnership. Metso has to sell the machine to the distributor before anything else; Payant is viewed as a key entity in contributing to the development of the product. In addition to Metso crushers, Payant is a distributor of Kobelco excavators and it views the compatible sizes of the LT106 and the excavator manufacturer's 20 t model as being very well matched.

While projects like Soprodem and Maulet TP provide the shop window, Metso's factory in the French city of Macon continues to produce the machines that make those projects possible.

Occupying 35,000 sq m (376,000 sq ft) it is the company's main site for the manufacture of impact crushers – a similar site in Finland performs the same function for jaw crushers – and employs more than 120 people on the production side and 10 in retrofitting.

Plant manager Jacky Verdenet says that the assembly line has been accident-free for more than six years.

More than 300 cone crushers come out of the factory each year, which operates three shifts five days a week, as well as around 100 vibration screens and 50 impact crushers. The peak performance was more than 600 units in 2007-08.

Metso employees from all around the world go to Macon to train, with Brazil, Finland and the USA just some of the countries involved. ■

“a product that is very much appreciated by customers. The jaw crusher is going more and more to impact, it is becoming more technical. Going to landfill is costly, but you can put this machine on a landfill site. You will still have to pay a fee, but it is less costly, and you can make money from the recycled materials. Much of the time the customer will move the LT96 between the sites, but it can also be rented to third parties or partners they have in the area.”

EASIER TRANSPORT

The machine used by Maulet TP is three years old and is used because it is easier to transport and faster to get to an operating site. The conveyor belt for finer material is an older design but it is suited to an environment that is primarily crushing.

Founded in the 1960s, as a business Maulet is just over a decade younger than Groupe Payant, which started out in 1951. Back then Payant's main activity was distributing earthmoving equipment and it employed 12 people. Now, as a third generation family business headed by Pierre Llorach

“ It is a product that is appreciated by customers. The jaw crusher is going more and more to impact ”

it employs 360. It has distributed Metso products since the year 2000 and rates the distributorship as one of its best ever, with a huge market penetration. Helped by a number of acquisitions, it is represented in 51 departements of France and owns two rental companies in the south and south-west of the country; the crushing, recycling and environment part of the firm is one of three business units. A lot of its customers for Metso products have been with the company from the beginning.

Apart from the qualities of the product,

Recycling can often be a low margin industry so any machine that combines reliability with cost savings is welcome



Possible changes in French law requiring companies to use more recycled materials could be big news for Metso in the coming years

Timetable for development

It is a memory that all of us have of some time in our lives. The end of the academic year, the start of the summer holidays, and a mass exodus from the gates of a school that will barely get a second thought during the extended period of learning inactivity that follows.

If you are involved behind the scenes, however, the picture is rather different. Repairs, maintenance and upgrades to school buildings continue even if the customer base is unaware they are going on. With the clock already ticking on the reopening for a new intake of pupils, it is a finite time window for contractors to get things ready. And if that behind the scenes work includes demolition, the pressure is on from the very start.

This was the situation facing Austria-based demolition contractor Magyer during the summer of 2018. The building is the elementary school in the town of Wolkersdorf. The company has eight weeks, spread over two summers to keep some of the school usable during construction works, to complete the take down of the old buildings as the school – which houses around 500 pupils – modernises for 21st century requirements. The new school will be built on the foundations of the old one.

FITTING THE PROFILE

Magyer undertakes most its demolition projects within a 60 km (36 mile) radius of the Austrian capital Vienna, and in that sense the school project fits the profile.

In another way, it is a project that would not have been on the company's radar when it started out just over 60 years ago. Like many contractors, Magyer – which now has 130 employees – has come to the demolition

business by a roundabout route. Technical manager Marcel Magyer takes up the story.

“The company was founded by my grandfather, and at that time we were selling sand and gravel. It is in the past 40 years that the demolition part of the business has taken off. At first, we were only demolishing small houses – what we are doing now is far more interesting.

“The big thing was getting on to a tender

list for a major job, which we did for a 60,000 cu m (2.1 million cu ft) shopping centre in Vienna. We weren't sure if we should do it, but the client said yes and that was the start of the change. We were surprised and a little bit nervous, but the result was good.”

Magyer's secret weapon in the school project is a Cat 340F UHD excavator.

Launched a year ago, the machine can reach up to 22 m (of 72 ft) vertical pin height and carry 3.6 t up to 14 m (46 ft) horizontal reach.

It features a C9.3 Acert engine, which meets EU Stage IV emission standards and an engine speed control that automatically lowers rpm when the machine doesn't need it to help save fuel, while three power modes – high, standard, and eco – also help manage fuel consumption.

MULTIPLE WORK TOOLS

In terms of versatility, a new boom coupling system enables the operator to easily and quickly install or remove high reach and short front parts and the excavator can operate with multiple Cat Work tools designed specifically for Cat machines, and it also includes Cat quick couplers for switching between attachments.

From left: Gilles Ronnet (Cat product specialist), Marcel Magyer, Gerold Handler (Zeppelin Cat sales manager), Harald Semerad (Zeppelin Cat branch manager), Magyer vehicle operator Julius Ostermann



An Austrian demolition contractor is using a Cat 340F UHD excavator as it takes down an elementary school ahead of its refurbishment for the students of tomorrow.



Launched a year ago, the 340F UHD is part of a fleet of around 40 machines at Magyer



View from street level of the Wolkersdorf elementary school, with the demolition project in the background

50 t – a further 10 machines under 20 t are on rental – as well as mini excavators and wheeled loaders. The recycling business is powered mainly by Kleemann crushers.

In many ways the school demolition has been an ideal try-out for the 340F UHD.

This summer's four-week project, all done on a single-shift basis to take account of nearby residential properties – covered 2,000 sq m (21,500 sq ft) of the school's total area of 4,500 sq m (48,500 sq ft). It is a three-storey building, whereas machine operator Julius Ostermann is used to tackling structures twice as high; the job is Magyer's first with a long boom but not a first time for the operator

Taking out the floors was done with 1.5 and 2 t machines, while concrete cutting was handled by a subcontractor as it was necessary to cut along the line of the building before demolition.

It may not be the biggest job that Magyer has ever taken on, but it required a level of precision, a clean demolition as the company's technical manager described it, to maximise the value of the demolition waste produced.

GOVERNMENT INVESTMENT

Looking at the bigger picture, Magyer is positive. With a demolition portfolio that includes a range of industrial buildings as well as schools and shopping centres, allied to a growing recycling capability, the immediate future is healthy.

"We are very busy this year," says Marcel Magyer.

"Last year was busy as well, but this year is extreme. The demolition market is very good; the government is investing a lot more, there is more road construction and more earthmoving, and people have become more confident. We are normally full for one or two months ahead, but now [August 2018] we are full for the next eight months. We cannot take on any new jobs.

"It helps that we can offer a range of services apart from demolition, whereas not all of our competitors can do this. We are doing a lot more recycling, we are one of only a few companies who have the necessary permission to do this. We recycle from our own sites and from competitor sites as well. If anything demolition is now our number two activity." ■

Building on demolition

Caterpillar Work Tools has expanded its range of excavator attachments with three new multiprocessor models – MP332, MP345 and MP365 – which build on the company's demolition technology experience with new features aimed specifically at users requiring large, flexible, purpose-built tools.

The new models join the MP318 and MP324 – supplied to Magyer for use with the 340F UHD excavator in the Wolkersdorf elementary school project – in the Cat multiprocessor range.

The design of the new products allows pairing a basic housing with any of up to six jaw sets, increasing jobsite versatility; the design also boosts productivity with patent-pending features, such as a new jaw locking system and the Speed Booster valve.

The net result is optimum performance, coupled with low owning and operating costs.

The new MP300 Series models are compact and designed with a high power to weight ratio, delivering exceptionally strong cutting and crushing power, while reducing stress on the carrier.

Also, the housings used for the new tools incorporate a heavy-duty rotator that provides 360° movement for positioning the multiprocessor at an optimum angle for any demolition situation.



The MP332 is part of the new range of attachments

The excavator replaced a Cat 330 hydraulic machine and can reach up to 22 m (72 ft) vertical pin height

In addition, the manufacturer has developed a demolition cab which includes P5A reinforced windscreen and top glass as well as front and top falling object guards, and an enlarged top window for better visibility in high reach applications.

At Magyer, the 340F UHD is part of a fleet of around 40 machines, which apart from a Liebherr wheeled loader and a Volvo excavator have all come from Cat. It is a mix of new and replacement machines, and the company deliberately retains a young fleet to keep downtime to a minimum.

The excavator was delivered to Austria in July, replacing a rented Cat 330 hydraulic excavator, and joins 15 excavators from 20 to



The Erith Group have over a half century of complex enabling works experience, now occupying the position of the World's 3rd largest demolition contractor.

Erith are proud to have recently been recognised with the World Demolition Awards for; Urban Demolition over US\$10M and Safety Training – as well as receiving a highly commended for Civil Demolition.

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Patrick Tinnelly
addresses World
Demolition Summit
delegates at the Aviva
Stadium in Dublin,
with Ireland's hero
Jack Charlton in
the background



Surviving the crash

This year's World Demolition Summit featured a keynote speech by **Patrick Tinnelly**, commercial director of family run business Tinnelly Group and chairman of the Irish Association of Demolition Contractors. His theme was managing a demolition business through an economic downturn.

No more than two or three miles from where you are sitting, Irish rock band U2 are in the middle of four concerts at the end their latest world tour.

Thirty years ago they were taking over the world as the Joshua Tree album catapulted them into the stratosphere, eventually selling 25 million copies.

The Joshua Tree was a journey through America and told the story of the gap between the ideal of the so called Promised Land and real life for the average person.

But if U2 wanted to see a country struggling to live up to its ideology, all they had to do was take a trip around Ireland.

For decades after independence in the 1920s, Ireland was one of Europe's poorest countries.

Inflation averaged over 13% in the 1970s and by the mid-1980s, unemployment was 15% and public debt was 120% of gross domestic product (GDP).

A change of government in 1987 is regarded by some as the turning point, but any Irish person alive then knows the real reason.

Jack Charlton.

Jack became manager of the Irish football team in 1986, recruited second and third generation Irish players alongside home grown talent, and in his first major tournament Ireland reached the Euro 88 finals in Germany. There was an exodus of fans, many of whom had never been out of Ireland before. Suddenly, the inferiority complex was thrown off.

After a 1-0 win against a star-studded

England, the entire country erupted and a Celtic Tiger cub was born!

With further success at the World Cups of 1990 and 1994, the new confidence was typified by the flamboyant Michael Flatley strutting across the stage during an interval performance for the Eurovision Song Contest.

That was Riverdance, it spawned a global phenomenon, and Ireland's economy began an incredible 14-year journey. Unemployment fell to under 4% in 2001; net immigration reached over 60,000 per year by 1996.

FOREIGN INVESTMENT

There were half a million more jobs in 2001 than in 1994 and GDP grew on average by more than 8% in the same period. Foreign direct investment literally flowed in, increasing from about 2% of GDP to almost 50%. Multinationals used Ireland as their European export hub.

However, research and development still took place in the USA. Raw materials were flown in, assembled or altered slightly, and then flown on to their European market. An estimated 80% of the money generated by the multinationals bypassed Ireland completely.

As we now know, the second phase of the Celtic Tiger was based on debt-financed domestic demand.

House prices soared from an average of under €70,000 in 1991 to over €330,000 in 2007, with Dublin even higher. By 2007, almost 100,000 houses were being built every year, three times the 1990s level.

