

ESTA AWARDS OF EXCELLENCE & MARKET UPDATE



PROGRAMME AND SHORTLISTED COMPANIES

Created and organised
by ESTA and *International
Cranes and Specialized
Transport*



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ESTA Awards shortlist at a glance

Combined techniques

- Fagioli
- Kraanbedrijf Nederhoff
- Mammoet Europe
- Wagenborg Nedlift

Transport: trailer and load under 120 tonnes gross combined weight

- Bedmet
- Bolk Transport
- JCS Trade & Services
- Universal Transport Praha

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Cranes: telescopic, lifting capacity more than 120 tonnes

- BMS
- Mammoet Europe
- Schot Verticaal Transport
- Wagenborg Nedlift

Safety

- Liebherr-Werk Ehingen
- Mammoet Europe
- Sarens NV
- Windhoist Ireland

Innovation: end user

- A Hak Transportbedrijf en Werktuigenverhuur
- Sarens BV
- Sarens NV
- Mammoet Europe

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Cranes: telescopic, lifting capacity less than 120 tonnes

- Dufour
- Kynningsrud Nordic Crane

Transport: trailer and load above 120 tonnes GCW

- Collett and Sons
- Fagioli
- Friderici Special
- Kahl & Jansen

Cranes: lattice boom

- Autovictor
- BMS
- Fratelli Paradiso
- Sarens NV

Innovation: manufacturer

- Enerpac
- Liebherr-Werk Nenzing
- Spierings Mobile Cranes
- Tadano Demag

SPMT (self propelled modular transporter)

- ALE
- Fagioli
- Mammoet Europe
- Sarens NV.

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Picking a winner

The ESTA Awards are overseen by 12 independent jurors who judge several categories in line with their expertise. In addition, there are two chairmen, one for lifting and one for transport. The whole operation is overseen by the jurors' co-ordinator.

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

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

The jury members score the entries from 1 to 10, adding any comments, according to the four criteria set out in the rules and regulations. These are: • Quality of the entry • Complexity • Problem solving • Execution of the operation

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

On the basis of the scores submitted, a committee consisting of the two chairmen and the jurors' co-ordinator agrees a maximum of four finalists in each category, one of which will be the winner.

In case two or more entries finish equal, the jury committee decides on the ranking.

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

The judges

Overall juror coordinator: Wim Richie.

TRANSPORT | SAFETY | INNOVATION | SPMT

CHAIR: Peter van Dam

John Dyne

Wim Kattouw

Wim Richie

Ambro Smit

Jens Buschmeyer

CRANES | COMBINED TECHNIQUES | SAFETY | INNOVATIONI

CHAIR: Willem Spek

Alfred Suter

Peter Libert

Nils Lundgren

Fabio Potestà

Cor van Unen

Programme

🕒 Netherlands time

2:00 PM - 2:05 PM

Welcome: Alex Taylor, Host

2:05 PM - 2:10 PM

Opening Address: David Collett, President, ESTA

2:10 PM - 2:30 PM

Speaker 1 - Dr Atul Arya, IHS Markit: What next for the global energy market?

2:30 PM - 2:50 PM

Awards - Part 1

2:50 PM - 3:05 PM

Speaker 2 - Chris Sleight, Off-Highway Research: The global crane market

3:05 PM - 3:25 PM

Awards - Part 2

3:25 PM - 3:45 PM

Speaker 3 KEYNOTE - Wim Sarens, Sarens: The dynamic reality of the 2020-2022 market

3:45 PM - 3:50 PM

Q&A with Hendrik Sarens, Sarens

3:50 PM - 3:55 PM

Conclusion: Ton Klijn, Director, ESTA

3:55 PM - 4:00 PM

Thank You: Alex Taylor, Host

Timings are subject to change.

Host **Alex Taylor**

Alex Taylor defines himself as a "European journalist". Born in Britain, he has lived for 30 years in France and Germany, producing and presenting TV and radio programmes. He moderates in English, French or German and can also speak Italian, Spanish and Dutch.



NEW
**GTC-1800EX
GTC-2000**

WHEN SUCCESS IS YOUR ONLY CHOICE.

Game-changing. Cost-effective. Dependable.

An all-rounder with one-of-a-kind qualities. The 60-m (196-ft) main boom can be extended to a system length of up to 83 meters (272 feet). In "pick and carry" mode, the crane can travel with an impressive 52 t (57 USt) with a sideways inclination of 4°.

