

PRESS COVERAGE 2018

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“WE HAVE PUT IN PLACE A SPONSORSHIP CAMPAIGN IN COLLABORATION WITH THREE LEADING SECTORIAL ONLINE NEWSLETTERS, NAMELY KHL, HLPFI, AND CRANES TODAY.”

Dear Sarens friends,

True to our mission to properly position our brand, we continued our work towards publishing on our website and our social media accounts great content related to Sarens work globally. This, in turn, attracted the attention of the Press who are increasingly interested in interviewing us and writing small or big stories about the company.

For the past three years, the attention we have gotten from the Press has been entirely organic; this means that journalists have been approaching us out of genuine interest in our news. To make sure all the many stories we publish on our website and our social media accounts receive the attention they deserve, this year, we decided to take it up a notch. We have put in place a sponsorship campaign in collaboration with three leading sectorial online newsletters, namely KHL, HLPFI, and Cranes Today. Practically, this means that, every week, a news article on Sarens appears on the sponsored section of the newsletters these three publications expedite to up to 35.000 industry professionals, investors, clients, suppliers, etc. Along with the merited exposure we receive organically by the Press, these three targeted campaigns will raise the Sarens profile even more and will help us in our mission to show the world #Howwedoit.



You can browse through our 2018 Press Coverage [here](#).

Keep up with our news by clicking [here](#) and visiting our social media accounts on Facebook, LinkedIn, YouTube, and Twitter.

If you would like to write an article and you need us to make a contribution, don't hesitate to email us at marcom@sarens.com.

KLEOPATRA KYRIMI
GROUP MARKETING & COMMUNICATIONS MANAGER



QUARTER 4

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SARENS FEATURES IN THE DECEMBER ISSUE OF HEAVYLIFT AND PROJECT FORWARDING INTERNATIONAL

NEWS ROUND-UP BUSINESS

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NEWS in BRIEF

New ISS forwarding unit
The Investment Corporation of Dubai has established ISS Global Forwarding, a wholly owned subsidiary to coordinate supply chain logistics. It is the result of a strategic decision to separate Logistics Management and ISS into two standalone companies.

APM sticks with Damco
APM Terminals (APM) will maintain its Damco freight forwarding entity as a separate business under its own brand, a split of a reorganization that will see the Damco group combine its ocean and supply chain offerings.

LP partners with Rhénus
USA-based Logistics Plus and Germany's Rhénus Project Logistics are joining forces to transport and power for the modernization of two lignite-fired coal power plants in Turkey. The project is expected to be completed by Q4 2014 and will continue for approval until 2019.

CEVA and CMA CGM deepen partnership

CEVA Logistics plans to broaden its partnership with CMA CGM through the acquisition of the latter's freight management business and the provision of an exit option for CEVA shareholders.

For shareholders wishing to exit their investment in CEVA Logistics, CMA CGM will offer CHF30 (USD30.05) per share. This exit alternative will be provided in the form of a tender offer by CMA CGM that is open to all shareholders.

The two companies have agreed that CEVA Logistics will remain a listed company with an arm's length business relationship with CMA CGM.

The latest agreement between



CEVA and CMA CGM follows DSV's withdrawal of a revised offer to acquire CEVA Logistics for CHF30 (USD30.05) per share. DSV said that it decided not to pursue

the acquisition "based on the unwillingness of the board of directors of CEVA to engage directly with DSV at the price per share offered".

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Sarens enters Taiwan market

In a bid to capitalize on Taiwan's emerging wind energy industry, Sarens has established a new company in the country. Sarens said the newly formed entity is well positioned to take advantage of the Taiwanese government's positive offshore energy policies.

Taiwan is expected to award a total of 10.5 GW in grid

capacity for offshore wind contracts, and is already on track to add 4.06 GW of offshore wind power by 2025, said Sarens.

The Belgium-headquartered company intends to maintain a fleet of SPMTs in Taiwan, as well as SGC-120, SGC-90 and CC-8800 heavy-duty cranes.