Like Jack Charlton's football team, recruits from outside Ireland were key to success. Employment in construction grew to 13% of the labour force, mostly to service the demand for houses. Foreign borrowing of the six main Irish Banks rose from €15 billion in 2004 to €110 billion in 2008.

And when the crash came in 2007-08, it was spectacular. Ireland, like other countries, was heavily exposed and grossly unprepared.

House building stopped dead. Money couldn't be drawn from banks because they didn't have it. Developers had huge loans they couldn't pay back, because they couldn't complete and sell the houses. Home buyers couldn't complete the purchase of the houses, because banks now wouldn't lend the money.

By the middle of 2013 there were 180,000 fewer workers than in 2007. The influx of foreign workers reversed with over 100,000 leaving the country in 2008 alone.

Between 2008 and 2011, about 47,000 companies ceased trading in Ireland, including 4,000 from the construction sector.

Ireland's youngest and brightest people once again headed for England, Europe, America and Australia.

Within weeks the government was pumping billions into the banks to recapitalise them, and the government eventually had no choice but to accept international aid, to the tune of some €64 billion (US\$72 billion) from the Troika, made up by the European Commission, the European Central Bank and the International Monetary Fund.

So, how is it, that we at Tinnelly Group, and others like us, survived? What is it that we did, or did not do that allowed us to still be in the game when the tide turned?

Before 2001, we had mostly been involved in small to medium scale demolition with maximum contract values of around €300,000 (\$340,000). The multinationals that came to Ireland in phase one of the Celtic Tiger were locating to greenfield sites on the periphery of the larger towns and cities. While general construction benefitted, there was relatively limited scope for demolition.

URBAN REGENERATION

Opportunities for growth were at smaller scale developments driven by local clients and builders. This was before the likes of Google, Facebook and LinkedIn saw the attraction of locating to city centres.

At the turn of the millennium, we won more substantial projects as urban regeneration driven by Irish developers and financed by Irish banks took hold. Contracts ranging from €750,000 to over €1 million (\$850,000 to \$1.13 million) became more common.

Buoyed by contracts that included substantial volumes of scrap with high prices high, we had the best years in our history in 2007 and 2008.

Efficiencies also increased, with turnover and profit per employee going up. Before 2008, we employed labour directly. Investment in plant also increased, but crucially, lease and hire purchase levels were kept low.

We bought much of the new plant outright. This would be crucial as to how we were able to cope with the downturn.

At all times during this period, we had a policy of keeping creditors paid. It was rare for any invoices to be older than 30 days. We dabbled in the property market, but at a relatively low level, and nothing that would eventually hurt us. Even so, the following year, turnover plummeted by almost 50%.

Scrap had always traditionally been regarded as the cream on demolition projects, sometimes the difference in profit and loss.

Prices plummeted in 2008 to the point that scrap trading virtually stopped, with steel mills that a year earlier struggled to meet demand closing across the world, particularly China.

Prices gradually recovered but have never returned to those heights.

Less work meant less labour was needed. Numbers fell by 30%, but we took the decision to keep the core work force together. We

rotated the workforce on and off temporary layoff and managed the redundancy situation well. We only secured a few plant intensive projects, and fortunately most of the plant was paid for.

And we were able to take on strip out works and a series of internal alteration projects.

Our asbestos division was busy with a decent size measured term contract with an education board.

With the United Kingdom economy recovering faster, we took on a couple of contracts in Great Britain for local Irish contractors, as well as several others in Northern Ireland.

We made a loss in 2009, hovering on the break-even line for the next four or five years, but there was still money in the bank from the good years.

We continued to source work north of the Irish border, and again had several contracts in Britain, but a substantial portion of our work was still in the Republic of Ireland.

We chased the work and went where ever we needed to, which cost more with accommodation and subsistence, and the bottom line took a hit. However, at no time did we price at below cost.

A series of substantial jobs at Intel in Leixlip and for Diageo at the St James Gate Brewery in 2012 and 2013, along with a further project as part of Ballymun Regeneration – one of the largest regeneration projects in Europe – helped us keep our heads above water.

Dublin city centre went through a refurbishment in the following couple of years.

Vacant or previously unfinished buildings that had been dormant as a result of the crash were refreshed, with many undergoing a changed of use. Large scale internal alterations, – cut and carve projects as we term them – removal of stair and lift cores, structural floor openings with substantial temporary works – were a large part of our work.

Our investment in plant during this period was mainly in Brokks and cutting equipment reflecting the work that was being carried out.

Employee numbers and turnover continued to rise during this time, but margins remained tight. Turnover and profit per employee was down on the good years, but this was no surprise as the market was very competitive and large scale plant intensive demolition was still relatively scarce. Cut and carve projects remained a feature of 2015, but we also saw the return of several larger scale city centre demolition with several €1 million plus

projects commencing. By 2016-17 turnover had returned to levels not seen since 2007-08, with the current year also on par. Profit was lower than those years, but was sustainable.

LABOUR SHORTAGE

Employee numbers are approximately 20% higher, with agency labour accounting for almost 10% of the workforce, highlighting the labour shortage across the construction sector.

We are using subcontractors more than 10 years ago, but this is due to being able to subcontract out specialist packages like saw cutting and coring, and we expect our end of year results to further build on the past couple of years.

As we look forward to – hopefully – continued growth, there are a number of challenges for all of us in the industry and the wider economy moving forward.

The increased cost of labour, with the introduction of the Sectoral Employment Order (SEO) in October 2017 that introduced what was essentially a minimum wage in the construction sector. Everyone other than new entrants to the industry are being paid at least 24% more than just over a year ago.

A shortage of labour means the actual rates being paid are well in excess of the SEO, resulting in an increase in labour costs of over 30% of what it was.

Many landfills are now reaching their annual quotas by the middle of the year, and although there has been some increase in these quotas, waste operators are still struggling.

The Environmental Protection Agency's current stance on crushed concrete remains that not only is all material coming off the belt of a crusher a waste, but that it will always remain so. It does not currently fall into the correct category for End of Waste status. It is taking the EPA up to two years to process Article 27 notifications for crushed concrete.

The past 10 years have been a bumpy road. My father's advice during the good times was: "This won't last forever, you know!"

His advice during the recession was: "This won't last forever, you know!"

As we move further away from the worst recession since before the Second World War, we will all become more forgetful. We always do. But economics is cyclical, and another recession will be along at some point.

So get your house in order now, when you can. We need to be prepared for change and be able to adapt when needed.

Nothing lasts forever, you know!

Patrick's talks his peers from demolition companies worldwide through the challenges of managing during a recession



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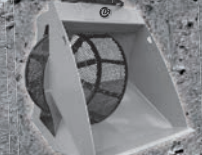
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World class winners

WORLD DEMOLITION AWARDS 2018

A total of 12 companies shared prizes in 14 categories at this year's World Demolition Awards, with Kiewit/Manson's collaborative bridge demolition project taking the overall prize on a special night for all concerned. Here is how it all unfolded.

Representatives of the winning companies on stage after the awards



Collaboration and World Demolition Award

WINNER KIEWIT/ MANSON AND OTHERS

COUNTRY USA

PROJECT San Francisco to Oakland Bay Bridge East Span Removal

Also shortlisted

Gunlee Construction (Singapore)

McMahon Services (Australia)

Priestly Demolition (Canada)



Collaboration is one of the toughest categories to win. Apart from the obvious competitive element of going up against high quality shortlisted entries from other contractors, there is the question achieving the correct balance in the entry itself. Without the demonstrable multi-agency co-operation that the award criteria specify, winning is almost impossible. On the other hand, having too many people involved risks the project failing on cost effectiveness, timeliness of conclusion and ultimately customer satisfaction.

From the off, however, Kiewit/Manson's joint venture – along with the other companies involved namely California Department of Transportation (Caltrans, the client), Bluegrass Concrete Cutting, Concrete Drilling and Blasting, Silverado Contractors, Environmental Science Associates (ESA) and Ventura Consulting Group – embraced the concept. The result was its second Collaboration Award win in three years as it built on the experience of a successful entry in Miami in 2016. That too was for part of the San Francisco to Oakland Bay Bridge project,

Zach Reilly of Kiewit/Manson puts a World Demolition Awards win into words

awarded in April of that year; Caltrans, ESA and Ventura were involved on both occasions as the contract was completed a full year early just before Christmas 2017.

But to back up this year's win with the overall World Demolition Award – the “best of the best” in the opinion of the nine-strong international panel of judges was something that Kiewit/Manson even by its own admission had not contemplated.

The awards judges, not surprisingly, were full of praise for the winning project, not least on two significant counts.

“The winner fully demonstrated how collaboration can improve performance, particularly on complex projects such as this,” they said.

“To deliver a project 12 months early and generate a saving of \$20 million is truly a world class project and testament to the foresight and collaborative approach.”

In addition, the project was recordable injury-free, protected all local wildlife species and achieved a 100% recycling/reuse rate on 31,650 cu m (1.1 million cu ft) of reinforced concrete. Congratulations to Kiewit/Manson. The end of the night belonged to the company and its partners – the back story follows. ■

enjoy best night yet



Urban Demolition Award US\$10 m and over

WINNER ERITH CONTRACTORS
COUNTRY United Kingdom
PROJECT Project Macallan, London
Also shortlisted
 Delta Group (Australia)
 Nasdi (USA)
 Scudder Demolition (United Kingdom)

Erith Contractors arrived at the first World Demolition Awards to be held in Ireland fresh from a spectacular 2017 and it was quick out of the blocks this time round.

In fact the Urban Demolition over \$10 million award was the first one presented on the night, creating a seamless link to the World Demolition Award in London which was also won by...Erith Contractors for its Marble Arch Place project. As "best of the best" this qualified Erith to present a case study of the winning project to the World Demolition Summit conference in Dublin. Now, only a few hours later, the same individuals who had given that presentation – managing director David Darsey and operations director Grant Styles – were back on the same stage to pick up the first silverware of the 2018 awards.

The volume of entries – in a record entry overall in this the 10th year of the event – made it necessary to split the Urban category into two sections. The dividing line was drawn at \$10 million and Erith was one of four companies on the shortlist to contest the higher value end.

The winning entry is a multi-phase project that will ultimately bring about a state of the art medical clinic in Belgravia.

"This was a project that had every challenge in the book," said the judges.



Smiles for David Darsey (centre) and Grant Styles. Awards judge William Sinclair (left) presents the trophy

Urban Demolition Award under \$10 million

WINNER DECONSTRUCT UK
COUNTRY United Kingdom
PROJECT 141-143 Harley Street
Also shortlisted
 Despe (Italy)
 O'Keefe Demolition (United Kingdom)
 Scudder Demolition (United Kingdom)

While the World Demolition Awards had moved on from London, after two awards the winning project – and in this case the company behind it – were still firmly rooted there. With three of the shortlisted companies being United Kingdom based contractors submitting entries reflecting projects in the capital, this always looked the likeliest outcome. In the end it was Deconstruct UK, a

company formed in the same year that the first World Demolition Summit took place, which took the honours.

As with Erith a few minutes earlier, there was a medical aspect to the successful project. Harley Street is famous as the headquarters of numerous healthcare specialists and in this case the soft strip and structural alterations at the Grade II listed structure are the basis of what will become London's first private Proton Beam Therapy Centre for treating cancer patients.

Indeed, the sheer number of working medical facilities either side of the project added to the challenge of managing this project while getting on with the neighbours.