The IC-1 Plus crane control system makes it possible to carry out lifts with asymmetrical track widths.

A tractive force of almost 150 t (165 USt) allows for comfortable maneuvering in demanding work site conditions.

The crane is self-erecting and does not require an assist crane. When success is your only choice.

	Maximum lifting capacity	Main boom	Boom extension	Maximum sheave height	Maximum radius	Track width continuously variable
GTC-1800EX	156 t	12.9 - 60 m	5 m / 11 m / 17 m / 23 m	85 m	62 m	3.5 - 6 m
GTC-2000	172 USt	42.3 - 196 ft	16.4 / 36 / 55.8 / 75.5 ft	279 ft	203 ft	11.5 - 19.7 ft

Combined techniques



Fagioli

Fagioli, from Italy was part of a consortium that demolished the old Morandi bridge in Genoa, Italy, after its collapse.



Kraanbedrijf Nederhoff

Kraanbedrijf Nederhoff transporting a 95 tonne steam boiler from Germany to its final location at a paper mill in the Netherlands.



Mammoet Europe

Mammoet Europe transported three massive lock doors each weighing 3,000 tonnes from South Korea to the Port of Amsterdam.



Wagenborg Nedlift

Wagenborg Nedlift, transported and installed six concrete bridge beams, each weighing 340 tonnes, in Hamburg.

Transport: trailer and load under 120 tonnes GCW [gross combination weight]



Bedmet

From Poland, Bedmet transported four large fuel tanks in the Czech Republic to the Hinkley Point C nuclear power station in the UK.



Bolk Transport

Bolk Transport based in the Netherlands transported four storage tanks from Germany to Luxembourg using special beam trailers.



JCS Trade & Services

JCS Trade & Services, transported two large smelting vessels from Szczecin to a copper smelting plant in Legnica, Poland.



Universal Transport Praha

From the Czech Republic, Universal Transport Praha, moved an SU25 military jet to a military museum in Prague.

Cranes, telescopic, lifting capacity above 120 tonnes



BMS

BMS from Denmark is shortlisted for lifting three 75 tonne steel girders at Copenhagen Airport.



Mammoet Europe

Mammoet Europe placed a 12.6 metre diameter storage tank at a chemical plant in Rotterdam.



Schot Verticaal Transport

The shortlisted project from Schot Verticaal Transport is the replacement of the slewing ring of a large yard crane near Rotterdam.



Wagenborg Nedlift

Wagenborg Nedlift, is shortlisted for placing six enormous girders, each weighing up to 85 tonnes, for a road bridge in Germany.

Safety



Liebherr-Werk Ehingen

Liebherr-Werk Ehingen developed a new RemoteDrive radio remote control system, which allows an operator to control an LTC 1050-3.1 mobile crane from outside the cabin.



Mammoet Europe

Mammoet Europe developed a reverse warning alarm system for trailers, combining amber beacons and audible alarms.



Sarens NV

Sarens NV is shortlisted for its integrated certification system that ensures consistent levels of safety, health, environment and quality (SHEQ) worldwide.



Windhoist

Windhoist from Ireland is shortlisted for an electrically driven hook block turning tool, operated remotely, allowing loads to be lifted, turned and manipulated.



Innovation: end user



A Hak Transportbedrijf en Werktuigenverhuur

A Hak Transportbedrijf en Werktuigenverhuur used a roof mounted crane to install multiple external pods on the façade of a building in Rotterdam.



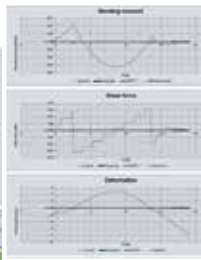
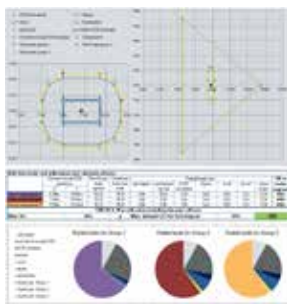
Mammoet Europe

Mammoet Europe, is shortlisted for its 1,000 horse power Trailer Power Assist system used on a project in Norway that required moving loads on steep slopes.



Sarens BV

Sarens BV, the company's Netherlands business is shortlisted for its special lifting beam and lift method for hoisting two skids at a SABIC plant in the Netherlands.