It will also provide onshore logistics for offshore projects.

Fesco wins nuclear contract

Atomenergoyexport has contracted Fesco Transportation Group to deliver equipment for the construction of the Rooppur nuclear power plant in Bangladesh.

As part of the agreement,

Fesco will transport general and oversized cargoes, with a total weight of more than 6,700 tonnes, from Russia to the project site. The Rooppur nuclear site is located 160 km from Dhaka.

Conceptum opens Toronto office

Germany's Conceptum Logistics has strengthened its presence in the North American market

by opening an office in Toronto, Canada. The office will be led by Erik Hemphill.

BNSF boosts options with 20-axle railcar

BNSF Logistics has expanded its fleet with the addition of a 20-axle railcar, the TEXX 900, which the USA-based logistics provider says provides more options for customers moving heavy and over-dimensional loads.

The railcar can handle cargoes weighing up to 406.2 tonnes. The deck space for cargo measures 12.2 m x 1.2 m x 2.9 m, which BNSF claims makes the depressed deck railcar an ideal choice for complex project moves.

"We are excited for this new addition to the BNSF Logistics rail fleet. The TEXX 900 is one of three similar cars in North



America and the only of its kind available for building outside a

private fleet," said Dan Curtis, BNSF Logistics president.

NEWS in BRIEF

MO L CY delivers truck

MO L CY has delivered a 30-ton heavy-duty truck to Hong Kong. Powered by a 350hp Cummins ISB engine, the vehicle has been purpose-built for heavy haul applications, including the transport of oversized turbines, transformers, marine diesel engines, boilers and related energy components.

XL Lifts distributes eBull

Wiggins L & Company has selected XL Lifts to distribute the eBull Series Bull – one of the first large-capacity, semi- and sub-urban electric trucks in the world to be built in the USA. The vehicle has a lifting capacity of 13.6-31 tonnes.

Landmark Goldhofer orders

Goldhofer has ordered 52 units of heavy-duty modular flatbed trailers for Sarens. The order includes 48 units of the SP55L heavy-duty model and eight SP55L and SP55L.

Ritchie Bros plans Las Vegas transportation-only auction

Taking place at its Las Vegas site on December 6, Ritchie Bros is set to hold its first-ever transportation-only auction. Equipment categories featured in the auction include truck tractors, heavy haul trucks, containers, reefer trailers and van trucks.

"Typically, our auctions

feature equipment from a variety of sectors, but with this transportation-only event we are focusing our efforts to create a unique auction for one industry with trucks and trailers from owners across the USA," said Rob Groux, senior vice president of sales at Ritchie Bros.

Express Mondor Group expands

Canada's Express Mondor has completed the acquisition of Transport L'Épiphonie. The entire team and assets of Transport L'Épiphonie have now been integrated into the Express Mondor Group.

As a result of the transaction, the group now has two divisions specialising in non-standard transportation, with a combined fleet includes more than 100 tractor units and over 300 trailers.

Sarens moves capacity to China

Sarens is relocating its 1,600-tonne capacity Terex CC880-1 crawler crane, a 1,250-tonne capacity CC6800

and an extensive fleet of SPMTs to China as part of its Sinebrans-Sarens joint venture (SSJV).

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Sarens prepares launch of world's largest crane

Sarens, the Belgium-headquartered heavy lift and transport engineering specialist, is preparing to launch its SGC 250 – a ring-based heavy lift crane boasting a maximum lifting moment of 250,000 tonne/metres. David Kershaw reports.

Sarens' giant new SGC 250 crane has completed most of its test lifts and will be ready to enter service in the first quarter of 2019, said CEO Wim Sarans.

It will be mobilised to the Hinkley Point C nuclear power plant project, where it will remain for a minimum of four years.

The SGC 250 is the natural successor to the SGC 140 (maximum lifting moment of 140,000 tonne/metres) that was launched in October 2017 and is working at the Tengizchev oil TCO project in Kazakhstan.

