

The Trade Fair for Aerial Working Platforms, Cranes and Forklifts

# PD Platformers' Days

Karlsruhe Trade Fair Centre



6 – 7 Sept. 2024



[platformers-days.de/en](https://platformers-days.de/en)



Organizer:

messe  
— karlsruhe

Conceptual partner:

Cooperation partner:



# READERS LETTERS

## CRANE MOVEMENT EMBARGO TIMES IN THE UK

The following is the full text of the letter from the CPA - Contractors Plant-hire Association - to the UK government.

Mr Mark Harper  
Secretary of State for Transport  
House of Commons  
London  
SW1A 0AA

9th May 2024

Dear Secretary of State,

Re: Construction Plant-hire industry road issues: Embargo Times

I am writing to you on behalf of the Construction Plant-hire Association (CPA), which has over 1,900 member companies, ranging from small owner/operator companies to the largest national/international construction equipment manufacturers. These companies hire out all forms of plant and equipment - from small excavators and dumpers to the largest mobile/crawler cranes - which are supplied to construction sites throughout the country, whether they are for urban or rural (re-)developments or large-scale infrastructure projects such as HS2.

Our members (and others across the wider construction industry) are currently experiencing extreme problems with Embargo times - police enforced movement orders which prevents the movement of construction plant and equipment at the beginning and end of the working day. A report published yesterday by the Centre for Economic and Business Research (CEBR) on 'The costs of increased police enforcement of Abnormal Loads regulations' written on behalf of the Road Haulage Association (RHA), Heavy Transport Association (HTA), and others, found some disturbing figures for UK Plc. Heightened regulatory requirements affecting the haulage sector - which our members provide not only for their own machinery, but on behalf of fellow members when required - is estimated to lead to a reduced economic activity for the road haulage sector, equating to a £1.5 billion loss over a 10-year window if higher end projections become a reality.

Construction sites begin work at 8.00am, and finish at 4.30pm. Sites refuse entry to vehicles before 8.00am, which leaves owners/drivers in the difficult position of where the vehicle can safely park until the Embargo time has ended - usually at 9.30am.

On those very rare occasions when a site will open early - in London this has to be before 6.00am on a weekday - then local residents adjacent or local to a site could be woken from 4.00am onwards. [Most of these sites have a very strict operating policy whereby the machines' engines cannot start before 8.00am and must finish at 6.00pm.]

Equally, as soon as the machine's work is complete - nearly always at the end of the day, plant owners are being asked to remove their machines from site - whether under their own power, or on a low-loader. This again places the machine/low-loader driver in an impossible position, as they cannot stay on site, but cannot leave either without breaching the Embargo. This also impacts on the number of hours the driver may work, and the consequences for their safety, and the safety of road users.

With some police forces being particularly stringent with enforcement - one member was notified that they had infringed the Embargo time by 49 seconds. Consequently, companies are avoiding problematic forces such as West Midlands, Merseyside, Metropolitan Police and Greater Manchester. If businesses are avoiding certain constabularies, this will create problems elsewhere on the UK's truck road system, adding unnecessary carbon dioxide emissions. By using UK Government's cost of carbon figures alone, the CEBR report estimates that over a 10-year window to an additional £420 million. This does not reflect the longer journey times, and the associated costs which according to the CEBR is estimated to cost businesses upwards of £2.4 billion.

With the creation of Embargo times, the consensus is that construction related vehicles should not travel during rush-hour/peak-time hours. However, if the Government's primary concern is regarding other road

## Abnormal Load EMBARGO

users during rush hour/peak time movements, there has been a growing uptake by companies (and their drivers) of professional accreditation schemes - such as Construction Logistics and Community Scheme (CLOCs), Fleet Operating Recognition Scheme (FORS) - together with the evolution of Driver CPC scheme. In addition, electronic warning systems, as advocated by Transport for London (TfL) with their Passive Safe Systems (PSS) is the next stage in TfL's Direct Vision Standard (DVS).

