

The background image shows a red crane arm extending from the left, lifting a large, dark, conical bell. The bell is suspended by a red hook and a metal frame. To the right, a portion of a stone tower with arched openings is visible. The background is a clear blue sky, and a cityscape is visible in the distance below the crane.

cranes & access

December/January 2023 Vol.24 issue 8

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**LOOK BACK
AT 2022**

**AVIATION
ACCESS**

**ANNUAL RENTAL
RATE SURVEY**

**ALUMINIUM
TRUCK CRANES**



DINGLI & TEUPEN Jointly Develop

Brand New One-Key In-Situ Axle Expansion Technology

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Main Components Adopt International Renowned Brands

Batch Standardized Intelligent Manufacturing

Standard Container Transport For The Full Range

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41m/134ft	BT41RT	BT41ERT	BT41HRT
36m/118ft	BT36RT	BT36ERT	BT36HRT



Brand New One-Key In-Situ Axle Expansion Technology
Global Patent Protection



Modular Boom Series

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Standard Container Transport For The Full Range



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ALUMINIUM TRUCK CRANES 17

The 'aluminium' truck and trailer crane concept is steadily gaining traction in several European markets thanks to their cost effectiveness for lifting loads such as roof trusses, air conditioning units and solar panels. Mounted on a commercial chassis, they cost less than All Terrains and benefit from lower running costs. We chat with Alexander Böcker, of market leading manufacturer Böcker as well as profiling two companies running aluminium truck cranes in their fleets.

UK & IRELAND RENTAL RATE GUIDE 27

Post pandemic the crane, access and telehandler rental companies are facing rising equipment and fuel costs and long lead times for new machines. Our survey highlights the impacts on rates and companies' ability to cover these costs. Find out in this year's comprehensive survey of the UK and Ireland rental companies.

ACCESS IN AVIATION 41

Now that air travel restrictions have been lifted in most parts of the world, it is high fuel costs and the weak economic outlook that are most affecting the global airline industry. However, ensuring aircraft are fully operational with minimal downtime is absolutely critical meaning using methods to satisfy safety and maintenance requirements in as short a time as possible is essential. We take a look at some of the solutions.

LOOK BACK AT 2022 49

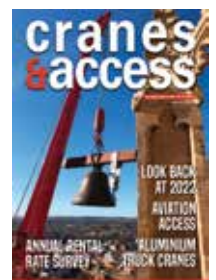
Global inflation and rising costs exacerbated by the pandemic, Russia's invasion of Ukraine, incompetent government - mainly in the UK but elsewhere too - and weather extremes as average temperatures continued to rise means that 2022 was a year not easily forgotten. We review both the industry and world highlights of another very eventful year!

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ON THE COVER

A Liebherr LTC 1050-3.1 All Terrain from Grúas Minguella lifts the restored 536 year old Mònica bell back into the La Seu Vella Cathedral in Lérida, Spain (Catalonia) at a height of 40m and radius of 15m. One of two bells installed in 1486 it had major crack that had to be repaired.



IN THE NEXT ISSUE Scheduled for publication in early March, the next issue of Cranes & Access will include features on Alternative lifting, Boom lifts, the first preview for Vertikal Days, Battery developments and the main preview for Conexpo 2023 in Las Vegas. If you have any contributions or suggestions to make or are interested in advertising in this issue, please contact our editorial or sales teams.

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Vertikal
Press



COMMENT

TO DO OR NOT TO DO - THAT IS THE QUESTION?

Every company has the right to accept or refuse business as long as they don't break the law. This issue's annual Rental Rate Guide (page 27) highlights the fact that rates - while having generally risen over the past 12 months - have not kept up with costs, resulting in several crane and truck mounted lift companies saying they would rather stand the equipment in the yard than cave in to uneconomic rates. Other companies have refused business for applications that can be hard on their machines, such as spray painting and sand blasting etc... because of the increased wear and tear. It is their equipment, their choice...

A tougher question and decision arose in Germany this month when rental companies surrounding the small hamlet of Lützerath in North Rhine-Westphalia received emails from residents and activists opposed to the impending clearance and demolition of the village to make way for the expansion of RWE's adjoining lignite mine. The messages asked them to refuse to supply the contractors with aerial work platforms or telehandlers.

This is not the first time that rental companies have been caught up in such protests - Israel building the wall between Palestine and the occupied territory of the West Bank in 2010 triggered international law suits against the rental companies that supplied the equipment. Closer to home rental companies are often asked to supply a crane or work platform to remove protesters from trees or buildings.

Peaceful protests and requests asking companies not to participate is one thing, vigilante action is quite another. In 2018 in a similar situation to Lützerath, a major fire broke out at a Boels depot in Willich, North Rhine-Westphalia destroying the building and several aerial lifts. Boels had supplied equipment for controversial clearance work in the Hambach Forest for another RWE mine extension which demonstrators and activists were fighting to prevent. Several suppliers had already withdrawn equipment after being asked - or threatened? After the fire Boels followed suit, citing the safety of its employees after a number had been threatened.

Peaceful protest is a human right and key aspect of a truly democratic society. It is fine for protesters to plead their case to equipment suppliers, allowing them to review the details and make a rational decision on whether to provide the equipment - or not.

Threats of aggression or violence should never be tolerated under any circumstances.

Mark Darwin

Comment and feedback is most welcome via post, email, fax or phone stating if we may publish them or not: editor@vertikal.net

BIGGER FLAT TOP FROM POTAIN

Potain has launched its largest flat top tower crane to date - the 50 tonne MCT 1005 M50 - manufactured at its facility in Zhangjiagang China, topping the 40 tonne MCT 805 which launched last year.

The MCT 1005 has an 80 metre jib with a jib tip capacity of eight tonnes and a choice of three counter jib options - 15, 17.5 and 20 metres. The jib length can be configured from 20 to 80 metres using five or 10 metre sections. The 50 tonne rating is achievable at a radius of between 3.5 and 16.8 metres with the full jib installed and 24.8 tonnes at 45 metres. The maximum freestanding hook height is 69.7 metres on Potain's K850 tower, while four tie in frames are required to reach 218 metres. Other features include the V140S vision cab and the LVFC 125 hoist, with a maximum lift speed of 16 metres a minute with a 50 tonne load. Shipments are scheduled to begin in June.



The Potain MCT 1005 M50 freestanding height is almost 70 metres

250 TONNE LINK-BELT AT

Link-Belt will launch a new 250 tonne All Terrain crane - the 300AT - at Conexpo in March. The five axle crane features a seven section 72.5 metre main boom with a 12.8 to 21.6 metre bi-fold swingaway extension with hydraulic offset. Two 7.6 metre lattice inserts take the maximum tip height to 112 metres.

More on the 300AT in our Conexpo preview next month.



Link-Belt 300AT

CTE LAUNCHES FUTURE OF 'ZED'

Italian truck mounted and spider lift manufacturer CTE has launched a new 22 metre articulated truck mounted lift - the Zeta 22 - slotting in between the Zed 21.3 and Zed 23.3. Mounted on a 3.5 tonne chassis, the Zeta 22 uses a dual sigma type riser - the lower arm being shorter than the upper one - with the two connected by a clever boomerang shaped linkage. The riser is topped by a three section telescopic boom with an end mounted platform. Maximum outreach is 10 metres with 100kg at an up & over height of 9.8 metres. 8.5 metres is possible with 200kg, while the maximum platform capacity of 250kg can be extended to 7.5 metres.

The Zeta 22 is the first model in a new range of articulated truck mounted platforms, which will take over from the successful 'Z' models, which began with the Z-16 in 1993 with the hugely popular Z-20 arriving in 1996. The 'Z' was changed to Zed in 2009, with the 10,000th Z/Zed 20 coming off line in September 2015.



The new CTE Zeta 22

GENIE'S 60FT DC & FE TELESCOPICS GO GLOBAL

The electric and hybrid versions of Genie's 60ft S-60 light weight telescopic boom lifts are now available in the Americas and Asia Pacific regions. The all-electric S-60 DC and hybrid S-60 FE were launched in Europe at Vertical Days last May and will make their first appearance in North America at the ARA show in February.

The new booms, offer a working height of 20.6 metres and a maximum outreach of 12.3 metres with an unrestricted platform capacity of 300kg.

Four wheel AC electric wheel drive plus electronic traction management and active oscillating axles provide 45 percent gradeability. The S-60 DC weighs 7,983kg while the FE version weighs 8,051kg.



The S-60 FE and DC perform better on sticky ground than the straight diesels

EUROPELIFT'S NEW 21M TRAILER LIFT

Hungarian aerial lift manufacturer EuropeLift has introduced the TM21GTi, a 21 metre twin telescopic boom trailer lift. The first unit has been sold to a Croatian electrical contractor through Riwal. Maximum outreach is 11.2 metres with 100kg or 8.7 metres with the maximum platform capacity of 220kg. Overall stowed length is 6.33 metres, with an overall width of 1.79 metres and weight is 2,620kg.

The unit can level up on slopes of up to 10 degrees and offers Honda petrol/230 volt plug in power or a battery electric version. Friction chassis drive is standard with cable remote controller.



The EuropeLift TM21GTi



NEW GTH-1256 ON THE WAY

Genie will launch a new 12,000lbs/5.4t, 56ft/17m GTH-1256 telehandler at the ARA Show in Orlando next month. The new GTH-1256 can manage 2.7 tonnes at its 17 metre maximum lift height and take 1.59 tonnes to its maximum forward reach of 12.8 metres. Power comes from a Deutz diesel matched to a four speed powershift transmission, with limited slip differentials on both axles.

A new cab design features improved visibility, a seven inch display screen, reverse back up camera, rear proximity alarm and full air conditioning system. The unit also includes Genie's 'Quick Attach' system for faster, easier swapping of attachments and includes the same options as the GTH-1056 with rotating and swing carriages.

NEW CEO FOR TADANO EUROPE

Tadano Europe chief executive Jens Ennen has left the company to 'pursue other opportunities'. Ennen was appointed in 2019 following the announcement of Tadano's acquisition of Demag, since then he has been responsible for bringing the two companies together. He is replaced by Kenichi Sawada, who headed Tadano Europe from 2017 to 2019 and is a member of Tadano's senior management team as head of global operations, which has involved him working with Ennen on the restructuring of the company's European operations.

Tadano chief executive Toshiaki Ujii said: "We want to thank Jens Ennen for his cooperation and contributions, especially for the major role he played in shaping the future of Tadano Europe over the past years."



Kenichi Sawada



Jens Ennen

18FT JLG MAST LIFTS

JLG has launched two new 18ft self-propelled mast type lifts in North America. The 18ft indoor/13ft outdoor rated E18MCL aimed at the construction market, and the 18ft indoor only E18MML version for maintenance and cleaning work. Both can be ordered with a Stock Picker Package for warehouse applications.

Both models have a 7.5 metre working height with a 200kg maximum capacity however, the MCL has a maximum outside working height of six metres. Overall weight is 862kg for both versions. The E18MCL has regular front wheel steering while the E18MML is equipped with drive wheels at the rear and caster wheels on the front, combined with JLG's 'Point & Go' wheelchair type steering.



The indoor/
outdoor E18MCL



The indoor
only E18MML

XCMG SHIPS SECOND 600 TONNE TOWER CRANE

XCMG has shipped its second 600 tonne XGT15000-600S flat top tower crane developed in partnership with China Railway Major Bridge Engineering. The crane will be used on the construction of the Changtai Yangtze River Bridge, claimed to be the world's largest diamond type cable stayed bridge.

The XGT15000-600S has a load moment of 15,000 tonne/metres with a maximum under hook height of 400 metres and free-standing height of 92.5 metres. Designed to withstand Level 12 typhoon resistance in full working condition, it has a maximum hoist speed of 31 metres a minute. The first XGT15000-600S was deployed on the Chao-Ma railway bridge last July. Both cranes are equipped with integral operator lifts/elevators.



The first XGT15000-600S
in action

SKYJACK OPENS PLANT IN MEXICO

Skyjack has opened the first phase of its new 18,600 square metre greenfield manufacturing facility in Ramos Arizpe, Mexico, with a ceremony attended by local and regional dignitaries including the local mayor and the state governor. They also witnessed the first unit come off the line - a 17 metre SJ1056 TH telehandler. The ceremony also kicked off the construction of phase two, an additional 46,000 square metre facility on the same site.

The new plant will manufacture Skyjack's telehandler and boom lift range allowing the company's Canadian plants to step up production of its scissor and mast type lift models. More coverage on this in the next issue.

Coahuila state governor Miguel Angel Riquelme Solis (L) and Ken McDougal of Skyjack open the new facility



The start up team at the new plant

EUROPE'S FIRST 186FT ZOOMLION ZT58J

Bac Polska, the Polish arm of Dutch international sales and rental company Bac Hoogwerkers, has taken delivery of the first 186ft Zoomlion ZT58J to arrive in Europe.

After a full test and inspection, the new machine was delivered to the Liquefied Natural Gas terminal in Świnoujście near the north eastern border, for maintenance work on 53 metre high inner storage tanks. The terminal is currently being expanded to deal with increased imports and storage of LNG to handle the losses from Russian pipeline closures. When complete, it will have a capacity of 7.5 billion cubic metres a year and be able to satisfy about half of Poland's annual natural gas demand.

The ZT58J features a five section main boom topped by a six metre, two section telescopic jib with 125 degrees of articulation, offering a 58.8 metre working height and an outreach up to 25.5 metres with an unrestricted platform capacity of 300kg. The maximum platform capacity of 454kg is available at an outreach of up to 22.5 metres.



Europe's first Zoomlion ZT58J arrives on site



The new machine working on the inside of the LNG storage tanks

NMT CRANE SALE NETS £3.3 MILLION

The auction of 14 cranes from the NMT fleet in the UK, conducted by Euro Auctions late last year, fetched a total of £3.32 million.



The cranes, mostly Terex/Demag and Liebherr along with a Spierings, a Böcker and a Kato city crane, dated from 2006 to 2017. Most interesting prices included the 2017 Böcker AK42 that fetched almost £200,000 and a 2007 Spierings SK2400 AT7 which fetched £242,500 after 15 years in the fleet.

The latest sale follows the disposal of the Quinto fleet which netted £5.1 million in July, and the M&M fleet which raised £4.6 million in September.

VERSALIFT UK TO DISTRIBUTE BLUELIFT

Versalift UK has taken over the distribution of Bluelift spider lifts from Snorkel UK and Ahern Ireland from the start of this year. The Ahern group will continue to distribute Bluelift machines in the other markets in which it operates.

Versalift UK took over the Ruthmann distribution - including the Ecoline truck mounted platforms - which are also built at the Ruthmann Italia/Bluelift factory last year.



A Bluelift SA11P

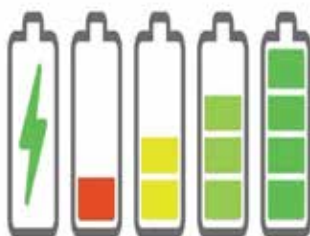
CHARGING FOR RECHARGING

From 16th January Nationwide Platforms, the UK arm of French international group Loxam, has introduced a fee for recharging battery electric machines that are returned with the batteries state of charge below 75 percent. The recharge fee will depend on the size of machine but ranges from £5 to £15.

Chris Thomas finance director of Loxam Powered Access said: "We are committed to supporting the environment and have invested significantly in our electric fleet to support the change that is urgently required to slow down the growing impact of climate change. Our aim is to be the most environmentally sustainable powered access supplier in the market, and we are committed to supporting our customers with reaching their environmental sustainability targets."

Recharging price list

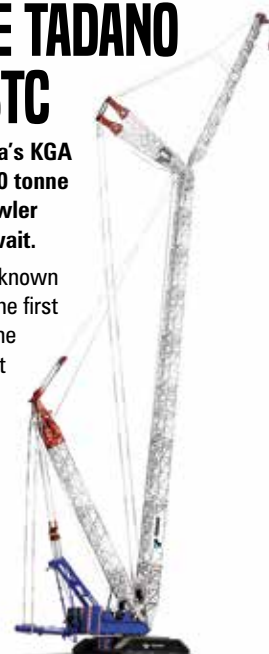
Machine size	Platform size	Fee applied
Small	Up to 11.99m	£5.00
Medium	12.00 to 14.99m	£10.00
Large	15.00m plus	£15.00



1,600 TONNE TADANO FOR KGA/NBTC

The NBTC division of India's KGA Group has ordered a 1,600 tonne Tadano CC 88.1600-1 crawler crane for a project in Kuwait.

The new crane, previously known as the Demag CC8800, is the first brand new Tadano to join the company's fleet, although it already owns three Demag lattice crawlers including two 650 tonne CC3800/CC3800-1 and a 400 tonne CC 2400-1. The CC 88.1600-1 is scheduled for delivery this summer.



BRONTO CHALLENGE WINNERS

Gregory Smith - an operator with Summit Tower Hire in Brisbane, Australia - has been named winner of the Bronto Challenge Tour 2022 following 11 heats in 10 different countries. He entered the event at AFAC 22 in Adelaide last August, having interrupted his holiday in order to fly in and take part, scoring 280 points out of a possible 300.

In addition to the trophy Smith won a €5,000 (A\$7,600) donation to the charity of his choice. As a father of a young autistic boy he chose Autism Queensland which delivers a comprehensive range of education, therapy and support services to assist autistic people of all ages, their families and those who work with them. In addition, Summit Tower Hire matched the donation, making a total of \$15,200.

Matthew Hudyma of Clerkin Elevation was the runner up, with 260 points achieved at the first heat at Vertikal Days in May, while Dennis Hall, a firefighter from the Östra Götaland fire brigade in Norrköping, Sweden took third place with a score of 257 points.

The Challenge gave operators the opportunity to compete on a timed aerial race course in virtual reality. Bronto said: "We saw moments of triumph, enthusiasm, laughter as well as defeat, as nearly 200 individuals took part in the challenge. But only one can be crowned as the winner and one operator rose above everyone else."



(L-R) Darren Doyle and Phillip McCaw of Autism Queensland with Peter Wellspring of Bronto and daughter Abbie, alongside the winner Gregory Smith with sons Phoenix and Clayton



Runner up Matthew Hudyma

JLG TO CLOSE SWEDISH OPERATION

JLG has appointed Zip-Up Svenska as its official distributor for Sweden and at the same time is closing its direct sales subsidiary - JLG Sverige - in the country. Plans for the closure of JLG Sverige's extensive premises in Kungsängen, north west of Stockholm, are still being finalised, but the aim is to cease all operations by the end of March, while the 15 employees will be let go.

Zip-Up Svenska, which trades under the Zip-Up banner, will sell and service the full range of JLG aerial work platforms, covering both end users and rental companies from its locations in Stockholm and Gothenburg. The company also distributes Dinolift boom and trailer lifts, Snorkel aerial work platforms, GSR truck mounts and Winlet glazing robots.



JLG Sverige's extensive premises in Kungsängen

RIWAL UK CLOSES

Riwal has closed its UK operations after 13 years in the country. The company first announced that it was considering its options back in October. Most of the equipment will be deployed to other parts of the Riwal network. Most of the staff left the company at year end, with some looking to set up their own companies.

LIEBHERR QUILTS RAIL JV IN CHINA

Liebherr has sold its stake in the Zhejiang Liebherr Zhongche Transportation Systems joint venture to its partner Zongche Railway Vehicles Equipment.

At the same time, it has set up its own wholly owned company - Liebherr Transportation Systems (China) - based in a new 11,000 square metre facility in Pinghu, Zhejiang province to supply its heating and ventilation systems and hydraulic actuators to the rail industry in China.



Liebherr Transportation's facility in Pinghu

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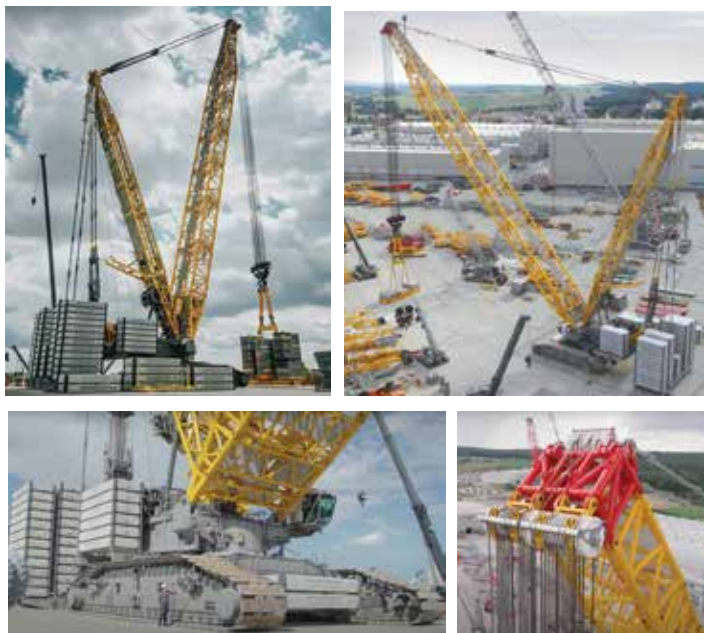
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Showground,
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FIRST LR 12500 PICTURES

These are the first picture of Liebherr's new 2,500 tonne LR 12500-1.0 crawler crane fully assembled. The all-new superstructure frame and boom design have been conceived to provide an extra wide main boom cross section which can be easily folded for transport.

It has a maximum length of 110 metres but can be extended to 155 metres using luffing jib sections. The maximum hook height of around 200 metres is achieved with 100 metres of main boom and a 108 metre luffing jib. Unveiled to the press last April the first LR 12500 has been ordered by Sarens. In terms of capacities the crane will handle 800 tonnes at 44 metres and around 300 tonnes at 92 metres on a 110 metre boom.



GENERATORS FOR UKRAINE

The Plant & Hire Aid Alliance - the UK based, international rental industry charity to provide aid to Ukraine - has set a target to send 10,000 generators to the country in order to help overcome the challenges from the devastation caused by Moscow's persistent bombing of the country's civilian infrastructure.

It is appealing for individuals or companies from around the world to donate to the fund, 100 percent of which will be used to purchase generators at discounted prices for direct shipment to Ukraine. The generators are delivered through 69 local branches of the Rotary Club, with regular audits that they are used for the purpose intended. A couple of hundred have already been delivered.

President Volodymyr Zelensky said: "Generators have become as important as armour in helping Ukraine to survive this winter. The latest Russian bombardment has created a desperate situation that has left as many as 12 million Ukrainians without power to heat their homes."

Jeremy Fish, the founder of the Alliance said: "For just £270 you can send a generator to keep these families warm."

We are appealing to colleagues across the world to join us to help reach this ambitious target of 10,000 generators."

Please help

To find out more visit www.aidalliance.com, email: ukraine@ardenthire.com or go directly to www.justgiving.com/fundraising/ukraine-gensets



TELESCOPIC AND ARTICULATED SPIDER LIFTS FROM 13 TO 52 METRES

Spider lifts at a higher level for 40 years

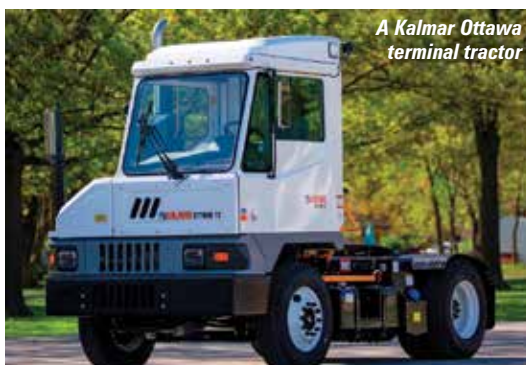
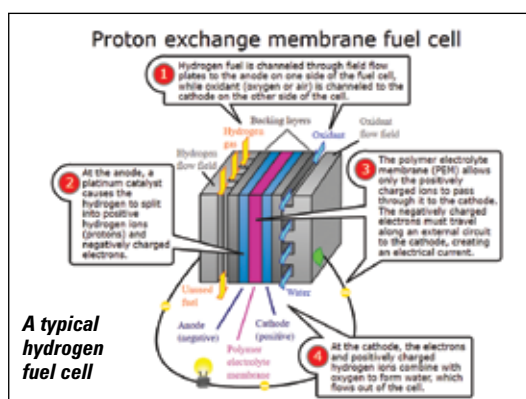


falconlifts.com

KALMAR TRIALS FUEL CELLS

Reach stacker and marine crane manufacturer Kalmar is to work with Toyota Tsusho America and environmental engineering consultancy Ricardo on a project to develop hydrogen fuel cell powered equipment, starting with its marine terminal tractors. A Kalmar customer in the USA will take two Kalmar Ottawa terminal tractors powered by fuel cell technology for a long-term trial and test.

Fuel cell technologies are emerging as a viable alternative to batteries for zero emission vehicles. UK based Ricardo is responsible for the design, integration and assembly of the fuel cells into the Kalmar Ottawa platform. Fuel cell powered vehicles should offer users extended operational time and reduce the need for new investment in electrical infrastructure.