The new SGC 250 has a maximum lifting capacity of 5,000 tonnes. The main boom, measuring up to 160 m long, can be supplemented with a 100 m long heavy-duty jib. In absolute technical terms, it is, at this point in time, the largest crane in the world in terms of size and capacity.

"We are aware that these classifications are difficult to make because various factors are taken into consideration but, when the combination of size and capacity are considered, the SGC 250 is a winner for now," said Wim Sarans.

Flexible relocation

The ring design allows for flexible relocation between lifting sites, as well as providing a compact and stable platform for performing super-heavy lifts. It also has a compact footprint and low ground-bearing pressure.

Construction of EDF's Hinkley Point C is being led by the Bouygues Travaux Publics and Laing O'Rourke Construction



The SGC 250 at the Sarens launch event.

joint venture. Wim Sarans said the SGC 250 was developed following a successful bid to provide heavy lifting works at the project.

"One of the main reasons for choosing this crane was the minimal lifting impact on site, and that is why the lifting moment matters," explained Wim Sarans. The crane can stand far enough from the area at which construction is happening to allow other works to continue. "That is important, as otherwise the site would have



a lot more disruptions and delays."

Another reason for the SGC 250's selection was the successful track record of the SGC 120 and SGC 140. Notably, the SGC 120 has been working on a nuclear power project in France.

"It is an environment that has specific safety rules and quality controls. It was not only the machine, but also the Sarens organisation and our procedures around using the crane that were ultimately taken into account when the developers chose our proposal."

Design

Wim Sarans added: "The design and specifications of the SGC 120 and subsequent models, the SGC 140 and the SGC 250, were made in-house by our Sarens Engineering team. The construction was also completed in-house. We order the components from a selection of companies in Europe."

Boosting the SGC 140's maximum lifting moment by 10,000 tonne/metres was no mean feat. To create this latest model, the diameter of the ring was extended, resulting in a more stable lifting base. The boom system was upgraded with heavier components, with the design tweaked to aid erection and assembly.

"From the existing components of the SGC 140, only the back masts, winches, drive units and hook blocks were retained. Most of the components needed to be significantly upgraded," said Wim Sarans.

He added that the SGC 250 will set the standard for heavy-duty cranes, and has the potential to be mobilised to a variety of jobs once its role at Hinkley Point C is complete. These are likely to be newbuild nuclear power plant projects and large FPSO modular installations, as well as the next generation of petrochemical newbuilds and upgrades.

HLPI



A heavy carrying of a new oil rig for TOTAL from Bremerhaven to Gdansk.

Obstacles block overland activity

Overland transport in France is a continuing challenge – but perspectives on the issue vary. *Megan Ramsay* highlights some of the difficulties.

Marc Sagen, sales manager for heavyweights, project cargo and co-ops at Shipping Agency Service au Havre (part of Nacore Group), does not see any particular problem for overland transport in France. “Road transport for abnormal loads is, quite logically, regulated in France, as it is elsewhere,” he noted. “Our

maritime solutions can allow overland distances to be reduced, and enable the development of shorter (Paris-Europe) alternatives.”

According to Paulo Gonçalves, managing director, Sarens France, the permit process takes a long time simply because there are so many parties involved, all of whom must be satisfied: regional administrations,

concessionaires (highways operators, rail company SNCF, the waterways agency and so on) as well as local authorities.

Things are improving, though. “The government has started to designate itineraries based on total milking weight... but sometimes without any links between these routes, which must be requested on a case by case basis,” he said.

Chris Grippotis, operations manager, industrial project France for Bolloré Logistics, suggested that to facilitate heavy lift transport by road: “Strategic export projects for industrial manufacturers with international commitments should be eligible to benefit from priority treatment, for example.”

Management system

He would also like to see a more centralized management system supported by staff with knowledge of abnormal loads, and with access to a database that integrates elements such as alternative itineraries and public entities responsible for facilitating the movement of such shipments.

Benoit Le Gars, industrial project specialist at Haropa, noted that fewer and fewer road transport permits for abnormal loads are being issued.

