

# HEAVY TALK



We are sorry to report that after many years of unstinting commitment to the HTA, as Honorary President, Earl Attlee will be stepping down from this position. Earl Attlee is unable to continue in his role as HTA President due to his increasing commitments in the House of Lords.

Earl Attlee has been a good friend to the Association having represented the interests of the Association on a number of levels. We would like to express our heartfelt thanks to him for all his support, enthusiasm and mentoring whether at our general meetings or in House of Lords debates.

Lord Attlee, a member of the Conservative Party from 1997, has held a seat in the House of Lords since 1992 and was elected a hereditary peer under the House of Lords Act 1999. During this time, Lord Attlee has covered issues in areas of Defence, Transport, Foreign Affairs, Energy and Trade & Industry. It is an admirable quality that despite his heavy Parliamentary workload and his other wider interests he was willing to devote so much time to Association business and issues.

He aided the Association in a number of important matters ranging from the important STGO review to the introduction of the code of practice for the escorting of abnormal loads. He will be irreplaceable in many ways but his impact on the industry will no doubt be felt in the years to come. We wish him well for the future and no doubt he will continue to support our industry in whatever capacity he can.

## COMMITTEE ELECTIONS

The Committee have appointed a new Chairman for the HTA. We welcome John Rodell, Operations Director at HET/FTX Logistics, who has taken over as Chairman from David Collett. David has generously given his time over the past seven years as Chairman, and we all join in thanking him for all his dedication and work. David will remain on the HTA Committee and continues to represent the HTA at ESTA with Rolf van Apeldoorn, HTA Vice Chairman.



John Rodell



David Collett

### Association Officials:

Chairman:	John Rodell
Vice Chairman:	Rolf van Apeldoorn
Treasurer:	Graham Robbins
Secretary:	John Dyne
Co-ordinator:	Katharine Narici

### Committee Members:

Tony Buckland	Dave Purslow
David Collett	Tony Lovell
Eric Crosby	Tim Wayne
Sadie Emery	Tim West
Alan Lewis	Hugh Wilson

### Working group representatives:

Self-escorting:	Tony Lovell, Tony Buckland, John Rodell
Strategic Sites:	Sadie Emery, David Purslow, Hugh Wilson, David Collett
Industry Liaison Working Group:	All HTA Committee

## FUEL DUTY PROTEST LETTERS



Responding to members' concerns at previous meetings and the large increases in fuel prices in 2008, the HTA has taken the battle for a better deal for haulage companies to the politicians. During July the HTA Chairman, John Rodell, wrote to the Prime Minister, the Chancellor of the Exchequer, the leaders of the Conservative and Liberal Democrats and the shadow Chancellor. The speed of response from the Conservative party was impressive and they have invited the HTA to be involved in their consultation and face to face meetings later in the year. It is disappointing to report that the Prime Minister, Chancellor and Labour and Liberal Democrat parties have not yet responded.

## FREIGHT TRANSPORT - DELIVERING SERVICES '08

Public Service Events will be hosting the above conference on 11th September at the Barbican Centre, London. This event will explore how the public sector can further improve the areas of road freight management, promote Best Practice and training to aid the industries efficiency, and harmonisation of the three key elements – road, rail and water – and how these elements can meet the demand of future economic growth, whilst minimising their impacts.

Key speakers from priority organisations linked with road, rail, aviation and sea will be present and the event will culminate in a panel debate, discussing the future challenges for freight transport, allowing delegates an open forum to consider the views and ideas of like-minded professionals. John Rodell, HTA Chairman will be attending the event.

<http://www.publicserviceevents.co.uk/main/overview2.asp?ID=58>

## STOP PRESS – HEAVY HAULAGE REPORT

HTA members are being invited to get involved with a feature article on the transportation of heavy, oversize and/or abnormal loads by road, to be published in the Nov/Dec edition of Heavy Lift & Project Forwarding International ([www.heavyliftpfi.com](http://www.heavyliftpfi.com))

The report will focus on the many issues which affect any company that needs to move such items by road, from factory to port for export overseas, or from port to the point of production.

For those who don't know, HLPFI is a specialist journal with a world-wide audience, focusing on all aspects of the transportation of heavy, out-of-gauge and over-dimensional cargoes. It is distributed to over 5,000 readers, including project freight forwarders and shippers working in energy, procurement and construction.

This is obviously an excellent opportunity to generate some positive publicity for the HTA and individual members.

To submit any information, or enquire about advertising in the report, please contact Luke King on 01689 850484 or email [luke@heavyliftpfi.com](mailto:luke@heavyliftpfi.com).

## HTA NATIONAL ABNORMAL LOAD NOTIFICATION DIRECTORY

Convoi Exceptionnel Ltd are now producing the HTA National Abnormal Load Notification Directory. A 10% discount is available to all HTA members. The Directory includes contact details for Police abnormal load officers, Local Authorities, motorway network agencies, numbers for drivers to call for police escort, all London Borough Councils, port and harbour boards and more. Other publications include the Abnormal Load Motorway Guide, Driver's Copy of Police Contacts and counties/regions wall maps. A quarterly update service is also available.

For further information go to [www.convoi.co.uk](http://www.convoi.co.uk) and click on 'shop', or email [caroline.ward@convoi.co.uk](mailto:caroline.ward@convoi.co.uk) for an order form.



## STEEL ERECTION

With 'black gold' at £5 per gallon, industry is struggling with the economic implications of high-energy costs. To mitigate this, it is imperative that we seek alternative sources of fuel. A multitude of options are available, with wind and wave power being two of the alternatives and the use of hybrid powered cars, trucks and buses to reduce oil dependence.