WASEL SPENDS €60 MILLION WITH LIEBHERR

German crane rental company Wasel has ordered €60 million worth of new Liebherr cranes.

The order includes 50 tonne LTC 1050-3.1E all-electric City type All Terrains, an 800 tonne nine axle LTM 1750-9.1 All Terrain, 130 tonne LRT 1130-2.1 Rough Terrain cranes, along with a 700 tonne LR 1700-1.0 and a 1,000 tonne LR 11000 crawler crane. The new cranes are part of an ongoing fleet modernisation programme following the company's acquisition by Hagedorn last year.



MORE BRONTOS FOR NATIONWIDE

UK rental company Nationwide Platforms - part of the Loxam group - has ordered more Bronto Skylift truck mounts including six 38 metre S38XDTs and two 56 metre S56XR. The company has also added two more 35 metre Bronto S35EM's mounted on Scania Low Cab L320s for urban applications joining eight units already delivered.

The S38XDT features a three section telescopic boom topped by a two section jib and articulating end jib for a maximum outreach of 25.3 metres with 120kg in the platform, while the maximum platform capacity of 600kg is available at up to 21 metres.

The S56XR features a four section boom, topped by a similar jib arrangement to the S38 XDT. Maximum outreach is 37.3 metres with 200kg, while the maximum of 600kg is available at up to almost 32 metres. The order follows on from 20 new 3.5 tonne truck mounts with working heights from 21 to 26 metres, mostly from CTE.



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FINANCIALS ROUND-UP

Ashtead, owner of **Sunbelt Rentals** in the USA, UK and Canada, has posted its first half results with revenues to the end of October \$4.8 billion, up 23.5% on last year. Pre-tax profits increased 33% to \$1.18 billion.



Sunbelt USA: Revenues were \$4.07 billion, up 30.5% with operating profit \$1.28 billion, up 33%.

Sunbelt Canada: Revenues were \$297.1 million, up 19% with operating profit up 7.5% to \$70.2 million.

Sunbelt UK: Revenues up 16% to \$430.1 million, operating profit up 16% to \$56.9 million mostly due to the strong dollar and weak pound. In Sterling, revenues were down 2% at £361.4 million and operating profit down 11% at £47.8 million. The lower revenues were due to the end of the lucrative contract with the UK Department of Health. Rental revenues increased seven percent to £293 million, but in a like for like comparison with non-covid business, rental revenues improved 21%.



Capital expenditure: \$1.69 billion, up 44% with a full year expenditure forecast of \$3.3 to \$3.6 billion. Net debt at the end of October was \$8.4 billion compared to \$6.43 billion a year ago.

Acquisitions: The company spent \$609 million on bolt-on acquisitions, adding 72 more locations in North America, taking the total to 1,025.

Italian spider lift manufacturer **CMC** has agreed the acquisition of its North American distributor, **All Access Equipment** of Wilmington, on the north west side of Boston, Massachusetts, with a branch in Salem, New Hampshire. All Access was founded in 2010 by Lenny Polonski and has been the CMC distributor since 2011. Lenny's two sons - Ryan Polonski president and chief operating officer Nathan - now run the day to day business and will remain with the company.



Hiab is to acquire Swedish electro-hydraulic valve bank and control system manufacturer **Olsbergs**, a family-owned company that designs, manufactures and supplies hydraulic valves and remote control systems for Hiab loader and forestry cranes.



Kavanagh Crane Hire confirmed the acquisition of certain assets and the business of Cork based **Wm. O'Brien Crane Hire**. No details of the transaction were disclosed.

Manitou has acquired an 82% stake in **easyLi**, a specialist in the design and production of lithium-ion batteries.

UK construction services company **Fox Group** also known as **Fox Brothers**, has expanded its rental business with the acquisition of **B&W Plant hire** - a four location telehandler and excavator rental business based in Blackburn, north of Manchester, with depots in Keighley, Northwich and Southampton - from owner Will Whitwell. B&W had revenues of £15.9 million with a pre-tax profit of £2 million. Total assets were £41.5 million with a net worth of £14.7 million.



US based Cat Rental Store **Texas First Rentals** has acquired general rental company **Rental One** which operates from 15 locations in central Texas.



Scottish crane supplier **Windhoist** and its subsidiaries closed its doors at the end of November leaving cranes standing all over Europe.



The joint administrators appointed **Hilco Valuation Services** to sell the company's crane fleet by tender which it closed before publicising.

French international rental group **Kiloutou** has acquired Italian regional general rental company **Aerotecnica** adding three more locations to its Italian network. It also acquired French modular building and cabin rental company **Jamart Location Modulaire**.



Caterpillar has invested in US lithium ion battery pack designer and manufacturer **Lithos Energy**



The Irish division of **Briggs Equipment** UK has acquired Limerick based access rental company **Blulift** from owner John Cusack. Blulift will retain its separate identity within the Briggs Equipment group with Cusack continuing to play a role in the business. No details were disclosed.



Pittsburgh, Pennsylvania based **GM Equipment** has acquired **Magnum Equipment** of Grand Rapids, Michigan. Both companies run aerial work platforms and telehandlers. No details of the acquisition have been released.



Japan's **Sumitomo Heavy Industries**, the majority owner of **Link-Belt Cranes** and **HSC Cranes** (Hitachi Sumitomo Co), has concluded its agreement with **Hitachi Construction Machinery** to acquire its 34 percent stake in Sumitomo Heavy Industries Construction Cranes/HSC, thus converting it into a wholly owned Sumitomo subsidiary. The deal was originally agreed at the end of November.

Italian transmission component manufacturer **Comer** has acquired electric wheel motor drive and electric transmission developer and supplier **Benevelli** and its sister company **Sitem**.



New York based **US Service Group** has acquired all the assets and operations of **Dalton Rigging and Transport** of West Hartford, Connecticut. Dalton Rigging provides rigging and moving services across Connecticut and Massachusetts.



The Curlew is driven off of the barge into the decommissioning yard

RECORD BREAKING MOVE

Mammoet broke several world records last month while transporting Curlew - a 235 metre long 20,300 tonne FPSO (Floating Production Storage and Offloading) vessel - from a semi-submersible barge over dry land to AF Offshore Decom's decommissioning and recycling facility in Vats, Rogaland, north of Stavanger, Norway. A record breaking 748 axle lines of SPMTs (Self-Propelled Modular Transporters) and 30 power packs were used, breaking the record for the heaviest load ever moved by SPMTs.

Curlew was floated over Cosco Shipping's Xin Guang Hua (XGH) semi-submersible heavy lift vessel which lifted it clear of the water on a sub frame allowing Mammoet to drive the SPMTs onto the barge and under the vessel.

Special pre-engineered fillings were inserted between the SPMTs and the load which corrected the deflection of the hull so that the trailers were at the same level to optimise their required strokes.

Owned and managed by Shell for the past 25 years, the Curlew operated from a point 210km east of the Scottish coastline and 55km west of the UK/Norway median line. It was connected to the Fulmar pipeline, exporting gas to the St. Fergus onshore facility. When it reached the end

of its operational life Shell looked for the most environmentally responsible way to dismantle and recycle as much of it as possible. It selected AF Offshore Decom as the main contractor and Mammoet for the load in and set down operation. More than 95 percent of the vessel is expected to be recycled.

Ludo Mous, Mammoet Europe said: "Safety was our first priority and we identified that having a single professional operating all SPMTs would be the best method to use. This meant that risks from miscommunication between operators were removed but required a high level of expertise to ensure all electronics worked together and maintained accuracy, especially as performance of the SPMTs would need to be adapted during the move. We also had to adapt the SPMT technology to work in this way."



Curlew on dry land ready to be recycled



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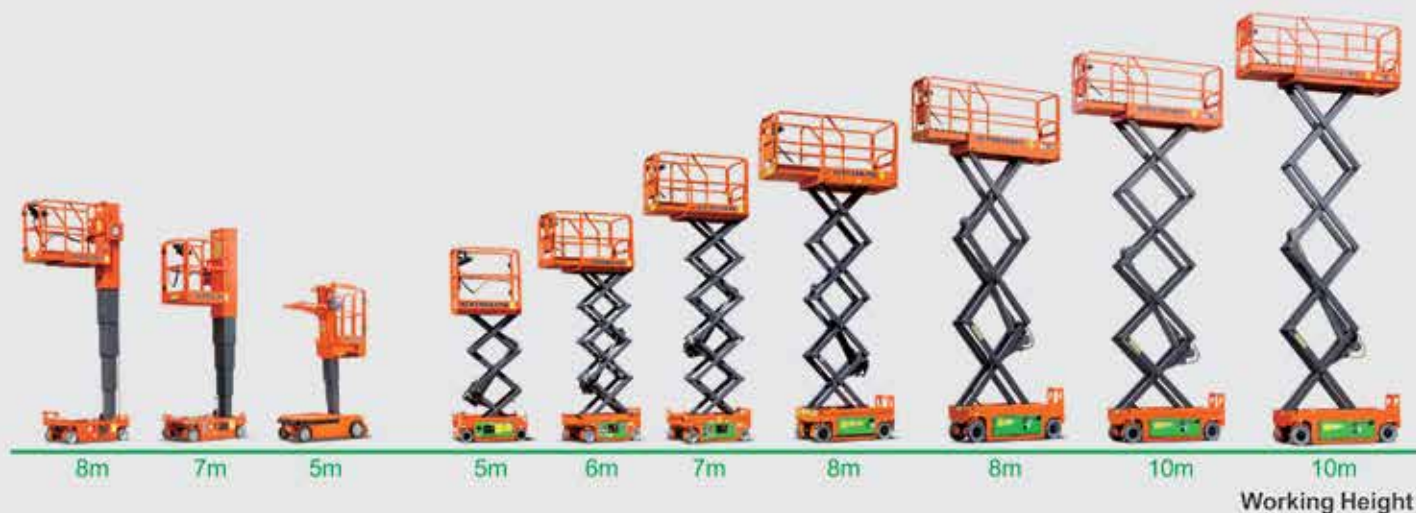
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NEWS HIGHLIGHTS

Spain's **Liftisa** has appointed **Ramón Santamaría** as managing director

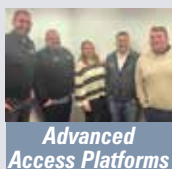


Ramón Santamaría

JLG has appointed **Zip-Up Svenska** as its distributor for Sweden and is closing subsidiary **JLG Sverige**

Singapore's **Hiap Heng Group** has taken its first **Grove** crane and flagship - a 300t **GMK6300L-1 AT**

UK's **Advanced Access Platforms** has a new executive board - **Chelsea Corcoran, Conner Rowland, Jamie Corcoran, Joe Firmager and Matt Woolman.**



Advanced Access Platforms

Sarens has ordered a new 84m boom booster kit for its 650t **Demag** crawler cranes

Two **Raimondi** tower cranes were delivered to build the new campus for the **American University of Beirut** in Cyprus

Germany's **Eineder** has taken a 60t **Liebherr LTR 1060** for work on solar farms/fields

CTE UK has appointed **James (Jimmy) Bunting** as head of service



Jimmy Bunting

Haulotte has delivered its new **Compact** slab electric scissor lifts to customers in Australia

Rental companies in **Germany** have been asked not to supply equipment for the demolition of **Lützerath**, NRW to make way for a coal mine expansion

Liebherr has replaced a mobile harbour crane for **Port Esbjerg** after the first was destroyed in a bridge bashing incident

UK rental group **AFI** has promoted **Ben Hammill** and **Oliver Warburton** to its leadership team



Ben Hammill

Oliver Warburton

South Korean rental company **Crane Korea** has added two new **Grove** five axle ATs to its fleet

Australia's **Kennards Hire** has acquired **Top End Access Hire** in Darwin, Northern Territory

JLG has delivered the first batch of new boom lifts to **Sudhir Rentals** in the UAE

The UK's **CPA** has appointed **Stu McInroy** as its next chief executive



Stu McInroy

Liebherr has supplied 10 flat top tower cranes to **GCC** for the 'Arboretum', Europe's largest low carbon office campus in Nanterre, Paris

Contractor **Ward & Burke UK** has taken an 80t **Sennebogen 683R** telecrawler crane

Terex Utilities has promoted **Nick Cammisia** to senior director, Terex Services team



Nick Cammisia

Multitel has delivered its 100th 25m **MZ 250** in the UK

UK's **Birmingham Crane Hire** has taken a 90t **Liebherr LTM 1090-4.2 AT**

French rental company **Codiloc** has taken five **Easy Lift** spider lifts

Italian distributor **Tecno Gru** has ordered 30 **Terex RT** cranes.

Finnish manufacturer **Leguan Lifts** has appointed **Hughes Lambert** as export sales manager



Hughes Lambert

Germany's **Uwe Kleinwort** has ordered six more 45t **Kalmar Gloria** reachstackers

Cramo Finland has ordered six **Easy Lift** spider lifts

Cargotec chief executive **Mika Vehviläinen** is to retire, the company is searching for a successor



Mika Vehviläinen

Germany's **Euromix MTP** has placed a €4.75 million order for **Hiab** loader cranes

UK's **Access Platform Sales (APS)** has appointed **Glyn Goodwin** as sales manager - South East England



Glyn Goodwin

Singapore rental company **Sin Heng Heavy Machinery** has taken a 100t **Grove GMK4100L-2 AT**

Lift Hire Ireland has taken 10 new **CTE** truck mounts and ordered 12 more

Mycrane has appointed **Scott Wilkes** as director of business development in Houston



Scott Wilkes

Cosco Offshore has ordered a 3,000+ tonne all-electric Leg Encircling Crane from **Huisman**

UK's **Osprey** has promoted **Wendy Kenny** to chief operator officer



Wendy Kenny

Doornbos has taken 21 **Genie** boom lifts

Spain's **Grúas Tomás** has taken a 60t **Tadano ATF 60G-3**

Southern Cranes & Access has taken the UK's first 300t **Liebherr LTM 1300-6.3**

GGR MD Gill Riley has been named Everywoman 'Woman of the Year'



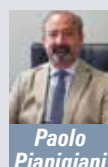
Gill Riley

Norwegian company **Gantic** has celebrated 30 years as a **Niftylift** distributor

A convoy from **Plant and Hire Aid Alliance** set off for **Ukraine** with more than 25,000 Christmas gifts

UK's **Explore Plant and Transport Solutions** has purchased five **Faresin 17.40** electric telehandlers

Saudi Arabia's **Rezayat Sparrow** has taken 16 new **Liebherr** cranes - 13 five axle ATs, one eight axle unit and two RTs



Paolo Pianigiani

Matteo Lori

Imer Access director **Paolo Pianigiani** has left the company, **Matteo Lori** has taken over

Manitou has installed a green hydrogen station on its R&D test bed

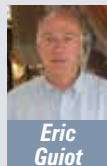
Bavarian rental company **Sanktjohanser Arbeitsbühnenverleih** has joined **Partnerlift**

Germany's **Beyer** has taken 100 **JLG/Power Towers** Pecolifts and Ecolifts

Port Canaveral in Florida has purchased a second **Liebherr LHM 600** High Reach mobile harbour crane

UK rental company **Bryn Thomas Cranes** has taken a new 60t **Tadano ATF 60G-3**

Eric Guiot, former CEO of French rental company **Salti**, has died



Eric Guiot

Australia's **Coates** has taken several batches of **Sinoboom** slab electric scissor lifts

UK's **Affordable Access Hire** has ordered several **CMC** spider lifts including the UK's first **S30**

Magni Deutschland has appointed two new regional sales managers - **Andreas Povse** and **Jörg Niederhofer**



Andreas Povse

Jörg Niederhofer

Italy's **LocaTop** has taken six more **Easy Lift** spiders, three **R130s** and three **R180s**

Swiss company **Fanger Kran** has taken a new flagship crane - a 700t **Liebherr LTM 1650-8.1**

UK rental company **Core Access Rentals** has closed its doors

JCB has appointed **Alistair Palacioglu** as regional access sales manager - Middle East and Turkey



Alistair Palacioglu

UK rental company **Berry Cranes** has taken two **Böcker** truck cranes - an **AK 36/4000** and **AK 46/6000**

Two new rental companies have opened in the UK - **Rapid Hire North West** in Liverpool and **Reactive Rentals** in Leighton Buzzard

Italy's **Techoil** has supplied two **VT75** big deck truck mounted lifts to Latvia's **Rigas Satiksme.**

Roy Burger of **Link-Belt Cranes** has retired after 40 years with the company



Roy Burger

UK's **Nationwide Platforms** has ordered more **Bronto Skylift** truck mounts - six 38m **S38XDTs**, two 56m **S56XR**s and two 35m **S35EM**'s on Scania Low Cab **L320s**

German rental company **Schweri** has taken a 220t **Tadano AC 5.220-1**

GGR/Unic Cranes Europe has appointed **Emilio Lens** as European sales manager



Emilio Lens

Briggs Equipment Dublin has taken the first 12 **LGMG** lithium-ion battery powered telescopic boom lifts in Europe

UK's **L Lynch Plant Hire** has ordered three 17 metre/4,500kg **Faresin 17.45** Full Electric telehandlers.

Hamburger Containerboard has taken a 33m **Falcon 330Z** Vario spider lift for its Hungarian plant

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THE QUICK LIFTER LIGHTWEIGHT CRANE?

The 'aluminium' truck and trailer crane concept, once a peculiarity of the German crane market, is steadily gaining traction in other countries such as France and the UK. Rental companies are finding that they can handle far more jobs than their nominal capacity suggests and are extremely cost effective particularly for lifting loads such as roof trusses, air conditioning units and solar panels. Mounted on a commercial chassis, the aluminium truck crane costs less than an All Terrain, it benefits from lower maintenance costs because of the extensive service network and lower running costs with cheaper replacement parts. It is also more fuel efficient, has a faster road speed and can be quicker to set up on site.

C&A has covered 'aluminium' boomed truck cranes for many years however there are still only two major manufacturers in the market - Klaas and Böcker. When it comes to trailer cranes, Paus makes it three. All are made in Germany.

However, when looking at the truck cranes only Klaas is now producing an all-aluminium boomed range. Böcker has been increasingly adding steel to its booms, and now only one of its truck cranes features an all-aluminium boom - the AK46/6000. According to chief executive Alexander Böcker this is set to be replaced next year by the steel boomed AK48. Böcker still uses all aluminium booms for its trailer cranes although its largest model - the AHK36 - features a steel base boom section.



Böcker AK46/6000

"Using steel allows a larger profile boom which can accommodate all the hydraulics and electronics internally, giving a cleaner boom section which customers prefer," he says. "Aluminium is lighter but has a thicker wall making it difficult to fit everything within. If you start with a steel boom base section it makes sense to continue to use steel - it is easier to produce, more precise and easier to install."

Klaas on the other hand continues with aluminium booms.

TIME TO RENAME THE PRODUCT SECTOR?

Given the trend away from aluminium towards high strength steel, perhaps the term aluminium crane is defunct? Lightweight truck mounts? Commercial truck mounts? But then that ropes in the four axle cranes from Tadano, Liebherr and some Italian manufacturers which are quite different beasts.

"Based on two and three axle commercial chassis, this type of lightweight crane is designed to lift smaller loads as far and as high as possible," says Böcker. "It is a different concept to a loader crane or an All Terrain. Some people call them Quick Lifters due to their speed on the road



**Böcker AHK36
steel boom**



Klaas K950

Alexander
Böcker

and in setting up, so a Quick Lifter or Quick Lifter Lightweight crane would seem appropriate."

QUICK LIFTER CUSTOMERS

The companies buying this type of crane, have seen the benefits for certain types of lift compared to the alternatives. In some ways it is similar to spider cranes or mobile self-erecting tower cranes where the nominal capacity is not a particularly relevant factor. They require a buyer with deep knowledge of their customer's applications, and the sales people capable of selling a new concept. At the moment they are only popular in countries with high labour costs and a particular style of building/construction. Hence the vast majority are sold in Europe - particularly Germany, Belgium, the UK and France.

"We have sold a few units in the USA and some in New Zealand and Australia, but Europe is our main market," says Böcker. "The problem with selling truck mounts into the US is the differing road regulations so in that market we currently focus on trailer cranes such as the AHK 36. We are concentrating on our existing European markets which still have good growth potential particularly with new technology such as electric engines and battery power."

Like many equipment manufacturers, the sector has had a very challenging past few years with Covid, supply chain issues and rising prices. The availability of chassis has particularly affected production and for some products Böcker is now quoting deliveries out to the second quarter of 2024 - a combination of the recent issues which has led to products scheduled for delivery last year being carried over into 2023. To reduce the

extended delivery times, Böcker is moving into a new 2,400 square metre assembly hall this month and will open another 1,600 square metre facility in August.

"The vast majority of chassis we use are MAN and Mercedes - a German truck for a German crane company," he says. "However, for our newer cranes such as the AK42, AK48 and AK52 we can also offer Volvo and Scania, this is particularly true for the UK due to historical preference and service arrangements."

The extended lead times are also contributing to the high prices for used cranes. In the UK a recent auction of 14 cranes from NMT Crane Hire saw a five year old Böcker AK 42/4000 fetch £197,000 - probably not far off what it cost when new. It also saw a 2007 Spierings SK2400 AT7 go for £242,500 after 15 years in the fleet.

PRODUCTION NUMBERS

Current estimates would suggest that last year the two main players in the aluminium crane sector - Klaas and Böcker - together produced a total of about 900 truck and trailer cranes. Böcker claims to build about 500 of this figure. When Paus is added in the total is about 1,000 machines - about 60 percent being trailer cranes.

Paus PK 27
trailer craneBöcker
AHK36 driveBöcker
AK37/4000
HybridA Böcker
AK42

ALL-ELECTRIC BÖCKER AK48E

Böcker's new six tonne all-electric AK48e is mounted on a 27 tonne, battery powered Mercedes eActros electric chassis which uses three lithium-ion battery packs giving a range of around 300km between charges. Once on site the crane uses the battery pack to operate an electric powered pump. The recharging time is said to take an hour and 15 minutes, taking the battery from 20 to 80 percent. The crane can also operate while plugged into a 160kW charging point.

As with the diesel AK48, the new crane has a standard three tonne maximum capacity at a 15.5 metre radius and maximum hook height is 33 metres. Many companies will opt for the six tonne option which the crane can handle at 8.5 metres and take to a height of 18.5 metres. The crane features a four section steel lower/main boom topped by a three section aluminium upper boom/telescopic luffing jib, with the option of a three metre inline extension, taking the maximum tip height to 52 metres and the maximum radius to 41 metres.

The AK48 offers an additional benefit over most other 'aluminium' truck cranes, in that the main boom can be elevated to 90 degrees, while the upper boom can luff though 180 degrees and operate in the horizontal position. This provides a tower crane like configuration with a clearance under the top boom/jib of 34.7 metres and a fully extended radius of 14.4 metres with a capacity of 1,000kg. If the three metre extension is installed the radius increases to 17.3 metres with a capacity of 500kg.

The AK48 has an outrigger spread of 6.1 metres or 4.23 metres with one side only extended. Slew is 360 degree continuous similar to the AK42, AK48 and AK52 and the AHK30 (KS) and AHK36 trailer cranes.

At the end of last October, the crane exhibited at Bauma was driven the 772km from Böcker's production facilities in Werne, to Munich. Böcker employee Jörg Mehllage drove the Mercedes eActros based crane finding 'truck suitable' charging points along the route via an e-mobility app. Its 300km range offered plenty of flexibility in selecting the next charging location.



Böcker AK48e at Bauma



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Aluminium trailer cranes are a totally different product altogether appealing to a different customer base. They are popular in markets accustomed to towing a long trailer mounted product behind a big 4x4 or small truck, such as central Europe and Scandinavia. Demand in the UK on the other hand is limited.

"We have sold a few in Scotland but there is very little demand in the UK," says Böcker. "The trailer crane is about nine metres long and as far as I am aware big trailers in the UK are not that common. Also, the UK towing regulations limit their use. In the rest of Europe trailer cranes can be towed by a large 4x4, van or pick-up truck."

CHANGES TO UK TOWING LAWS

The UK towing laws were revised at the end of 2021 although with the Covid pandemic probably very few are aware of the fact. Before the change the regulations were not as clear as they might be, they seemed to suggest that if you obtained your licence before 1st January 1997 - you are older than 43 - there are no changes in that you are allowed to drive a vehicle and trailer combination up to 8,250kg maximum authorised mass (MAM). As the trailer cranes are about 3,500kg there is no problem although logically the towing vehicle should be heavier than the item it is towing.

However, licences issued after 1st January 1997 allow you to drive a car or van up to 3,500kg MAM towing a trailer up to 750kg - so up to 4,250kg MAM in total. You can also drive a trailer over 750kg (i.e., a trailer crane) as long as it weighs no more than the unladen weight of the towing vehicle (up to 3,500kg). Unfortunately to tow a trailer crane you would have had to take an additional car and trailer driving test ... Oh and have a towing vehicle with an unladen weight heavier than the trailer crane.