Sarens NV

Sarens, in Belgium, created an SPMT tool that determines static and dynamic axle loadings, tipping angles, and more.



Cranes: telescopic, lifting capacity less than 120 tonnes



Dufour

The Belgian company Dufour is shortlisted for installing glazing panels at a height of 85 metres for the renovation of the Pascal Towers in La Défense, Paris.



Kynningsrud Nordic Crane

From Norway, Kynningsrud Nordic Crane, used two cranes to recover a derailed freight train from a difficult spot in a remote part of Norway.

Transport: trailer and load above 120 tonnes GCW



Collett and Sons

From the UK, Collett and Sons, transported over a distance of 180 kilometres three cold box sections weighing up to 90 tonnes, suspended between two multi-axle bogie trailers.

Fagioli

Fagioli from Italy moved a 245 tonne transformer 55 kilometres from Modena to Marghera Port for onward travel to Norway.



Friderici

Swiss company Friderici is shortlisted, for moving a transformer in a 245 tonne convoy across the Alps from Tirano, Italy, to Engadine in Switzerland.

Kahl & Jansen

Kahl & Jansen from Germany is shortlisted for moving a 400 tonne stator by road, water and road, between power stations 90 km apart.

Cranes: lattice boom



Autovictor

From Italy, Autovictor, used two large wheeled mobile cranes and supporting cranes to lift components of a bridge linking two tower buildings in Milan.



BMS

BMS from Denmark is shortlisted for lifts to erect the world's largest wind turbine at a test site in Rotterdam, using a pair of 1,350 tonne lattice boom crawler cranes.



Fratelli Paradiso

Italian company Fratelli Paradiso provides the third shortlisted entry, for installing a 48.6 metre diameter tank roof using a 750 tonne crane at a facility in Gaeta, Central Italy.



Sarens NV

Sarens of Belgium, exchanged a pair of 350 tonne legs on a jack up barge at Rotterdam, using a 1,250 tonne crawler crane.



Innovation: manufacturer



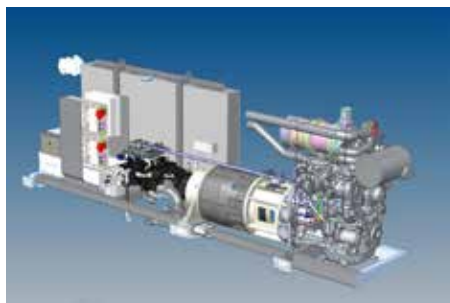
Enerpac

Enerpac's hydraulic Self-Locking Cube Jack is shortlisted. It is a compact, portable alternative to traditional wooden cribbing for multi-point lifting.



Liebherr-Werk Nenzing

Liebherr-Werk Nenzing is shortlisted for its Crane Planner 2.0 software for planning heavy lifting jobs.



Spierings Mobile Cranes

Spierings Mobile Cranes is shortlisted for its Plug-in hybrid upper engine concept for the larger Spierings models of mobile folding cranes.



Tadano Demag

Tadano Demag is shortlisted for the electro-hydraulic E-Pack, which enables operation of the AC 45 City mobile crane using mains electricity.

AWARD
10

SHORTLIST

SPMT (self propelled modular transporter)



ALE

ALE is shortlisted for a project in the UK to relocate a fragile historic naval vessel from Hartlepool docks to a museum in the town. (ALE is now part of the Mammoet Group.)



Fagioli

Finalist Fagioli of Italy, moved four industrial vessels weighing up to 460 tonnes each from Italy to Croatia on a challenging journey by land and sea.



Mammoet Europe

Mammoet Europe used 192 wheels of SPMT to transport a Boeing 747 Jumbo jet from Schiphol Airport to the Corendon Hotel 12.5 kilometres away.



Sarens NV

Sarens of Belgium transported two bridge sections, each weighing 1,250 tonnes, to Merksem in Belgium using 82 axle lines of SPMT.



CC 2800-2

Better than ever.

What do you expect from a new Demag crane? Most certainly that it does everything a little better than its successful predecessor. That's why you should definitely get to know the new Demag® CC 2800-2 crawler crane! Its optimized transportability, its maximum system length of 192 meters, its lifting capacity of up to 600 tonnes and the powerful drive train of the Demag® CC 3800-1 make it the first choice for many projects. See for yourself.

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