Apart from the technical and logistical requirements – "it was a very constrained site with complex excavation and an innovative debris removal solution," said the judges – the company engaged with schools and the local community.

Everything considered, the project impressed both the United Kingdom Considerate Constructors Scheme (which awarded it a "beyond compliance" score of 43/50) and the client, which awarded Deconstruct a further package of works.

Ashley Griffiths (centre) and James Russell of Deconstruct UK receive the award from Francois Darves Borno of headline sponsor Volvo Construction Equipment





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Peter (left) and Robert Moltoni of Mainline Demolition

WINNER MAINLINE DEMOLITION AND GEORGIU GROUP

COUNTRY Australia

PROJECT Old Mandurah Traffic
Bridge Replacement

HIGHLY COMMENDED

Erith Contractors

(United Kingdom)

Also shortlisted

Despe (Italy)

Priestly Demolition (Canada)

With the Civils Demolition Award, the south of England monopoly was broken in the most dramatic way possible with Mainline Demolition emerging from a high quality field to take first prize for its work on the Old Mandurah Traffic Bridge in Western Australia. Of all the 14 categories presented in Dublin, this was the only one to feature the award of a Highly Commended – Erith Contractors almost continuing its run of successes – but Mainline narrowly won out. The contractor, which continued a tradition of companies from Australia and New Zealand putting forward World Demolition Awards entries, made a point of naming the Georgiou Group, the civil construction company it had worked

with on the project, in its entry for 2018.

Using numbers to illustrate the size of a demolition job is not new, but even by this measure the Old Mandurah Bridge – a 23-span structure measuring almost 200 m (660 ft) – was dramatic.

But it was far from the whole story. Mainline's entry called it "a multiple-challenge opportunity in a live waterway environment. The aged structure, the rapid, variable tidal flows of the estuary, the live traffic and active inner urban shorelines presented many operation challenges.

"The project required constant management of water traffic, the public, and interface with the responsible authorities."

Mainline described its key innovation as the airbag technology used on the project, with the team using airbags to capture and transport the concrete piers from bridge to shore. The headstock and column group ranged from a four- to a seven-column arrangement, weighing from 14 to 51 t. Mainline's systems eliminated high-risk lifting of non-specific weights on water and onshore, leading to more efficient transport and disposal and reducing demolition costs by around 40%.

It was an approach that won over the judges in the Civils category, who said: "The project showed fabulous innovation in both equipment and technique." ■

Safety and Training Award

WINNER ERITH CONTRACTORS

COUNTRY United Kingdom

PROJECT Erith Training
Services division

Also shortlisted

Budget Demolition (Canada)

Ferma Corporation (USA)

O'Keefe Demolition (United Kingdom)

originally employed. Erith Training Services offers more than 80 courses to the wider industry and the company's safety and training culture is demonstrated by the introduction of the Irish SPA (Safe Place of Action) to the United Kingdom after successful projects in Ireland.

Erith said that as its turnover and man hours have increased, accidents are at

their lowest ever, something it puts down to securing top-level buy-in to the idea of bringing safety and training in-house whereas previously it was all outsourced. Two dedicated directors – training director Rob Williams and safety health environment and quality director James Hiom – have led the process and the company continues to develop new training programmes. ■ >22

Erith had won the 2017 Safety and Training Award and been on the shortlist the year before that. A further win in Dublin suggested that while its Training Services division dates back to 2015, it does not stand still.

This was reflected in the judges' verdict, which stated: "Erith created a paradigm shift in the industry, clearly demonstrating the importance of safety in every dimension of its business."

The winning entry was based on the creation of several facilities in a newly built centre aimed at providing training for all industry personnel, while the company has its own Continuous Professional Development programme to develop employees.

In recent times Erith's health and safety team has evolved into a health, safety and training team, and the 22 members it has now is more than four times the number



David Darsey of Erith chats with awards host John Inverdale

The judges

■ Henrik Bonnesen

Environmental Manager, Cowi, Denmark
Henrik's categories were *Industrial; Innovation Plant/Equipment; Recycling/Environmental*

■ **Francisco Cobo** President, European Demolition Association.

Francisco's categories were *Explosive; Recycling/Environmental; Safety/Training*

■ Dan Costello

President, Costello Dismantling, USA
Dan's categories were *Civils; Contract under \$1 million; Explosive; Urban under \$10 million; Urban \$10 million or over*

■ Clinton Dick

Founding Director, Liberty Industrial, Australia
Clinton's categories were *Collaboration; Contract \$1m or over; Innovation Plant/Equipment; Innovation Tools/Attachments*

■ Patrick Frye

Technical Director, Cardem, France
Patrick's categories were *Contract under \$1 million; Industrial; Innovation Tools/Attachments; Safety/Training*

■ Jim Graham

Executive Vice President, Winter Environmental, USA
Jim's categories were *Contract \$1 million or over; Explosive; Recycling/Environmental; Safety/Training; Urban under \$10 million; Urban \$10 million or over*

■ Bill Moore

Principal Consultant, Environmental Resources Management, USA
Bill's categories were *Civils; Collaboration; Industrial; Innovation Tools/Attachments*

■ William Sinclair

Managing Director, Safedem, United Kingdom
William's categories were *Civils; Contract under \$1 million; Urban under \$10 million; Urban \$10 million or over*

■ John Woodward

Demolition Consultant, C&D Demolition Consultants, United Kingdom
John's categories were *Collaboration; Contract \$1 million or over; Explosive; Innovation Plant/Equipment.*

The nine judges were divided into sub-teams of three for the categories they judged. No one can sit on the judging panel for a category in which their company has submitted an entry.

Recycling and Environmental Award

WINNER DESPE

COUNTRY Italy

PROJECT Former Dogano site, Milan

Also shortlisted

Lloyd's Construction Services (USA)

Perfect Contracting (Australia)

Priestly Demolition (Canada)

Contractors from three continents fought out the Recycling and Environmental category – but in the end it was Despe who triumphed, to provide the fourth European winner of the night. Described as “a monumental project that was completed in record time,” Despe had guaranteed to complete a notional 12-month project in just five months. This comprised removing 60,000 sq m (646,000 sq ft) of roofing, 12,000 t of railway ballast containing asbestos, and the further reclamation and demolition of all the reinforced concrete structures in an area of 450,000 sq m (4.85 million sq ft).

The winning entry had some similarities with the Collaboration award won by Kiewit/Manson as Despe appointed 13 demolition experts to help draw up a procedure and logistics plan to ensure rapid switching from

reclamation to demolition works, while the equipment used in Liebherr 984 and Case 800 machines.

This was something noticed by the judges who praised the Despe entry in this category for the “range of industry expertise brought together for the project”.

In the project, Despe managed asbestos 70,000 cu m (2.5 million cu ft) of secondary and certified crushed debris.

This was immediately made available for the new construction works.

The company said: “The overlapping of works and management of the removal of asbestos, secondary crushing and demolition works, without a single hiccup, no delays, and in just five months, is the result of huge mechanical, technical, logistical and management capabilities and resources and much more.

“This demolition work required maximum attention to detail as there were various materials such as asbestos in the environment we were working in.

“The experts we trained specifically for the job – and the project we drew up including the tiniest details – made it possible for us to return a perfectly clean area to the city in record time.”



Despe's Roberto (left) and Stefano Panseri with awards judge Henrik Bonnesen

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Innovation, Plant and Equipment

WINNER FERMA CORPORATION

COUNTRY USA

PROJECT High reach FE300

Also shortlisted

Keestrack (Belgium)

Kobelco (Japan)

National Grid/Harpers
(United Kingdom)

Volvo Construction Equipment (Korea)

The first of the two manufacturer categories was keenly contested. Ferma Corporation's eventual success was down to what the awards judges described as "an excellent solution to a tricky problem demonstrating 'out of the box' thinking".

Specifically, the winning entry came out of a project that American company Ferma worked on when it was asked to remove the existing drawbridge and supporting structure of the Schuyler Heim Bridge in California.

It included four primary bridge piers, including two in the main active water channel, without the traditional use of cofferdams.

Ferma's response was to build its own



Marc Ferrari of Ferma collects the award from World Demolition Summit keynote speaker Patrick Tinnelly

machine, and the FE300 was born. If that sounds simple, what the product actually entailed was taking several machines and their components and re-engineering them into a larger, more stable unit.

In total Ferma spent a year in engineering, modelling and simulation to come up with a machine to do the job in line with the regulations relating to the local California area – but at the same time make a modular machine usable anywhere in the world.

The FE300 weighs more than 362,000 kg (800,000 lb) and can reach more than 90 m

(300 ft) in the air or 30 m (100 ft) underwater.

An all new first ever live video, two- and three-dimensional sonar imaging system was engineered for the operator and the ground crew to observe demo together in real time, which helped Ferma to be much more efficient with the demolition of the piers.

Every function of the entire machine was engineered to be 100% completely wirelessly remote controlled from shoreline or up to 4 km (2.5 miles) should safety conditions ever be of concern while working over the water on top of the pier as this job required. ■

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Innovation, Tools and Attachments

WINNER LABOUNTY

COUNTRY USA

PROJECT UPX 2800 demolition tool

Also shortlisted

Epiroc (Germany)

MB Crusher (Italy)

London may have dominated the Urban section of the 2018 awards, but the manufacturer categories had a distinctly stars-and-stripes complexion. With Plant and Equipment already secured courtesy of Ferma, LaBounty wrapped up the Tools and Attachments award against opposition from two European countries.

LaBounty's successful entry, for the UPX 2800 universal processor, was developed to address the fact that the demolition industry is increasingly being confronted with more difficult concrete to process, and the judges agreed that "the features of the product make it ideal for the modern demolition environment."

In response to the problem, the company harnessed 40 years of experience into its latest demolition tool, the largest and most powerful product in a range of work tools based on



Christophe Jarrin of LaBounty receiving the award for Tools and Attachments from awards judge Clinton Dick

the original LaBounty patent for universal processors.

The UPX weighs 20,400 kg (45,150 lb) and LaBounty said it features the industry's best power-to-weight ratio for control and

versatility and is designed for both high reach and underwater demolition.

It also has a speed valve for fast cycle times and swivel seal technology to reduce maintenance intervals by half.

Explosive Demolition

JOINT WINNER CARDEM

COUNTRY France

PROJECT Gandrange

JOINT WINNER SAFEDEM

COUNTRY United Kingdom

PROJECT Red Road, Scotland

Also shortlisted

Cardem (France, LACQ project)

Erith Contractors (United Kingdom)

While Civils provided a Highly Commended as well as winner, Explosive Demolition proved even tighter, with two entries impossible to spilt as the niche nature of this category produced a closely fought contest all round. The respective strengths of the winning projects were illustrated by the comments of the judging panel.

"Cardem demonstrated the ability to adjust accepted demolition techniques to suit a complex situation with no compromise to health and safety.

"The Safedem project provided the global demolition community with a benchmark for similar projects that will inevitably be part of the industry's future"

Gandrange, one of two challenging projects submitted by Cardem, led the company to combine two demolition methods – cable pulling and explosives – as it had been impossible to proceed to any pre-weakening for lifting, cable pooling or shear cutting for breakdown.

The advantage of this method was that Cardem did not have to touch the structure before demolition and so had no risk of premature collapse. After a risk assessment showed that the 60 m (196 ft) distance between the excavators and the cutting charges was too close, Cardem decided that one of the excavators should be remote controlled, allowing the company to bring down two structures with cables after cutting its bracing. Another excavator was kept in tension to secure the structures and prevent them falling in the wrong direction.