The good news is that from 16th December 2021 up to 40 somethings CAN tow trailers up to 3,500kg although you should check your car/van's handbook to find its gross train weight (GTW) - the total allowable weight of the car plus the trailer plus any load. This means all UK licences will have Category BE added when renewed.

In effect this removes the towing issues for 'younger' drivers - as long as the total weight is within the towing vehicle's GTW - which could make the trailer crane more attractive in the UK and countries with similarly restrictive driving licence regimes. The smallest trailer crane from Klaas - the K280 which has a 25.5 metre hook height and 18.5 metres radius - weighs 2,800 to 3,000kg. The smallest Paus trailer - the 1,000kg/26.5 metre PTK 27 - weighs 2,900kg and has an overall length of 8.15 metres.

Klaas K280



Böcker
AHK36



Klaas
K950



Böcker AK48e



Böcker AK52

DIFFERENT MENTALITY

Another reason the UK has not opened its arms to trailer cranes - or self-erecting tower cranes - is that telehandlers are traditionally preferred for moving and lifting building materials on site. The HSE has been pushing for a change, in order to reduce worksite traffic - a major source of accidents - for some time, while ever tighter sites might help change that. The ongoing energy crisis are also increasing demand for roof mounted solar panels - another perfect application for aluminium cranes.

DEVELOPMENTS?

The whole construction equipment manufacturing sector has gone 'electric crazy' over the past year or two. Certainly, in the short term electric power appears the way forward however there are an increasing number of companies such as JCB that are actively pursuing the hydrogen alternative.

The best combination for mobile cranes, in terms of the emissions vs cost equation are the hybrids that use the very latest diesels to power the chassis and a plug-in/ battery pack for the superstructure, allowing the crane to work with minimal noise or CO2 emissions when on site.

"At the moment it is the hybrid version that is most popular it uses the truck's combustion engine on the road and an electric motor to power the superstructure with or without a battery pack," says Böcker. "The trailer cranes can be battery powered and can recharge when plugged into a single phase source. We have already sold more than 40 units of the electric AHK36 version. The AK37e truck crane is also capable of recharging using a household socket."

The diesel powered AK48 will be Böcker's best

seller, but it is also available as a hybrid version alongside the hybrid AK37e, and at Bauma the all-electric AK48e was launched. These developments have been driven by the market and customers particularly in countries such as the Netherlands which is a little further ahead of most other markets in terms of electrification due to legislation.

"If you are looking at reducing the CO2 footprint of cranes then electric power makes perfect sense," says Böcker. "In bigger cities electric is the way to go. In the Ruhr area of Germany for example, there are special environmental zones dictating the type of engines that can be used. With our cranes flexibility is very important so in rural areas there will be many years of hybrid powered machines - our petrol/diesel engines are very efficient, and we will concentrate on making the hydraulic systems more efficient and reduce the energy required."

"We are improving the efficiency of the electric systems all the time, but the main problem is that the all-electric truck is about four times more expensive to purchase than a diesel powered chassis so if there are no additional government grants/incentives etc it makes it difficult to justify. The launch of the AK48e at Bauma was more of a statement that we are ready to produce the full electric version if required, but over the next few years the AK48 will still be available with a diesel engine. We have to wait until governments mandate the use of electric machinery or that all-electric chassis prices come down significantly. However, there is still some demand for all-electric cranes - we are in negotiations for an AK48e at the moment with a customer in the Netherlands as well as Switzerland."



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A TOUCH OF KLAAS

Over the past decade the UK has gone from being almost zero to one of the world's largest markets for aluminium boomed truck cranes. While companies such as Berry Cranes pioneered the concept, many new companies are now discovering the benefits. South Yorkshire based Highcliffe Engineering purchased its first aluminium crane, a Klaas K950 RHX, last year. Mark Darwin checked out how it was getting on.

Based in Mexborough, near Doncaster, Highcliffe Engineering started out in 1983 as a steel fabrication company. It acquired its first crane in 2000 to help with steel erection, and in the 22 years since has evolved into purely a crane rental business.

Until last year Highcliffe's fleet was limited to 30 to 50 tonne All Terrains including a PPM 350-2, a Terex AC35L, a Tadano Faun ATF40G2 and Demag AC50-1. But why purchase the Klaas?

Managing director Lee Wolstenholme said: "When we were looking at fleet renewals in 2021, we had a major issue with Highways England and the use of the ESDAL (Electronic Service Delivery for Abnormal Loads) system used to plot the crane route to jobs. Working around



Lee Wolstenholme

West Yorkshire are lots of areas where All Terrain cranes are not permitted. Unfortunately, there is not enough structural information available on the bridges and the whole system needed updating. The problem meant we were having to re-route all the time as local councils did not want the cranes driving through the towns and villages directing them to use the motorways. There is a private routing system that is not free to use, but it sends information in a different format and so the users of that system were not getting refused."

"This problem meant we needed to look for cranes with lower axle weights. Also, around that

time - April 2022 - we were no longer able to use red diesel and together with increasing fuel prices we were not able to pass on all the increased costs to the customers and had to look at other solutions."

Highcliffe purchased its 40 tonne Tadano in 2015 paying £280,000. The equivalent now would be closer to £500,000! Highcliffe Engineering therefore decided to purchase the seventeen tonne, three axle Klaas 950RHX which solved the various travel and cost related issues.

"A lot of our work is lifting roof trusses and hot tubs, loads where the aluminium truck crane comes into its own. It was cheaper to purchase, is more fuel efficient, quicker on the road - 56mph rather than 40mph for an AT - has lower emissions with a greener engine and a hybrid pack which can be plugged into a three phase outlet on site, and most importantly at less than six tonnes per axle it does not have any route restrictions."

The crane has a maximum capacity of five tonnes at seven metres radius and nine metres lift height. The maximum hook height is 43.5 metres at which it can handle 350kg, or it can take 750kg to a 25.5 metre radius and a height of 32.5 metres.

"We are new to aluminium truck cranes and therefore chose a mid-range model," he said. "It can compete with a 40 to 50 tonne AT at maximum radius and even go a bit further. It is generally more compact with less tail swing allowing it to work in tighter spaces. The Klaas also has 360 degree continuous slew a feature the Böckers we looked at did not have. I also like



the Klaas point to point system that remembers picking up a load and where it is placed."

Highcliffe is now looking to renew one of its All Terrains. "I was disappointed in the new Tadano 40 tonner in that it uses the old Terex cab rather than the new Tadano cab. Perhaps we will buy another Klaas - something like the K1003 - but this won't be until next year." ■

WHAT IS AN ABNORMAL LOAD IN THE UK?

An 'abnormal load' is a vehicle that has:

1. A Gross Vehicle weight of more than 44,000kg
2. Axle loads of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle
3. An overall width of more than 2.9 metres and or a rigid length of more than 18.65 metres.



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*20% compared to SJ46 AJ Stage IIIA; 16% compared to SJ63 AJ Stage IIIB

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BE FAIR AND DO A GOOD JOB

UK based A-Lift Crane Hire is unusual in that it runs both Klaas and Böcker aluminium cranes in its fleet. Formed in 2001 by owner Dave Robson, the company is based in Wellingborough and has built a business providing housebuilders in Northamptonshire and surrounding counties with their lifting equipment.

The company currently has four aluminium truck cranes in its eight crane fleet, two Böckers - a six tonne AK46 and 1.5 tonne AK32 - and two Klaas - a six tonne K1003 and a five tonne K950 RHX. It also has a Klaas K700RSX on order for delivery in July and another K950 for 2024.

BUT WHY THE K700RSX?

"I really wanted the K950, but the lead time was almost two years, while the K700 could be delivered this year," says Robson. "I also had to think about cost and the K700 is £110,000 cheaper at about £190,000."

Robson is very conscious of maintaining a financially tight company, owning most of his cranes outright and with small loans on two others.

"I will sell my 2015 Böcker AK32 and a small 7.5 tonne Tadano truck crane which should go a long way towards paying for the new K700. The used crane market is very strong at the moment particularly for aluminium cranes."

Even though the aluminium cranes are compact and manoeuvrable the 7.5 tonne chassis can in his words 'turn on a sixpence'. Robson is keeping his other 7.5 tonner - a 1996 Kato on a Hino chassis - for the jobs that even the smallest aluminium crane cannot get to.

"I went for the Klaas rather than a Böcker because I think it is smoother and stronger, it has twin motors and two main boom lift cylinders. The Böcker AK 46 is good, but I understand they are replacing it with the AK 48, which looks like a good crane and has the 90 degree main boom which is an advantage over the Klaas. I was

very tempted by the Böcker, but the Klaas 950 is shorter, quicker on the road and easier to set up. It is also steadier and can outlift the six tonne AK 46 even though it is a five tonne capacity crane. Price wasn't an issue as they were about the same - within £10,000 of each other."

The A-Lift fleet is topped by a 70 tonne Tadano ATF 70, and then a 40 tonne Marchetti on a Scania six wheel chassis and the 7.5 tonne Kato.

"I have a 52 metre boom on the Tadano and 52 metres on the big Klaas K1003. Klaas does a 60 metre boom, but I don't need for the work we do."

Robson started the company a few years after leaving the army and then driving trucks around Northampton, developing contacts through delivering to local crane companies.

"I started with an old 20 tonne Grove AT 400 with Deutz engine that I bought for £25,000 and with the attitude of being fair and doing a good job. In the first year it cost me £20,000 in breakdown costs, but the crane kept the job going and I eventually ended up securing all the Persimmon Homes cranes in the area. 18 months later I purchased a brand new 35 tonne Terex All Terrain and within two years added a second 35 tonner and the 7.5 tonne Tadano. All the work involved installing roof trusses on housing sites."

"Persimmon is attached to Charles Church Homes, so I started doing all its work from North London up to Northamptonshire, as well as working for a lot of the local builders. Agents that moved between companies would also call me, so the work expanded rapidly, and I bought another new crane, a 40 tonne Terex, replacing an older crane. At one point I had nine cranes but now have eight."

FIRST BÖCKER

"The first aluminium crane I purchased was a 2015 1.5 tonne Blocker which will be sold shortly to partly fund the new Klaas. The price of diesel is now ridiculous, and my All Terrains only manage three miles to the gallon, while the truck cranes achieve 10 to 16 mpg currently. We used to fill all the cranes for £3,500 now it is £14,500 at the last fill up! The tyres on the ATs cost me £1,650 each. Crane prices have also increased, I bought the Klaas 950RHX last year and paid £287,000. Exactly the same crane today is £332,000 a 16 percent increase. Customers do not appreciate the pressure of running costs and purchase prices is forcing us to increase rental rates."

WHY ALUMINIUM?

"Most of our work still comes from housebuilders - particularly now that M&M and Quinto have gone. We currently cover more than 100 housing sites and cross hire to cover our work when required or when we need heavier cranes."

"We find the aluminium cranes are safer because the remote controls allow the operator work from a higher level seeing the load being placed close up. However, aluminium cranes don't like laying down packs of trusses which tends to inflict side loads. They just don't have the weight or rigidity and are a bit flexible. They are great when working indoors on load sensitive floors in industrial buildings and the luffing jib is very useful when placing an air conditioning unit which our ATs would find awkward to reach."

"They should not be used for heavier loads and in the wind a pack of trusses can take you out of radius so much easier than with a heavier All Terrain. You need to respect its abilities and to use them on the right jobs."

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MAKE THE SAFE CHOICE

We created Make the Safe Choice using our team's experience of delivering safe crane lifts over the last 40-plus years – it is our proven approach to a safe system of work, understanding potential dangers, identifying them and responding appropriately.



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BRIGHTER TIMES AHEAD?

After several years of turmoil with the pandemic and rapidly rising prices there is some positivity in the UK and Ireland crane, access and telehandler rental markets. The good news is that there appears to be plenty of business and rental rates are finally rising... perhaps not as quickly as required to cover increases in costs or to restore decades of stagnant rates, but they are certainly a step in the right direction.

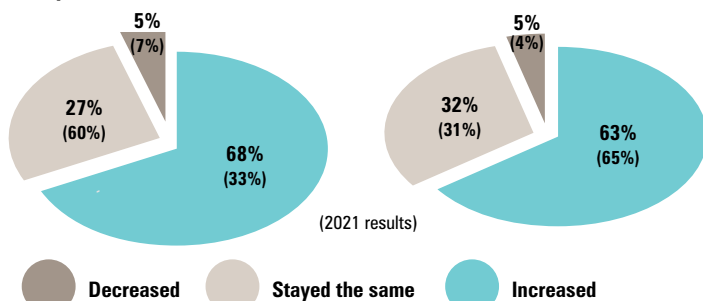
A common comment that recurs every year is that in spite of strong demand which encourages prudent companies to hold rates at sensible levels, there are still those that undercut massively usually leaving 'cash on the table' across all three sectors.

The 'flavour of the year' larger electric platforms and battery powered cranes are generating growing demand from environmentally conscious contractors or carbon neutral sites but few seem willing to pay the premium required. Simply put, many customers like the idea of clean and quiet but are not willing to pay for it!

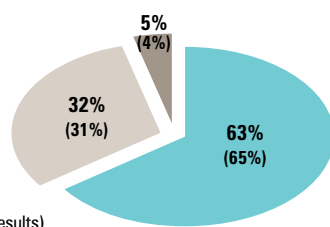
CRANE RATES

Crane rate trends - all types

Crane hire rates over the past 12 months have:



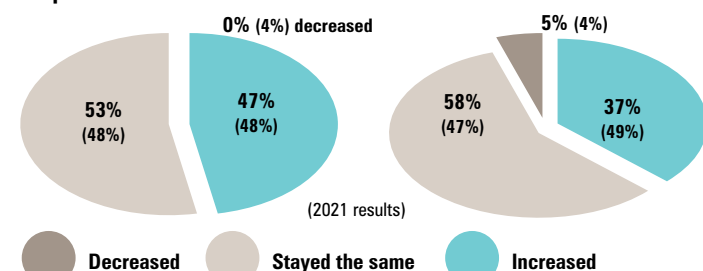
Crane hire rates during the next 12 months will:



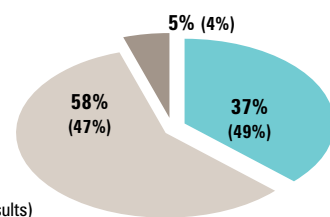
2022 was certainly more positive than 2021 with more than two thirds of respondents stating that rates had increased, while 27% said they remained the same and just 5% that they had fallen. These figures are almost exactly in line with the rate predictions made by our respondents last year. This year's predictions show similar rate positivity with 63% predicting a rate rise and 32% remaining the same... but with inflation running above 10% the magnitude of the improvement will be critical

Crane fleet size

Crane fleet sizes over the past 12 months have:



Crane fleet sizes over the next 12 months will:

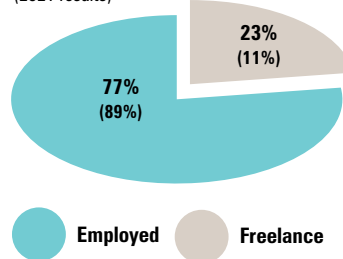


The results are very similar to last year with almost half of the companies increasing their fleet size and the remainder staying the same. This year there is more emphasis on fleet sizes staying the same or even reducing - a product of rising prices and long lead times?



What percentage of your operators are?

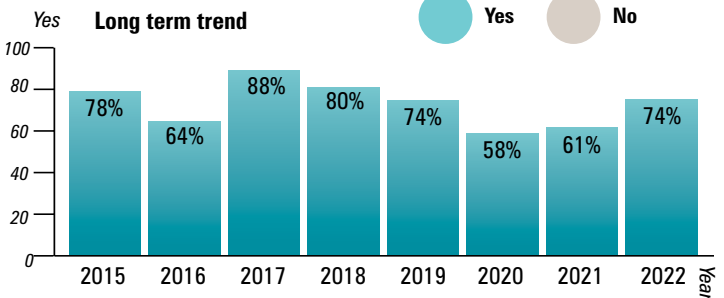
(2021 results)



The figures this year suggest a shift towards more freelance operators (23%) compared to 11% last year. During the pandemic period the percentage of 'employed operators' increased as many sought job security but post pandemic coupled with the growing shortage of skilled operators many seem happier to have more flexibility.

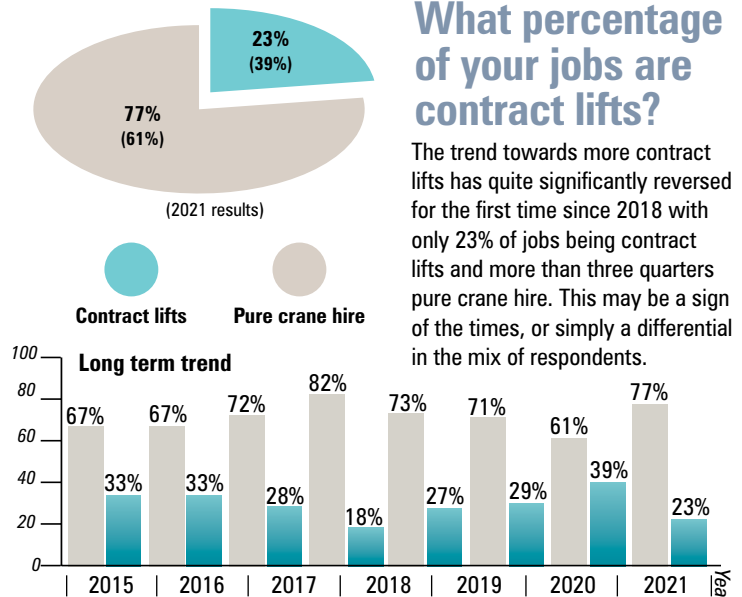
Would you recommend the crane hire industry to your children?

A significant rise in this 'tell-tale' indicator of the times, with the majority happy to recommend the crane hire business for their children, reversing the downward trend from the 2017 high of 88%.



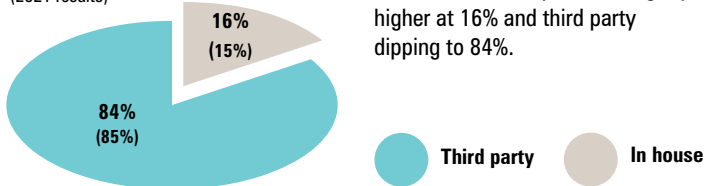
What percentage of your jobs are contract lifts?

The trend towards more contract lifts has quite significantly reversed for the first time since 2018 with only 23% of jobs being contract lifts and more than three quarters pure crane hire. This may be a sign of the times, or simply a differential in the mix of respondents.



Who does your Loler Thorough Examinations?

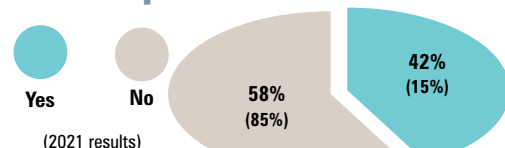
(2021 results)



Not much change since last year, with 'In House' inspections slightly higher at 16% and third party dipping to 84%.

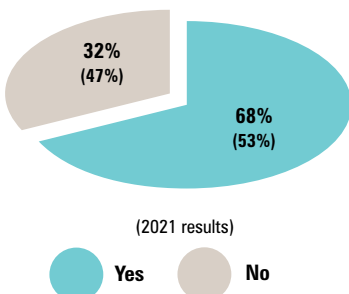


Do you employ any female crane operators?



A surprising, and almost unbelievable result with just under half of companies saying they employed female crane operators. Although these figures are similar to what we saw in 2021 they do not match with our experience. It is true however that more women are finding work as crane operators, especially on tower cranes and crawlers, rather than on day to day mobile contracts.

Should cranes be subject to MOT's?



A significant swing towards cranes being subjected to MOTs with more than two thirds supporting formal road worthiness inspections. It is not far short of its peak of 72% in 2015 which may indicate the CPA voluntary programme may need strengthening or simply be a swing back following some midterm negativity that arose.



CRANE RENTAL RATES

From last year rates have gone
 ▲ up ▼ down — same ND no data

Daily rates for mobile cranes

Crane size	Average (£)	Lowest	Highest	Ideal
Up to 30 tonnes	£616 ▲	£510 ▲	£850 ▲	£675 ▲
30-45 tonnes	£618 ▲	£500 —	£750 ▲	£731 ▲
50-65 tonnes	£769 ▲	£690 ▲	£950 ▲	£888 ▼
70-90 tonnes	£956 ▲	£800 ▲	£1,150 ▲	£1,138 ▼
100-120 tonnes	£1,400 ▲	£1,000 ▲	£1,900 ▲	£1,538 ▲
130-160 tonnes	£1,733 ▲	£1,500 ▲	£2,200 ▼	£2,000 —
160-200 tonnes	£2,117 ▲	£1,400 ▼	£2,950 ▼	£2,333 ▼
210-250 tonnes	£2,525 ▲	£1,750 —	£2,900 ▼	£2,967 ▼
260 -350 tonnes	£4,067 ▼	£2,800 ▼	£4,900 ▼	£5,586 ▲
360-490 tonnes	£6,550 ▲	£4,000 ▼	£10,000 ▲	£8,522 ▲
500-600 tonnes	£6,864 ▲	£5,000 ▲	£8,100 ▼	£9,826 ▲
610 - 750 tonnes	£10,833 ND	£6,000 ND	£18,200 ND	£14,341 ND
Self-Erecting Tower (4-5 axles)	£1,917 ▲	£1,450 ▲	£2,300 ▲	£2,200 —
Self-Erecting Tower (6-7 axles)	£2,467 ▲	£2,000 ▲	£2,800 ▲	£2,500 ▲

Weekly rates for crawler cranes

Crane size - operated	Average (£)	Lowest	Highest	Ideal
Up to 60 tonnes	£2,090 ▲	£1,000 —	£2,800 ▲	£2,560 ▼
70-80 tonnes	£2,717 ▲	£2,600 ▲	£2,800 ▲	£2,938 ▲
90 -100 tonnes	£2,725 ▲	£2,750 ▲	£3,100 ▲	£2,938 ▼
120-170 tonnes	£2,800 ▲	£2,000 ▼	£3,100 ▼	£3,338 ▼
180 - 250 tonnes	£3,650 ▼	£3,500 ▲	£4,100 ▼	£4,425 ▼
260-350 tonnes	£4,950 ▲	£4,900 ▲	£5,000 ▲	£5,600 ▼
360 - 500 tonnes	£6,250 ND	£5,500 ND	£7,000 ND	£7,500 ND
550 - 750 tonnes *	£12,500 ND	£10,000 ND	£15,000 ND	£15,500 ND
Over 750 tonnes *	£30,000 ND	£27,500 ND	£31,000 ND	£35,000 ND

* Superlift +£2,000 -£3,000



Weekly rates for tower cranes

Flat tops and saddle jibs	Average (£)	Lowest	Highest	Ideal
Up to 70 tonnes/metres	£1,150 ▲	£1,100 ▲	£1,200 ▲	£1,150 ▲
120 tonnes/metres	£1,000 ▲	£800 ▼	£1,250 ▲	£1,226 ▼
200 tonnes/metres	£1,600 ▲	£1,500 ▲	£1,800 ▲	£1,817 ▲
300 tonnes/metres	£2,117 ▲	£1,650 ▲	£2,350 ▲	£2,422 ▲
Luffers	Average (£)	Lowest	Highest	Ideal
Less than 70 tonnes/metres	£1,157 ▼	£1,100 ▲	£1,350 ▼	£1,331 ▼
100 tonnes/metres	£1,329 ▼	£1,000 ▼	£1,750 ▼	£1,520 ▼
180 tonnes/metres	£1,993 ▲	£1,500 ▲	£2,500 ▲	£2,033 ▲
300 tonnes/metres	£3,850 ▲	£3,700 ▲	£4,000 ▲	£4,200 ▲
Self Erectors	Average (£)	Lowest	Highest	Ideal
Self Erectors	£830 ▼	£650 ▼	£1,100 ▼	£924 ▼

Weekly rates of other cranes

Crane size	Average (£)	Lowest	Highest	Ideal
Pick & Carry < 2.5 tonnes	£925 ▲	£850 ▲	£1,000 ▲	£1,220 ▲
Pick & Carry 3-5 tonnes	£1,350 ▲	£1,200 ▲	£1,500 —	£1,681 ▲
Pick & Carry 5.5-10 tonnes	£974 ▼	£725 —	£1,350 ▲	£1,833 ▲
Pick & Carry > 10 tonnes	£1,050 ▼	£850 ▲	£1,250 ▲	£1,967 ▼
Mini crawlers > 12 tonnes	£1,550 ▲	£1,200 ▲	£1,800 ▼	£1,836 ▼
Spider cranes < 1 tonne	£788 ▲	£600 ▲	£1,200 ▲	£1,493 ▲
Spider cranes 2-5 tonnes	£1,050 ▲	£850 ▲	£1,250 ▲	£1,410 ▲
Spider cranes > 5 tonnes	£1,350 ▲	£1,200 ▲	£1,500 ▼	£1,722 ▼

Average fleet age in years

Average	Lowest	Highest
5.8 (5.7)	3 (2.5)	15 (10)

The average fleet age has increased slightly to 5.8 years, according to our respondents, possibly due rising costs and interest rates, but more likely the long lead times for new cranes, up to three years for some models.



