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On the cover:

Two heavy-lift Manitou telehandlers - a 12,000kg MHT10120L and a 16,000kg MHT10160L from Castleford-based Hesse Forktrucks remove one of 16, 7.7m long, 11 tonne Victorian flying buttress railway arches dating back to 1841 near Chorley, Lancashire, for restoration.



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Crawler cranes



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Terex launches 100 tonne truck crane, JLG withdraws telehandlers from ag market, Senior management changes at Genie, Tanfield to launch rights issue, Wolseley sells Brandon, AFI refinances, Bielefeld establishes Snorkel Deutschland, New electric spider crane from Unic, First Mec Titan in Europe, Terex acquires China Crawlers, Half year financials, New Campod for truck mounts, Finning moves into Ireland, £34,000 for tower crane drop, Vertikal Days 2011 dates set, UpRight name takes a final bow, Grove to launch 150 ton RT, GGR takes Oktopus.

Top 30 rental
company survey
2010 17



Now in its 12 year the Cranes & Access Top 30 UK/Ireland survey of crane, powered access and telehandler rental companies has been completed. This year's survey includes further fine tuning and follows a tough year in all three markets highlighting the changes at each company.

Telehandlers 29

We take a look at one of the hottest sectors in the telehandler market, at least in terms of developments, the compact and ultra-compact models. We also look at a few interesting applications and talk to the head of a contractor-owned rental operation.

Face to face 31



Mark Darwin meets with Ian Gordon, managing director of Kier Plant and talks telehandlers and crawler cranes.

Van mounted
lifts 35

Van mounted lifts are a particularly strong product sector in the UK, possibly due to the weather? We take a look at the latest developments, applications and some of the key manufacturers.

Lifts for utilities 40

As part of our on-going look at aerial lifts for utility work we focus on lifts for reaching difficult locations. This month we look at Land Rover mounted lifts, currently a hot development area and also touch on the lifting equipment solutions for reaching even more difficult areas.



Crawler cranes 47

Despite the hammering taken by the new crane market over the past two years, one area that has remained surprisingly buoyant is crawler cranes, and in particular the larger end of the sector, as well as the growing number of 'big lift' alternatives. We take a look at this sector of the market and ask if the largest crawlers are now just too big for the market?

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In the next C&A

In the next issue of C&A we have Heavy lifting, Rough Terrain scissor lifts, Outrigger mats and a preview of the SAIE show in Bologna

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c&a comment

Operator licenses?



This summer, the USA Department of Labor /OSHA published its new crane rule. While backed by law, it is essentially a best-practice guide to working with cranes in construction. Looking at it from a European

standpoint, there is little in the rule that would not be considered sensible basic practice and it looks well thought out, practical and considered.

The most contentious issue however is the third-party certification of crane operators - and this in a country where, even now, some sites allow almost anyone to operate a crane and, as a result, has more than its fair share of accidents.

The rule states that within four years all operators should not only have been fully trained, but also tested and certified by an approved body. While the government says that the new rule will save 22 lives and \$55 million in associated costs, many contractors and crane companies don't agree and feel that their costs will spiral, resulting in the poaching of trained crane operators, possibly leading to some further consolidation of the industry as smaller companies decide it is all too much.

Operator training is an area that Europe, with all its standards and directives, fails to address head on. Some countries require operators to be licensed, others simply say they should be trained. A German crane operator, for example, who comes to the UK to carry out a lift on a Major Contractor site will have a problem, in that any training, licence or experience he has will not be recognised. The site will insist on a CPCS card which is not something that can be obtained quickly. So, no single European market exists for crane operators. Oddly, thanks to IPAF, an aerial lift operator with a PAL card fares a lot better, finding that his card is increasingly accepted on sites throughout Europe and even further afield.

Surely this is an area that the crane industry itself needs to address? It is too late for a national industry association to take it up on its own, but perhaps the subject for the European crane association, ESTA, to get its teeth into, if only to set common minimum standards and groupings for crane operator training that local industry associations could apply?

Mark Darwin

Please mail, email or fax any comments you may have, to the editor, stating if we may publish them or not.

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