Safedem was appointed by Glasgow Housing Association (GHA) on the Red Road project in Scotland. It won the award for its contingency planning after two of the 12 structures being demolished failed to collapse completely and remained at around 10 storeys in height.

The company used standby high reach equipment that was already on site for this eventuality, and the demolition was completed within days with the cleared site handed back to GHA in June.



Patrick Frye of Cardem (centre) and Safedem's William Sinclair celebrate alongside awards judge Jim Graham

Industrial Demolition

WINNER JET DEMOLITION

COUNTRY South Africa

PROJECT Duvha power station
Boiler 3

Also shortlisted

Brandenburg Industrial Service
Company (USA)

Despe (Italy)

Liberty Industrial (Australia)

Jet Demolition was already no stranger to the World Demolition Awards, having won in the Explosive category in London last year.

This year's entry was in a different field, but the result was the same. Despite some fierce competition, managing director Joe Brinkmann found himself retracing his steps to the stage.

Duvha Boiler 3 was a high-risk job. As well as the demolition of the coal-fired boiler and ancillary equipment involved removal critically compromised structures following an over-pressurisation event at the 3,600 MW power station in Mpumalanga, including a key requirement of replacing the damaged 600 MW boiler to allow for later replacement.

Demolition engineering began early in

Jet Demolition managing director Joe Brinkmann emerges from the audience to claim the Industrial award



2017 and access to the 96 m (315 ft) high suspended boiler gained during April.

It was also labour intensive, being carried out in two 12-hour shifts every day with the labour force peaking at 145.

For such a detailed project, Jet used a range of demolition methods including complex rigging with purpose-built winches, extended length-chain blocks and mobile cranes; extensive rope-access activities; and

controlled cut-and-drop techniques where the boiler walls served as a drop chute.

The site was cleaned and demobilised in June 2018. The project logged more than 330,000 hours without a lost time injury, just one of several factors that led the judges to remark: "This was a very tough job, at a height of 99 metres and requiring a workforce of 145 employees, and Jet Demolition executed it superbly."

Contract of the Year under \$1 m

WINNER DESPE

COUNTRY Italy

PROJECT Underground cinema
demolition

Also shortlisted

Delta Group (Australia)

Priestly Demolition (Canada)

TCE Contracting (Australia)

Despe took to the stage for a second time – though it was a different group of individuals representing the family-run business on this occasion – to collect the first of the Contract of the Year awards, a win that had the judges admitting: "It is hard to imagine a more demanding project."

The demands facing Despe related to the Apple company being about to finish building its new megastore in the Italian city of Milan, close to the famous Duomo.

Despe's role was to demolish the Apollo cinema situated 15 m (49 ft) below ground – without any undue noise, vibration or dust and without disturbing neighbouring businesses in the piazza above the cinema.

The company removed all the cinema furnishings, cleaned up all contaminated materials, organised the removal of waste materials and demolished the cinema structures.

Despe said demolition took place because of the use of micromachines and diamond cuts in hard to reach places, and that working closely with the building company and its subcontractors was a fundamental part of the successful project.

During the project, Despe recycled a total of 5,500 t of concrete, 200 t of mixed waste, and 230 t of metals.

Equipment supplied for the project came from companies including Bobcat, Doosan, Komatsu and Liebherr.

The client said: "We have known and worked with Despe for many years. We have awarded many different tender contracts to Despe over time which mainly referred to very complex and demanding demolition works.

"We therefore consider Despe to be an exceptionally reliable, professional and highly specialised partner."



Different people but the same result for Despe as the company celebrates a second award



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Contract of the Year \$1m or over

WINNER ADAMO GROUP

COUNTRY USA

PROJECT Georgia Dome, Atlanta

Also shortlisted

Edifice Engineering (India)

Erith Contractors (United Kingdom)

Ferma Corporation (USA)

Excluding the World Demolition Award, this was the penultimate presentation of the night, and it was by far the most emotional and intense, with Richard Adamo of the winning company dedicating it to his father and brother, both called John.

John Adamo Sr had started the company; his son – who became CEO of the business – died tragically in an industrial accident in 2015, so it was a reflective Richard Adamo who accepted the award.

The winning project was one of the more high-profile demolitions of the 2018 entries – namely the Georgia Dome in Atlanta.

From a demolition point of view, it was hardly in an ideal location, as it was hemmed in by another stadium and convention centre and a subway transit system. The solution centred on demolishing the stadium's ring beam, which was 700 m (2,300 ft) long, 8 m (26 ft) wide, and 1.5 m (5 ft) thick.



Richard Adamo (on right) with awards judge John Woodward

Adamo was aware that demolishing the columns conventionally would risk bringing down the ring beam uncontrolled, while implosion was not universally favoured either.

In the event, Adamo chose the specialist company Pettigrew to develop the precise plans to bring down the ring beam in a single implosion. The plans were put through finite element analysis by design engineer and subsequently put into practice.

This was achieved in 15 seconds on a Monday in November 2017, using more than 2,000 kg (4,400 lb) of explosives, 9.7 km (six miles) of detonating cord and 1.6 km (one mile) of electric circuits.

But the story didn't end there – in the following three months, Adamo recycled

more than 14,000 t of steel and crushed and placed over 220,000 t of concrete materials.

The project was completed at the end of February 2018, on time and on budget, and from safety point of view was a total success.

Adamo had said in its entry to the awards that: "The demolition of the Georgia Dome was a challenging endeavour in a congested downtown area that was completed safely and professionally by all who were integral to its success."

The awards judges said: "The engineering dimensions of the project were enormous and to do this safely and with the world watching personifies the incredible strides the industry continues to make."

A fitting result as the awards prepare to head to the USA in 2019.

New Entrant Award

WINNER SCUDDER DEMOLITION

COUNTRY United Kingdom

PROJECTS One Palace Street/
Selfridges

This was the second year of the New Entrant Award, awarded to the best entry or entries not to win their category supplied by a company for the first time or after an absence of at least three years.



Scudder Demolition become the second ever New Entrant Award winner, having received the award from D&R editor Steve Ducker (on left). The company was recognised for two impressive entries in the Urban section

Scudder's win demonstrated the value of the award. The company had entered two projects for the Urban award and despite a shortlisting in both the sub-categories, it did not quite have enough in the opinion of the judges to take first place in either.

Without the New Entrant award, Scudder's hopes of success would have been over there and then. As it transpired, along with similar companies across the 12 main categories, interest remained until the end and Scudder was able to join the winners' celebrations.

What made the difference for Scudder was two projects a short distance apart in London. One Palace Street was a Grade II listed building opposite Buckingham Palace, which almost redefines the word "scrutiny" in itself. The other was a major refurbishment and renovation programme for the department store Selfridges.

At Palace Street, the company was presented with a restricted working area and confined basement, while Selfridges is the world's biggest financial investment for a single project by a store of its kind. The judges said: "Scudder's high profile, well managed and well executed urban demolition projects were a testament to the ingenuity and spirit of the company."



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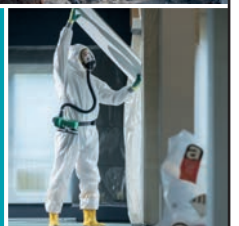
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Singapore Changi Airport Terminal 1



Singapore Changi Airport. People Mover System



Singapore Changi Airport Terminal 1



Raffles City Shopping Centre

Building for tomorrow

From electric models through special anniversary versions to intercontinental sales agreements, it is a busy time in compact machines.

JCB has developed its first electric excavator. With the drive towards lower emissions, the zero-emission JCB 19C-1 E-TEC will allow contractors to work inside buildings and in emissions-sensitive inner city environments.

According to JCB, a big advantage of the new electric mini is that the external noise, at 7 dB (A) lower, is five times quieter than its traditional diesel powered counterpart. This means contractors can work after normal hours in urban streets without disturbing residents, as well operating in other noise sensitive environments such as hospitals and schools.

Chief innovation and growth officer Tim Burnhope said: "By replacing the diesel engine with an efficient, 48 V electrical driveline, with the latest generation automotive battery cells, JCB has once again moved the mini excavator market forwards.

"The 19C-1 E-TEC points the way to a new zero-emission future for JCB mini excavators."

Based on the premium specification 19C-1 E-TEC conventional tail swing model unveiled in 2017, the electric excavator replaces the standard machine's diesel engine with an electric motor and three, next generation 104 Ah battery packs, to deliver a full energy capacity of 312 Ah (15 kWh). The modular batteries utilise the most advanced NMC lithium-ion cells, shared with the latest road cars, in a rugged battery pack housing that has been designed to withstand the rigours of off-highway construction use.



Bobcat's updated S100E skid steer loader for the demolition industry



JCB said its 19C-1 E-TEC electric mini-excavator will allow contractors to work in inner city environments

For Volvo Construction Equipment (CE), 2018 has seen the introduction of the ECR18E excavator, featuring an ultra-short swing radius for safe working in confined urban applications.

The ECR18E is a 1.8 t class machine that can squeeze into the tightest of spaces, and thanks to its ultra-short tail design – the shortest radius in the Volvo range – it can work close to obstacles without colliding with them.

The new model complements the Volvo offer, which so far comprises seven short swing radius models, ranging from 1.8 to 9.5 t. The machine will be available worldwide from the end of 2018 and despite its short-tail design, remains highly stable all round. Featuring a variable undercarriage, the ECR18E can retract to less than 1 m (3 ft 3 in) wide to enter confined areas – or expand to a more surefooted 1.35 m (4 ft 5 in).

RENTAL BUSINESSES

Particularly suited to the needs of rental businesses, the ECR18E is designed for low cost of ownership. Robust by design thanks to a high-profile counterweight, the machine is made for easy maintenance, with 50 hours greasing intervals and a hinged fuel tank providing best-in-class access to the engine compartment. The engine can also be fitted with auto-idle and auto engine shutdown features, which both reduce noise disturbance, service costs and fuel consumption while ensuring a higher resale value.

Yanmar CEE announced a special edition

Volvo Construction Equipment has designed its ECR18E for low cost of ownership such as in rental markets



livery for its SV60 compact excavator model, to celebrate 50 years since launching the first of its kind.

A limited run of 10 units will be made available through the compact equipment's global dealer network.

The models will feature a distinctive red colour scheme and combine "sector-leading technology", according to Yanmar, along with a business-class feel. The company, which also made a special film of the 5-6 t machine, said it will boast a 3.56 mm (0.14 in) working envelope but promises the performance of a midi excavator.

Sales and marketing director Andreas Hactergal said: "We wanted to celebrate the 50th anniversary of our very first mini excavator with a series of festivities.

"Yanmar is renowned worldwide for its excavator range, so launching a limited-run edition of our modern-day equivalent seemed a fitting gesture.

“Celebrating the people behind our class-leading range was also hugely important.

“As such, we undertook a project to film the SV60 build process and showcase the commitment, creativity, hard work and attention to detail that goes into the build of every model manufactured in our St-Dizier facility in France.”

ASIA-PACIFIC

Outside Europe, John Deere has entered into a strategic supplier agreement with Wacker Neuson to initially provide compact excavators in China, Southeast Asia, and Oceania.

The models will range from 1.5 to 6.8 t and are specifically designed and manufactured for the growing Asia-Pacific marketplace.

The objective of the partnership is said to be long-term collaboration in key growth markets.