UTILISATION AND PERCENTAGE OF INITIAL COST

Mobile cranes

Crane size	Utilisation			Trend
	Average	Lowest	Highest	
Up to 30 tonnes	76%	50%	95%	▼
30-45 tonnes	77%	70%	90%	▼
50-65 tonnes	80%	75%	90%	▼
70-90 tonnes	87%	75%	100%	▲
100-120 tonnes	80%	60%	100%	▲
130-160 tonnes	80%	60%	100%	▲
160-200 tonnes	80%	60%	100%	▲
210-250 tonnes	55%	50%	65%	▼
260 -350 tonnes	51%	40%	60%	▼
360-490 tonnes	57%	45%	65%	▲
500-600 tonnes	58%	55%	68%	▲
Over 600 tonnes	46%	30%	60%	▼
Self-erecting twr (4-5 axles)	66%	55%	75%	—
Self-erecting twr (6-7 axles)	93%	90%	100%	▲

Crawler cranes

Crane size	Utilisation			Trend
	Average	Lowest	Highest	
Up to 60 tonnes	73%	50%	90%	▲
70-80 tonnes	83%	75%	90%	▲
90 -100 tonnes	89%	75%	100%	▲
120-170 tonnes	90%	90%	90%	▲
180 - 250 tonnes	90%	90%	90%	▲
260-350 tonnes	90%	90%	90%	▲
360 - 500 tonnes	ND	ND	ND	ND
Over 500	ND	ND	ND	ND

Tower cranes

Flat tops and saddle jibs	Utilisation			Trend
	Average	Lowest	Highest	
Up to 70 tonnes/metres	85%	80%	100%	▲
120 tonnes/metres	65%	50%	100%	▼
200 tonnes/metres	84%	75%	100%	▲
300 tonnes/metres	59%	30%	80%	▼

Luffers	Utilisation			Trend
	Average	Lowest	Highest	
Less than 70 tonnes/metres	95%	80%	100%	▲
100 tonnes/metres	85%	75%	100%	▲
180 tonnes/metres	58%	20%	80%	▼
300 tonnes/metres	80%	80%	80%	▼

Self Erectors	Utilisation			Trend
	Average	Lowest	Highest	
Self Erectors	81%	70%	100%	▲

Other cranes

Crane type	Utilisation			Trend
	Average	Lowest	Highest	
Pick & Carry < 2.5 tonnes	60%	60%	70%	▼
Pick & Carry 3-5 tonnes	60%	60%	75%	▼
Pick & Carry 5.5-10 tonnes	61%	50%	70%	—
Pick & Carry > 10 tonnes	62%	55%	70%	—
Mini crawlers < 12 tonnes	65%	55%	70%	▲
Spider cranes < 1 tonne	62%	40%	75%	▲
Spider cranes 2-5 tonnes	68%	60%	80%	▲
Spider cranes > 5 tonnes	69%	60%	75%	▼

CRANE RESPONDENT'S COMMENTS

While companies were reticent to provide raw data, they were certainly forthcoming when it came to comments. Here are just a few of them:

Rates are (FINALLY) moving upwards - and quite quickly. Driven by inflation & low-availability users are expecting to pay more & owners are more inclined to hold their nerve. Operator costs - owners are, at last, realising that the operator should not be taking the lion's share of the rate. Increased interest rates - after many years of money being so cheap that the race-to-the-bottom might finally be over as owners who could previously get away with piss-poor rates are now being forced to charge more to cover their repayments.

We are continuing to push the ceilings on rental rates, the change in attitude and confidence of the crane owners is starting to make a difference.

Struggle to keep rates high as competitors are still undercutting.

I believe that crane fleet sizes will fall during 2023/24 and rental rates will increase.

Rates have improved or you best put 'increased' but so have running costs...

The rental rates must increase inline with increased equipment and labour costs.

Rates need to increase, they need to reflect the level of investment required in order to supply the quality of equipment the contractors require.

Rates for units between 40 tonne and 90 tonne capacity's remain static.

Units between 100te to 250te capacity have increased slightly but still need to go up.

In the last 6 months rates for cranes in excess of 400t capacity have risen to roughly where they were in 2014 but still need to rise further.

Rates for cranes between 250t to 400t capacity are on the rise.

There are still some companies that are renting cranes out at rates that are suicidal.

Unfortunately companies in Europe are bringing in old cranes into the UK and renting them out at rates far below the market price or value.

I do believe that rates will increase during 2023 mainly due to the labour shortage and upkeep costs.

Finally some sense creeping in, more companies will drop out in the year ahead leaving some gaps in the market.

Fortunately others are trying to increase the rates but still below where they require to be.

The market for tower cranes appears to be resilient at the moment but we are preparing for a slow down in 2023.

During 2016 and until 2021 the rental companies let the rates drop and by 2022 some of them suddenly realised that the rates that they were quoting or receiving did not cover their overheads.



We are in a period of hyperinflation and our industry is adversely affected. This is against a backdrop of 10-15 years where rental rates and therefore pay rates have not kept up with other sectors. Pay rates for operators needs to increase quickly and dramatically in order to retain and attract and therefore rental rates will need to increase above the rate of inflation to support this.

THE NEW TEC-RANGE

#REACHANYTHING

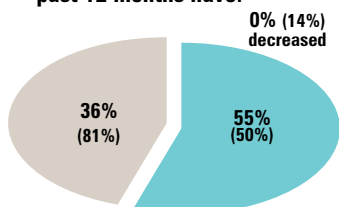
The previous TEC range was built from the best ideas. Now PALFINGER is going one step further. Our know-how with all the advantages of the previous crane ranges and the experience of our operators has been further developed into a completely new generation. It supports PALFINGER customers even better with outstanding performance and new comfortable assistance systems. A dream come true – TEC at its best!



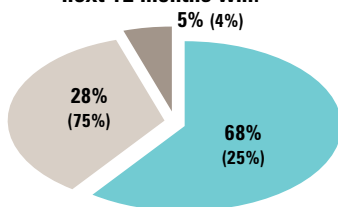
POWERED ACCESS RATES

Rate trends

Access rates over the past 12 months have:



Access rates during the next 12 months will:

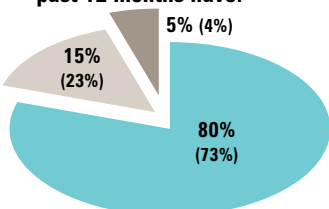


(2021 results)

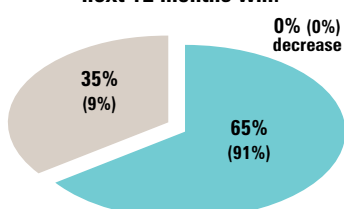
The UK/Irish powered access market appears to be going through a period of change and disruption? The good news is that more than half of our respondents reported an increase in rental rates last year, with the rest saying that they stayed the same. The respondents' comments, however, seems to contradict the data. That is not unheard of... we have seen differences between perception, anecdotal evidence and the data before. However, the respectable rate rises do not come close to covering the higher costs, which include power, transport and the price of equipment. It still looks as though there are too many rental companies relying on rate cutting, than top level service and well trained hire desk staff. Having said that almost two thirds of companies think that rates will increase this year although a small number are predicting that they will fall. It could be an interesting year.

Fleet trends

Fleet sizes over the past 12 months have:



Fleet sizes over the next 12 months will:

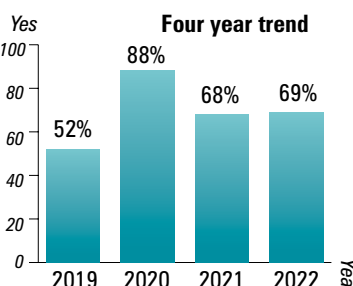
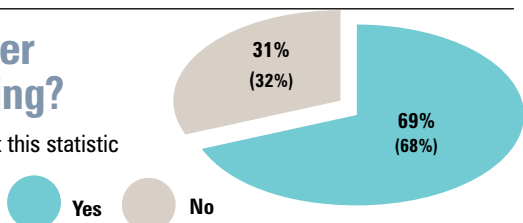


(2021 results)

The vast majority of companies expanded their fleets last year, although not quite as high as they predicted at the end of 2021. Five percent actually slimmed down their fleets, possibly driven by high used equipment prices while 15% simply maintained the status quo. There is a little less confidence in fleet growth this year however none of companies that responded predicted a reduction in fleet numbers.

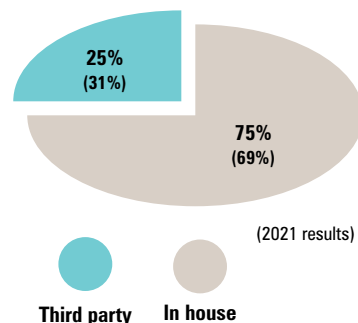
Do you offer IPAF training?

As you might expect this statistic was almost static.



Who does your LOLER Thorough Examinations?

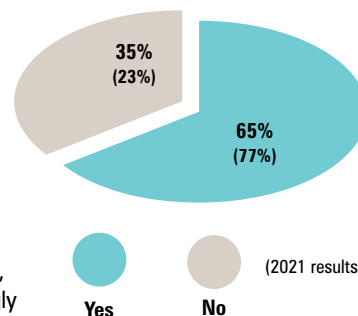
There has been a significant swing among our respondents towards In House inspections rather than use a third party, returning to the same levels we reported in 2020.



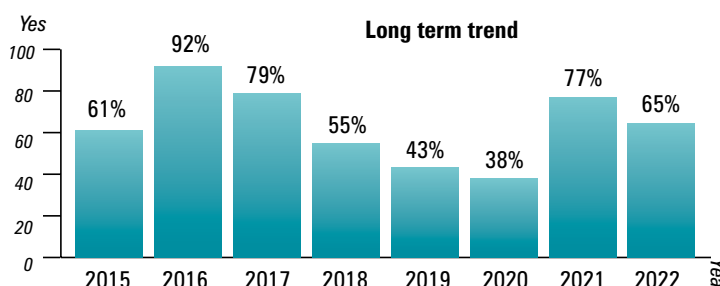
(2021 results)

Would you recommend the access industry to your children?

The uncertainty in the sector with rates not keeping up with costs and the challenge of finding good people, are possible factors in the surprisingly large negative trend when it comes to recommending the industry to their children.



(2021 results)



Average fleet age in years

The average fleet age has remained roughly the same at five years/60 months, however the oldest fleet reported this year was eight years compared to 11 last year. Long lead times, price increases and the failure of one or two companies with old machines, may also have played a part.

Average	Lowest	Highest
5 (5)	3 (2)	8 (11)



WEEKLY RENTAL RATES BY GENERAL CATEGORY

Push around lifts

From last year rates have gone

▲ up ▼ down — same

Working Height	Average (£)	Lowest	Highest	Ideal
Push Around Lifts (PopUps)	£53 ▼	£40 ▼	£65 ▼	£80 ▲
Portable Push Around (AWP/UL)	£143 ▲	£50 ▼	£300 ▲	£213 ▲

Trailer lifts

Working Height	Average (£)	Lowest	Highest	Ideal
12-16 metres (30-47ft)	£252 ▲	£185 ▲	£350 ▲	£325 ▲
17-19 metres (49-55ft)	£320 ▲	£250 ▲	£450 ▲	£425 ▲
Over 20 metres (65ft)	£300 ▼	£250 ▲	£350 ▼	£512 ▲

Mast booms

Working Height	Average (£)	Lowest	Highest	Ideal
8 metres	£160 ▲	£130 ▲	£200 ▲	£250 ▲
10 metres	£293 ▲	£210 ▲	£550 ▲	£382 ▲
12 metres	£327 ▲	£230 ▲	£450 ▲	£491 ▲



Spider lifts

Working Height	Average (£)	Lowest	Highest	Ideal
Up to 15 metres	£482 ▲	£245 ▼	£650 ▲	£625 ▼
16-20 metres	£842 ▲	£650 ▲	£1,000 ▲	£950 ▼
21-26 metres	£1,210 ▲	£950 ▲	£1,300 ▲	£1,333 ▼
27-30 metres	£1,617 ▲	£1,500 ▲	£1,750 ▲	£1,650 ▼
31-35 metres	£2,166 ▲	£1,800 ▲	£2,500 ▲	£2,243 ▲
Over 35 metres	£2,017 ▲	£1,850 ▲	£2,200 ▼	£2,700 ▼

Van mounts - Weekly rates

Working Height	Average (£)	Lowest	Highest	Ideal
Up to 14 metres	£397 ▲	£325 ▲	£725 ▲	£800 ▲
Over 15 metres	£510 ▼	£430 ▼	£650 ▲	£759 ▲

Truck mounts - Daily rates

Working Height	Average (£)	Lowest	Highest	Ideal
Up to 25 metres (3.5 tonne) no operator	£226 ▲	£155 ▲	£420 ▲	£323 ▲
22-35 metres (7.5 tonne) with operator	£568 ▲	£440 ▲	£685 ▲	£670 ▲
36-45 metres with operator	£725 ▲	£600 ▲	£900 ▲	£888 ▲
46-60 metres with operator	£1,250 ▲	£1,050 ▲	£1,400 ▲	£1,550 ▲
61-70 metres with operator	£1,666 ▲	£1,450 ▲	£1,750 ▲	£1,850 ▲
Over 70 metres with operator	£2,400 ▲	£2,300 ▲	£2,500 ▲	£2,775 ▲

Electric self-propelled scissor lifts

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 5 metres	£82 ▲	£55 ▼	£130 ▲	£113 ▲
6 metres (19/20ft)	£104 ▲	£75 ▲	£130 ▲	£139 ▲
8 metres (26ft)	£130 ▲	£90 ▲	£200 ▲	£165 ▲
9-10 metres (30-33ft)	£167 ▲	£120 ▼	£230 ▲	£199 ▲
11-12 metres (36-39ft)	£212 ▲	£150 ▲	£400 ▲	£276 ▲
13-17 metres (42-55ft)	£334 ▲	£230 ▲	£500 ▲	£425 ▲
18-22 metres (60-72ft)	£540 ▲	£460 ▲	£600 ▼	£817 ▲
23-25 metres (75-82ft)	£733 ▲	£650 ▲	£850 ▲	£750 ▼
26-30 metres (86-100ft)	£983 ND	£850 ND	£1,200 ND	£1,126 ND
Over 30 metres (over 100ft)	£1,750 ND	£1,500 ND	£2,000 ND	£1,680 ND



Diesel/bi-energy scissor lifts

Platform Height	Average (£)	Lowest	Highest	Ideal
8 metres (26ft)	£148 ▲	£130 ▲	£169 ▲	£184 ▲
9-10 metres (30-33ft)	£188 ▲	£175 ▲	£200 ▲	£222 ▲
11-12.5 metres (36-42ft)	£198 ▲	£150 —	£250 ▲	£248 ▼
13-17 metres (42-55ft)	£255 ▲	£180 ▲	£300 —	£343 ▲
18-22 metres (60-72ft)	£775 ▲	£700 ▲	£850 ▲	£920 ▲
23-25 metres (75-82ft)	£1,275 ND	£1,250 ND	£1,300 ND	£1,400 ND
26-30 metres (86-100ft)	£1,600 ND	£1,600 ND	£1,600 ND	£2,000 ND
Over 22 metres (72ft)	£2,375 ND	£2,250 ND	£2,500 ND	£2,950 ND

Electric self-propelled booms

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 11 metres (ind.)	£228 ▲	£180 ▲	£255 ▲	£258 ▲
10-12 metres (32-40ft) (Nifty/AB38)	£249 ▲	£180 ▲	£300 ▲	£268 ▼
14-16 metres (45-53ft)	£307 ▲	£210 ▲	£400 ▲	£398 ▲
Over 16 metres (over 54ft)	£430 ND	£300 ND	£450 ND	£398 ND

Rough Terrain articulated booms

Platform Height	Average (£)	Lowest	Highest	Ideal
12-14 metres (39-45ft)	£250 ▲	£225 ▲	£290 ▲	£297 ▲
15-16 metres (49-52ft)	£284 ▲	£210 ▼	£330 ▲	£361 ▲
17-19 metres (56-62ft)	£353 ▲	£230 ▲	£440 ▲	£423 ▼
20-23 metres (65-70ft)	£498 ▲	£400 ▲	£550 ▲	£585 ▲
24-26 metres (80-86ft)	£588 ▲	£550 —	£600 —	£681 ▲
Over 27 metres	£1,217 ▲	£1,100 ▲	£1,300 ▲	£1,433 ▼

Straight telescopic booms

Platform Height	Average (£)	Lowest	Highest	Ideal
Up to 17 metres (40-46ft)	£253 —	£250 ▲	£265 ▼	£310 ▼
20-23 metres (60-70ft)	£373 ▲	£320 ▲	£420 ▲	£465 ▲
24-26 metres (80-86ft)	£598 ▲	£550 ▲	£650 ▲	£663 ▲
27-29 metres (88-95ft)	£1,333 ▲	£950 —	£1,825 ▲	£2,567 ▼
30-36 metres (100-120ft)	£1,887 ND	£1,250 ND	£2,800 ND	£3,650 ND
37-49 metres (120-160ft)	£1,624 ND	£1,450 ND	£1,750 ND	£3,022 ND
Over 49 metres (over 160ft)	£1,975 ND	£1,750 ND	£2,200 ND	£3,500 ND

UTILISATION AND PERCENTAGE OF INITIAL COST

Push around scissor lifts

Platform Height	Utilisation	
	2022	trend
Push Around Lifts (Pop Ups etc)	52%	▼
Portable Push Around (AWP/UL)	60%	▼

Trailer lifts

Platform Height	Utilisation	
	2022	trend
112-16 metres (30-47ft)	61%	▲
17-19 metres (49-55ft)	64%	▲
Over 20 metres (65ft)	66%	▲

Mast booms

Platform Height	Utilisation	
	2022	trend
8 metres	68%	▲
10 metres	69%	▲
12 metres	83%	▼

Spider lifts

Platform Height	Utilisation	
	2022	trend
Up to 15 metres	72%	▲
16-20 metres	75%	▲
21-26 metres	72%	▲
27-30 metres	80%	▲
31-35 metres	68%	▲
Over 35 metres	80%	▲



Vehicle mounted lifts

Platform Height	Utilisation	
	2022	trend
Up to 15 metres	89%	▲
Over 15 metres	72%	▲

Truck mounted lifts

Platform Height	Utilisation	
	2022	trend
Up to 25m (3.5t) no operator	71%	▼
22-35m (7.5t) with operator	88%	▲
36-45m with operator	95%	▲
46-60m with operator	90%	▲
61-70m with operator	79%	▲
Over 70m with operator	73%	▲

Diesel bi-energy scissor lifts

Platform Height	Utilisation	
	2022	trend
8 metres (26ft)	76%	▲
9-10 metres (30-33ft)	70%	—
11-12.5 metres (36-42ft)	79%	▲
13-17 metres (42-55ft)	73%	▲
18-22 metres (60-72ft)	63%	▼
23-25 metres (75-82ft)	69%	▼
26-30 metres (86-100ft)	71%	ND
Over 22 metres (72ft)	74%	ND

ELECTRIC power

The **Snorkel SR626E** is the electric version of the SR626 rough terrain telehandler – an industry first. Its full-time 4-wheel drive is powered by lithium-ion batteries for long-lasting durable performance. Built compact, the SR626E is highly maneuverable with reduced noise and zero emissions that is suitable for indoor use.

100%

ZERO
EMISSIONS

93%

SERVICE COST
REDUCTION

62%

NOISE
REDUCTION

4x4

ELECTRIC FAMILY
FROM 19' - 53'9"

2-IN-1

WORK INDOORS
AND OUTDOORS



SR626E

CLEAN ENDURANCE



snorkel[™]
snorkelnetzero.com

Electric self-propelled scissor lifts

Platform Height	Utilisation	
	2022	trend
Up to 5 metres	66%	▼
6 metres (19/20ft)	77%	▼
8 metres (26ft)	70%	—
9-10 metres (30-33ft)	69%	—
11-12 metres (36-39ft)	67%	▼
13-17 metres (42-55ft)	59%	▼
18-22 metres (60-72ft)	59%	▼
23-25 metres (75-82ft)	74%	▲
26-30 metres (86-100ft)	72%	ND
Over 30 metres (over 100ft)	81%	ND

Electric self-propelled booms

Platform Height	Utilisation	
	2022	trend
Up to 11 metres (ind.)	80%	▲
10-12 metres (32-40ft) (Nifty/AB38)	72%	▲
14-16 metres (45-53ft)	74%	▲
Over 16 metres (over 54ft)	66%	ND

RT articulated booms

Platform Height	Utilisation	
	2022	trend
12-14 metres (39-45ft)	82%	▲
15-16 metres (49-52ft)	72%	▼
17-19 metres (56-62ft)	79%	▲
20-23 metres (65-70ft)	77%	▲
24-26 metres (80-86ft)	68%	▼
Over 27 metres	65%	—

Straight telescopic booms

Platform Height	Utilisation	
	2022	trend
Up to 17 metres (40-46ft)	55%	—
20-23 metres (60-70ft)	52%	—
24-26 metres (80-86ft)	71%	▲
27-29 metres (88-95ft)	76%	▲
30-36 metres (100-120ft)	70%	ND
37-49 metres (120-160ft)	74%	ND
Over 49 metres (over 160ft)	69%	ND



ACCESS RESPONDENT'S COMMENTS

Our rental rates have remained the same but our transport costs have increased over the last year.

Rates would need to increase by 25 to 30% to allow for the increases in overheads in the past 12-18 months. But this is very hard to do in a flooded market.

As machinery prices increase, returns remain static, if not reduce. 2023 will see casualties. The Crane Hire business is showing signs of distress and the general hire business and especially the Access Hire will see the same. There are too many over-gearred businesses chasing uneconomic returns. I know of transport firms being placed on notice to repossess machinery for funders.

Rates in the UK are too low and many companies are hiring at a loss. This has to change!

Hire rates have increased 15% to cover the change from red to white diesel however the true cost is nearer 20% due to the increased price of fuel generally. The company has had to change direction to stay profitable and has become much more regional. Utilisation is high at 85% however margins are down at 7%. Before covid we traded at a utilisation of 70% with a margin of 10-12% so as you can see things have got a lot more challenging however we have a positive outlook going forward.

Still too many people putting machines out cheap and supporting brokers.

We have seen more and more machines coming into Ireland but I see machines sitting in yards and the big companies are putting out machines for silly money - like a 45ft boom for €175 a week! It is possible to get that for a day if you are smart about it.

More pressure from construction customers on rates due to increasing costs and less margins. Larger rental companies are still willing to reduce rental rates to increase utilisation. New machine costs are increasing at a far higher rate than rental rates, on average machine purchase costs have gone up by 11% over the past 12 months, which inevitably reflects in average fleet age increasing. The next 18 months will be challenging for highly financed rental companies. Should there be a downturn in the market, we will see a "get them out for any rate mentality" return.

Some cowboys are supplying machines cheap and destroying a great business where the larger companies are helping to increase rates and are firm on what their rates are.



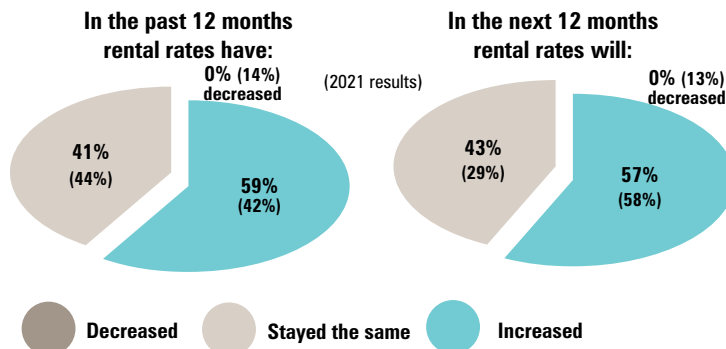
Rates are far too low and in no way represent a fair return on the investment and knowledge required to operate.

Hire rates need to increase, the cost of the assets have risen dramatically and the return on investment needs to increase therefore hire rates must go up.

Still see some daft rates going about you just need to hold your nerve for example some companies are getting £150 for a 19ft scissor while others give them away for £45!

