



"The MLC650 and MLC300 will be game changers in the crawler crane market."

Joe Vaccarello, MAXIM Crane Works

"The VPC technology is going to set a new standard in Ground Bearing Pressure standards and expectations."

Paul Belcher, Mountain Crane Service

"The VPC technology reduces ground prep, which is an immediate savings for our customers."

Rick Mikut, ALL Erection & Crane Rental Corp.

MLC300 / MLC650

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On the cover:

A operator from GB Access using a remote controlled Palfinger loader crane making a delivery at a quarry.



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Sennebogen launches 120t telescopic, UK's HSE reminds on slew brake checks, three new booms from Mantall, new owner for Quinto, Manitou unveils 32m roto, Liebherr LTR 1220 as counterweight? Terex forms JV with Manitex, New Hitachi crawler cranes, Custom unveils push around, IAPS sells French parts business, New Liebherr flat top, IMT launches 32t/m crane, Singapore tightens crane inspection and financials round-up.

Boom lifts 17



Over the past 12 months the market for self-propelled boom lifts has seen several major developments, mostly at the two extremes of the working height range. Cranes & Access reviews the latest model launches and looks at the alternatives to the new super booms.

Loader cranes 25



With Palfinger listing the UK market as one of its strongest this year in terms of growth and volume, Mark Darwin visited its distributor for England and Wales, T.H. White and spoke to managing director Mark Rigby.

Crane safety 35

Continuing from last month's safety feature which looked at the principle causes behind fatal aerial work platform incidents, we take a similar look at accidents and safety measures for the mobile crane sector.

In the next C&A

The next issue of Cranes & Access scheduled for mid-January will feature truck mounted lifts, crawler cranes and include the annual Rental Rate guide, as well as our look back at the top news stories of 2014. If you have any contributions or suggestions, please contact our editorial team.

500 tonne

crane recovery 35

After lying on its back for five months in Peterhead, Scotland, the recovery of Whyte Crane Hires' 500 tonne All Terrain crane created a good deal of interest. Peter Issitt, managing director of Crowland Cranes - contracted to carry out the recovery - talks about the trickiest contract he has ever been involved with.



Böcker profile 47

Cranes & Access visits German crane and access manufacturer Böcker to find out more about the company, its aluminium cranes and platforms.

Genie Italy plant expansion 51

Assistant editor Ed Darwin visits Genie's factory in Perugia, Italy which is making nine telehandler products and four Z-boom models including the new 33ft battery/electric Z-33/18.

JDL show review 53



We have a brief photo round-up of the JDL Mediteranée show held in Marseille at the end of October.

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go instead where there is no path and leave a trail".**

Ralph Waldo Emerson

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Trained, competent or proficient?

Everyone accepts that a car driver that has just passed his or her test might know how to drive, but they still lack the experience to be considered fully competent or proficient on the road. Just look at the number of accidents drivers have in their first year or two at the wheel.

Unfortunately the difference between trained/certified and competent/proficient/qualified appears to be lost on some crane and aerial lift owners and users and may well be the reason why 'trained' operators are often involved in equipment incidents. Yes they may have the theoretical and practical knowledge but still lack the crucial experience of working in different conditions found in the real world.

In the days before Health & Safety legislation mandated 'training', it seemed that more companies would bring operators up through the ranks, providing ample opportunity to get hands-on experience on a variety of smaller machines before being let loose on the larger, more complicated equipment. This also created an operator 'hierarchy' with the more experienced operators obviously holding a more important position in the company even if there was nothing official recognising this.

Of all the equipment we cover, mobile crane operators have to amass the widest range of knowledge and experience, akin to an aircraft pilot. However just passing a written exam and practical test does not make a good or qualified operator - it is just the first essential step in a long process. And what is deemed adequate in one country is not necessarily acceptable elsewhere, as ESTA is currently finding out with its proposed European Crane Operator Licence.

In a sensible move, ESTA is said to be 'nearly there' in bringing together the various European crane licences, and comparing the different standards and qualifications. This obviously takes time and it would appear the Dutch standards are far superior to other European countries including the UK, Germany, France, Italy, Norway and Denmark, and this is the high benchmark level that is being set. If the UK level is currently CPCS level 2, the new licence would be level 3 or 4 and by default would be aimed at the more senior, experienced operators. This scheme would not be mandatory, but is gaining support particularly in mainland Europe which has more day to day cross-border movements of labour.

If such a scheme is implemented it could also be the driver for multi-level licences which recognise the increased level of training and experience gained by the operators of the larger more complicated equipment. This in turn will give operators something extra to strive for, as well as raising the profile and prestige of the job, which in turn may attract more talented young people into the role...

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

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