“In partnering with Wacker Neuson, John Deere is leveraging the experience and success of their innovative and strongly customer-focused products to help us further develop our position in the Asia-Pacific region,” said David Thorne, senior vice president, sales and marketing, John Deere Construction & Forestry.

While both companies are said to be committed to long-term strategic collaboration, the agreement will run for five years and can be extended in five-year increments.

The initial rollout of four compact excavator models will begin in early 2019. They will predominantly be sourced from the new Wacker Neuson factory in Pinghu, China. Service and support of these machines will be offered through the John Deere dealer network.

Bobcat has been busy across more than one compact equipment product group. In mini-excavators, it launched the R-Series from 2 to 4 t. The company describes the five models in the series – the E26, E27z, E27, E34 and E35z – as offering a best-in-class mix of high digging forces, superb stability and



Komatsu's WA100M-8 with new ergonomic design

smooth controllability of working functions complemented by low weights for easy transportation.

The new excavators use newly developed flexible machine platforms that allow different configurations of models and specifications to suit a range of applications and customer needs, alongside enhanced operator comfort and functionality.

Jarry Fiser, product range director for Bobcat mini-excavators in Europe, the Middle East and Africa (EMEA), said: “The current line-up has been one of the most respected products in the industry.

“Now backed by nearly five years of development work, we are raising the bar even further and we are confident that we are now offering the best-in-class machines available.”

Bobcat has also announced several new developments its compact loader range for EMEA, such as auto ride control and heated cloth air ride seats.

Complementing this, Bobcat has also launched the S100E model, an updated version of the company's popular S100 skid-steer loader that meets Stage V emissions regulations.

These advances have come in the year that Bobcat celebrates the 60th anniversary of the first loaders it produced.

LOW-COST OPERATIONS

Also in compact wheeled loaders, the Komatsu WA100M-8 includes improved features that the company said provides effortless and low-cost operations. These are a powerful EU Stage IV engine and the proven Komatsu Selective Catalytic Reduction (SCR) system, a new ergonomic design, a high level of standard specifications and an array of new options. The loader can be used on jobsites or in recycling with the hydraulic quick coupler, Easy Fork kinematic and a range of available attachments.

“The WA100M-8 is built on the strong base of the WA100M-7” said Sebastian Zienau, product manager at Komatsu Europe.

“And with its many new features and options it opens up a new range of versatility.”

The WA100M-8 has an operating weight of 7,200 kg (15,873 lb). Its EU Stage IV Komatsu SAA4D94LE-3 engine is also more powerful with 70 kW (94 hp) net and optimised for tough construction applications, it delivers high torque even at low rpm.

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From humble beginnings

Contractor Brown and Mason has established itself as a leading company in nuclear and power station decommissioning. Managing director **Nick Brown** explains how this happened and looks towards the future.

Brown and Mason (BAM) was incorporated in 1961, when my grandfather started out with just £400 (US\$520). Now, 57 years later the company has established itself as one of the largest industrial decommissioning, dismantling, demolition and asbestos removal companies in the world, with the proven ability to work anywhere on the globe to complete all projects safely, competently and efficiently to an agreed programme. BAM remains a family owned and run, private limited company. We directly employ a workforce of over 500 people.

From our first major industrial project, BAM has grown in industrial decommissioning, dismantling and demolition. By using our specialist in-house explosive and demolition team, we have an extensive portfolio of successful blow-down events.

Most of our explosive events take place in the heavy industrial setting, namely power



Brown and Mason wins a Supplier of the Year Global Health and Safety award from Spanish utility Iberdrola

stations, petrochemical works and refineries. Often this planned method of demolition is safer, faster and more cost effective to our clients, mitigating the potential risks to all involved personnel.

SAFETY SEQUENCE

All events follow a stringent safety sequence that has proven over the years to be formidable in safeguarding all parties involved. These sequences are devised and developed by our in-house safety, health, environment and quality (SHEQ) teams, in conjunction with our explosives teams on a project bespoke basis.

BAM's health and safety record was recently



rewarded at the Supplier of the Year Global Awards by Spanish public multinational utility company Iberdrola in Madrid. The award was for our work on the Longannet coal-fired power station in Scotland.

An Iberdrola spokesperson said: "Through its continued commitment to health and safety on all our projects we honour BAM in the Occupational Health and Safety category for its excellent occupational safety record during the Longannet demolition works."

For BAM, safety, health and environment director Alex Hadden commented: "We are extremely happy and honoured to receive this global award for our occupational safety record. This shows our ongoing commitment to all things health and safety related to all the projects we carry out."

We have now completely decommissioned and demolished over 50 power stations in the United Kingdom, adapting to whether the contract requires total demolition of a power station or intricate dismantling within a live industrial complex.

We also remediate all the major

The Longannet power station in Scotland was one of more than 50 demolished by Brown and Mason so far





Brown and Mason has been in demolition for nearly 60 years and directly employs 500 people

contaminants which require licensed disposal following the demolition of industrial sites.

Our commitment to invest in the most modern plant is borne out by our present large comprehensive fleet ranging from 1 t mini excavators through to super high-reach 225 t excavators.

Our track record in the industrial demolition market has enabled us to move into other markets and we now offer both nuclear and marine decommissioning, dismantling and demolition.

POST-DECONTAMINATION

The nuclear decommissioning and dismantling service provides a meticulous process whereby a nuclear facility is safely dismantled after the decontamination has taken place.

We fully support and follow the Nuclear Decommissioning Authority statement set out in its 2018-21 business plan which says:

Erith completes complex works at Bradwell

United Kingdom-based Erith Contractors has successfully completed the removal of 91 springs and hanger rods within the reactor structures at Bradwell Power Station in the east of England. The company said this highly complex project required an extremely niche skill set, as well as exceptional levels of safety precautions, planning, management and supervision.

Erith has undertaken work at Bradwell Power Station for nearly a decade as a supply chain partner to site licensing organisation Magnox. However, the springs and rod hangers presented new challenges to the multi-discipline project team.

Erith also had to work in radiological conditions within confined spaces to complete the work where there were significant levels of asbestos.

To successfully carry out the project, Erith worked with its in-house design team Swanton Consulting and the client, with Erith's asbestos and demolition departments developing bespoke Safe Systems of Work documents for spring restraint system installation, trial cuts, fire tests, hot cutting of the springs, drop rods and tie-bars.

Each spring was restrained with a proprietary tensioned system, designed in-house and manufactured by a specialist engineering facility, to ensure the stored energy in the compressed spring was not instantaneously released and that the tie rod could not be ejected during the hot-cutting. Encasing the spring in a fire-retardant blanket, the springs were cut horizontally, with each coil cut to a state of fluid plasticity to release the energy stored in the spring in a controlled and safe manner.

Finally, the restraints were carefully de-tensioned to prevent uncontrolled release.



The latest works presented Erith with new challenges in its 10-year relationship with Magnox

“Our core objective is to decommission these sites safely, securely, cost-effectively and in a manner that protects the environment”.

BAM has recently been approved as a fully qualified supplier to Sellafield and has been appointed a contractor on the Dounreay power station demolition framework.

Recognising the need to be a one-stop-shop to our clients, we are licensed by the United Kingdom's Health and Safety Executive to remove and safely dispose of all asbestos-containing materials and have held this licence continuously since 1984.

BAM became a full contracting elected member of ARCA, the (Asbestos Removal Contractors Association) in 1996 and has continued that membership through to present day. A specialist asbestos division undertakes this work for the company as well as providing

a similar service to other companies and public authorities. It has undertaken numerous contracts for the safe removal and disposal of very large quantities of asbestos from redundant power stations and other major industrial and commercial sites, including carrying out the largest contract in Europe which involved removing and disposing of 35,000 cu m (1.2 million cu ft) of asbestos.

We reclaim industrial plant for resale using our asset recovery service. We also specialise in realising the maximum value in scrap metal from industrial demolition sites.

In the past 25 years, we have processed over 2.5 million t of ferrous scrap metal arising from the 51 power plants we have decommissioned and demolished. This does not take into account other projects worked on during the same period, which takes the total to around three million tonnes.

PASSING ON SAVINGS

We have built up long-standing relationships with the major ferrous and non-ferrous merchants in Europe, and this has enabled us to obtain the best prices in the marketplace. This also enables us to pass on savings to our customers, in the form of lump-sum credits within the contract.

Our strategy for the removal off-site of all ferrous metals is that the materials are reduced on site to scrap furnace sizes in designated, external, processing areas and dispatched from site on a regular basis, for ultimate recycling.

Similarly, all non-ferrous arisings are stripped down sufficient for transportation, and then delivered to a specialist non-ferrous recycler, for further processing.

Another example of Brown and Mason's expertise with Scottish coal-fired power stations, this time at Cockenzie



Concrete industry

As industry attention once again turns to Las Vegas for the upcoming World of Concrete show, we look at some of the companies who will be exhibiting there.



Event details

WHAT'S THE EVENT?

World of Concrete

WHERE IS IT?

Las Vegas Convention Centre, USA

WHEN IS IT?

January 22 – 25, 2019

WEBSITE

www.worldofconcrete.com

ANMOPYC

The Spanish construction association's main purpose is the development and promotion of its members sales in foreign markets. At present it has almost 100 member companies covering concrete and mortar; lifting and transport; aggregates, mining and recycling; road, earth-moving, underground and drilling; temporary works; auxiliary equipment; components and spare parts.

BROKK

A manufacturer of remote-controlled demolition machines, Brokk launched four new machines during Intermat Paris earlier this year, the 170, 200, 300 and the green diesel 520D. Each comes equipped with Brokk's signature SmartConcept technology. Brokk will showcase these new machines at World of Concrete.

Aquajet Systems, a global leader in hydrodemolition robot manufacturing

Brokk will be showing the four remote-controlled demolition machines it launched earlier this year

acquired by Brokk, will launch the Ergo System. The robot offers four times the power of a hand lance in a compact footprint that contractors can easily move around the jobsite. It is ideal for work on floors, walls and ceilings.

CATERPILLAR

Caterpillar recently announced a new range of mini-excavators in North America, with four models under 3 t and six in the 7-10 t tonnes range.

Four new models in the Cat mini hydraulic excavator line up, engineered and manufactured by Caterpillar, are designed to provide users the best performance, versatility, safety, operator convenience – and affordability – in the smallest possible packages for 1 to 2 t class machines. This customer-centred approach to engineering results in the new models incorporating industry-first standard features, such as joystick steering and a tilt-up canopy or cab, as well as new options, including air conditioning and expandable undercarriages across the range.

The new model range allows customers expanded choices for matching machine capabilities and machine features to the applications: 301.5 (1.5 t class, standard tail swing, with canopy); 301.7 CR (1.7 t class, compact radius, with canopy); 301.8 (1.8 t class, standard tail swing, with either canopy or cab); 302 CR (2 t class, compact radius, with either canopy or cab).

CONJET

Conjet is a specialist in the design, development and manufacture of remotely operated, computer controlled high pressure water jetting machines that are mainly used for hydrodemolition. This uses a high pressure water jet to remove concrete from sensitive structures such as bridges, parking decks, dams, canals, tunnels, quays and jetties in conjunction with concrete repair. Conjet robots



The Cat 301.7, part of a new range said to allow customers more choice in matching machine capabilities and features to applications

and jetframes are also used for other waterjet applications such as scarifying or roughening surfaces, cleaning and paint removal. Conjet offers a range of hydrodemolition equipment including a series of robots and jetframes as well as custom made hydrodemolition units ready to connect to Conjet Powerpacks or other high pressure water pumps.