TELESCOPIC HANDLER RENTAL RATES

Rate trends

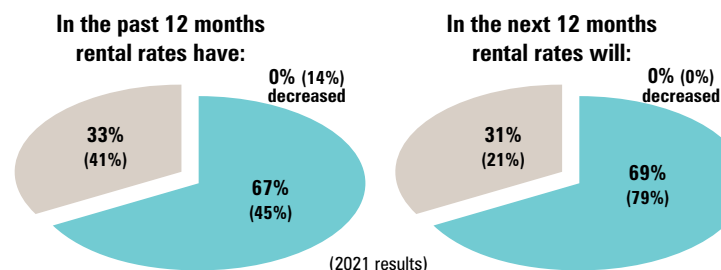


Judging from our respondents' comments, the telehandler rental market is generally positive although that depends on the sector and possibly the region. For some, business is good and looks set to get better in 2023. For others increasing costs are not being matched by improved rental rates and that in some categories too many companies are competing for the same work, which is never good and generally results in driving rates down, which can then lead to

market consolidation. The survey reveals however that in spite of this almost 60% of our respondents saw rates rise in 2022, while the remainder said rates stayed the same. No one reported a fall in rates as many had predicted in the previous year's survey.

Predictions for 2023 are once again positive with 57% thinking rates will improve further and the rest believing that they will remain much the same - good news, but not if costs continue to increase.

Fleet size

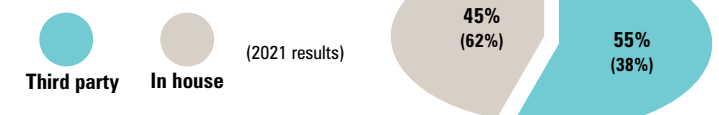


Despite mixed predictions last year two thirds of companies say that they increased their fleet size in 2022, with none reporting fleet reductions. This positivity continues with almost 70% saying fleet sizes

will continue to grow, while the rest expect them to remain static - a reflection of the amount of construction activity in the region, particularly in the UK. No one predicts fleet sizes to fall.



Who does your LOLER Thorough Examinations?



Figures for 2022 have reverted to 2020 levels with the majority of companies saying that they carry out their own LOLER Thorough inspections in house. This reverses last year's figures in which 62% used Third Party inspections and may be related to the fact that we had more respondents this year and the fact that scheduling third party inspections can be a challenge in some areas.

Would you recommend the access industry to your children?



A very positive response this year with 89% saying they would recommend the equipment rental business to their children which is unusual for telehandler respondents and possibly a product of higher rates and positive noises from governments regarding construction and house building? Or simply that we have a wider range of respondents this year?

Average fleet age in years

Average	Lowest	Highest
4.7 (2)	1.6 (1.2)	10 (3.1)

The figures suggest that the Average Fleet Age has increased substantially from two years 12 months ago, to five years in 2022, the highest input was a mind blowing 10 years compared to just over three years in 2021. Obtaining new equipment over the past year or two has been a challenge due to long lead times, but a jump of this magnitude is probably a statistical anomaly based on new respondents.

Percentage of units going out with work platform attachments:

From last year rates have gone
 ▲ up ▼ down — same

Type	Average	Lowest	Highest
Fixed frame	3% ▲	0% —	15% ▲
360 degree	27% ▲	0% —	80% ▲

We have often expressed surprise - or not - at the low percentage of attachments for fixed frame telehandlers given how frequently we see them used with makeshift access platforms. However, the 27% average and 80% highest for 360 degree machines is far more 'realistic' than we have seen in previous years and reflects the wider sample size for the survey.






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* Restricted weight has an impact on working envelope reach dimensions.

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What other products do you provide?

Cranes	Access	General equipment	Tools	Others
20% (6%)	27% (49%)	60% (59%)	13% (29%)	6% (24%)

(2021 results)

From the latest figures it would suggest that far more rental companies are offering cranes than in previous years - possibly glass handling/small pick and carry cranes? - coupled with a switch away from powered access equipment. Another sign of a wider sample, but also the fact that more crane companies are looking at big telehandlers for some jobs.

WEEKLY RENTAL RATES FOR TELEHANDLERS

Fixed frame

From last year rates have gone
 ▲ up ▼ down — same

Lift height	Average (£)	Lowest	Highest	Ideal
Up to 5 metres	334 ▲	219 ▲	557 ▲	379 ▲
5-7 metres	337 ▲	225 ▲	591 ▲	396 ▲
8-10 metres	365 ▲	235 ▲	607 ▲	437 ▲
11-13 metres	354 ▼	245 ▼	500 ▲	406 ▲
14-15 metres	418 ▼	285 ▼	627 ▲	506 ▲
16-18 metres	505 ▼	365 ▲	757 ▲	586 ▲
Over 18 metres	683 ▲	550 ▼	973 ▲	774 ▼

360 degree

Lift height	Average (£)	Lowest	Highest	Ideal
Up to 20 metres	953 ▼	900 ▼	1,100 ▼	1,350 ▼
20-25 metres	1,353 ▼	1,200 ▲	1,650 ▲	1,783 ▼
Over 25 metres	1,642 ▲	1,450 ▲	1,750 ▼	1,821 ▼

Heavy Duty

Lift height	Average (£)	Lowest	Highest	Ideal
Lift Height	Average	Lowest	Highest	Ideal
6-8 tonne	180	180	300	491
9-12 tonne	1076	950	1250	1600
Over 12 tonne	ND	ND	ND	ND

UTILISATION AND PERCENTAGE ON INITIAL COST

Fixed frame

Lift height	Utilisation		
	Average	Lowest	Highest
Up to 5 metres	77%	65%	88%
5-7 metres	81%	70%	90%
8-10 metres	79%	65%	91%
11-13 metres	76%	60%	86%
14-15 metres	77%	65%	80%
16-18 metres	84%	80%	90%
Over 18 metres	79%	70%	82%

360 degree

Lift height	Utilisation		
	Average	Lowest	Highest
Up to 20 metres	67%	60%	80%
20-25 metres	76%	70%	82%
Over 25 metres	74%	67%	81%

Heavy Duty

Lift height	Utilisation		
	Average	Lowest	Highest
6-7 tonne	70%	65%	77%
8-9 tonne	82%	70%	90%

Respondent's comments

Costs are increasing which will force hire rates to rise. Hire companies can only absorb so much.

This is the worst return on investment area with all the manufacturers stating that the value is in the residual.

We are seeing some demand for electric machines but trying to get the rate needed is not easy people like the idea of clean and quiet but do not expect to pay for it.

Business is good and looks like getting better in 2023.

The cost of new equipment as well as operational costs continue to outpace anything we can do with rates.

Too many companies competing for the same work which drives down the rates.

The decision we have taken to move towards a greater focus on more niche machines like sub compacts and more recently rotos does seem to be paying off. I am interested in dipping my toe into the electric market but the premium and industry's penchant for price cutting is holding me back - just look at the high capacity market.



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CALMER SKIES AHEAD?

Now that air travel restrictions have been lifted in most parts of the world, it is high fuel costs and the weak economic outlook that are affecting the global airline industry. According to the International Air Transport Association (IATA) airlines should return to profitability this year after losing almost \$190 billion between 2020 and the end of 2022. Profits this year are expected to reach around \$5 billion, well below the \$26 billion in pre-pandemic 2019.

Commercial aviation is big business and ensuring aircraft are fully operational with minimal downtime is absolutely critical. Keeping aircraft in the air means the ability to satisfy safety and maintenance requirements in as short a time as possible, which in turn has led to the development of improved, more efficient methods of working at height. These developments have enhanced speed and safety both for the highly trained engineers working on the planes but also in protecting the aircraft fuselages and engines from damage. As a result, access equipment specifically designed for the sector has expanded and grown to incorporate the latest technologies.

Until the advent of powered access equipment, the working at height platforms and methods had remained very similar, at least in concept terms, for the best part of 75 years including items such as mobile steps, ladders and purpose built staging - often designed for the specific aircraft type. Developments in aircraft design and requirements over the past 50 years or more has led to aircraft that are physically much larger resulting in tail section heights of more than 20 metres, making steps and ladders impracticable.

When the first self-propelled boom lifts came on the market in the late 1960s, the airlines were among the first customers, prior to that truck mounted lifts had also been used. In more recent times the improved working heights and finer controls has seen aerial work platforms transform the way routine checks and even basic repair and maintenance tasks are carried out. However, when it comes to major repairs and rebuilds aircraft

specific staging remains the access method of choice, as it provides safe work at height access for teams of technicians reaching many areas at the same time to minimise the time the aircraft is in dock.

SEMMCO

One of the companies working in this area is Semmco, a family owned engineering company that designs, manufactures, installs and services a wide range of ground support equipment and aviation access platforms. Established in 1993, the company is based in Woking, UK, with offices in Texas and Dubai. The company not only supplies equipment to the airlines, but also works in sectors such as rail and the military.

It's product range includes fixed and variable height steps, variable height access platforms and fixed and dual height re-fuelling steps. However, it also designs and builds bespoke solutions, such as a platform to reach the intricate nose avionics area of the Airbus A320 range of aircraft for Lufthansa Technik Puerto Rico.

NOSE JOB

Lufthansa Technik specialises in Maintenance, Repair and Overhaul (MRO) services, particularly on the Airbus A320 range. It is based in a 20,000 square metre facility at Rafael Hernández Airport in Aguadilla - known for being the longest airport runway in the Caribbean - and has around 300 highly qualified personnel performing in-depth maintenance and overhaul checks for both North and South American customers.

The company employs a variety of docking systems to gain crucial access to the aircraft



Aircraft access staging in 1943 during the completion of Avro Lancaster bombers



A 47ft Upright Flying Carpet designed for Boeing to work on the new 767, 757 and 747 aircraft including castered hydraulic outriggers, aircraft bumper package and 17ft hydraulic extension platform designed to fit the contour of the vertical stabiliser



Semmco produced the solution to accessing the nose area of the Airbus A320 for Lufthansa Technik

The new platform's design and stability received positive feedback from Lufthansa Technik as it fitted neatly into the dedicated area



nose, wings and tail, but an internal improvement drive identified the need for a standardised work platform to access the nose area. The new platform had to work within the constraints of the specialist docking systems and be adjustable so that it could be used with the aircraft on jacks or wheels. It was also important that the new platform didn't take up too much space in the hangar - an issue with previous system.

The typical solution to such requirements is a variable height platform, however this was not what the customer wanted in this case. So, a simpler, fixed height platform was recommended, but with the addition of a hop-up for use when the aircraft was jacked. A key design element was the sliding handrails that provided the flexibility but maintained safety standards.

The new platform's design and stability received positive feedback as it fitted neatly into the dedicated area. Minor design tweaks were advised, including an additional pin added to the handrails to ensure they would be permanently fixed to the platform in order to avoid parts going missing.

Chief executive Pat Foley said: "We are pleased with the quality of the final version of Semmco's Avionics Access Stairs. Our priority is safety compliance and ensuring all team members performing aircraft maintenance, repair and overhaul can do so in a secure environment."

PLANET PLATFORMS

Another company offering bespoke aviation platforms is UK based Planet Platforms. "Powered access platforms are used extensively for aircraft maintenance as they offer a quick and safe way of working at height," says the company. "However, as they are mobile, they bring the added risk of accidental aircraft damage. This was the main reason that one of our customers moved away from away from them towards a complete aircraft docking system, covering random/windscreen, fuselage, and wings and Tail dock. Once in place they provide a larger working area that can accommodate more personnel, tools, and aircraft components than a powered access platform."



A Planet Platforms purpose built system being used by Affinity Aerospace to work on the Embraer Phenom 100

NEW FLIGHT TRAINING

One of Planet's purpose built systems is being used by Affinity Aerospace which works with the UK's Ministry of Defence maintaining three fleets of aircraft within the UK Military Flying Training System. One of these aircraft is the Embraer Phenom 100 based at RAF College Cranwell - an RAF Station in the heart of Lincolnshire which was set up as a Royal Navy Training Establishment in 1916, making it the world's first Air Academy.

The Phenom accommodates two student pilots, a four student rear crew and an instructor and is the start of their fixed wing training that will see some student pilots eventually graduate onto much larger aircraft like the Airbus A400M.

Keeping the Phenom maintained is critical to the delivery of the training. Planet Platforms was approached to design, build and install a purpose built access system for it. The solution was to design port and starboard over wing platforms and a two level Tail dock system. Working down the side of the aircraft the over wing platforms provide access to the two Pratt and Whitney Canada turbofan engines, while the Tail dock gives complete access to the tail flight controls and avionics. Constructed in two halves, the individual sections can be used to gain upper access or joined when a more complete span is needed. Additionally, cut-out sections permit full rotation function tests for the rudder without the need of removing the dock.

An Airbus 400M



Manufactured from lightweight aluminium box profile all three systems can be simply manoeuvred into place by two people, as the solutions are set on low rolling resistance, lockable castors.

POWERED ACCESS SOLUTIONS

Many if not most of the powered access manufacturers also offer 'aviation' packages to help prevent damage to the aircraft or other sensitive work surfaces. Genie's Aircraft Protection Package for example uses foam padded auxiliary rails, located top and sides, plus padded proximity sensing rail underneath. It is available as a factory fit option on most of its larger booms although there are some limitations on the size of platform depending on the model.

Genie did produce the GS-2646AV scissor lift which it launched 10 years ago specifically aimed at aircraft manufacture and maintenance, however it is no longer available. Features included a powered platform extension which increased the deck length by an extra 1.5 metres and the Padded Aircraft Protection Rail system cushions on the platform guardrails preventing surface damage. Gates at both ends of the platform provide easy access for the operators and each



A Genie GS-2646AV

incorporated a safety interlock, preventing the machine from being operated when they were open.

One thing manufacturers have found over the years is a disdain among many aviation maintenance engineers for a standard solution. Telling a company that "this is the way XYZ company carries out that work, and the solution is already designed" cuts no ice and can even generate a backlash such as "well that would not be suitable for us".

BESPOKE DESIGN

Rapid Access, the Loxam group operation in the Middle East, won its first major aviation project at the Emirates airport in Dubai. The platforms were custom designed for the contract and included two specific safety solutions. One was the addition of Bump Guarding - pressure sensitive red strips around the edges of the platform.



Bump Guarding on the JLG 8ft

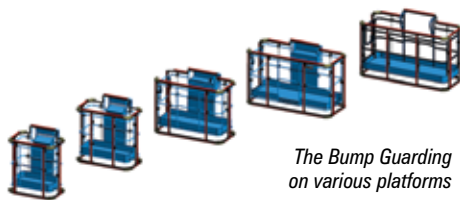
When any one of the strips makes the slightest contact, the system stops the machine from moving, preventing any damage to the plane. If it occurs the operator can then press an override button to move away from the object. The boom lifts fitted with the system were all Genie apart from two 125ft JLG 1250AJP. They included a



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The Bump Guarding on various platforms

30ft Z30N electric with 1.2 metre basket, two 34ft Z34BE bi-energies with 1.5 metre baskets, seven 45ft Z45-25BE bi-energies, five 60ft Z60-37FE hybrids with 1.8 metre platforms plus four 125ft S125 XC with 2.4 metre.

A second safety system installed on the scissor lifts use was the 'Deck Aware'. A major cause of incidents involved operators lowering the scissor lift's platform while the deck was still extended, hitting the plane below. Deck Aware prevents the down operation of the scissor until the deck has been retracted or the operator has function. The system was installed on a total of 69 Genie scissors including 19ft GS-1932, 32ft GS-3246 and 53ft GS-5390s.

NMP AT LUTON AIRPORT

Loxam's second major aviation project was for TUI Airways at Luton airport in the UK, where Nationwide Platforms has 36 platforms on site from JLG, Skyjack and Niftylift. They include 13 slab electric scissor lifts, five hybrid booms and 16 electric mast type lifts.

All the machines are equipped with aircraft specific safety solutions to avoid damaging the aircraft and include electronic or soft-edge solutions. The machines are also equipped with full telematics system allowing the customer to restrict use to authorised operators, monitor machine usage - including last user - and machine location.

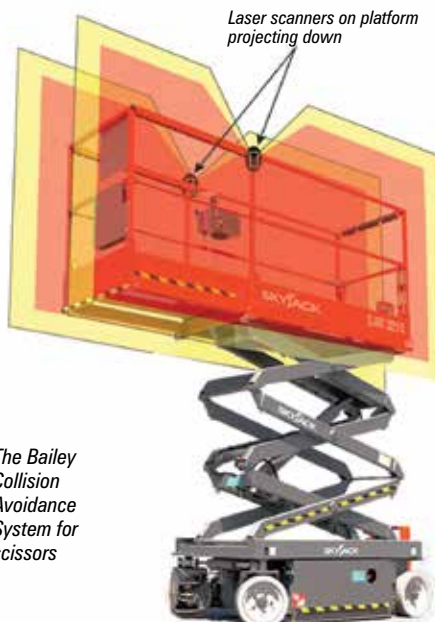
NIFTY HR17N HYBRID

TUI is using the 17 metre working height/9.7 metre outreach Nifty HR17N Hybrid to access the back of aircraft's tail fins. Being contoured and at the highest point on the plane it makes them tricky to reach with a standard scissor lift. The boom's compact dimensions and zero tail swing have

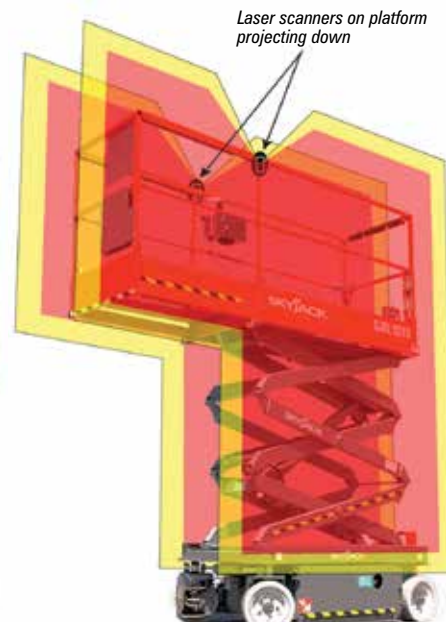


A 17 metre Niftylift HR17N is being used to access the aircraft tail fins

Nationwide Platforms has supplied a range of booms and scissors to TUI Airways at Luton airport



The Bailey Collision Avoidance System for scissors



proved ideal for work in the restricted space. The HR17N can be ordered with all-electric battery power or the second generation Hybrid power system. The Nifty HR17H has enough outreach to access the centre of the aircraft, although this is rarely needed and are fitted with Niftylift's own factory-fit Aviation-pack.

All the other platforms are fitted with lagging and Bump Guarding supplied and fitted by the Nationwide Platforms depot. These include a 45ft JLG E450EJ electric boom lift used by the cleaning crew on the plane's exterior which has a working height of 15.72 metre, 7.24 metre of outreach with 227kg unrestricted platform capacity.

The majority of the platforms - 16 of them - are Skyjack SJ12 self-propelled mast type lifts. They are also used by the cleaning crew to work, covering the lower level exterior surfaces as well as any repairs to wings, windows, doors and components.

There are 16 Skyjack scissor lifts - 10, 26ft SJ4726 and six 26ft SJ3226. The 1.19 metre wide SJ4726 are used mainly externally for airside applications and short maintenance tasks. The narrower SJ3226 scissors are used for general purpose cleaning, spraying, painting and plane repairs.

More than 80 percent of the platforms are on long term rental i.e., more than 12 months, with the remainder being spot hired throughout the year for situation specific requirements such as maintenance or the repair of wind damage to an aircraft.

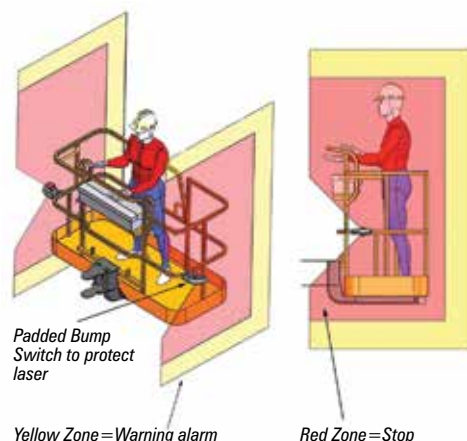
COLLISION AVOIDANCE SYSTEMS

The advancement in technology over the past decade has resulted in multiple safety/monitoring systems for boom lifts and scissor platforms. One

such system is available from US based Bailey Speciality Cranes & Aerials, which as the name suggests designs and builds equipment for niche markets such as explosion proof scissors or boom lifts.

One of its products is its Collision Avoidance System available for booms and scissors. For scissors there are two systems - basic and advanced. The basic system uses two or four laser scanners mounted on the outer edges of the platform projecting down to scan both sides below and above. Depending on where the lasers are positioned the scanners move with the deck extension providing continued protection to the front of the platform. The lasers sense two safety zones - Red which is very close and Yellow which is slightly further away - which adjust automatically with the changing scissor lift height and platform extension.

When used on a boom lift, the two side lasers cover the sides, front and back, above and below.



Yellow Zone=Warning alarm
The system used on booms showing the warning (yellow) and stop (red) zones

The lasers - Eye Safe Laser Class with IP67 outdoor rating - detect metals or composites in the two zones, depending on how close the object is. When in the Yellow zone it initiates an alarm and puts the machine into auto creep speed. In the Red zone it automatically stops the machine even when driving at full speed in order to prevent a collision. Once an object has been detected the operator pushes an override button to restore the machines functions. ■

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FROM PILOTS TO PLATFORM OPERATORS

Virtual reality (VR) training simulator provider Serious Labs introduced its module for aerial work platform operators working in aviation some years back. The module provides hands on training and assessment in a risk-free environment for airline maintenance crews. Cranes & Access talked to Wade Carson, senior director, product development to find out more.

Serious Labs' airline module offers operators advanced training that tests their ability to work near challenging curved structures. The various scenarios allow operators to increase their risk awareness and develop the skills needed to operate platforms within millimetres of an aircraft fuselage when performing real world maintenance tasks, reducing the risk of touching or damaging the aircraft.

One of the challenges in the aviation industry is that service and inspection work is often carried out with aerial lifts, but crews are trained to operate the platform far away from the actual aircraft, as there are significant financial repercussions.

"It is important to make sure that the operators have a heightened risk awareness when they are working in and around the aircraft, and that's really what we've focused on," says Carson. "Not only does the training help protect the operator, but it can also save huge costs. Consider that even a slight rub against the aircraft can result in \$50,000, \$100,000 or even \$200,000 in repairs, downtime and the opportunity costs can quickly jump this into the millions."

"Our access platform simulator is so realistic that it can replace a real boom or scissor lift for training. The simulator measures the behaviour of the operator and provides 97 percent predictivity of actual operator skills. It provides data about the risks and the human error that any of the workers bring to their work in, on and around the aircraft. That is really the value that it gives to the organisation. The management team can review the training record for each individual and have conversations about the gaps that they are demonstrating. This allows them to do some refresher training or upskilling to increase the operators' risk awareness and reduce the human error component."

VARIOUS SCENARIOS

"We also have contextual scenarios for those maintenance techs who work directly on the aircraft to add relevance for platform operation such as a logo light change, inspecting the crown of the aircraft, changing out a Wi-Fi antenna or dealing with ailerons. All those various components are on different areas of the aircraft - some are on the curvature of the fuselage, some are up against the wing, but all of them are in sensitive areas in which a collision can prove to be extremely costly."

WHAT TRAINING IS INCLUDED?

There are 22 scenarios available in English, Spanish, German and French that focus on the various aspects of carrying out maintenance and inspections on an aircraft. Carson says the scenarios are easy to set up and run and are focused specifically on operating near the aircraft's parabolic structure. All challenge the operator to have smooth control of the equipment at all times, using the controls to demonstrate correct feathering of the functions and adjust the machine speed when approaching the fuselage etc.

"Within those areas, we have focused on objectives such as moving the boom or scissor lift into position safely, then elevating the platform into the working position. So large movements first, working down into finer movements, like jibs, basket tilt and rotation, minimising boom deflection as much as possible. There are other scenarios that require careful planning around chassis position to achieve multiple objectives safely and efficiently. These activities require operators to demonstrate their knowledge of the equipment and its limitations."

"At the end of the scenario a proficiency score



Visuals from Serious Labs' VR airline training simulator



focuses on efficiency, safety and proficiency. The scoring system encourages people to increase their efficiency while operating the equipment without sacrificing safety. If you can increase your efficiency and maintain your safety score, your proficiency rating will be very high. The proficiency number is the one that you really want to focus on."