Wind turbines, also known as wind energy converters (WEC), convert the horizontal kinetic energy of wind into rotary mechanical energy which can then be utilised to generate electricity by means of generators.

As HTA members will have noticed, we have a proliferation of wind turbines erected mostly in mountainous areas, all of which pose enormous challenges to the erectors of these steel structures.

Accessibility to such a site is one of the challenges faced, and craneage is another - with steel columns up to 120 metres high and fibreglass turbine blades as long as 61.5 metres, surmounted by a generator nacelle of 40 to 80 tonnes, the challenge is self-evident. To erect steel structures like this in complete safety requires cranes of 500 to 1200 tonnes SWL.

So how are these enormous cranes and steel structures erected at the top of inaccessible hills in remote areas? The short answer is with great difficulty. After groundwork preparation and foundations, a timber 'mat' is laid for the crane to stand upon, to spread the outrigger loadings over the widest possible area. The crane can then be rigged with a jib of sufficient length to get above the nacelle, sometimes with a fly jib for extended reach.

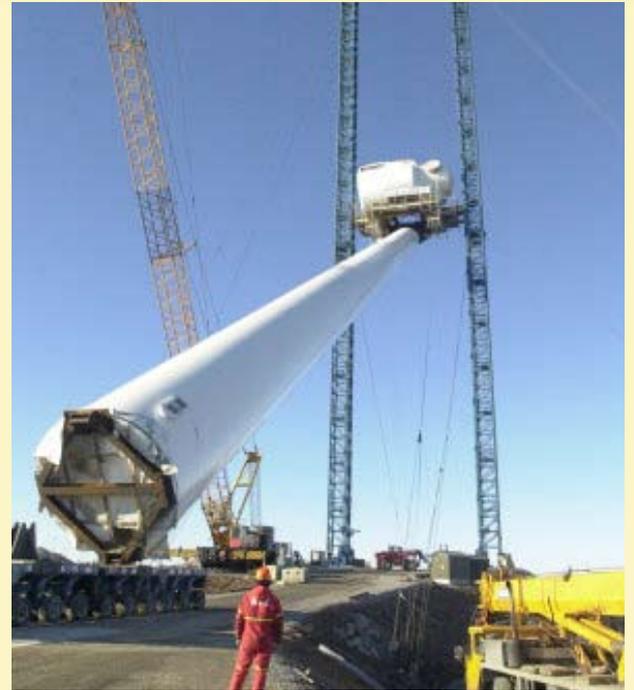
Erection of Wind Turbines normally requires the use of Truck or Crawler cranes with jib lengths of 140 metres plus fly jibs of 15 to 20 metres. But as cranes of this size are sometimes impractical to erect on a hillside, another option is the utilisation of 'Strand Jacks' to lift the column from horizontal to vertical with SPMT trailers tailing the structure to allow columns to rise through 90 degrees.

Strand Jacks are a novel and cost effective alternative to conventional cranes, but nevertheless are still 'Lifting Devices' and as such are subject to all of the statutory implications of Safe Systems of Work, Risk Assessment and Annual Test & Inspection.

*Mike Ponsonby BA*

Sources: LOLER Regulations 1998.

ACOP: Safe Use of Lifting Equipment. ISBN.0717616282



*Strand Jacks & SPMT lifting Wind Turbine*



*Liebherr LR. 13500 Crawler Crane erecting Wind Turbine Blades, by the hub*

## NOTIFICATION OF RESURFACING WORKS

The HA will carry out resurfacing work to lane one of the northbound M1 carriageway between junctions 23A and 24 near Kegworth in Leicestershire from Monday, 1st September and will continue for two weeks (working weekdays only).

The work will take place overnight only from 22:00hrs in the evening to 06:00 hrs the next morning. Only one lane will be in use on the M1 northbound between J23A and 24 when the work is in progress. In addition, the A42 to M1 north entry slip road at J23A and the northbound exit slip road at J24 will be closed.

A local diversion route will be fully signed at J23A directing traffic to M1 J24 and M1 north via the A453.

There will be no work overnight on Friday, 5th or Saturday, 6th September due to the World Superbike event at Donington Park.

There will be a 50mph speed limit overnight whilst the works are in progress and the hard shoulder will be used as a running lane during part of the works.

The M1 will be returned to normal running outside working hours.



## WELCOME TO THE FOLLOWING NEW MEMBER

The HTA welcomes:

**MESSIAH CORPORATION LTD, WEST THURROCK, ESSEX**

[www.messiahgroup.com](http://www.messiahgroup.com) (Contact: Tony O'Sullivan)

## TRUCKPOL

TruckPol is a nationwide police intelligence service which records information on all aspects of road freight crime. By submitting information to TruckPol you could be helping to solve a serious crime in our industry. Tel: 0247 6516246 [www.truckpol.com](http://www.truckpol.com)

## ADVERTISEMENTS

If anyone wishes to advertise in an issue of Heavy Talk, please contact Katharine Narici on 01829 771774 or by e-mail ([info@hta.uk.net](mailto:info@hta.uk.net)), for details.

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## HEAVY TRANSPORT ASSOCIATION

Century House High Street Tattenhall Chester CH3 9PX  
Tel: +44 (0) 1829 771774 Fax: +44 (0) 1829 773109 E-Mail: [info@hta.uk.net](mailto:info@hta.uk.net)  
[www.hta.uk.net](http://www.hta.uk.net)