DOOSAN

Doosan Construction Equipment will display a DL200TC-5 tool carrier wheeled loader with a quick coupler and pallet fork. Also being shown will be a DX140LCR-5 reduced tail swing crawler excavator with a quick coupler and DXB100H hydraulic breaker. The excavator will be configured with optional rubber track pads, a dozer blade and the window guarding package for enhanced uptime protection.

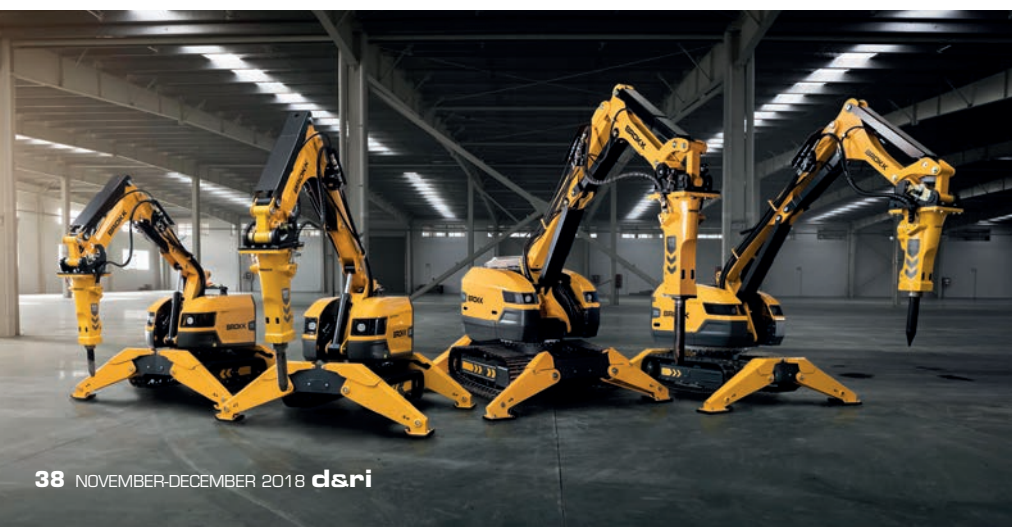
The DL200TC-5 is designed for loading and carrying, and it has a parallel-lift linkage system. With increased visibility down the centre of the parallel-lift arms, operators can clearly see the ground, truck or work area in front of the machine when placing loads. In addition, the parallel-lift linkage system keeps the work tool flat as it is lifted rather than rolling back, an advantage when lifting pallets and other loads that need to stay level.

The company will also be showing the DX140LCR-5 crawler excavator which offers a shorter tail swing, allowing operators greater flexibility where space is a premium without sacrificing performance.

The DX140LCR-5 excavator is designed for long life with an extra-sturdy frame and reinforced superstructure.

HYUNDAI CONSTRUCTION EQUIPMENT

Hyundai Construction Equipment Americas offers earthmoving equipment, including compact, wheeled and crawler excavators,



revisits Vegas

compaction rollers, wheel loaders, and breakers. Today Hyundai offers more than 30 different models of excavators and 14 wheeled loaders. With operating weights ranging from 1,655 to 118,00 kg (3,650 to 260,140 lb), the excavator range provides maximum power. Hyundai designs its equipment with extended life components to be efficient for maximising profitability, whether for a small landscape job, large excavating project or complete demolition.

LIEBHERR

The Liebherr Group is a leading manufacturer of earthmoving equipment and a supplier of innovative user-oriented products and services in many other fields of activity as well. The group's holding company, Liebherr-International based in Bulle, Switzerland, is wholly owned by members of the Liebherr family and the company employs more than 40,000 people in over 130 companies in 40 countries.

Liebherr's North America headquarters was established in 1970 and it is home to seven different business units including Liebherr Construction Equipment and Liebherr Concrete Technology who are exhibiting at World of Concrete this year.

MB CRUSHER

MB Crusher America is a leading manufacturer of jaw crushers, screening buckets, drum cutters and sorting grapples, applicable to any excavator, skid steer or backhoe regardless of brand. Versatile, efficient and practical, MB products are suitable for any application area. They are the most effective means in the fields of earthmoving, demolition and recycling. But also applicable in specific applications such as roadwork, quarries, mines, pipeline work, and environmental reclamation projects.

By using the hydraulic system on the operating machine, its attachments allow businesses to reuse materials immediately on the jobsite and provide a greener option for recycling waste materials.



The Mobirex MR 130 Z EVO2 from Kleemann is a mobile crushing plant suitable for concrete recycling

MB Crushers' range of products is certified, and their on-site use helps customers save time and money in getting the job done while helping reduce waste and trucking transport.

It will be demonstrating two crusher buckets at work: a BF model crusher, suitable for excavators and an MB-L model crusher, designed for skid steers and backhoes. The objective will be to reduce slabs of cement into various sizes. The first reduction will be performed by the BF crusher this output material will then be reworked by the MB-L crusher which will, in turn, produce a smaller output size.

VOLVO CONSTRUCTION EQUIPMENT

Volvo CE will co-exhibit alongside Volvo Trucks. The firm will be exhibiting the L20H with Palladin Sweeper and the L90H 2.0 with Long Boom.

The L20H compact wheeled loader is powered by a 64 HP Volvo D2.6M water-cooled engine with a diesel oxidation catalyst that eliminates the need for regeneration or additives. The machine is said by the company to be 5% more fuel efficient and boast 8% more horsepower than its predecessor, the L20F.

The L20H's manoeuvrability makes it useful on many jobsites. For traction and stability on rough terrain, the L20H features a 38° articulated oscillating joint as well as operator-activated 100% differential locks on both axles. The machine can be fitted with a selection of dedicated Volvo attachments, including forks, grapples, and buckets.

The L90H 2.0 has several new features designed to improve operator performance, including bucket levelling, choice of single-lever or multi-lever controls, choice of three hydraulic modes, and the optional Comfort Drive Control that enables the machine to be steered from a small lever.

WACKER NEUSON

Wacker Neuson is a leading global manufacturer of high quality construction equipment and compact machines. The group headquarters is in Munich, Germany,

Doosan will be showing its DX140LCR-5 reduced tail swing crawler excavator with quick coupler



Volvo's L90H 2.0 with Long Boom will be on show at World of Concrete and has many new features

and in the USA, the company is based in Wisconsin, with complete manufacturing, sales and training facilities. Wacker Neuson offers a comprehensive range of construction and compact equipment, spare parts, and related services. This includes vibrators trowels and screeds for concrete construction; rammers, vibratory plates and rollers for soil compaction; light towers; generators; pumps; and heaters; as well as compact construction equipment, including excavators, wheel loaders, telehandlers, skid steer and compact track loaders, and dumpers. In North America, Wacker Neuson products are sold and rented through a network of dealers and are supported by an industry leading team of factory trained sales, application and service personnel.

WIRTGEN GROUP

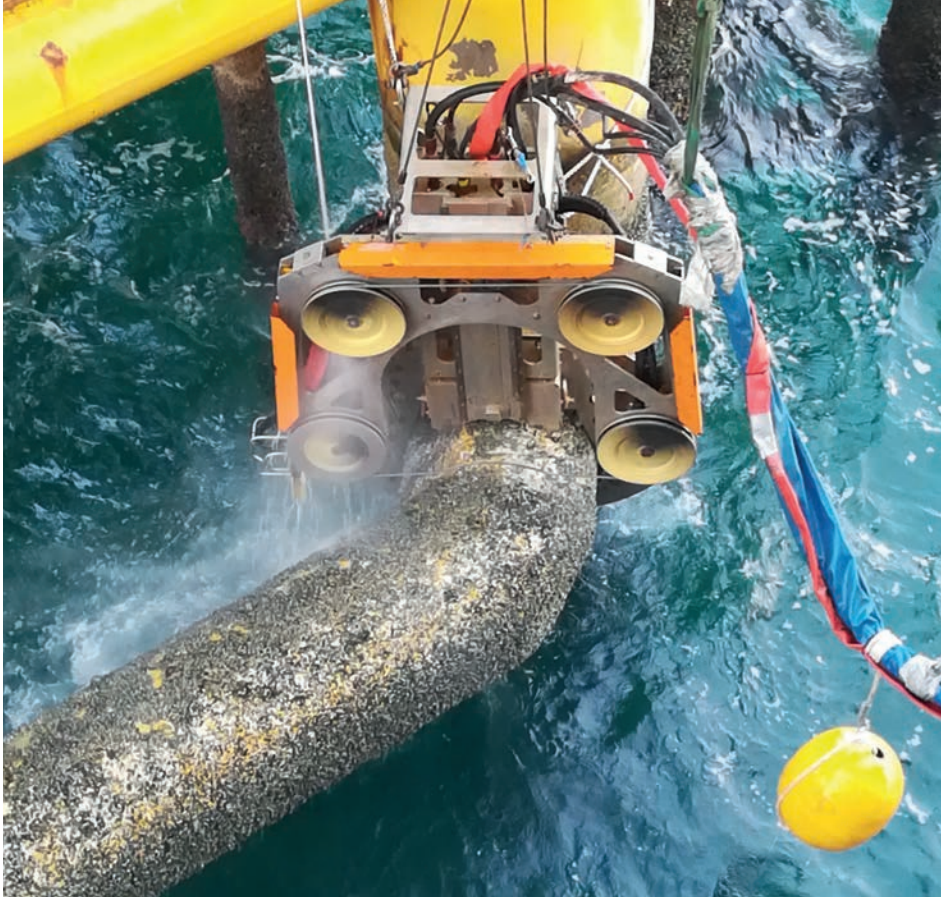
Wirtgen Group will introduce the AutoPilot 2.0, present three Wirtgen slipform pavers plus a texture curing machine and show a Kleemann mobile crusher in the Central Hall, stand C5426 and the Bronze Lot, stand B51404.

A highlight of the Wirtgen stand will be the newly developed Wirtgen AutoPilot 2.0. This 3D control system can produce any kind of offset and inset profiles.

With its Mobirex MR 130 Z EVO2, Kleemann offers a mobile impact crushing plant that is particularly suitable for concrete recycling and aggregate production. The plant is designed for simple transport and is quickly ready for operation. The diesel-direct drive concept also ensures high performance with economical consumption at the same time. ■



Innovo and Unique team up in Middle East decommissioning



The dollar project was completed ahead of time with equipment designed and made in under four months

Subsea and offshore solutions provider Unique Group has teamed up with engineering, construction and rental company Innovo to complete a multi-million dollar decommissioning contract for Italian global marine, oil and gas contractor, Saipem.

The project was to decommission a key offshore platform in the Middle East region.

Team members worked together to meet the requirements of providing bespoke equipment to reduce operating times and ensure a cost effective project within a very tight schedule. The equipment was designed, made and delivered in under four months.

Internal and external dredging tools, diamond wire cutting tools and internal cutting tools based on abrasive water jet technology, operating at 1,500 bar, were provided for the project along with skilled operators to support the operation.

“We are pleased to complete this project within the stipulated timeline,” said Unique Group division manager Rakesh Bangera.

“Our aim is to be a trusted partner for our clients right from the design stage up until the delivery so that requirements are duly met.”

Stefano Malagodi, managing director of Innovo, added: “This project exemplifies our and Unique Group’s decommissioning capabilities in the decommissioning arena, where close collaboration, innovative engineering, tight project management and safe operations are paramount.”

Goody brings down the House

A demolition contractor has used a combination of high reach and Volvo EC480E excavators to dismantle a former business headquarters.