“This is a trend that will increase because the French authorities want to get trucks off the roads,” said Lionel Guilford, Blue Water Shipping SARL, France. “They are draconian because they want to discourage abnormal loads that fall outside certain limits and the constraints are becoming tighter, so the industry is having to find other solutions.”

Blue Water Shipping is carrying out more and more small cabotage jobs, for instance, while Haropa is working with Voies

Sarens moves Siebert bridge

Sarens recently transported the Siebert bridge, dating from 1873 and weighing about 1,000 tonnes, from its location near Moulins to Sures to Bédouin in the Massif Central on the island of Saône for demolition.

A barge from Rotterdam (pictured) was used to move the span. A crane, while bridge is supported by a barge by 2021, following a tender process.





Airbus Airline delivered 12 local assembly of a generator and a lot of, as they say, 140 tonnes, to be lifted using the world's largest crane – the Airbus A380-800 – on the Airbus A380-800 – on the Airbus A380-800.

which can provide the top-end heavy lift equipment required for the construction of the larger nuclear power plants," he commented.

Sarens has worked on nuclear projects in several parts of the world, including Finland, France, the USA, China and Japan. It is currently involved with the development of further new plants, including in China, Turkey, Hungary and India, although no actual work has been awarded yet.

UK's nuclear focus

"Right now, the UK is a particular focus market for us as there are plans to build up to six new nuclear power plants there," Sign Sarens went on. "In fact, the biggest new nuclear power project business we have been awarded recently is in the UK, for the Hinkley Point C plant in England."

"The contract we have secured for Hinkley Point C covers heavy lift operations for which we are now building an entirely new Sarens Giant Crane (SGC). It will have 5,000 tonnes lifting capacity and be capable of being relocated on site while it is completely rigged, something we believe is unique in the world," said Sign Sarens.

"We are expecting to be on-site early next year, with our work due to start somewhere between February and April, and continue for about four years." (For more information on Sarens' SGC 250, see page 24).

However, he also confirmed that the complexities, financing issues and major political influences associated with nuclear power plant development frequently result in project delays and cancellations.

As an example, he pointed to recent developments in South Africa where, according to local media reports in late August, the government has decided to cancel any further nuclear projects in favour of stepping up investment in renewable energy.

"Nuclear is controversial and when it comes to new power plant construction it is always the national government in the country concerned that makes the major decision. However, because it takes such a

long time to move from any decision to build, to the actual execution of the project, the government might change two or three times in that period, with each having different policies when it comes to nuclear power," he explained.

"We can follow nuclear power plant projects for years and see many ups and downs, with contracts being awarded and then withdrawn, companies going bankrupt or being sold, and the technology being changed. Financing is also often an issue – because of the time lags, projects can end up costing a lot more than originally budgeted for."

Popular option

Meanwhile, gas is continuing to prove a popular option when it comes to fuelling power generation plants in many parts of the world, particularly developing countries with a need for cheap energy to support their industrial and economic growth.

"Most developing countries have a high demand for energy, for example South Sudan, Eritrea, Ethiopia, India, Pakistan and Bangladesh," said Conchi Liff's Hirtzsch.

"In general, they are looking for a quick and easy solution to this problem which ideally is also cost effective. This is where gas-fired plants have the advantage over other energy sources such as renewables, which require a higher initial investment."

Javier Martinez, executive director for heavy lifting, transport and installation specialist ALE, confirmed that gas is a particularly active sector at present.

However, he continued, challenges



There are fewer companies around which can provide the top-end heavy lift equipment required for the construction of the larger nuclear power plants.

— Sign Sarens, Sarens

Jain said that the major challenge that specialised transport engineering companies will face is securing projects in the most cost-effective manner, given the pricing pressures, but "renewed construction activity in India would offer ample opportunities to well-managed companies."

Earlier this year Sarva permanently repositioned one of its 1,600-tonne capacity OC8800-1 lattice boom crawler cranes in India in response to increased requests to perform topsoil and lift, particularly in the fertilizer and oil and gas sectors.