Construction projects use Traffic Marshals, thereby mitigating any risk to other road users or pedestrians. This scheme would also work in reverse with machinery/low-loader leaving site, with traffic flows being equally slow at the end of the day. From the latest Embargo map that police forces circulate, North Wales and Durham have the latest Embargo time beginning at 8.00am. This has not had any adverse impact on other road users - and so could be rolled out as a pilot scheme in other areas, whereby an 8.15am time could be implemented to facilitate entry onto sites. Equally, the pilot scheme could look at introducing an earlier embargo time - Northumbria has the earliest, ending at 5.30pm. If the pilot scheme - one that could incorporate CLOCs (or a similar recognised scheme) - which advocates routing vehicles away from schools or other locations where vulnerable road users - could additionally enable the scheme to work in other areas, then this could begin at 4.45pm, before the main rush hour/peak time travel begins. [The CLOCs scheme, like other schemes, has been in existence for over 10 years and has significantly reduced the number of injuries/fatalities on our streets.]

The cost to customers, whether provided by our members, or those working in other industries have been universally affected by the unnecessary delays being imposed, has, according to the CBER, equated to £1.2 billion over a 10-year period.

Within the construction industry, there is a discrepancy between HGVs which can travel freely in urban (or rural) areas without restriction, whereas construction plant and low-loaders (which are similar to the dimensions of an HGV/bus) are restricted. This is having a massive impact on our members and highlights an inconsistent approach by the police and the authorities in how Embargo times are policed. If a sensible agreement can be reached, this would benefit our industry, and promote efficiencies and savings to UK Plc. The total costs outlined by CEBR estimate that from their figures, UK Plc would be over £5 billion better off if changes were implemented immediately.

We are aware that ACPO's 2010 'Guidance on the Movement of Abnormal Indivisible Loads' is being reviewed next month. It is critical this review works for the construction industry and develops a consistent approach if we are to avoid significant costs and productivity impacts across UK construction.

We are keen to discuss these issues in more detail with you and your colleagues in order to reach an outcome that addresses your concerns and resolve these very real challenges impacting our members.

We look forward to hearing from you.

Yours sincerely

David Smith  
CPA Legal Manager

Chris Cassley  
CPA Policy Manager





# PLATFORM GÜNLERİ 2024

*Keep Rising!*



## THE COUNTDOWN STARTS FOR MEWP INDUSTRY'S SUMMIT IN TURKIYE!

Manufacturers, distributors, leasing companies, financial institutions, support product and service providers, and end users will come together at Autodrom Istanbul, Istanbul's prestigious venue for events.

**19-21  
SEPT.  
2024  
ISTANBUL**

Owner



Event Organiser



International Official  
Cooperation With



Event Location



Mescit Mah. Demokrasi Cad. No:19  
Tuzla / ISTANBUL

National and International Media Sponsors



for more information

[info@platformgunleri.org](mailto:info@platformgunleri.org)

[www.platformgunleri.org](http://www.platformgunleri.org)



## TYRE BRAND INFRINGEMENT

Dear editor,

We recently sent you a press release announcing the launch of the Linglong Crane Master tyre for operators and OEMs of mobile cranes. Unfortunately, there seems to be an infringement of the trademark from another major tyre manufacturer, and they have summoned Linglong to stop using the Crane Master name in Europe.

Linglong's marketing team has been working hard on rebranding the series. The new name, 'Crane Primacy' was selected to reflect the company's heritage and dedication to quality, as well as the superior characteristics of the new mobile crane tyre series.

If you have already published a story on the Linglong Crane Master, we kindly ask you to remove all references to the 'Crane Master' and replace it with the 'Crane Primacy' name. A replacement image can be found attached.

If you haven't published the release yet, please make sure to not mention the 'Crane Master' and refer to the new tyre as the 'Crane Primacy' instead. Apart from the name all information remains the same. Again, please use the attached replacement image.

Please accept our apologies for any inconvenience caused.