"The customer then determines the proficiency score they are happy with. Some want their operators to achieve at least 80 percent to be considered for crucial work. For others the score might be 70 percent. The training managers can set their own cut-score and measure the operators to that level. This is a great way to do this because it creates a standard across the board and helps strengthen the team where there are weaknesses. It really comes down to whether the employer is interested in greater visibility into their workforce. TechOps want skilled employees who can work on and around aircraft without damaging it." ■

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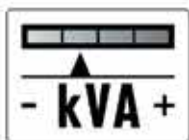
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CTT 132-6	6 t	60 m	1.4 t
CTT 172-8	8 t	65 m	1.5 t
CTT 202-8	8 t	65 m	2.1 t
CTT 202-10	10 t	65 m	2.1 t

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2022 – AN EXTREMELY ANNUS HORRIBILIS

Queen Elizabeth II described 1992 as her Annus Horribilis - a year of disasters or misfortunes. I am sure that had she lived a few months longer, 2022 would also have qualified. Global inflation and rising costs, exacerbated by the pandemic, Russia's invasion of Ukraine, incompetent governments - mainly in the UK but elsewhere too - and weather extremes as average temperatures continued to rise - almost to the point of no return if delegates at the COP27 Conference in November are to be believed.

One of the key news events was the death of Queen Elizabeth II at the age of 96 after 70 years and 214 days on the throne - the longest reign of a British monarch and the longest reigning female monarch in history.

The event that had the most impact was surely Russia deciding to invade neighbouring Ukraine. The resulting economic shock caused energy and food price hikes, along with global shortages of a wide range of components, commodities and other goods - who knew that so much stuff came from Ukraine?

The UK created its own political and financial chaos and is now the laughing stock of the world, with three Prime Ministers in as many months, spooking the financial markets enough to rack up £50 billion of additional debt in a few days. The resulting interest rates are at their highest for more than a decade and well ahead of other major economies.

There were of course several sporting highlights including the Winter Olympics in Beijing, the Women's Euros (with England finally winning a major football tournament) and Argentina beating France in the football World cup final.

Here are a few of the stand out stories from around the world.

JANUARY

- NASA's James Webb Space Telescope - the most complex ever built - reaches its destination.
- In the US, David Bennett becomes the first person to receive a transplanted heart from a genetically modified pig.
- The UK's Prince Andrew fails in a bid to dismiss a US civil sex assault case.
- The eruption of a submarine volcano in Tonga, triggers tsunami warnings in Australia, Canada, Chile, Fiji, Japan, New Zealand, Samoa and the USA.
- Reports emerge of parties held in Downing Street - the UK PM's residence - at a time when indoor socialising was banned.

FEBRUARY

- Russia invades Ukraine and quickly becomes the largest armed conflict in Europe since World War II.
- Oil prices exceed \$100 a barrel for the first time since 2014.
- Queen Elizabeth II celebrates her Platinum Jubilee marking 70 years on the throne.
- Germany surpasses 10 million Covid cases.



- Three Minneapolis police officers are tried for the murder of George Floyd.

MARCH

- Billionaire Roman Abramovich and many other Russian oligarchs are sanctioned by European countries.



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- The 2022 Winter Olympics are held in Beijing, China, the first city to host both Summer and Winter Olympics.
- CODA wins the Oscar for Best Picture.
- China Eastern Airlines Flight 5735 crashes in Guangxi, China, killing all 133 people on board.

APRIL

- The UK government announces a plan for eight new nuclear reactors.
- Global food prices increase to their highest level since the UN's Food Price Index began in 1990, with commodities such as wheat rising by nearly 20%.
- UK prime minister Boris Johnson, wife Carrie and Chancellor Rishi Sunak are fined for breaking lockdown rules making Johnson the first sitting UK Prime Minister found guilty of breaking the law.
- A European Southern Observatory team announce the discovery of micrometeoroids, a new type of exploding star.



MAY

- Monkeypox (renamed mpox) cases appear in Europe and then North America.
- Eurovision 2022 is held in Turin, Italy, won by Ukrainian folk-rap group Kalush Orchestra with the song 'Stefania'.



- UK inflation hits 9% the highest of any G7 nation.
- North Korea resumes ballistic missile tests.
- Finland and Sweden apply to join Nato.



JUNE

- The UK suffers the biggest railway strike since 1989.

- At least 50 people are killed in a dual mass shooting-bomb attack in Owo, Nigeria.
- 53 migrants are found dead in a tractor trailer in San Antonio, Texas.
- UK PM Boris Johnson wins Tory party no-confidence vote but 41% of MPs vote against him.
- First public hearings regarding the January 6th attack on the US Capitol.
- The controversial Saudi-backed LIV Golf Invitational Series gets underway.
- Flooding in Bangladesh and nearby Indian states leave four million stranded and without electricity, with at least 41 dead.



- Japan records its highest ever June temperature.

JULY

- Carlos Sainz wins the 2022 British Grand Prix - his first F1 win.
- Boris Johnson resigns.
- A series of heatwaves hit Europe causing at least 53,000 deaths, wildfires, drought and travel disruption.
- England win UEFA Women's Euro 2022, beating Germany 2-1, England's first major football victory since 1966.
- The 2022 Commonwealth Games is held in Birmingham, England.

AUGUST

- The first of a new wave of Moon exploration begins with South Korea's Danuri probe to orbit the Moon for a year.



- Israel launches airstrikes in the Gaza Strip, killing Tayseer Jabari.
- The 2022 Asia Cup - held in the UAE - is won by Sri Lanka.
- An updated Moderna vaccine offers protection against the original Covid-19 virus as well as the Omicron variant.



SEPTEMBER

- China and India approve needle-free Covid-19 vaccines.
- Liz Truss becomes UK Prime Minister.
- UK chancellor Kwasi Kwarteng delivers a 'fiscal event' which sends the financial markets into turmoil.



- Queen Elizabeth II dies at Balmoral Castle in Scotland.
- Prince Charles becomes King of the UK and several Commonwealth Nations.
- The G7 economies agree a price cap on Russian oil exports.
- NASA's DART crashes into the asteroid Dimorphos in a first test of potential planetary defence.



OCTOBER

- Brazil elects Luiz Inácio Lula da Silva as president defeating Jair Bolsonaro.



- A fatal human crush occurs at a football match in Indonesia, killing 131 and injuring more than 500.
- UK PM Liz Truss resigns after 44 days - the shortest in UK history.
- Rishi Sunak becomes new UK Prime Minister.
- Elon Musk completes his \$44 billion acquisition of Twitter.
- Xi Jinping secures record third term as general secretary of the Chinese Communist Party.



NOVEMBER

- COP 27 takes place in Egypt and agrees a new 'loss and damage' fund to help low income countries cover the cost of climate change.
- The UK Supreme Court rules that the Scottish Government cannot hold a second independence referendum without the UK government's consent.
- Fifth Israeli election in less than four years won by Benjamin Netanyahu.
- US Federal Reserve hikes interest rates to its highest levels since 2008.
- Ukrainian army pushes Russia out of occupied territory taking back the city of Kherson.
- Afghanistan's Taliban bans women from using public parks and funfairs.





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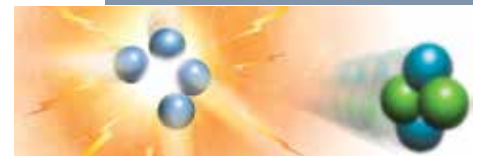
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DECEMBER

- Conservation and politicians make progress at the UN's Convention on Biological Diversity Conference (COP15) in Montreal, Canada.
- Argentina wins the FIFA World Cup held in Qatar.
- China drops its Zero-Covid strategy after a series of demonstrations.



- Researchers at Lawrence Livermore National Laboratory's National Ignition Facility in the USA achieves the first controlled fusion experiment in history generating more power than it consumed.

AND NOW, THE INDUSTRY NEWS HIGHLIGHTS FROM 2022



Dingli releases two new heavy-duty narrow-aisle scissor lifts - the 86ft JCPT2814DC and the 99ft JCPT3214DC.

Denmark's **BMS Heavy Cranes** orders a 3,000t **Huisman** electric powered ring crane.



Snorkel builds its 10,000th 19ft S3219E at its Elwood, Kansas plant.

XCMG launches two high capacity telescopic cranes - the 1,800 tonne, nine axle XCA1800 All Terrain and the 2,000 tonne XCC2000 telescopic crawler crane.



Zoomlion unveils its first all-electric RT articulated boom lift, the 51ft ZA16JERT.



Wolffkran launches an 800 tonne/metre low top tower crane, the Wolff 8076 Compact.

JLG unveils a new Electric conversion kit for diesel powered 660SJ 66ft boom lifts.

Dutch rental company **1.2.3. Machineverhuur** takes the first **Genie** S-80 J TraX boom lifts.

Dingli introduces a 26 metre boom lift-based glass handling machine.

JLG launches a retrofittable four track option for its 60ft 600S and 66ft 660SJ telescopic boom lifts.



Tadano launches two axle 40 tonne AC 2.040-1 the first new generation AT.



Dingli breaks ground on a brand new 240,000 square metre plant in Zhejiang, China.

Sennebogen releases its own brand version of the 100t tele crawler crane first launched as the **Grove** GHC110.

Liebherr adds to the top end of its EC-B series of flat top tower cranes with the 16/20t 470 EC-B.



JLG releases two new 'wide bodied' 26ft scissor lifts - the electric drive ES2646 and hydraulic drive R2646.

Tadano launches a 12t telescopic loader crane - the TM-ZX1200 Series - for the international market.



Manitou is to invest \$80 million in its North American manufacturing facilities in South Dakota.

Falcon Lifts launches its new 38 metre, 380XL Vario telescopic spider lift.



Tadano launches a new 16 tonne, fifth generation City type RT crane for the Japanese market - the GR-160N/Crevo 160 G5.

Dingli adds wide RT versions of its 99ft JCPT3225DC and JCPT3225RT scissor lifts.



The EU approves the **Cargotec/Konecranes** merger with some tough conditions.

UK based **Metal and Modular** launches the six metre working height, manually elevated Navigator 6.0.



Haulotte enters the low level aerial lift market with seven models with working heights of less than six metres.



Potain launches the 40t MCT 805 flat top tower crane which will be built in China.



Liebherr announces an all-new 2,500 tonne LR 12500-1.0 crawler crane - Belgium's Sarens places first order.

Marchetti launches two electric versions of its 25t CW25.35 Sherpina telescopic crawler crane.



MEC unveils a 16ft all-electric self-propelled mast lift - the MMAE16.

Versalift UK takes over the exclusive distribution of **Ruthmann** truck mounted platforms in the UK and Ireland.

Comet finalises its new range of Leopard spider lifts with working heights of up to 25 metres.



Tadano announces the development of a new all-electric Rough Terrain crane.

UK crane rental company **Quinto Crane & Plant Hire** calls in the administrators.



UK crane sales and service company **Foster Cranes** takes the first 60 tonne **Sany** SCE 600TB in the UK.



Dingli introduces five new 'Oil-Free' self-propelled lifts using electric actuators in place of hydraulic cylinders.

Liebherr releases the new 100 tonne LR 1100.1 lattice crawler crane.



Grove announces its eighth telecrawler crane - the 80t GHC85.



Niftylift unveils two new 'low weight' all-electric booms at Vertical Days - the 45ft HR 15E and 50ft HR17E.



Terex Utilities launches a 16.8m all-electric truck mounted lift.



LGMG launches 14, second generation slab electric scissor lifts and four new H-Series high/dual capacity diesel powered telescopic boom lifts.

The UK's **Health & Safety Executive** issues an alert regarding a serious technical fault it found on some mastclimbers.



Grove launches the four axle 100 tonne TTS9000-2 truck crane with all wheel steer.

Sinoboom Europe ships the first units from its production facility in Poznań, Poland.

Isoli launches the 29 metre PNT 290 articulated truck mounted platform on an 11 tonne, two axle chassis.



A Dutch court rules that **Mammoet's** allegation that **Huisman** had infringed its intellectual property rights with the 3,000 tonne ringer crane for **BMS** was unsubstantiated and illegal.



Crosby Airpes introduces a new wind turbine rotor blade replacement lifting system that does not require a big crane.



Böcker launches the 230V/battery powered four tonne AK 37e aluminium truck crane.



Jekko launches a new 990kg capacity all-electric Mini Picker pick & carry crane.



Haulotte completely upgrades its Compact range of slab electric scissor lifts.

The UK Court rules that **Manitou** infringed **JCB**'s stability control patent for telehandlers but dismissed JCB's claims that Manitou had infringed three other patents.

Euro Auctions raises £5.1 million from the sale of 22 cranes from the **Quinto** fleet.

Time Manufacturing acquires France's **France Elévateur** and its Spanish affiliate **Movex**.

A UK court ruled on the 2013 incident in which a new **Genie** Z-135/70 boom lift owned by **Kimberly Access** overturned killing the operator Rick Jaeger-Fozard, 29.



Manitowoc - Grove, Potain and National Crane - pulls out Conexpo 2023 in Las Vegas.

UK's **Crowland Cranes** restores a six tonne Hydrocon Highlander lattice truck crane for **John Sutch**.

Tadano upgrades its 180t GTC-1800EX to the 200t GTC-2000 and harmonises telecrawler nomenclature.



Grove launches a 70 tonne truck crane - TMS800-2 - replacing the TMS800-E.



Germany's Uplifter is appointed **SPT** spider crane distributor for Western Europe and appoints **Alan Peck** for the UK.

Scotland's **Whyte Crane Services** appoints an administrator and ceases trading.

Alimak acquires **Tractel** - the façade platform, mastclimber and lifting tackle manufacturer - for €500 million in cash.

Genie launches the optional 'Lift Guard' white noise alarm.

Dingli launches three telescopic boom lifts - the 112ft BT36RT, the 129ft BT41RT and 139FT BT44RT - each with a choice of three power sources.



Dinolift announces all-electric versions of its low weight RXT boom lifts.



Sennebogen announces a new electric telescopic crawler crane - the 50 tonne 653 E Electro Battery.

UK based **M&M Mobile Crane Hire** appoints an administrator and ceased trading.

Hiab launches a 90 tonne/metre loader crane - the iQ.958 HiPro.



Dingli launches the first of a new M series of telescopic booms starting with the 106ft electric BT34ERT and diesel BT34RT.



Manitou purchases the intellectual property of French platform manufacturer **ATN Platforms**.





The 250t **Manitowoc** 999 lattice boomed crawler crane is updated and upgraded into the MLC250.

Dingli adds three more all-electric scissor lifts to its 'Oil-Free' free line up.



Dingli launches the D-Series range of lighter weight boom lifts, based on its modular low gravity boom lift concept.



XCMG announces two new telehandlers - the six metre/2,500kg XC6-2506E and North American 17.2m 1056VN.

Wolffkran assembles the prototype of the new 8076 Compact tower crane.

Genie announces a Lithium-ion battery option for its GS E-Drive electric scissor lifts.

Klubb acquires aerial lift and recovery truck manufacturer **Isoli** including its plant in Fontaniva, Italy.



Hinowa starts manufacturing **JLG**'s new 'Gen 2' versions of the 45ft EC450AJ and 52ft EC520AJ boom lifts.

Manitou unveils a four model telehandler line - the seven metre MT 753, nine metre MT 935, 11 metre MT 1135 and 13 metre MT 1335.



Loader crane manufacturer **PM** launches the 70.5 SP Platinum.

Mammoet announces a fixed jib configuration for its 6,000 tonne SK6000.

Riwal says it is considering pulling out of the UK market.

Bobcat launches the compact 2,500kg/six metre TL25.60 telehandler.



XCMG unveils a 60 tonne hybrid European All Terrain crane - the XCA60 E - powered by a 170kW electric motor.

CMC unveils the 27m S27 and 30m S30 spider lifts.



Böcker launches the six tonne AK48e all-electric truck crane.

Oshkosh announces the acquisition of Hinowa from the **Fracca** family.

JCB unveils a new sub compact telehandler - the 1,400kg/four metre 514-40 - its smallest so far.

Grove unveils two new cranes at Bauma - a 100t GRT8100-1 Rough Terrain and the four axle, 70 tonne GMK4070L All Terrain.



Tadano launches a four axle 70 tonne All Terrain - the AC 4.070.2 - with 50 metre boom.



Palazzani unveils the 58 metre Ragno TTZJ 58, the world's largest spider lift.

Potain launches a new six tonne MDT City tower crane with a 60m jib.

Liebherr launches the 130 tonne, two axle LRT 1130-2.1 with 60m boom.



LGMG unveils the 10m M0810JE mast boom and the 12ft M0407TE mast type lift.

UK's **Flannery Plant Hire** purchases the first 17m/4,500kg **Faresin** Full Electric 17.45.

THOSE NO LONGER WITH US

Industry deaths 2022



Eric Guiot - 76 - former CEO of French rental company Salti



Amilcare Merlo - 87 - founder of Italian telehandler manufacturer Merlo



Arnold Gardemann - 72 - a pioneer of the German powered access rental market



Derek Gow - 53 - commercial director at UK crane rental company Ainscough



Richard Sowter - 66 - ex Grove and Grove Manlift DM in the 1980s



Roger van de Weghe - 76 - of Belgian crane and access rental company Van de Weghe



David Steel - 83 - former managing director of manufacturer Coles Cranes



Reinhold Bräuner - 85 - tower crane specialist, founder of MTI-Lux



Thomas Wiesbauer - 53 - managing director of Germany's Wiesbauer



Tony Thornton - 55 - UK tree specialist and powered access entrepreneur



Mark Hollister - 70 - US crane industry veteran - Link Belt, Simms, Ringpower

Ian Gamble - 81 - UK access and general rental veteran and mentor



Martin Davies - 56 - former access and crane sales manager

Hermann Paus - 89 - founder of crane, hoist and aerial lift manufacturer Paus



Frank Hasenfratz - 86 - founder and chairman of Skyjack owner Linamar



Jean-Louis Olivier - 69 - founder & former CEO of French tower crane anti-collision manufacturer SMIE

Fil Filipov - 75 - owner of crane and excavator company Atlas and past president of Terex Cranes



Celebrity deaths 2021

Peter Bogdanovich, film director (b. 1939)



Sidney Poitier, actor (b. 1927)

Toshiki Kaifu, 48th Prime Minister of Japan (b. 1931)

Monica Vitti, Italian actress (b. 1931)



Ronnie Spector, American singer - the Ronettes (b. 1943)

Ronnie Hellström, Swedish footballer-goalkeeper (b. 1949)

Douglas Trumbull, American film director (b. 1942)



Meat Loaf, singer and actor (b. 1947)

Gary Brooker, British singer, songwriter - Procol Harum (b. 1945)

Rod Marsh, Australian cricketer (b. 1947)



Shane Warne, Australian cricketer (b. 1969)

Frank O'Farrell, Irish footballer and manager (b. 1927)

William Hurt, American actor (b. 1950)

Kunimitsu Takahashi, Japanese racing driver and team owner (b. 1940)



Madeleine Albright, American politician/secretary of State (b. 1937)

Taylor Hawkins, American musician - Foo Fighters (b. 1972)

Leonel Sánchez, Chilean footballer (b. 1936)

Jack Higgins, author - The Eagles has Landed (b. 1929)

Kane Tanaka - oldest verified person living (b. 1903)

Vangelis, composer - musician Chariots of Fire (b. 1943)



James Caan, American actor (b. 1940)

Ray Liotta, American actor/producer - Goodfellas (b. 1954)

Jean-Louis Trintignant, French actor - filmmaker (b. 1930)

Kazuki Takahashi, Japanese manga artist (b. 1961)

Shinzo Abe, 57th Prime Minister of Japan (b. 1954)



David Trimble, Irish politician and Nobel Peace laureate (b. 1944)

Issey Miyake, Japanese fashion designer (b. 1938)

Judith Durham, Australian singer - The Seekers (b. 1943)



Olivia Newton-John, singer and actress (b. 1948)

Raymond Briggs, English author/cartoonist (The Snowman) (b. 1934)

Hanae Mori, Japanese fashion designer (b. 1926)



Queen Elizabeth II (b. 1926)

Wolfgang Petersen, German film director/producer Das Boot (b. 1941)

Jean-Luc Godard, French-Swiss film director (b. 1930)

Mikhail Gorbachev, 8th and final leader of the Soviet Union and Nobel Peace Prize recipient (b. 1931)



Robbie Coltrane, actor and comedian (b. 1950)

Hilary Mantel, English historical novelist - Wolf Hall (b. 1952)

Loretta Lynn, American country singer/songwriter (b. 1932)

Pelé, Brazilian footballer (b. 1940)



Angela Lansbury, actress and singer (b. 1925)

Jerry Lee Lewis, musician (b. 1935)



Barbara Walters, American broadcast journalist (b. 1929)

Christine McVie, musician/songwriter (Fleetwood Mac) (b. 1943)

George Cohen, English footballer (b. 1939)

June Brown, British sit com actress - Dot Cotton, East-enders (b. 1927)



Vivienne Westwood, British fashion designer (b. 1941)

Anita Pointer, singer - Pointer Sisters (b. 1948)



Pope Benedict XVI (b. 1927)

10,000 Generators For Ukrainian Families

Plant & Hire
Aid Alliance



Scan here to visit our
JustGiving page

Power to Ukraine

Following several successful campaigns the Plant & Hire Aid Alliance has launched its latest appeal, which aims to send 10,000 desperately needed generators to Ukraine.

Why are generators needed?

Following repeated attacks on the power grid and other critical infrastructure, President Zelensky said that generators had become "as important as armour in helping Ukraine to survive this winter".

Ukraine needs you!

By donating to the Plant & Hire Aid Alliance appeal you or your company can make a real difference, providing life-saving winter heating to a desperate Ukrainian family.

"For just £270, you can send a generator to keep these families warm," said Jeremy Fish, the CEO of Ardent Hire and one of the founders of the Alliance. "We're appealing to colleagues around the world, to join us to help reach this ambitious target of 10,000 generators."



Targeted help

The Alliance has created a website where aid workers will register each recipient. This includes details of their family or group, along with a declaration that the generator will only be used for personal and humanitarian purposes.

69 Rotary Clubs across Ukraine will monitor the generators' use, confirming that they have been installed where need is the greatest and are being used as intended. "This not only maximises the impact of the campaign," explains Fish. "It also gives our generous donors the reassurance that their contribution is making a real difference."



Make a difference today

100% of your donation will go directly towards generator orders for immediate dispatch. Your donation, however large or small, will genuinely save lives.

Please help the people of Ukraine at this time of need.

Please donate or contact us through:

www.aid-alliance.com

Or visit:

justgiving.com/fundraising/ukraine-gensets



FATAL INCIDENT COSTS COMPANY DIRECTOR \$60,000

Ng Chin Sang, the director of Fusion Builders in Singapore was fined \$60,000 (€42,000) following the death of employee Kaliyaperumal Manikandan, 22, in 2017. He was working from a scissor lift fixing electrical cables within a tray mounted on the wall at a height of around eight metres, when an overhead crane collided with it, causing Manikandan to fall to his death.



The investigation found that Ng Chin Sang, 72, was fully aware that employees were using the crane freely regardless of whether they had been trained or not. The prosecutor said: "He knew the workers used the crane freely regardless of their level of training and that the remote controls were passed around among workers. It added that the company failed to prevent 'incompatible works involving the concurrent use of the crane and scissor lift' and that it also failed to implement measures to warn those on the platform of the approach of the crane.

Sebastian Tan a director of MOM (Ministry of Manpower) the occupational safety and health inspectorate, said: "This death was entirely preventable, if not for the negligence of Fusion and Ng. The company's multiple safety breaches show a lack of emphasis on workers' safety. Top management must take ownership of workplace safety and health, and implement a strong safety culture at the workplace, so that workers follow suit."

FATAL LOADING INCIDENT PROVIDES LESSONS

The inquest into the death of Nationwide Platforms delivery driver Lee Benham opened last month in Cornwall. While the inquest continues, the jury heard how Benham, 45, had been loading scissor lifts onto his truck at Nationwide's Liskeard depot that day, when his colleague, Andrew Johnson, discovered him crushed between two scissor lifts with his hand still on the joystick of the upper controls of a 40ft slab electric scissor lift. Johnson had been loading his own truck nearby when he went to ask Benham a question. The inquest was told that the drivers had been trained to always load the lifts from the platform, and only 'dog-walk' the machines onto or off the truck in very exceptional circumstances.

One suggestion made to the jury, was that with the control box hanging from the platform, Benham may have confused the joystick direction and therefore drove the machine into, rather than away from him. Johnson immediately took the controller and reversed the platform away. He immediately realised that the crush was serious and called an ambulance. Sadly, Benham was declared dead at the hospital, caused by blunt chest injuries.

The unfortunate example has been used in training, while local managers said that an improved and stricter safety regime had been implemented, learning from the incident, adding that "everyone at the company has bought into the need for everyone to look out for each other and be more conscious of what's going on around them."



WHO TRAINED THEM THEN?

Spotted this summer in England, a thatcher, his pick-up truck and a ladder. While this might not be a job for powered access, this is certainly not the solution. Parked on a blind bend he is taking up one lane of the busy road with only a wheely bin for protection and his ladder is at an angle that anyone can see is risky.