Renewable opportunities

Changes in the power generation sector are creating new opportunities for project logisticians. Renewable energy projects are gathering pace across the country following a shift in government policy to support solar, wind and hydroelectric generation, instead of thermal power plants.

Sarva's Jain said: "The sector is seeing new technological developments with the latest policies and actions from government, which has set a target of 60 GW of wind energy capacity to be accomplished by March 2022."

"The government is working to develop the offshore segment, setting aggressive targets and plans for the first offshore wind projects in the coastal region off Gujarat."

Singh at Express Global Logistics said that while the renewable sector, along with the Indian project market in general, has potential and volume, it is highly competitive and price-driven, which could affect service quality and financial yield.

NTC Logistics India, a member of WCA Projects, has recently involved in a unique transportation system called the Tower Shift Adapter, which has been designed to solve problems caused during the transportation of large wind turbines components on poor road infrastructure.

In claiming that this is the first unit of its



The sector is seeing new technological developments with the latest policies and actions from government, which has set a target of 60 GW of wind energy capacity to be accomplished by March 2022.

— Nirmal Bhat, Sarva

kind to be purchased by a logistics company in India, the company said that the adapter is ideally suited to handle tower sections measuring in excess of 4.5 m in diameter.

Returning to India's leap in the World Bank's Ease of Doing Business 2018 rankings, the pan-national body's report also cited incremental reforms in a few other indicators as being key.

The World Bank said that in regards to business start-ups, India's rank improved from 156 to 137, as the time taken to start a new company was crunched from 30 days to 17 days thanks to quicker GST registrations and the abolition of site inspections in Mumbai.

That will also be interesting to some of those interviewed for this report, who predict consolidations and mergers between Indian and overseas partners in the near future across the project cargo supply chain, which could increase quality and commercial competitiveness.

PHLPI

Pakistan cools over CPEC developments

The study impact of the China-Pakistan Economic Corridor (CPEC) on Pakistan's project logistics companies is examined on page 111 of this issue. CPEC could result in up to \$126.2 billion of Chinese investment into Pakistan of energy projects.

Recently an apparent cooling of enthusiasm in Pakistan for the CPEC programme, which is a cornerstone of Chinese President Xi Jinping's Belt and Road Initiative (BRI), has unsettled Beijing, and would

have been a disaster on political grounds held in early November between Pakistan's Prime Minister Imran Khan and the Chinese government.

However, with no major announcements of government of the latter that morning, Pakistan will be hoping that its involvement by a delegation from the International Monetary Fund (IMF) will bring better news as the country seeks its 13th bailout since the 1980s.

One post we have will be watching those negotiations closely by Mukarram Karim, projects director at Karachi-based Star Shipping.

"With CPEC on the verge of a crossroads phase, other

countries such as Saudi Arabia, Russia and Japan are keen to lead in investing in Pakistan and being included in the CPEC for future benefits.

"It is clear that CPEC has brought a boost for a range of sectors, local industries and infrastructure in Pakistan, providing opportunities for investors, project logisticians and shipping entities from all regions."

Karim can add that Star Shipping has added to its fleet this year and the government is completely established and the economy becomes more stable before it moves forward with investments in equipment and resources.

Engineers tackle nuclear retirement

The number of nuclear power generation plants currently being decommissioned is running at more than twice that of newbuild projects. Phil Hastings highlights some of the challenges facing transport engineers when nuclear plants come to the end of their useful lives.

According to the World Nuclear Industry Status Report 2018, as at the middle of this year, 115 nuclear power generation plants were being decommissioned, compared with just 50 new reactors under

construction. Of the former, only 19 units had so far been fully decommissioned – 13 in the USA, five in Germany and one in Japan.

The scale of nuclear power plant decommissioning projects is opening up an increasing number of business opportunities

for some leading heavy lift service providers.

Sarens, for example, is currently involved in the full spectrum of nuclear power projects including newbuild construction, maintenance, through to decommissioning.