Best regards,  
Peter Ibes

## JOHN WILLIAM DAVIS 1972-2024

We only recently learnt of the tragic news that John Davis of Custom Equipment/Hy-brid Lifts has died. He passed away on December 30th at the age of 51. He had joined Hy-Brid Lifts just six months earlier as director of sales for the south central territory coming on board in July last year. He had previously worked for Texas State Rentals and Hi-Way Equipment, both in Houston, Texas. His obituary said: "He was a dutiful son, a proud father and a man of God, an altogether beautiful person."

He leaves behind his daughter Olivia and son Omarcus as well as his mother. Tragically his father, John Davis Junior, had died just a week earlier on December 23rd at the age of 76.



The inaugural meeting of the Retired Gentlemen - from bottom left moving clockwise: Keith Williams, Tim Kendall, Jim Longstaff and Tim Ward

## THE RETIRED GENTLEMEN

The following poem and message was drafted by four UK access industry entrepreneurs and veterans - Jim Longstaff formally of Clements, Keith Williams of Mainline, Tim Kendall of Media Access Solutions and Tim Ward of Upward Powered Access.

They have come together as the 'Retired Gentlemen' and held their first 'meeting' - a long leisurely lunch - in May, during which they drafted their first effort dedicated to encouraging the industry to use common sense, if not economic necessity in setting rental rates. A second effort praising the work we do and our publisher was simply too kind, over the top and too embarrassing to publish. We sincerely hope they will hold a follow up meeting and draft another poem like this one.

### The Old Boy's Retirement Poem.

In all our years of rental, we've seen too much to tell  
Some actions seem quite mental, as we wonder "what the hell!"  
The asylum and its loony's have come to run the show  
Where logic, sense and reason, you no-longer need to know.  
With equipment prices soaring, but rental rates the same  
We've all become quite boring, as we highlight it's inane  
To try to make a living, on diminishing returns  
And all you end up getting, is kicked and cut and burned.  
"A life in hire" we hear you say, "you must be very proud?"  
In truth we're not, no not at all, as we scream and shout aloud  
We all began young men, all fresh and keen and bright  
But didn't know what lay in store, of our industry delights  
To truly miss the old days, where the rental game was fun  
And we could still enjoy a laugh, once all the work was done  
But now it seems quite draining, and a daily bitter fight  
Us dinosaurs remaining, who will slowly fade from sight  
We're out of touch and out of time, as the young bucks move ahead  
We no longer wish to fall in line, or fill our days with dread  
Of rental rates dissolving, to a lousy, paltry figure  
With national players resolving, to destroy the game with vigour  
Gobby spiv's who're full of bluff, but have no business brain  
Can't understand to win the race, that margins must remain  
So please heed what we're preaching, as we're shunted to a siding  
It's profit we're beseeching, and turnover we're deriding

To realise that at the end, it's down to this small slice  
a molten pearl of wisdom, so please heed this great advice:  
GET YOUR RATES UP AND RETURN IT, BACK TO 1%  
Or you could end up like us four, all bitter, cynical Grumpy Gents  
A fiver here a tenner there, you'll be amazed at what this can do  
What you're asking is quite fair, for a service great where credit's due  
There will be parts of this we'll miss, as we depart and blow a kiss  
Think old Chums and be quite bold, please heed this poem and what we've told  
us four Old Friends will enjoy the view and raise a glass as there's nothing new  
in the rental game, (where we'll soon be forgotten) which has seemingly  
become a race to the bottom.

Tim, Keith, Tim & Jim

**RECALLING ROBERT 'BOB' MARK IRVING**

*The following letter comes from Richard Irving, the son of Robert 'Bob' Irving, one of the most influential pioneers in the self-propelled aerial lift market, having just discovered John Parker's obituary on Vertikal.net - See Cranes & Access May/June 2023.*

*Bob Irving, was the owner of A1 Machinery Rental company in Los Angeles, which was responsible for the creation and development of the very first self-propelled scissor lift in partnership with Selma-Manlift (acquired by Grove in 1979) and went on to set up the aerial work platform manufacturer Mark Lift with John Parker, initially using the Parker Lift name for its products. Marklift went on to become worldwide market leader for a while but began to go wrong after Irving suddenly passed away in 1975. The company was eventually acquired by Terex, before it took over Genie.*

