

READERS LETTERS



Hi,

My name is John Alder, my father was a rep through the 1970s and 80s for Mark, Calavar and Hunterlift. Later on, he worked with Simon and as a consultant for MI-Jack. John Parker was a frequent guest of my folks when in Chicago and then when in Southern California.

When I relocated to the Los Angeles area John helped me get started finding a residence and having me work at the plant for a short time. He suggested I take the position offered to me by Calavar where I became a field service rep and learned a bunch! I had previously met Russ Guthrie as he had also visited our home. These guys were super smart and very cool!

When Parker made the deal with Calavar to use his design for their scissor lift line I went to the Hunter facility to learn about the machines for my field service training. It was a very cordial environment. Some of the assemblers were Vietnamese guys that were super meticulous about their work. The electrical systems were very 'sano'! I had been wondering about John recently and was so sorry to learn of his passing.

Another character from that era was Terry Hansen. He was a field service rep for Calavar in their early self-propelled days and became the service manager at Calavar. I travelled as a service rep for him. He was great to work for and we became pretty close friends. I lost track of him long ago but think of him often.

Condolences to John's family, I know they were very close. I wonder how David is doing these days...I always thought young John looked like Joe Montana...LOL

Sincerely, John Alder

Facebook: Johnny Alibi or Alibi's Garage

This letter follows the tribute/obituary to John Parker in the May issue of Cranes & Access, if any of our readers can shed light on those mentioned in John's letter I am sure he will appreciate it - as would we.



HOW TO LOSE BUSINESS

I have just read the story on Vertical about Nationwide installing a lanyard detection system on its boom lifts, and seeming to urge other companies to do the same by buying it from them? This device is in my view a waste of time.

- What if the site risk assessments do not require a harness to be used, such as over water where an attached harness can kill?

- How can you be sure that something is connected to the other end of the lanyard or there are other people in the platform? Are they suggesting that you install multiple devices?

Some machines are complicated enough, and adding another layer to the anti-crush and other 'safety' devices risks making a platform too complicated for many operators who already have a 'day job' as an electrician or painter etc...

If I am not mistaken back in the 1980s American car manufacturers started to instal automatic seat belts that motored into place once you sat down. I don't know what happened, but within a year or two they stopped fitting them - I am guessing that they were so irritating or unreliable that people moved to cars that did not have them? That ought to be a warning note for Nationwide. The combination of a warning message if the seat belt is not attached, along with the law and education has succeeded where the enforced belt did not.

The letter above is melange of three letters saying pretty much the same thing, and in two of the three specifically asked not to be named.

JOHAN VAN DE WATER 1964-2023

Johan van de Water - the long-term manager marketing & communications for Dutch heavy trailer manufacturer Nootboom - passed away at the end of May, he was only 59.

He began his career in 1987 as a marketing assistant with the agency De Kock & Van Gelder, but the following year moved to the Dutch company Stork, which ran a group of companies active in aerospace, technical services, food and printing machinery, where he was appointed as one of its advertising managers. In 1993 after five years in the role he made the move to Nootboom, where he found his niche, seeming to thoroughly enjoy the industries the company serves, in particular the crane and powered access markets.

A larger than life character who enjoyed life to the full, the following letter from the company best sums up how his friends and colleagues thought of him.

Dear Sir,

On 31st May 2023, our colleague Johan van de Water, manager marketing & communications, passed away at the age of 59. He worked with great dedication at Nootboom for almost 30 years and his loss leaves a huge void in our company. In his role as manager marketing & communications, Johan was highly driven and always looking for innovations and opportunities. This is how he started the Nootboom Shop more than 20 years ago and under his leadership, Marketing & Communications has grown into a fully-fledged department within Nootboom.

Although Johan preferred to operate behind the scenes, he was a key factor of Nootboom's strong image and brand perception. Especially during exhibitions and events at home and abroad, he and his team always managed to put together an event that was organised down to the last detail.

Johan was an idea generator and organiser with a very large and diverse network. He was always optimistic, full of life and much loved by his colleagues. We will miss him dearly.

On behalf of Nootboom's management and staff, we wish his family and all those who will miss him much strength in coping with this great loss.

Marinka Nootboom



Johan van de Water



Johan van de Water

DUSTY S. HESS 1975 - 2023

Dusty Hess, a JLG veteran of 28 years, passed away in May and the age of 47. He worked with JLG in McConnellsburg for 28 years.



ESTA PUSHES GERMANY AND EU TO GET A GRIP

ESTA, the European association representing abnormal road transport and the mobile crane industries, has written to the German government and EU, pushing them to take urgent action to resolve the crisis facing heavy transport in Germany caused by weak infrastructure and long delays in issuing permits.

