

A NEW SARENS SGC 250 FOR THE FUTURE NUCLEAR POWER PLANT AT HINKLEY POINT

The Sarens group, specialized in heavy lifting, has announced that the new SGC 250 crane will serve to build the new nuclear power plant in Hinkley Point in Somerset, England. This giant crane will mainly work by night, and will require 280 trucks.



BAT POPULATION PROBLEM

Once installed, the SGC 250 will face several challenges. First, the teams of the Belgian group will have to perform lifts at night, using an anti-collision system. This would be done in order to minimize disruption during the day, when 52 tower cranes will be operating at the work site. Operators will need light to operate at night, but will have to be careful and do not disturb the bats, which are a protected species.

With six kilometres of rail laid on-site, the crane will travel between three different lift locations without the need for disassembly or re-assembly. It will be the largest SGC in the Sarens fleet, and according to the Project Manager Mark Rowlands, **“ the eyes of the world will be watching ”** the operation.

This year, the heavy lift specialist Sarens has announced that the new SGC 250 crane will perform lifting operations at the Hinkley Point site, based in Somerset, England, for the construction of the nuclear power plant. The project, carried out by the Bouygues Travaux Publics and Laing O'Rourke Construction, has been estimated at 20 million pounds. The giant crane, with a 250,000 t/m maximum load moment, will be used to lift prefabricated concrete elements, steel structures and reactor equipment, ranging from 50 to 1150t and with radiuses of up to 165m. This crane, launched in October 2017, will be transported from the Gent site of Sarens in Belgium to a nearby lay down yard before it is shuttled to the project site. **280 trucks will be required to deliver the entire SGC 250 elements.** At the moment, the access road is a problem for the transporters as the narrow lanes only allow ten trucks per day. According to the company, a lot of palnning will still need to go into all the logistics of delivery.