FORMAL RENTAL COMPANY TECHNICIAN TRAINING IN CHINA

Late last year Haulotte China and Changzhou Vocational Institute of Mechatronic Technology agreed to cooperate on aerial work platform training at the Haulotte facility in Changzhou. The institute is said to be the leading vocational education organisation in China. It will now help develop and promote training courses for aerial lift technicians, with a focus on the growing number of Chinese rental companies. The move is also Haulotte's response to the government's programme: 'Accelerating the development of national strategic talents'.

The agreement signing ceremony was attended by Harry Wang, Hubert Moreau, Maya Chen and Wen Zhong of Haulotte, along with Zhu Ping, CPC committee deputy secretary of Changzhou Vocational Institute of Mechatronic Technology, and Wu Zhengyong, general party branch secretary of the Transportation Engineering School.



The agreement signing ceremony at Haulotte Changzhou



LORRY LOADER OPERATOR TRAINING

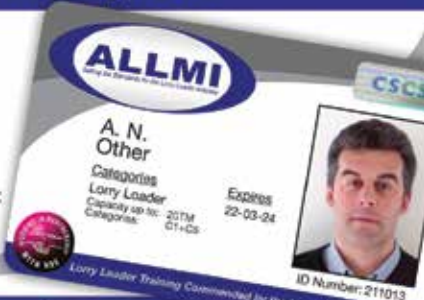

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- Crane Supervisor
- Appointed Person
- Thorough Examiner

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- Instructors
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MORE POLICE COLLABORATION

ALLMI's collaboration with the UK's Road Policing Units continues, with the association's technical manager, Keith Silvester, presenting to the National Commercial Vehicle Practitioners Forum.

Practitioners from 37 Police Forces came together to discuss issues such as load security, hazardous materials, drivers' hours and licencing.

The event was organised by Paul Diamond of Hampshire and Thames Valley Police, who said:

"Keith's contribution was greatly appreciated. After providing an overview of lorry loader and attachment types, he covered various topics linked to safe travel, including crane design and safety system requirements, thorough examinations, Standards and legislation. He also referenced several case studies concerning incidents on this subject that helped to illustrate the points being made, and I've no doubt the

information he shared will lead to more informed roadside examinations for this type of equipment."

Silvester added: "It was a pleasure to attend the Forum and engage with an audience tasked with enforcing such an important area of road safety. Following the event, we have received contact from several forces interested in working with ALLMI and so we look forward to further developing this collaboration."



Keith Silvester presenting

CHANGE TO TIER ONE REQUIREMENTS

Tier One contractor requirements for swing-up stabiliser legs have changed as of 1st January 2023.

Previously, when a lorry loader with swing-up stabilisers did not comply with Tier One contractor requirements it was permitted to operate on its sites, provided that a 'Spotter' was present to observe retraction of the stabiliser leg, and so long as both the operator and spotter had completed ALLMI's E-Learning Module for Swing-Up Stabiliser Safety.

However, as of the start of this year, fleet owners no longer have the option to use the spotter and E-Learning as a control measure. Lorry loaders with swing-up stabilisers must comply with the Tier One Contractor Acceptance Criteria in order to work on its sites.



Fleet Owner Actions:

- Check your lorry loaders against the Tier One contractor requirements: www.allmi.com/tier-one-contractor-acceptance-criteria
- Demonstrate compliance with the Tier One contractor requirements by having your lorry loaders registered on ALLMI's Swing-Up Stabilisers Compliance Register: www.allmi.com/complianceregister

STRONG DEMAND FOR E-LEARNING

ALLMI has experienced impressive demand for its E-Learning on Swing-Up Stabiliser Safety, with nearly 2,500 people completing the Module in the first six weeks since its launch.

ALLMI chief executive Tom Wakefield said: "Uptake continues to be strong, as companies recognise the benefits of putting their staff through the training. The content is highly informative, covering all aspects of safe use, and the online format means it's very accessible and completely free of charge. We would encourage all individuals working with swing-up stabiliser legs to complete the E-Learning and to contact us if they have any queries on this subject".

To access ALLMI's E-Learning Module on Swing-Up Stabiliser Safety, visit: www.allmi.com/swing-up-stabilisers-elearning



COURSE DATES 2023

ALLMI has released its new course schedule for 2023. Being the UK's only accrediting body to provide specialist training for each member of the lorry loader lifting team, as well as engineers, instructors and managers, ALLMI courses are approved by CSCS and delivered to the highest standards.

Courses available from ALLMI, as well as the process for booking, are as follows:

Booked through an ALLMI Training Provider:

- Lorry Loader Operator
- Slinger/Signaller

Booked through ALLMI directly:

- Crane Supervisor
- Appointed Person
- Thorough Examiner
- Manager - PUWER 9.2
- Instructor

Course information and dates, as well as Training Provider details, can be found at www.allmi.com/training, or by contacting ALLMI.

AUDIT TEAM EXPANSION

Long standing ALLMI instructor, Dean Tucker, has joined the association's auditing team.

ALLMI training & project officer, Jon Kenyon said: "Having delivered ALLMI's courses since 2007 and with over 20 years' experience in training for the logistics and lifting equipment industries, Dean is well suited to take on an auditing role and we're delighted to have him on board."



Dean Tucker

Tucker added: "I have spent more than 15 years delivering ALLMI training to a variety of sectors, enabling me to develop a wealth of industry knowledge and a strong understanding of the scheme, as well as the value of its auditing process. This experience, together with completing ALLMI's Auditor Development Programme, has equipped me well and I look forward to being part of a team that has a direct and positive impact on the safe use of lorry loaders."

ALLMI auditors cover the UK and Ireland, monitoring the delivery of courses on an unannounced basis to ensure that scheme requirements are upheld.

For further information visit: www.allmi.com/training



For details of ALLMI standards, guidance documents and training, visit: www.allmi.com

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RELIABILITY IN ACTION

NEW REPRESENTATIVE IN IRELAND

IPAF has appointed Damien O'Connor as its representative for all of Ireland, following a year of rapid membership and training growth across the region.

O'Connor worked in a variety of roles at HSS Hire in Ireland from 2014 to 2021 before establishing his own training and safety consultancy business. He began his working life in construction, until a work-related fall from height in 2013 forced a career change and prompted his interest in work at height safety and training. O'Connor is a qualified IPAF training instructor and will report to Richard Whiting, IPAF's UK & Ireland general manager.

Speaking of his new role O'Connor said: "IPAF is well known to me from my recent work as a safety and training consultant and motivational speaker around avoiding falls from height, and of course from my time with HSS Hire in Ireland. I am really looking forward to getting to meet IPAF members and helping spread the word about safety, training and the IPAF Rental+ standard."

IPAF chief executive Peter Douglas added: "After a strong year for IPAF across the board, the Irish



Damien O'Connor

region has been a standout in terms of new members and training delivery. It is such a fast growing market and so this is the ideal time to appoint a standalone representative to cover both Ireland and Northern Ireland."

NEW ANDY ACCESS POSTERS AND TOOLBOX TALKS

IPAF has introduced new Andy Access safety posters, briefings and toolbox talks, covering subjects such as Safe Mast Climbing Work Platform and Construction Hoist Loading as well as Rescue Planning. They also include assessing platform tyre condition and how to prevent falls from height.

IPAF recommends that anyone planning or overseeing work at height with powered access, reviews and downloads the posters and presentations and to use them on a regular basis to reinforce safety messages. They are short and to the point and quick and easy to deliver.

Brian Parker, head of safety and technical said: "IPAF puts a lot of resource into preparing these Toolbox Talks and we now have a Toolbox Talk Work Group drawn together from across our membership. We create them based on feedback from the industry, as well as trends we identify through analysis of data gathered through the Accident Reporting Portal, and our annual Global Safety Report."

Peter Douglas added: "Complacency and overfamiliarity with a task are dangers in the workplace, and even the most experienced operators benefit from being reminded of the safety basics that sometimes get forgotten or overlooked during a busy working day. Better still, why not ask your operators to deliver one of the talks to colleagues? This will be one way to ensure the information that they impart remains forefront in their mind."

IPAF's Andy Access posters and Toolbox Talks are available free to download from www.ipaf.org/andyaccess and www.ipaf.org/toolboxtalks.



UKCA MARKING SCHEME DELAYED

The introduction of the UK Conformity Assessed (UKCA) marking scheme has been pushed back a further two years in a move that will allow CE-marked products to continue to be sold in Great Britain until 31st of December 2024.

If the scheme proceeds, products will be required to carry the UKCA mark from January 2025 if they are to be sold in England, Scotland and Wales. Northern Ireland will continue to use CE marking.



Manufacturers planning to apply the UKCA mark based on a conformity assessment conducted by an EU notified body will now have until the end of December 2024 to obtain the relevant certificates from their notified body. The certificates will remain valid until at least 31st December 2027 or until the certificate expires, whichever is soonest.

To find out more about the transition to UKCA marking, www.gov.uk/guidance/ukca-marking-conformity-assessment-and-documentation

IPAF BACKS CAMPAIGN TO RETAIN UK WORK AT HEIGHT LAWS

IPAF is supporting the AIF (Access Industry Forum) campaign to save UK Work at Height safety regulations, which are set to be repealed as part of the 'bonfire of EU laws'.

The AIF has given evidence to the House of Commons Public Bill Committee that is considering the Retained EU Law (Revocation and Reform) Bill, urging it to exclude Work at Height Regulations from repeal.

Peter Douglas said: "The Work at Height Regulations are a key part of ensuring employers realise, understand and discharge statutory responsibilities to keep their employees safe in the workplace. It seems counter intuitive to just jettison such laws without proper industry consultation or parliamentary scrutiny, so we support the AIF in its call to exclude current Work at Height laws from repeal."



IN THE NEXT ISSUE OF



Place your products in front of 20,000 crane, telehandler and access buyers & users who will be reading the February March issue of **Cranes & Access**...



THIS ISSUE WILL INCLUDE FEATURES ON:

BOOM LIFTS

When it comes to boom lifts, there are always plenty of new developments. We will be looking at the latest trends and products so if you have any news or information to share, get in touch now.



ALTERNATIVE LIFTING

We review a selection of alternative equipment available for lifting heavy loads, including jacking and skidding, custom crane solutions and the latest techniques in rigging along with some interesting applications.



BATTERY DEVELOPMENTS

Our annual review of battery developments will investigate the latest lithium and other battery technologies in this fast moving market. We will also look at how some battery companies have established in-house assembly facilities to help with supply chain challenges. If you have any news, views or good photography please make contact.

VERTIKAL DAYS FIRST PREVIEW Vertikal Days - the specialist two day event for cranes, aerial lifts and telehandlers - provides an ideal chance to meet up with all the major suppliers and see their latest products. The event will be returning to The East of England Showground, Peterborough on 10th & 11th May. We take an early look at what to expect.



CONEXPO 2023 PREVIEW The big North American show in Las Vegas is back and with much to see advance planning is essential for saving you time and energy. We will be highlighting some of the key developments and product launches.



Every issue of **C&A** is also packed with our **regular columns** and **news** plus **reader's letters**, **books**, **models** and **training**, along with the latest news from **CPA**, **ALLMI**, **IPAF** and **PASMA**.

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PASMA SUPPORTS CAMPAIGN TO SAVE WORK AT HEIGHT REGULATIONS

PASMA has thrown its weight behind a campaign to save the Work at Height Regulations, which are now at risk of repeal. The campaign to save them is led by the Access Industry Forum (AIF) which unites the 10 principal trade associations involved in work at height.

The Work at Height Regulations are covered by the Retained EU Law Bill. As things stand, they - along with over 2,400 other laws - are set to be scrapped on 31 December 2023 unless ministers can be convinced to save them.

Falling from height is still the most common cause of workplace fatalities, with 683 deaths since 2005. The number of falls from height has declined while the Work at Height Regulations have been in place. The year before they were introduced, there were 67 fatal falls, in 2021/22, that was down to 29.

The AIF has submitted evidence to the House of Commons Public Bill Committee and written to Grant Shapps, Secretary of State for Business, Energy and Industrial Strategy, urging them to save the Regulations.

AIF chairman Peter Bennett said: "Employers don't want falls from height in their workplaces and want to avoid the investigations, negative publicity, delays, increased insurance premiums and upheaval of responding to an accident. The Work at Height Regulation is a compact piece of legislation that creates a useful framework for employers to manage the risks and avoid falls from height. The rules are straightforward and practical, they are embedded in existing policies, procedures and training, and although they're not perfect, the most important thing is that they work. I am in no doubt that the Work at Height Regulations have saved lives and if this legislation cannot be rescued from the scrapheap, it is workers who will pay the highest price of all."

Support the campaign: www.accessindustryforum.org.uk



Peter Bennett
OBE, PASMA

PASMA CONFERENCE ON-DEMAND

PASMA has released video recordings of presentations delivered at its conference last September. www.pasma.co.uk/conference/pasma-conference-2022/highlights

Helen Barnes of Network Rail
at the PASMA Conference



USING TOWERS IN BAD WEATHER

In the midst of wintery weather here are some top tips:

- Don't work on towers during snowy, frosty weather or heavy rain - you could slip and fall.
- If the average wind speed reaches 17mph, stop work and dismantle the tower.
- Be cautious - wind speed can increase significantly in locations such as between high buildings or the top of a hill.
- During risk assessments, check the weather forecast to make sure conditions are expected to be suitable for the work you'll be doing.
- Check the instruction manual for guidance, you must follow the manual when you build the tower and have it on site - it's a legal requirement.
- When working near overhead electrical cables, rain is an added complication. Always consult the appropriate national guidance on working safely near electricity and your local power company for advice on safe distances. Be aware of the flash factor (arcing), especially in wet conditions.
- After wind, rain, snow or frost, re-inspect your tower and the ground conditions. Ensure the stability and structural integrity of the tower haven't been affected.

PASMA CARD ON YOUR PHONE

PASMA card holders can get their training card on their phone by downloading the TowerSure mobile app. Digital cards are available to anyone with a current PASMA qualification, simply:

- Download the TowerSure app to your phone
- Enter your name as it appears on your card
- Enter your PASMA certificate number from the card
- Hit the 'profile' icon in the top right corner to see your digital card

You'll also see your PASMA qualifications and the date they were obtained, so you can quickly demonstrate the tower configurations you're competent to work with.

Easy access to 70+ scaffold tower instruction manuals

PASMA's digital library of scaffold tower instruction manuals, includes a comprehensive range of assembly guides from PASMA Manufacturing Members. The library of over 70 manuals is divided by tower type and manufacturer. It includes instructions for:

- Mobile access towers
- Cantilever towers
- Towers with bridges
- Towers on stairways
- Linked towers
- Low level work platforms

Anyone assembling a mobile access tower or low level work platform should follow the instruction manual. No manual - No tower!

Visit: asma.co.uk/manuals



PASMA LAUNCHES AFFILIATE MEMBERSHIP SCHEME

PASMA has launched an affiliate membership scheme for non-commercial organisations across the world that share its tower safety goals. The affiliation allows the parties to collaborate and share good practice, helping reduce accidents and fatalities. The Master Builders Association North of South Africa and VSB in the Netherlands have become the first affiliate members.



(L-R) Willem Piekaar and Sarah Nunn of PASMA
with Gerard Westenbroek of VSB



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*2020 Attendee Missy Scherber,
T. Scherber Demolition & Excavating*

NEW PUBLICATION ON CAMERAS ON TOWER CRANES

The Tower Crane Interest Group has published a new Technical Information Notice (TIN 054) on the installation of camera systems which are increasingly being fitted to tower crane hook blocks, trolleys or jibs to improve visibility to the operator of the load.

It provides guidance on the relevant regulations, mounting positions, maintenance and inspections, installation, in cab monitoring and factors on recording. The TIN states that when selecting a camera system and mounting position, a number of considerations need to be made, including where cameras should be mounted to provide the best view whilst being protected from damage, the effects of wind and jib angles, how the camera will be mounted and accessed for inspection, cleaning and adjustment, how it is to be powered and how it should be tethered in case of mounting failure. Measures for these and other factors such



as viewing, and recording are covered by the TIN.

As with all CPA publications, TIN 054 can be downloaded free of charge at <https://www.cpa.uk.net/safety-and-technical-publications/tower-crane-guidance/tcig-technical-information-notes>.

STARS OF THE FUTURE AWARDS 2023 NOW OPEN FOR ENTRIES

Employers across the cranes and construction equipment sectors are being invited to recognise and reward their apprentices and trainees, by entering them in CPA's Stars of the Future Awards 2023 which are now open for entries. Nominations are welcome from all relevant employers. Last year the CPA received 72 nominations from across the industry, and more are expected this year.

Organised by the CPA, the Stars of the Future is a national awards scheme for apprentices and trainees in the construction equipment industry. This year, seven national titles will be awarded - Plant Mechanic of the Year (Level 2), Plant Technician of the Year (Level 3), Young Plant Operative of the Year, Plant Operative of the Year, Plant Installer of the Year, Lifting Technician of the Year and Hire Controller of the Year - as well as some special awards.

Nomination forms are available now and can be downloaded from the CPA website at www.cpa.uk.net/skills-training/stars-of-the-future. The closing date for nominations is 31st March.

The 2023 winners will be announced at an awards ceremony at the Heart of England Conference and Events Centre in Fillongley, near Coventry, on the 6th of July 2023. For further information, please contact Lisa Collins on 07968 840390 or email lisa@lisacollinscommunications.co.uk



CRANE INTEREST GROUP OPEN MEETING

The Crane Interest Group's (CIG) annual open meeting was held in November. Chaired by Peter Gibbs of Ainscough Crane Hire, delegates attended from mobile and crawler crane sectors, along with contractors, manufacturers and training providers, as well as the HSE.

CPA crane consultant, Ian Simpson, discussed recently released CIG publications and those undergoing development and updating, he also updated on progress with the proposed CAA CAP1096 amendments.

Jamie Davis of the HSE provided an update on its 2022-2032 strategy, along with the latest RIDDOR statistics. This was followed by Kevin Minton who provided an update on discussions with the UK Treasury on the Super-Deduction Allowance, work on Net Zero carbon strategies, including the use of HVO and potential CPA support for training and recruitment. He also updated on the relationship with ESTA.

Other topics discussed included issues around the lifting of spandrel panels with pre-fitted slings. Peter Gibbs discussed how crane companies can thrive in a changing and competitive environment and finally, a presentation was given by Tensology on the magnetic testing of wire ropes.

More information on CIG and future meeting dates can be found at <https://www.cpa.uk.net/special-interest-groups/crane-interest-group>.

HELPING UKRAINE

The CPA has been involved in industry efforts to help those affected by the war in Ukraine. The Plant and Hire Aid Alliance includes likeminded organisations acting together to support humanitarian efforts. CPA staff and the association have purchased 10 x 2.5kVA domestic generators which shipped from Germany to the Ukraine.

Additional donations permitted 89 additional generators to be shipped, with Rotary International hubs in Uzhhorod and Vinnytsia delivering them to those most in need. The generators were despatched at the same time as 30,000 wrapped Christmas presents following the Alliance's appeal which aimed to bring some joy to the thousands of children suffering in the ongoing war.

A convoy of trucks carrying 64 pallets of toys and 15 containers of clothing were sent to Kosice, Eastern Slovakia, before being distributed across Ukraine with the support of Rotary International and local volunteers.



GOING UP IN THE WORLD

A history of Simon Engineering, the development of the powered access industry and a lifetime as an engineer, by Denis Ashworth

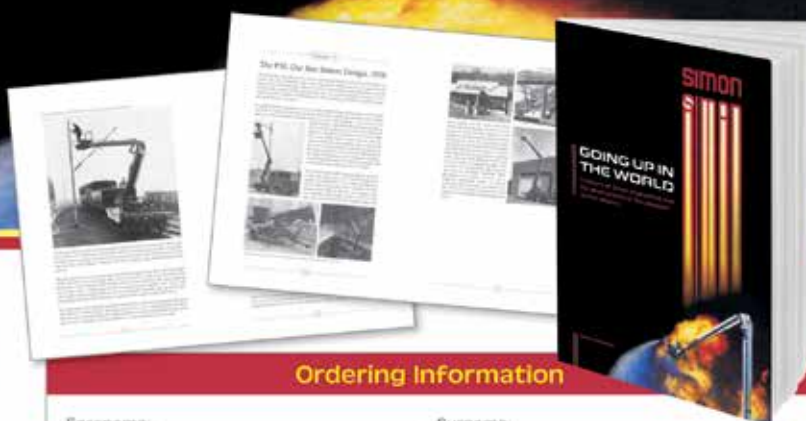
Ashworth was a keen engineer and from an early age found himself in at the very start of the modern powered access industry.

His book is an unusual combination of autobiography and history of Simon Engineering Dudley, a pioneer of the powered access industry and at one time, the world's largest manufacturer of aerial lifts.

The coffee table sized book, is highly readable and includes around 150 photographs and drawings from the very beginning of the industry. It is a 'must read' for anyone who is interested in powered access, the hydraulic equipment industry or in comparing modern day engineering challenges with those of an entirely different era.

The book is available direct from the publishers at £19.50, plus £4.50 postage and packing.

- Continental Europe €23 plus €6.50 postage & packing
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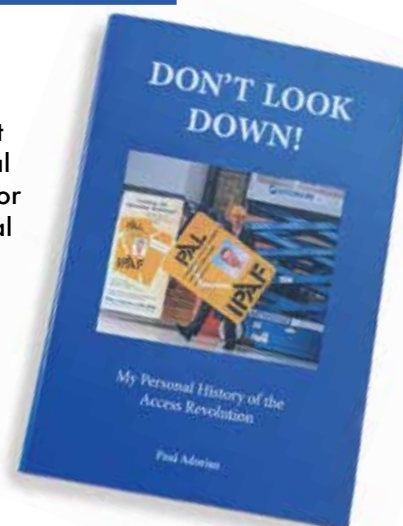
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DON'T LOOK DOWN!

Paul Adorian has been involved in the crane and access rental industries for more than 55 years, starting out in 1967 as a salesman for Eddison Plant Hire, which become the first company to add truck mounted lifts to its rental fleet. In the following decade, he founded EPL and was one of the very first to import scissor and boom lifts into Europe. He went on to set up IPAF - the International Powered Access Federation - serving as its first employee and managing director - a role he held for until retiring in 2003. The book is a highly detailed personal history of his life in the crane and aerial lift industries and a 'must read' for anyone interested in aerial work platforms.

"A beautifully produced hardback book and a fascinating and thoroughly enjoyable read." Cranes & Access magazine

"This book is a real eye opener and will appeal to those who have been involved in the business for some time, while being a useful and interesting tome for those who are new to the business. I highly recommend it." Leigh Sparrow - Vertical



HOW TO ORDER

The book can be ordered direct from the author at **pauladorian@outlook.com** or if you prefer - Tel: **+44 (0) 1539 562699**. Or through the Vertical Press on **booksales@vertical.net**

Price: **£18** - including packaging

Postage/import costs

UK: £3:50 • Europe = £9 • USA = £19 • Asia = £15





On the road



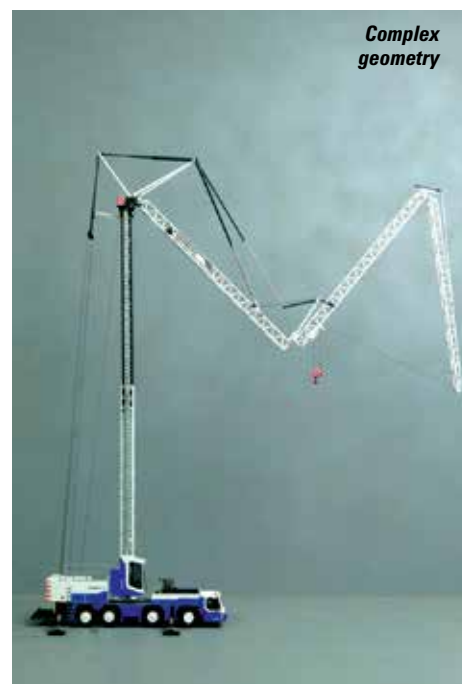
Commencing erection



Detailed carrier



Nice straight jib



Complex geometry

LIEBHERR MK 88-4.1E

The Liebherr MK 88-4.1E mobile self-erecting tower crane is a four axle machine with a maximum lifting capacity of eight tonnes. This is an updated version of the earlier MK 88 model by Conrad and it is also a 'Special Edition' model presented at Bauma 2022. An updated 'Building Instructions' booklet is provided with text in both German and English.

There are a few small parts to fit to the model. Just like the real crane it is complex, but erecting it is straightforward if the instructions are followed. There is little detail under the model but it has independent steering on each axle so all modes of steering can be reproduced and the range of movement is good.

The carrier cab details represent the real crane's uncluttered appearance and the deck has good diamond plate surfacing. The outriggers have metal beams with visible screw thread rods and plastic pads. The crane's superstructure has panel doors and handles are detailed.

The tower is lattice telescopic, and the crane cab is an updated design with an opaque windscreen.