"The decommissioning work involves lifting very heavy and complex pieces of plant and equipment out of the reactor building. These operations can be very complex inside the buildings, involving lifting and tying the pieces and sliding them out through the hatch door and then lowering them," said Stijn Sorens, the group's key account manager power plant business.

Israel bets on natural gas

Gas has become an attractive option for building new power generation capacity, particularly as a replacement for oil and coal, in countries that have ready access to reliable supplies of the resource.

One example is Israel, which following the start of its own natural gas production in 2005 is now phasing out coal-fired power plants – some are confirmed two years ago when the government declared that it was aiming to make more than 80 percent of the country's power generation gas-fueled.

In fact, a report published subsequently by BDO Consulting Group, Israel Natural Gas Demand Forecast 2017-2040, stated that the share of natural gas in Israel's electricity generation had to rise to at least 60 percent in 2017, to 73 percent in 2020 and 82 percent in 2025.

In line with that prediction then, Israel has already seen a number of new gas-fired power plants built or announced in the last few years, with more expected in both the short and medium term, creating a substantial new business sector for heavy lift and project forwarding services providers active in that country.

One such beneficiary is Israeli freight forwarder Atlas Logistics, which said in its first year completed a nine-month lead in securing the construction of a 140 MW gas-fired power plant project in Hadera, Israel, on behalf of GE.



A gas-fired power station supplying Tel Aviv in Israel.

That work included the transport of heavy and out-of-gauge (OOG) components for the plant, with Atlas Logistics being responsible for all the shipments that arrived in its coastal red sea, including discharging the cargo from chartered vessels, intermediate storage, unshuffling of containers, road transport to the site and the placement of the equipment onto foundations.

The project also included the air transportation of a B747-400 to deliver three Airbus A320-300 aircraft to the site.

Yael Glick, Atlas Logistics' coo, said the company

was happy that its core logistics work relating to new gas-fired power plants in Israel over the next few years.

"We are currently participating in several additional bidding processes for new projects," he told ENR.

Expanding on that point, he added: "In our opinion, due to the offshore gas field developments in Israel over the last few years, the market in this country for gas-fired plants will only increase. We are already aware of several such projects which are due to start in the near future."

SARENS FEATURES ON THE COVER AND IN THE ARTICLES OF THE DECEMBER ISSUE OF INTERNATIONAL CRANES AND SPECIALIZED TRANSPORT MAGAZINE



Constant change

ICST looks at the rise and fall of markets in the fast-paced global wind industry, as well as some innovative new installation techniques. CHRISTIAN SHELTON reports

With all the publicity surrounding the need to reduce carbon emissions and increase renewable energy, you'd be forgiven for thinking that the global wind market is flourishing. And in much of the world it is... but not everywhere. Much like the wind itself, the market fluctuates and in 2018 the German market lulled.

Until this year Germany had been a key wind market, providing a fruitful source of work for many transportation and lifting companies. Earlier in the year, however, the German government changed the way in which its onshore wind auctions worked so that bidding companies now need a permit. This, combined with additional permitting challenges, resulted in the latest German onshore wind auction being under-subscribed. In October 2018 the German Federal Network Agency, ENTSO-E, announced the results of the latest German onshore wind auction on 1363 MW of capacity won a contract, compared to the 470 MW on offer. More than 900 MW of projects were pre-approved for the auction and had a permit but only a third of these actually bid.

According to WindEurope, a Brussels-based association that promotes the use of wind power in Europe, the problem was that many wind farm companies faced legal challenges to their permits because regional siting plans (that determine the location of wind farms) are not as robust as they should be, potentially exposing wind farm companies to penalties for non-delivery.

Compounding the problem, it also became harder to get permits from new wind farms in Germany. According to WindEurope, two years ago it took 300 days; now it takes up to 700 days.

WindEurope CEO Giles Dickson said, "The German government was right to change the auction rules so that wind farms now need

a permit before they can bid. But it's got harder to get a permit. And even when you get one, you're exposed to legal challenges because the regional siting plans are not as robust enough. Germany needs to address this otherwise the auctions will continue to be under-subscribed like this last one. And the prices will be higher than they should be.