United Kingdom-based contractor Goody Demolition is currently in the process of dismantling the former Colonial Mutual Life headquarters in the south of England and has brought in its high reach Volvo EC300E to work on the project.

Built in the 1990s at a cost of around £35 million (US\$46 million), Colonial House in the town of Chatham, Kent, has been empty for the past few years. It is being redeveloped by Persimmon Homes, to provide a mix of one and two-bedroom apartments, plus three and four-bedroom homes, as part of a waterfront residential development.

Site clearance and demolition is well underway and being handled by local specialist Goody Demolition.

But it has been far from straightforward as the 32-week project has thrown up some interesting challenges along the way.

“The building is a heavily reinforced concrete structure with an outer brick skin and a steel roof,” said site manager and high-

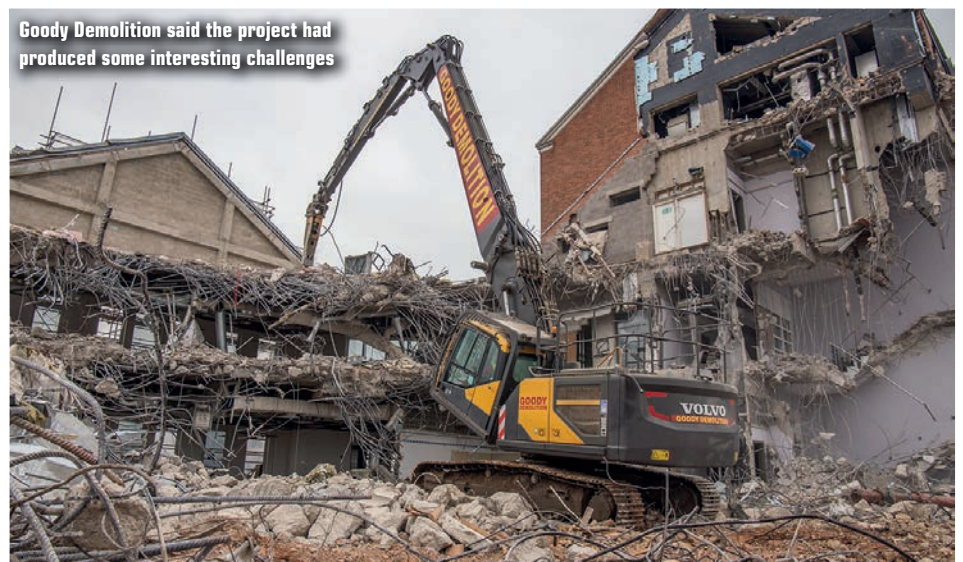
reach machine operator Paul Hougham.

“And given the amount of steel buried within the concrete, it was probably engineered to withstand an earthquake.

“This is one of those buildings that was never going to fall down, nor was it going to come apart easily.”

Two key machines are featuring in the process, a Volvo EC300E excavator equipped with a Kocurek three-piece boom

and a Volvo EC480E excavator working at ground level and equipped with a hydraulic breaker. Established over 50 years ago, Goody Demolition specialises in demolition, asbestos removal and remediation across London and the south east of England. It has grown significantly over the past 15 years under the directorship of Gary Venner, and currently operates with a fleet of over 22 excavators and a workforce of around 75.



Rye's Hitachi excavator equipped with CI5000R shear by VTN Europe supplied by UK distributor ECV Haulmark



Rye Demolition takes on boiler rooms with VTN

Rye Demolition, a contractor operating from the south of England, recently won the two-year contract to oversee the demolition and ground remediation of the former Kodak factory in north-west London.

The famous photographic and technology name's facility opened in the late 19th century and operated for 125 years until it was closed in 2016.

It housed many heavy industrial metal structures and one challenge for Rye demolition is the complexity of cutting up and removing the various redundant turbine and lubrication systems, alternators, control panels and miles and miles of metal flue and piping which remain inside the huge building.

Rye managing director Simon Barlow knew this part of the job needed a tough hydraulic scrap shear and approached attachment specialist ECV Haulmark during this year's Hillhead show.

As distributor for the VTN Europe brand of attachments in the UK, ECV Haulmark sales manager Steve Parker recommended the CI5000R scrap shear.

The VTN CI-R series has been redesigned and remodelled for heavier weight excavators processing heavy duty metals and structures.

The jaw type and wide mouth opening have been designed for grabbing and cutting all-sizes of materials and thanks to a dedicated speed valve the CI-R shears optimise the cycle

times. The new jaw alignment guides together with the fixed jaw fulcrum pin grant for very precise material cutting. The rotation system, with double bearings in row, allow operators to gain a perfect position of the material to be processed, helped also by the break system inside the swinging motor.

At Kodak, the CI5000-R shear has been dipper mounted onto Rye's Hitachi Zaxis 490LCH excavator. It is a 5 t shear, with a jaw opening and a depth of more than 740 mm (29 in) and a cutting strength of 890 t.

ECV said it is suitable for excavators from 30 t upwards and can cut steel surfaces that are more than 60 mm (almost two and a half inches) thick. ■

Erkat lands major tram site project

Germany-based manufacturer Erkat has supplied its excavator cutting units to the BTB Group construction company for the S21 tram line project in the capital Berlin's central station.

Erkat said that in difficult environments, the products demonstrate their strength and robust design. The units in use in Berlin are the ER 1500 L and ER 2000 X.

The primary task is to cut through the old concrete and make way for the further building process.

The cutter units create small pocket-shaped structures in difficult to access ground, cutting ridges into the ground and remove part of the material in the process. This creates space for the hydraulic hammer and is the only way for the hammer to find the right point for breaking the concrete ground.

The low level of vibration is also a key advantage for the challenging working conditions at the station.

Only small vibrations are created during the cutting process, meaning that no unwanted cracks occur in the surrounding rock formation. The special cutting technology also creates minimal noise, which is better for the workers, as well as the numerous visitors to the railway station.

Erkat has manufactured excavator cutting units for more than 15 years and became part of Atlas Copco Group in 2017 and subsequently Epiroc. Its products are used in demolition, sewer and tunnel construction and rock removal.

The Erkat cutter units will be in use at the site until the end of July, and further deployments are already in planning. ■



Erkat's ER 2000 X excavator cutting unit



The R1100S is being used in southern Turkey to crush limestone to 0-35 mm

Roadbuilder relies on Rockster

The southern region on the border with Syria is still one of Turkey's most important industrial areas. For the expansion of the infrastructure, executing companies especially focus on machines with best reliability.

The Rockster R1100S impact crusher, which had been demonstrated in trial runs, convinced the customer with its performance, but also especially with its flexibility and compactness.

Now, after more than 9,000 operating hours in continuous operation, the R1100S has also proven its stability. Rockster's long-standing Turkish partner Alfomobil looks after the end customer in the handling of

this road construction project. Apart from maintenance work and the replacement of the usual wear parts, the company was able to use the machine without problems

Equipped with an RS104 screenbox and a double-functional return/stockpile belt, the machine crushes limestone with edge lengths of up to 700 mm (28 in) to 0-35 mm (0-1.4 in) final grain. By using the pre-screen, the sandy part of the broken material is removed and in just one step a high-quality cubic final grain is received, which is the best carrier material for road construction.

The compactness and the resulting simple transport are major advantages of the Rockster crusher, especially in road

construction. Operators like the easy handling of the new crusher and the quick set-up, as the machine is put into operation within 10 minutes. Also, the adjustment of the entire crushing plant to the requirements at the site is very easy to accomplish.

Due to the positive experiences with the first crushing plant, the customer has decided to order another mobile crusher from Rockster Recycler.

When approached by Finnish bucket attachment manufacturer Allu to become its authorised distributor in Australia, specialist construction equipment supplier RDW said it could see an annual market for the company's buckets of only five units.

Now, as a result of what it calls lateral thinking, it is actively targeting more than 120 applications.

Brisbane-based RDW had so much faith in the transforming qualities of the Allu equipment, it undertook a proof of concept trial, aimed at the improvement in process and/or processing result directly to potential customers.

The two companies say they work on similar principles and a range of regional dealers across Australia have since been appointed.



Arden said the S6002B grab is the successor the S3002B, which is also used at the base

Arden makes a grab for US Navy

French manufacturer Arden Equipment has delivered the S6002B – its largest sorting grab – to the United States Navy at the military base in Cádiz, Spain.

The operation was coordinated by Newimar, a construction company providing technical services in the base, and Finanzauto, a Caterpillar distributor in Spain, which delivered the Cat 374F L track excavator as a gripper.

The attachment has a perpendicular opening to the ground of more than 3 m (10 ft), a 2,200 l (484 gal) capacity, two rotational motors and three hydraulic cylinders. The S6002B is the successor to the S3002B, which is also used at the base. Arden grabs are made of abrasion resistant steel with high elastic resistance to absorb shock.





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Hitachi targets Europe with new start up

Hitachi Construction Machinery has announced an agreement with KTEG Kiesel Technologie Entwicklung – the group company of European distributor Kiesel – to establish a new company to develop electric construction machinery and special applications.

Hitachi Construction Machinery has long developed electric construction machinery to help reduce environmental burden and lifecycle costs.

It has supplied more than 100 small to medium sized electric excavators to the Japanese market.

With Europe having some of the strictest regulations in the world regarding global warming and low carbon, KTEG has a wealth of know-how for both regulating and commercialising electric construction machinery in the European market.

It has also developed large demolition specification equipment and other special application products based on Hitachi hydraulic excavators.

With the establishment of this new company, the two will be brought together to use the components of current equipment. This will create electric construction machinery to respond to customer requirements.

The new company will be known as EAC European Application Center. It will be based in Germany with around 10 staff at start up.



The new product is a long reach version of Doosan's DX225LC-5 crawler excavator

Doosan reaches out with crawler

Doosan Construction Equipment has launched a new super long reach version of the company's Stage IV compliant DX225LC-5 crawler excavator.

Featuring 8.5 m (28 ft) boom and 6.2 m (20 ft) arm components, the new excavator is an all-round machine ideally suited for long reach work.

It has a maximum digging reach of 15.38 m (50 ft), a maximum digging depth of 11.65 m (38 ft) and a maximum digging height of 13.08 m (43 ft).

The bucket digging force is 10 t and the arm digging force is 6 t.

With an operating weight of 24.4 t, the DX225SLR-5 is powered by the six-cylinder, turbocharged Doosan DL06P water-cooled diesel engine, providing a high power output of 124 kW (166 hp) at 1,800 rpm.

Doosan adds that the DX225SLR-5 offers convenience and lower costs by meeting Stage IV emission regulations through cooled exhaust gas recirculation and selective catalyst reduction after-treatment technologies.

With the DL06P engine, the DX225SLR-5 ensures trouble-free performance as it operates without the need for a diesel particulate filter. ■

Renewed solution from Metso

The Metso Lokotrack LT200HP mobile cone crushing plant is designed for secondary and tertiary crushing operations such as producing aggregates for railway ballast, road construction, asphalt, and concrete fractions.

According to Metso, thanks to its direct V-belt drive from the gearbox, the renewed solution delivers fuel consumption savings of at least 15% compared to hydraulic-driven cone crushers. Furthermore, the LT200HP

complies with European Stage V emission regulations.

"Fuel consumption and efficiency are always at the top of our customers' priority lists and reducing emissions levels has become an increasingly important issue in recent years," said Kimmo Anttila, vice president, Lokotrack Solutions, Metso.

"In this respect, the LT200HP delivers on all counts with a fuel consumption savings of 15% or more."