It can be raised to the top of the tower using a winch. A new part on this updated model is a metal cover for the cab lift winch. The jib is metal throughout and is mechanically complex. Conrad has done an excellent job at making the jib, the hinges and the pendant connections to fine tolerances so that it is geometrically correct when erected.

The trolley is plastic, and both it and the metal hook have tiny metal sheaves. Keys are supplied to operate the various winches. The jib can be unfolded and either posed horizontal or luffed to an angle. The hook can be raised and lowered, but the trolley has to be positioned by hand.

It is possible to pose the crane as if undergoing the phases of erection although this cannot be carried out by operating the winches alone as various hand manipulations are required.

This model is an update of a model first released around 12 years ago. It is relatively pricey which reflects its complexity and features and can be ordered for €374 in standard Liebherr yellow from the Liebherr web shop.

CRANES ETC MODEL RATING

Packaging (max 10)	8
Detail (max 30)	24
Features (max 20)	16
Quality (max 25)	19
Price (max 15)	10
Overall (max 100)	77%

To read the full review of this model visit www.cranesetc.co.uk



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READERS LETTERS

DRUG AND ALCOHOL ABUSE - A BURNING ISSUE

Dear Mark and Leigh,

Drugs and Alcohol are without a doubt a major concern for the construction sector though sadly only the Scottish Plant Owners Association appears to be flying the flag for change. The HSE, Unions, CLC, BuildUK and others seem keen to maintain the status quo. The following paper highlights the situation.

Background

The Contractors Plant hire Association (CPA) recently issued in their November 2022 bulletin's legal section the reported increase in drug and alcohol abuse at working from home. Sadly I feel the CPA has missed an ideal opportunity to push the envelope and reinforce the industry concerns regarding the HSE's failure to record substance or alcohol abuse in its annual statistics and the need for legislation change. Whilst the Covid pandemic will have seen an increase in drinking whilst working from home, it pales into insignificance compared to the problems out on UK construction sites where major stakeholders and contractors are seemingly sleepwalking their way to a disaster in the making.

Current legislation

While drug testing is legislated in many sectors such as rail, aviation and shipping, amazingly it isn't mandatory in construction. The Trades Union Congress notes how, despite claims from drugs-testing companies, there's no concrete evidence showing that drug testing is becoming commonplace in British workplaces where testing isn't required by law. However, it did explain that there is increased usage of drug testing in the construction sector.

Considerate Constructors Scheme (CCS) audit - 2020

A recent survey conducted by the Considerate Constructors Scheme (CCS) has found that the majority of UK construction workers are concerned about how drugs and alcohol affect their workforce. The survey, which included over 1,200 participants, found that 59% of them have concerns or issues related to drugs and alcohol in the workplace. The survey also revealed that 35% of workers have witnessed their colleagues working under the influence of drugs or alcohol. Individuals who abuse drugs and alcohol increase the risk for accidents, lower the quality of work and drive up costs due to absenteeism, health issues and poor work quality. It was reported in recent times that construction workers working on the Tottenham Stadium were under the influence of alcohol and drugs on site. An anonymous source claimed, "There were people off their heads, drinking cans first thing in the morning before going on site and snorting cocaine in the toilets." This just shows how rife drug and alcohol abuse is within the

industry and that to some workers, this is just the norm. There are countless other examples.

HSE perspective

When questioned on their fatal accident statistics in a freedom of information (FOI) request the HSE responded with: "The annual fatal and employer reported non-fatal injury statistics are based on RIDDOR definitions and notifications, and as such do not specifically capture underlying causes or contributory factors like alcohol or drug use. Additionally, when an injury is reported, RIDDOR notifications require information about the "kind" of accident such as a slip/trip or fall from height. It is not possible to analyse these figures by other dimensions like alcohol or drug use." Additionally, the HSE have stated, in response to another FOI request: "The reason for the HSE not holding this information is because the HSE is the enforcing authority for health and safety, and we only prosecute under health and safety legislation. An offence under the Misuse of Drugs Act 1971 would be a matter for the Police."

Out of the 142 workers killed at work in 2020/21 how many had autopsy/medical tests that indicate excessive drugs/alcohol in their system and why were none of the fatalities/non-fatalities attributable to either drugs or alcohol abuse? We don't know and neither does the HSE!

The law needs changing to give the HSE a dispensation to prosecute under the Misuse of Drugs Act 1971, as an enforcing authority.

Who within the sector is proactive in highlighting the drugs & alcohol problem?

The current widespread problem of operators failing drugs and alcohol tests without any fear of their competence cards being suspended or withdrawn has been well publicised by the Scottish Plant Owners Association (SPOA) who appear to be the only trade association willing to tackle the challenge head on as a proliferation of trade bodies, card schemes and major stakeholders seem intent on keeping their heads well and truly below the parapets.

In 2020 the SPOA put forward a proposal to the CPA Council concerning drugs and alcohol testing for consideration and executive action. The CPA Council considered the approach but reached the conclusion that they would not support the proposal for revoking or suspending the CPCs or NPORS cards of operators who had tested positive for drugs or alcohol. As a leading stakeholder in decisions relating to plant operations, the CPA's decision to be unsupportive in the area of drug and alcohol abuse with plant operators beggars belief. The only suggestion from the CPA was to point the

SPOA toward their published guidance, Medical Fitness for Plant Operatives, which ironically does not give any guidance on drugs and alcohol testing!

Workplace injuries and HSE statistics

It is nothing less than shocking that the HSE does not record substance or alcohol abuse as a factor in RIDDOR incidents investigated, therefore there are no official figures published on this subject. In its current guise in publishing the health and safety at work summary statistics for Great Britain 2021, the HSE would appear to have us view their workplace injury statistics through rose tinted spectacles with any drugs and alcohol figures swept well and truly under the carpet. The law needs changing to give the HSE a dispensation to prosecute under the Misuse of Drugs Act 1971, as an enforcing authority.

What is the solution for the construction sector?

With the HSE hamstrung by legislation, trade associations and stakeholders unwilling/unable to act and trades unions with an entrenched viewpoint, what chance have we in changing the status quo? Introducing drug and alcohol testing has the benefit of reducing usage as it is often all that is needed to motivate drug and alcohol avoidance in all but the most resistant and dependent users. It acts as an extremely effective deterrent and enforces the idea that drug and alcohol misuse at work will not be tolerated.

The sector has the Construction Leadership Council (CLC) whose stated mission is to provide sector leadership to the construction industry. The CLC have stated in their main objectives that "the aim has been to move away from top - down HSE led activity to joint working with industry." As with the Covid-19 pandemic emergency where the CLC very successfully convened the industry response, surely the drugs and alcohol problem is similarly worthy of pooling our resources and working collaboratively to initiate urgent change?

The CLC is well placed to expedite action on the implementation of drugs and alcohol testing by instructing the Construction Skills Certification Scheme (CSCS) to mandate all their 38 card schemes for drug and alcohol testing requirements for those on site. This type of timely action could also demand that cardholders could be endorsed or say "three strikes and a lifetime ban" considered for any mandating of change.

Mick Norton BEM

HISTORICAL GEM

Dear Mark,

I was fascinated to read your historical gem about the John Laing-owned 50HB internal climber that was employed on the Barbican development in London. As a Laing apprentice at Elstree, I worked with the erection team both on the production of the dismantling derrick and the removal of the 50HB from the completed Barbican tower. We also re-erected that crane on the elevated section of London's new Western Avenue extension at the interchange adjacent to Royal Oak underground station.

Where did you manage to find that bit of ancient trivia? It brings back memories of a very different time in the construction plant business. You would be horrified by the working practices of the time!

Regards to Leigh.

Peter Cooper

This item was all down to industry veteran Nick Johnson, who seemed to be one of the few that recalled the fact that Liebherr, rather than being a 'Johnny come lately' to the hydraulic luffing tower crane market, was indeed a pioneer. When we shared Nick's information with the Liebherr team at Bauma, all of those in the marketing and product development departments - without exception - seemed oblivious to the fact that the new hydraulic luffer on show was not the company's first.

Although the cranes seem to have sold quite well in the UK, their popularity clearly did not spread, and it were eventually dropped. As they often say, sometimes the time is just not right for a particular new product.

THANK YOU!

I very much appreciated your report on Bauma, I liked the fact that you did not fill the space with acres of text, but rather provided us with a visual impression of the show. Unfortunately, I could not attend the show this year, something I deeply regret. At least I now have a feel for it. Maybe you should step it up with a video tour of the show, perhaps with some intelligent and knowledgeable commentary? I for one would enjoy it and I am sure that I am not alone.

Thank you all for the work you do, I really enjoy Cranes & Access and sad as it may sound read it from cover to cover each month. Keep up the good work - it is not only a useful tool in our business but a pleasurable one too.

Bryan Alwyn

LEE WHITMORE 1950-2023

Lee Whitmore, the co-founder of Lee Lifting passed away on Tuesday, January 10th, following a long illness. He had only just celebrated his 72nd birthday in December, retiring as a director of the company that bears his name in 2018.

Lee Whitmore started out in the crane industry as a young crane driver in the early 1970s with Sparrows Crane Hire, working from its Colnbrook depot, near Heathrow airport. Then in 1981 he made the bold move of setting up his own business in partnership with his wife Kath, who remains a director of the company.

The first machine in the fleet was a 20 tonne Kato truck crane and business was obviously good as the following year the couple acquired a new 25 tonne Grove TMS 250 truck crane and had the luxury of choosing a corporate colour and livery for the new business. Lee was keen that the company's cranes would stand out and so they plumped for a vibrant bright green, which he dubbed 'Lee Lifting Green'. On taking delivery of the new crane, he went directly to a job at Pinewood Studios where his enthusiasm and drive made him stand out as someone who was reliable and did a good job.

Over the years the company has provided cranes for many of the big films made at the studios including several Bond films, such as Casino Royale in 2006, for which he teamed up with City Lifting to supply two tower cranes and a mobile for filming in the Bahamas. Other films the company has worked with range from Indiana Jones and Superman all the way through to Harry Potter and Star Wars. His children point out that Lee Lifting continues to carry on his passion and dedication for providing a quality service.

His son Danny sums up what many of those who knew have said: "A great man for many different and unique reasons. His humour, his passion, his ambition or maybe as the man who flew superman!! He will be greatly missed by us all."

He leaves behind his wife and founding partner Kath, along with sons Danny and Jody and sisters Cassie and Jemma.

Lee Whitmore



Lee Whitmore with his Kato truck crane



Lee Whitmore with wife and business partner Kath and what looks like a brand new Jones IF15AT



BRIAN LANG 1963 - 2022

UK regional crane sales manager Brian Lang of Terex Demag and Liebherr died over the Christmas/New Year holiday period.

He retired from Liebherr last year following his diagnosis with leukaemia and had only recently gone through a stem cell transplant, but sadly passed away on the 29th of December with his family by his side. He was 59 and just six weeks short of his 60th birthday.

Brian was appointed as sales manager for Terex Demag at the end of December 2005 and worked with the company in Scotland and Ireland for eight and a half years, leaving in 2013 to join Liebherr as regional sales manager for Scotland.

Brian Lang was one of the good guys, a true gentleman, decent, intelligent with a good sense of humour and always ready to find time to help and mentor others. He was very good at what he did, always well prepared, but also those colleagues who travelled with him on sales trips comment on how he was always good company and fun to be with. He will be missed by many both in the UK and by those at the manufacturing plants in Germany.

He leaves behind wife Lisa, son Jason and daughter Rachel, of whom he was very proud.



Brian Lang



LEONARD WHITE 1958 - 2023

Veteran UK crane operator Len White tragically died in a road traffic accident on Saturday the 7th of January, he was only 64.

In the early 1980s Len White joined Essex Lifting Service as an operator, moving on to Fairview Crane Hire, Quinto Crane Hire and Baldwins, among others. Those who knew him well describe him as an outstanding crane operator, in an era when operating a crane was a more dangerous job than it is today. When he started out as a crane operator, the 'seat of the pants' technique was not only still widely practiced but was also necessary to do a good job.

Early on in his career he began to develop a reputation for having a keen eye on health and safety, not only taking it seriously, but also discussing its importance with colleagues chatting about potential scenarios and the associated risks of such jobs.

More recently he set up his own Health & Safety training company - Land and Marine Training - combining all his experience with the dedication and commitment to safety that he was known for.

One of his friends said: "Len had quite a laid-back way of training candidates, he was a great storyteller and would happily share his own experiences to pass on his knowledge. There are many, many people in all walks of life that have achieved their qualifications because of his method of teaching and testing. He will be sadly missed in the construction industry."



Len White

WILLIAM JEFFERSON BUTLER 1939 - 2023

We have received the sad news that Bill Butler - the founder of Able Equipment Rental in California - has died. He passed away unexpectedly on Tuesday 10th of January at the age of 83.



Bill Butler

Bill Butler set up his rental business in 1961 at the age of 22, just three years after he graduated from High School. He found a small yard in Santa Fe Springs, Los Angeles and worked from a simple Nissen/Quonset hut on the site, in Orange County, not far from Anaheim.

The company grew steadily over the years and along the way Bill was joined by his son Jeff, with the two working together to build the business - both organically and via acquisitions - into a regional rental operation operating from seven locations with 200 employees and a fleet largely made up of aerial work platforms. Then in 1998, as Bill approached 60, the two decided to accept a takeover offer from United Rentals and sold the business.

Butler is survived by wife Lois and three children - son Jeff, along with daughters Pamela and Patricia. Bill's grandson Jake Butler - Jeff's son - still works in the rental industry as a sales rep for H&E Equipment Services.

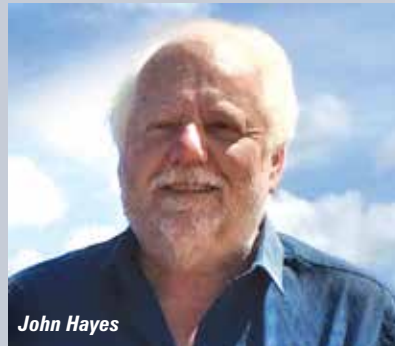


JOHN ARTHUR HAYES 1953 - 2022

We have received the sad news that John Hayes - an editor of Cranes Today and Access Today in the 1970s and early 1980s - has died. He passed away on Christmas Eve at the age of 69.

He began his career in 1976 when he joined Cranes Today magazine as a journalist - at the time it was the only English language crane magazine in Europe. A few years later he was promoted to assistant editor and then managing editor. He was also editor of sister magazine Access Today and spent much of his time covering the growing powered access market. Towards the end of 1982 he left Cranes Today and the crane industry to set up Underline Communications. Since then, he has worked in a wide range of PR roles, working with Tibbet & Britten, Linpac, DHL, Exel and Rockwood. He was also a pioneer in the internet age, founding Webmaker in 1996. Since then, he has become a well-respected and talented website designer.

Those that knew him say that he was "a kind and extremely knowledgeable man who will be sadly missed".



John Hayes

ERIC GUIOT 1946-2022

We have only just received the news that Eric Guiot - former chief executive of French rental company Salti - passed away on November 7th, he was 76.

Based on the edge of Lille, family-owned Salti was founded in 1950 by Eric's father and then managed by his mother until he and his brother Alain took over the business in 1976. Under his time at the helm the business became a pioneer of the French self-propelled rental market, when it was still very much a niche product. Eric stepped down from the day-to-day management of the business in 2011, handing over to a third generation. He was also an active participant in the French rental association DLR. Today the business operates from 40 locations with 400 employees and a fleet that includes fixed and 360 degree telehandlers, all types of aerial lifts and spider cranes.

He leaves behind wife Isabelle, daughter Valentine and several stepchildren.



Eric Guiot

Eric Guiot was a very special character, a canny negotiator, but one who believed in fairness and most importantly had a most wonderful sense of humour. It was not unusual to leave the premises without an order in your hand, but you would never regret the visit and would often get a second chance to close the deal over the next week or two. If not, there was always another deal to be done and they invariably required a visit.

A thoroughly decent man, he will be sadly missed by the many people who knew and worked with him.



DON'T GIVE IN TO CYBER CRIMINALS

The following letter is clearly a spam letter which would be normally be consigned to the spam folder and sender blocked. But in this case it does make a good and simple point, so we would like to share it with our readers.

By the way we have not contacted them, nor plan to, but we do take this threat seriously and work with our software and systems suppliers to back up data and try to keep data safe.

Hi Leigh

Ransomware is big business, in fact Cyber Crime is still the most profitable criminal enterprise on the planet! Cyber criminals trick you into downloading malicious software, steal your data and lock you out of your systems - then demand a huge ransom to release it back to you.

If your business falls victim, it's hugely tempting to just pay the ransom. That's what many business owners do, because the consequences of losing all the data is too terrible to think about.

But we have a different suggestion: Never pay...because there's a good chance that you won't get your data back anyway. These are criminals you're dealing with. And just under half of victims who do pay to get their data back find that much of it is corrupt.

By paying you're also painting a big fat target on your back. 80% of

victims who pay a ransom are hit with a follow-up attack soon after.

The best thing you can do is have a resilience plan in place. You want to stop attacks succeeding in the first place and lessen the impact of an attack if it does happen. Also, have a plan to get your business back up and running as soon as possible without giving in to the criminals.

If you want to speak to the experts, we offer an initial 15 minute video call with no obligation to buy anything, ever, but it's a conversation that might be crucial for your business.

Yours,

Tony Capewell

IT Happiness Provider

Milton Keynes

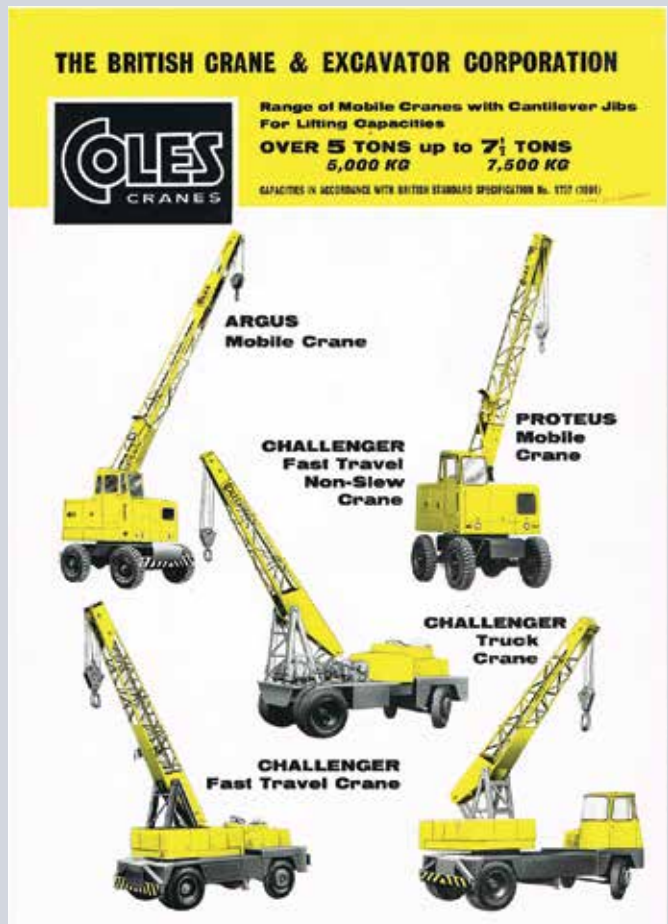
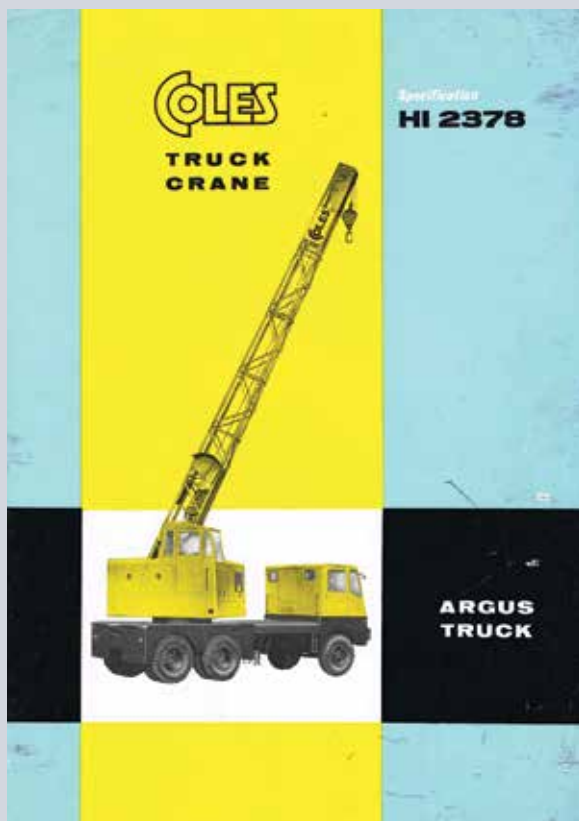
A GLIMPSE OF THE PAST

From time to time, we receive photos of old cranes from our readers which usually say something like...

"I came across this old photograph of an XYZ crane, which was very popular during the 1960s..." or "I came across this photo and wondered if you knew what crane (or platform) it is, and when it was built?" In the latter case if we cannot identify it we usually post it on Vertikal.net and typically our online readers can identify it within an hour or two.

This week we received the photograph below of a Coles truck mounted diesel electric cantilever boomed crane. We have no idea where or when it was taken - the livery looks a little like Sarens. As to the crane it looks like a Coles Challenger with optional third axle and full width cab. Or a smaller Argus?

This came in at the last minute, but we were thinking about making this a regular feature, especially after the reaction we received regarding the original Liebherr hydraulic luffers last month. We would of course do a far better research job than we have with this one. But please do let us know what you think.



2023**Baumag**

January 26-29, 2023 Swiss construction equipment show Lucerne, Switzerland
Tel: +41 56 204 20 20
www.baumaschinen-messe.ch
/htm/home.htm

**Bauma Conexpo India**

January 31 - February 03 2023 Preliminary dates for the bauma/Conexpo exhibition in India Noida, Delhi, India
Tel: +49 89 949-20255
www.bcindia.com/en/

**Executive Hire Show**

February 08-09, 2023 UK tool and small rental equipment show Coventry, UK
Tel: +44 207 973 4630
www.executivehireshow.co.uk/

**The ARA Show 2023**

February 12-15, 2023 the American Rental Association's annual conference and exhibition Orlando, Florida, USA
Tel: +1 800 334 2177
www.arashow.org

**Conexpo-Con/Agg 2023**

March 14-18, 2023 The leading US construction show Las Vegas, Nevada, USA
Tel: +1 414-298-4133
www.conexpoconagg.com

**SC&RA Annual Conference**

April 17-21, 2023 Annual Conference of the US cranes and heavy transport association including the Jobs of the Year awards Carlsbad, California, USA
Tel: +1 (703) 698-0291
www.api.vertikal.net/en/admin#!/default/5/vertikaladmin/event/index/106

**Hanover Messe**

April 17-21, 2023 World's largest industrial exhibition Hanover, Germany
Tel: +49 511 89-1
www.hannovermesse.de

**The IPAF Summit and awards**

April 20, 2023 Annual Summit and IPAs awards ceremony of the International Powered Access Federation Berlin
Tel: +44 (0)15395 66700
www.ipaf.org

**Samoter**

May, 3-7, 2023 International earthmoving and building equipment show Verona, Italy
Tel: +39 045 8298111
www.samoter.it/it

**Vertikal Days 2023**

May 10-11 UK/Ireland Crane, access and telehandler event. East of England showground, Peterborough
Tel: +44 (0) 8448 155900
www.vertikaldays.net

**Crane Rental Association of Canada Annual Conference**

May 16-18, 2023 The annual Canadian crane conference Vancouver, Canada
Tel: +1 780.790.2722
WWW://crac-acgl.ca

**Hire23**

May 24-25, 2023 The annual convention and exhibition of the Hire and Rental Association of Australia and the Elevating Work Platform Association Sydney, Australia
Tel: +61 (0)2 9998 2255
www.hire21.com.au

**Innovationstage der Höhenzugangstechnik**

May, 2023 Aerial lift Innovation Days, an informal event for access equipment, cranes & telehandlers Hohenroda, Hessen Hotel Park, Germany
www.bornthlift.de/innovationstag/

**Apex 2023**

June 06-08, 2023 International powered access trade show Maastricht, The Netherlands
Tel: +31 (0)547 271 566
www.apexshow.com

**JDL Expo**

June 22-24, 2023 French cranes and access exhibition/event Beaune, France
Tel: +33 (0)1 45 63 68 22
www.jdlexpo.com/

**Platformers' Days 2023**

September 8-9 German access and lifting show Karlsruhe, Germany
Tel: +49 721 3720 5096
www.platformers-days.de

**HCEA International Convention and Old Equipment Exposition**

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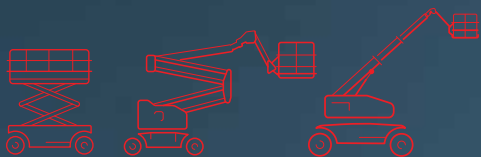
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