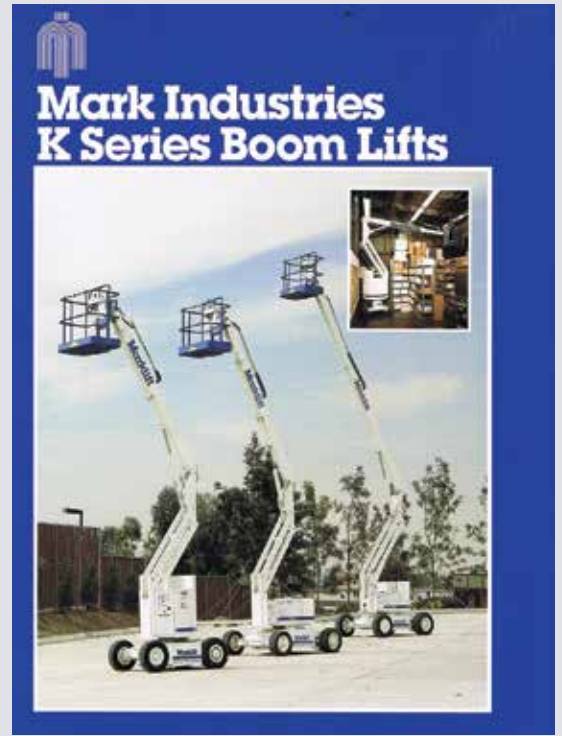
**Dear Leigh**

**I was sorry to hear about John Parker's passing, it was such a surprise to read this article - it was so long ago that my father Robert Irving died.**

I do remember all of these events. I wish I had been a lot smarter at the time and could have been more in control of the situation. My father's middle name was also Mark, he named the company after himself. I myself have enjoyed a career in the restaurant industry - The Ivy restaurant, Ivy at the Shore (in Santa Monica) and our bakery Dolce Isola (in Los Angeles) have been around for over 40 years. I also remember when I saw the first Star Wars film seeing Mark Industries in the credits.

Thank you for writing the article - reading it is very touching for me.

Richard Irving



**3 POWER OPTIONS** 

**WITH US, YOU CAN!**

[www.palazzani.it](http://www.palazzani.it)

**BI-ENERGY**

**HYBRID<sup>2</sup>**

**ECO**





**Vertical days**  
VISIT US ON STAND 313  
AND OUR NEW UK DEALER

**CPL STAND 310**

**Industrial lifting magazine Lift & Hoist International (LHI)** 

*has been rebranded as ..*

**International Lift & Hoist (ILH)**



**INTERNATIONAL LIFT & HOIST**

The new magazine and web site will continue to provide independent, impartial coverage and information for professionals working in the global industrial lifting sector for all types of industrial lifting equipment including: Overhead cranes, Hoists, Aerial work platforms, Lift trucks, Rigging and all related Drives, Controls and Ancillary Components.

Published by MK International Media Ltd. 



The specialist advisory for buyers and sellers  
of hire businesses

# Had a good run... Time to cash in?



You've worked hard for years. There's been ups and downs but it's all gone well. You've built the business, taken some risks, looked after your team and your customers and your family. So well done.

But maybe you're thinking "what about me"? What about the future, financial security, more time with the family, travel, leisure and yes, less stress?

## Maybe it's time to sell?

We can help. The Hire Exchange is the only specialist business sale advisory for the hire sector. We understand the market, we know the people and the right buyers for your business so we can optimise its value.

**If you want know more about selling your business call  
Chris Harvey on 03303 230643, in strict confidence or visit  
[www.thehireexchange.co.uk](http://www.thehireexchange.co.uk) or email:  
[info@thehireexchange.co.uk](mailto:info@thehireexchange.co.uk).**



## The Hire Exchange

The specialist advisory for selling hire businesses