In addition to being more efficient, the renewed LT200HP also features several safety and maintenance improvements. These include elevated service platforms to ensure safe, easy access to service and maintenance points and improvements that make daily maintenance quicker and easier.

The LT200HP is also available with the Metso ICr wireless information and control system, which allows customers to monitor and control the crushing plant from an excavator cabin.

The entire Lokotrack train of Metso primary Lokotrack plants or Metso mobile screens can be controlled with Metso ICr for a complete crushing and screening solution.

"The compact transportation dimensions of the Lokotrack LT200HP combined with its powerful Nordberg HP200 cone crusher make it a winning solution for mobile crushing and screening," said product manager for the company Jouni Hulttinen. ■



The LT200HP complies with European Stage V emission regulations as well as saving on fuel

Smallest machine's European debut

Following the introduction of the SK400DLC-10 and SK550DLC-10 in January, Kobelco Construction Machinery Europe (KCME) has launched the all-new SK350DLC-10 – the manufacturer's smallest machine designed exclusively for the demolition sector.

Despite its smaller size, the versatile new model has many of the same features as the larger models, which are designed to aid the safe and quick assembly/disassembly of attachments and maintenance, easy transportation between projects and significant cost savings.

Like the SK400DLC-10 and SK550DLC-10, the new SK350DLC-10 features the Kobelco-developed Next system.

This is a common base machine with dedicated attachments for both high elevation demolition work and breaking up foundations. According to Kobelco, the attachments can be easily changed on site.

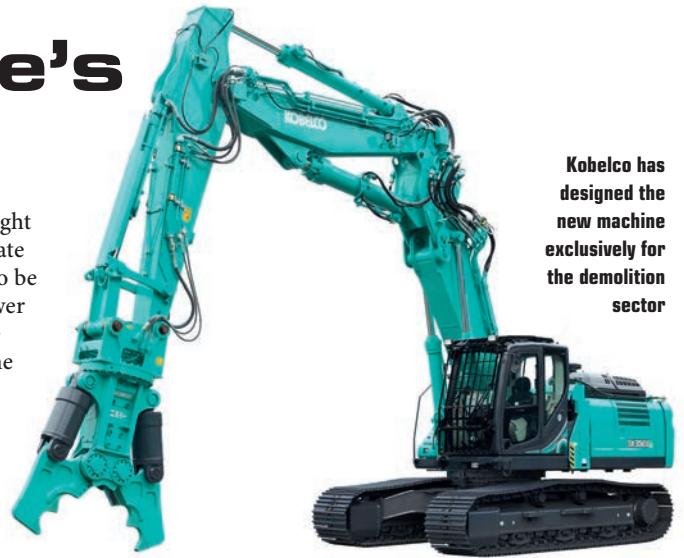
The SK350DLC-10's Next ultra-high attachment is best suited to the demolition of multi-storey buildings from ground level – its ultra-long attachment configuration enables it to work to a maximum height of 21 m (68

ft) with a maximum tool weight of 2.6 t. The machine's separate boom configuration is said to be ideal for demolishing the lower floors of buildings where the concrete is at its thickest – the maximum working depth of the SK350DLC-10 is 6,320 mm (20 ft 9 in).

"Customer feedback on the Kobelco SK400DLC-10 and SK550DLC-10 following their introduction earlier this year has been very positive, but we found that there was also a demand for a smaller version," said product manager Peter Stuijt.

"The SK350DLC-10 may be smaller, but there is no compromise on technology. The inclusion of the versatile Next system, which enables both high reach and basement demolition with the same machine, is testament to this."

"The SK350DLC-10 also benefits from an electronically controlled environmental engine, which promotes high power and low fuel consumption." ■



Kobelco has designed the new machine exclusively for the demolition sector

D-Series grapples launched

Kinshofer, a leading global manufacturer of excavator and loader crane attachments, offers its D-Series grapples with a new light, compact and flexible shell, said to be ideal for sorting and demolition. The attachments feature 360° endless rotation for precise positioning to give construction, demolition and recycling contractors optimal control when grabbing materials. The grapples are available for 2 to 80 t excavators.

"The D-Series provides contractors with exceptional job site versatility," said Francois Martin, Kinshofer North America general manager.

"The powerful grapples allow operators to easily grab, sort and move a variety of materials. Furthermore, their design incorporates multiple features that reduce maintenance and extend service life."

Conventional heavy-duty hydraulic cylinders with hydraulic damping protection power the D-Series, while Kinshofer's patented HPX drive powers the D04HPX, D06HPX, D09HPX and D35HPX. According to Kinshofer, the cylinderless HPX drive system reduces overall cost of ownership by about 50% compared to conventional models.

Kinshofer's D-Series is described as having a compact footprint for working in tight areas



Astec will offer the multi-frequency technology for all its 1.5 m wide two-deck screens



Technology going portable for Astec

The multi-frequency technology from USA-based Astec Mobile Screens, launched in March 2017 for the GT205 plant, has now been designed and manufactured on a portable PTSC205 plant and GT145 track screen.

Astec will now offer multi-frequency technology for all its 1.5 m (5 ft wide) two-deck screens.

Multi-frequency technology combines a conventional, two-bearing vibrator, traditionally used on an incline screen with a high frequency vibrator on the bottom deck.

The combination of the two systems creates a screen that operates with a higher

G-force, and the increased screening energy also enables the multi-frequency screen to process material with higher moisture content.

"Our customers have seen tremendous improvements in their operations by using the multi-frequency screen in the GT205," said Patrick Reaver, inside sales director at Astec Mobile Screens.

"We are really excited to bring this to more people by expanding into our direct feed and portable mounted screens."

Astec Mobile Screens is a leading equipment manufacturer for the construction and recycling industries. ■



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As the International Media Partner of the European Demolition Association (EDA), Demolition & Recycling International brings you the latest association news each issue in a dedicated part of the magazine.



The EDA will visit several Japanese cities in its first study tour of the country for more than 30 years



Milestone for German association

EDA national association member the Deutscher Abbruchverband will host its 25th demolition conference at a new venue in the German capital – Station Berlin, a former mail railway station – on February 15.

More than 900 participants from 15 countries and 115 exhibitors attended this year and the organiser has ambitious plans for 2019.

The Christian Democratic Union politician, Wolfgang Bosbach, will give the keynote paper at the start of a programme featuring 20 high-level speakers, who will give a mix of presentations covering best practice on jobsites and meeting legal requirements.

Though mainly drawn from projects in the host country, the programme will include a presentation by Canadian contractor Priestly of its Nipigon Bridge project that won the World Demolition Award in 2016 and featured as part of the World Demolition Summit programme a year later.

About the EDA

The European Demolition Association (EDA) was founded in 1978 and is the European platform for national demolition associations, demolition contractors and suppliers. It organises annual events to bring together the demolition industry from all over Europe. The most important one is the Annual Convention, a meeting that includes technical presentations about key topics as well as optional leisure activities. The EDA represents thousands of companies through its national associations and direct memberships.

■ For more details, please visit: www.europeandemolition.org



EDA to discover Japanese demolition

In 1988, a small European Demolition Association (EDA) delegation went to Japan to get to know its demolition industry, technology, equipment and its way of working.

Delegates mainly visited manufacturers while there was also a trip to Tokyo University to view new edge technologies. However, it was almost impossible to visit any work site due to the security restrictions in place.

Moreover, it was difficult to establish business relationships with other companies and public institutions.

Thirty years later, the EDA is organising a second professional trip to Japan for its member contractors. As well as gaining an

updated view of the country's demolition industry, it will look at disaster risk reduction strategies for events such as earthquakes and tsunamis, and the circular economy methodologies implemented in demolition and decommissioning work sites.

The six-day study will take place from May 19 to 24. It will start and end in the capital Tokyo but will also include travel to several cities and locations with visits to factories, jobsites, and equipment demonstrations.

It ends with a workshop with a change to meet Japanese demolition industry and government officials.

The trip is only open to EDA members and the registration forms will be available soon. ■

New members sign up

The EDA has announced several new members in recent weeks.

Blastrac is a leading international developer and manufacturer of surface preparation equipment, with more than 50 different machines for preparing and maintaining floors and other surfaces of all kinds of materials. These can be used for the very demanding floor remediation jobs, decontamination, lead paint and asbestos removal.

Poland-based Grupa Tree specialises in demolition and earthworks, with additional services including crushing and screening demolition waste, distribution of aggregates, heavy machinery hire and transport services.

There are more than 160 construction machines in its machine park, including specialised equipment, so it is ready to perform the most complex demolition and excavation.

Premys of France is recognised in cleaning, asbestos removal, deconstruction and dismantling of structures, whether for buildings in urban areas or for industrial installations. It has developed a patent for the collapse of buildings by hydraulic cylinders called "jacking".

Constituting a network of 10 local establishments, its teams design and implement responsible solutions and techniques adapted to deconstruction and asbestos removal sites.

Recycling Assistance is a consulting agency and part of the Demolition & Recycling Consultants group based in Belgium.

The company is a consultant on the recycling of construction and demolition waste, soils and industrial by-products and is expert in quality assurance, environmental/safety issues and technical advice.

For more details of EDA member companies please visit www.europeandemolition.org ■

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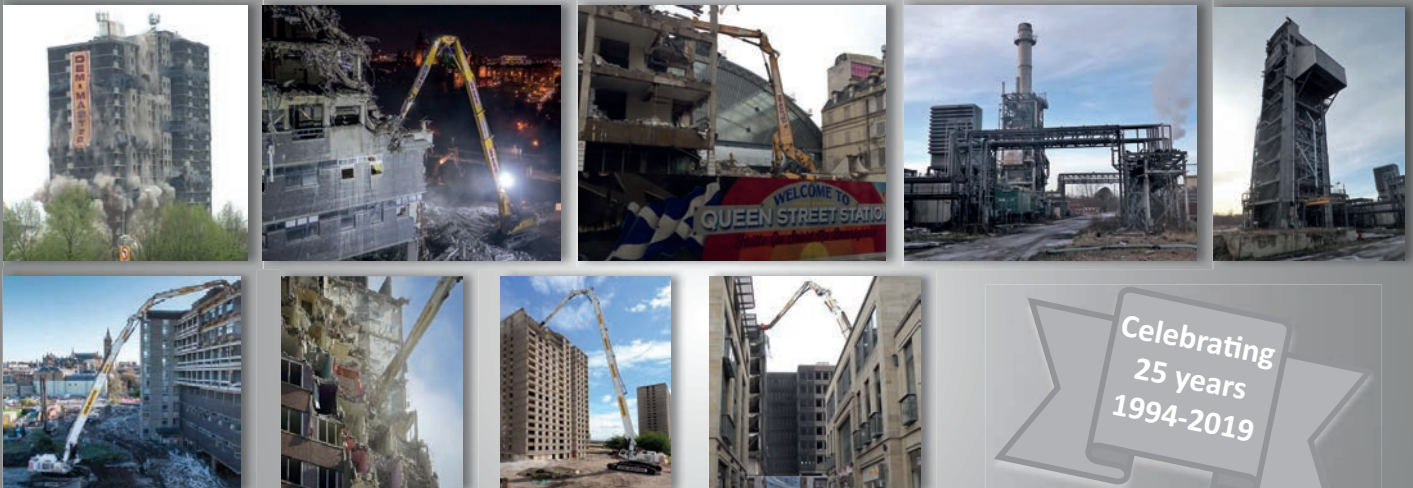
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