"This adds to the uncertainty already facing wind in Germany, with the coalition still failing to define the auction volumes for the coming years. The wind industry is already laying people off in Germany. The government has got to sort things out fast."

Rise and fall

This sentiment was echoed by wind specialist Mariusz Sudol, who – along with Benjamin Niek – heads up the dedicated wind division of International heavy lift and transportation specialist Sernesa. A year ago Sernesa set up its dedicated wind division with the aim of better serving its clients in the wind sector.

"It's been a terrible year for wind-related work in Germany," James Sudol. "We were counting on the market in Germany being strong but, because of the change in permit law, the market has died. The wind market is fast-moving and the difficulty is that it is not constant – it changes year to year. One year you can have lots of work in a country and then the next, nothing. For example, in 2014/15 we were very busy in Poland, assembling almost 200 units per year. Then, in 2016/17, this dropped to just one or two units per year. In Germany we were very busy, with 20 lattice boom cranes working there; now, since the second half of 2018, we don't have any there at all.

"We cannot predict what will happen or afford to keep all our cranes in one country, so we really need to focus and keep on top of what is happening in the wind market. We know, for example, that Norway and the Scandinavian countries will be busy, so we've now transferred lots of our cranes there."

In addition, the Spanish market is currently proving to be a good source of work for Sernesa. "We've had some really big orders from Spain," Sudol said. "Next year we will be working for Sernesa's Renewable



Sernesa is trying to reach developing markets

Energy and we'll have around 40 to 50 cranes out in Spain. We are also working for General Electric, together with Fairwind, on a large project in installing 81 wind turbines in Spain. In addition, we are doing lots of smaller jobs in France, Belgium and Holland."

Sudol says Sernesa has also been working in Australia, Africa, Vietnam, Serbia. "And next year we will be very focused on Russia and the Ukraine," he adds. "We are also trying to reach developing markets that other heavy lift companies don't go to rather than just sticking to established markets." He cites Sernesa's work in Mauritania and South Africa as being good examples of this.

With such a widespread and fluctuating client base Sudol stresses the importance of being prepared. "We are very well-equipped with new cranes right now. For example, we have two 750 tonne lattice boom LG 1750 SXL cranes. One is in Australia, and the other is based in Poland, although it is currently working in Norway for Veideco.

"We also have a Demag PC3800-1 pedestal crane which is the pedestal version of the 450 tonne capacity CC 3800-1 lattice boom crawler crane. It was developed by Tense Demag in close co-operation with Sernesa." According to Sernesa, the Demag

"This adds to the uncertainty already facing wind in Germany"

As erected in
Kranich, the
main boom
of the Sarens
SGC-250 was
set at 110
metres and
there was a
52 m jib on it,
giving a total
height of
162.5 m

International heavy lift and
transport specialist Sarens has
launched what it claims as
the largest land-based crane in
the world by size and capacity.
ICST went to see it



The largest so far

The new SGC-250 super heavy lifting crane from Sarens has a maximum load moment of 250,000 tonne-metres which enables it to lift 5,000 tonnes on the main boom to a radius of 60 metres. With the jib fitted, capacity on the main hoist is still 4,250 tonnes at 60 m. The main boom as erected on site in Sarens' home country of Belgium for the unveiling on 9 November was 110 m. It can be extended to a maximum of 160 m.

The maximum of 5,000 ton needs the equivalent of 20 Airbus A380 aircraft or 1,400 elephants



Capacity of the jib as the crane was configured at its launch is 1,700 tonnes at a radius of 65 m. Extending the jib to its 100 m maximum, gives a maximum height of 250 m and a maximum radius of 275 m.

Impressive figures keep on coming: At a radius of 100 m the SGC-250 can lift 2,000 tonnes. At 165 m radius, capacity is 775 tonnes. Ground pressure remains under 25 tonnes per square metre (t/m²). This is achieved by having a large number of wheels on the four bogies that run on the double ring beams and the large series of spreader mats.