The strongly worded letter calls on ministers and commissioners to set out a detailed long-term plan for heavy transport to stop the current situation being repeated in future years. The letter was written by ESTA director Ton Klijn with the support of the ESTA board. In it he says: "Central and regional governments - both politicians and officials - and Autobahn GmbH have to date completely failed to recognise the gravity of the situation. They have declined to adopt any immediate, short-term measures to ease this crisis or shown any sign of developing the long-term policies required for an efficient, modern industrial economy."

Herr Bundesminister
Dr. Volker Wissing, MdB
Bundesminister für digitales und Verkehr
Invalidenstr. 44
10115 Berlin

per E-Mail min@bmdv.bund.de

Leiden: June 6th, 2023

Marking: **sml-TKN2306**

Subject: Abnormal Transport permitting in Germany

Dear Mr Wissing,

I am writing to you on behalf of ESTA, the European Association of Abnormal Road Transport and Mobile Cranes. We have members in 25 countries working on many of Europe's most important energy, industrial, transport and construction projects.

The recent news from northern Germany that the delays in granting permits to heavy and abnormal transport look set to be the norm for many months to come illustrates an outrageous and damaging dereliction of duty by the authorities concerned.

Central and regional governments - both politicians and officials - and Autobahn GmbH have to date completely failed to recognise the gravity of the situation.

They have declined to adopt any immediate, short-term measures to ease this crisis or shown any sign of developing the long-term policies required for an efficient, modern industrial economy.

Heavy transport is an increasingly important service industry. We deliver heavy equipment from the factory to the ports for export, we transport the wind turbines essential for Europe's net zero ambitions, we carry the growing number of industrial and building units that are constructed offsite before being taken to their destinations. The German government's grand plans for an energy turnaround and a green economy are an illusion without functioning abnormal transport. We could go on.

Yet the transport companies and our clients are hampered every step of the way by a bureaucracy that is unable or unwilling to consider realistic solutions and politicians who are too often afraid to look beyond the next election.

The statement last week from the Northwest Branch of Autobahn GmbH des Bundes underlined the scale of the problem.

They said they are unable to reply to emails, because they are too busy; there is a telephone line, but that is just to check on the status of applications - not to expedite them - and they admitted it is very difficult to get through.



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Their long-suffering clients - the abnormal transport companies - have simply been told to be patient and to expect a permit processing time of nine or ten weeks, instead of nine or ten days. In fact, the issuance of most permits takes 15 weeks and there is a backlog of about 15,000 pending permit applications.

We are told that the situation will eventually improve - without any firm evidence whatsoever to back up that assertion. At no point is there any suggestion of serious action to try and improve the situation as it is today. According to Autobahn GmbH, the solution lies in a new automated permit handling system whose development will be accelerated by a few months and which should now go live in July. The current experiences with the dysfunctional VEMAGS system makes us fear the worst.

And in the long-term, what is the plan? On the part of the national authorities, we only hear statements about unrealistic plans to shift abnormal transport to railways (which are already overloaded) and to inland waterways (whose infrastructure in Germany may be in even worse condition than the road network)

Can we suggest an agreed programme of infrastructure investment, the development of agreed heavy transport routes, the creation of an agreed Europe-wide electronic permitting system, and common rules and regulations on the size and weight of loads (along with the rules on marking and lighting and escort cars)?

In our view that is the only way to develop an abnormal transport infrastructure where rail and inland waterway ambitions can be realised and the road network can be spared as much as possible. It opens the only realistic path to realise the German governments' green ambitions.

None of this is difficult. It just needs will and ambition.

But if the authorities continue to turn a deaf ear to these very real problems, German - and European - industry will suffer great harm. This is, we stress, not just an issue for German companies but for Europe as a whole.

As a result, we call on the German national and regional governments - and Autobahn GmbH - to turn this crisis into an opportunity, and lead all of Europe towards a series of sensible and long overdue policies to support heavy transport that will have a great and positive economic impact. The revision of the Directive 96/53/EC on weights and dimensions for road transport, currently in progress, offers a golden chance to realise such an initiative.

ESTA will wholeheartedly support you in any initiative towards greater harmonisation and streamlining of abnormal transport licensing in Germany and Europe. We look forward to hearing from you and to advance the discussions we will be sending copies of this letter to other parties concerned.

Ton Klijn
ESTA Director

"Heavy transport is an increasingly important service industry. We deliver heavy equipment from the factory to the ports for export, we transport the wind turbines essential for Europe's net zero ambitions, we carry the growing number of industrial and building units that are constructed offsite before being taken to their destinations. The German government's grand plans for an energy turnaround and a green economy are an illusion without functioning abnormal transport.

"Yet the transport companies and our clients are hampered every step of the way by a bureaucracy that is unable or unwilling to consider realistic solutions and politicians who are too often afraid to look beyond the next election."

The letter is reproduced in full.