INTERNATIONAL HEAVY LIFT AND TRANSPORT SPECIAL REPORT

Lift off!

A look at the latest developments in the global heavy lift arena.

CHRISTIAN SHELTON reports

Big news in the heavy lifting sector is the launch of a 5,000-tonne capacity super heavy lifting crane, the SOC-250, from heavy lift and transportation company Sennebogen. If you haven't already seen it, you can read the technical details in our special report on page 13. The crane is soon to be transported to the UK, where it will play a key role in the construction of the Hinkley Point C nuclear power station, in Somerset, south west England. It will be based there for around four years in a contract worth £10.20 million (US\$ 25 million). Sennebogen will be working for joint-venture clients Baidu and Tractebel Public of France and Ling O'Rourke Construction of the UK (BLOLR).

Mark Rowlands, Sennebogen's project manager, says, "Hinkley Point is an extremely prestigious project, not only in the UK and Europe, but also globally. The eyes of the world will be watching how Sennebogen performs."

The SOC-250 will lift more than 600 prefabricated concrete elements, including the five major parts of each unit's steel containment linens and dome, as well as steel structures, and reactor equipment ranging from 50 to 1,150 tonnes at radii up to 165 metres. A 600-tonne Terex Demag CC 2800 will also be on site to assist as a rigging crane.

On arrival the crane has arrived in the UK, it will be transported overland on around 280 trailers from Ghent in Belgium. Narrow roads around the site mean only around ten trucks a day can enter the site, Sennebogen says, so a purpose-built access road is planned.

On site, 6 km of rail track will be laid to allow the crane to travel between three lifting locations without having to be dismantled or put back together. Also on site will be 52 tower cranes. To minimise disruption to them and other construction work the SOC-250 may be lifting during the night. For this it's fitted with collision avoidance systems. Another challenge for night-time working is the need for light which, in this case, will disturb a protected species – the local bat population.



Sennebogen used one of its CC 8800-1 crawler cranes for a series of lifts at a fertilizer plant in Ramagundam, India. The crane will remain in the country indefinitely.

New depot

To aid Sennebogen's work at Hinkley Point the company has also opened a new crane depot nearby. It is in High Bridge, just a few kilometres from Hinkley Point C. The depot is located in a secure area that currently has the capacity to hold five cranes, with the possibility of future expansion. The site also features a small office and welfare facilities for crane operators.

According to Sennebogen, the Hinkley Point depot will supply cost-effective, timely service to customers working on the HPC project which, in total, is expected to be ongoing for the next 8 to 10 years. It will also serve additional projects across South West England and clients will have access to a range of equipment, including three new Demag telescopic cranes with a capacity of

100, 160, and 220 tonnes.

In other Sennebogen news, the company is using one of its 1,600-tonne capacity Demag CC 8800-1 crawler cranes, made by Terex Demag, in China, and another one in India.

In China, the CC 8800-1 is being used with its Boom Booster kit on a joint venture with state-owned logistics company Sinochem, where it will be utilised across a range of projects including modular yards, oil and gas projects, and offshore wind farm operations. The CC 8800-1 will be joined by one of Sennebogen's 1,250-tonne capacity Demag CC 6800s. Sennebogen says the two cranes will work in tandem when heavy lifting.

In India, Sennebogen has moved an order of its CC 8800-1s there permanently. "We are receiving requests to perform sophisticated lifts, particularly from the fertilizer and oil

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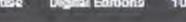
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Monday 10 December 2019

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A tablet is shown at an angle, displaying the 'HEAVY LI' (Heavy Construction Weekly Market) report. The report includes a table with columns for 'Region', 'Market', and 'Index'. The 'Region' column lists 'North America', 'Europe', and 'Asia'. The 'Market' column lists 'Construction', 'Manufacturing', and 'Retail'. The 'Index' column shows values for each market. The report is titled 'HEAVY LI' and 'WEEKLY MARKET REPORT'.

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According to Xiaofei Zhang, who was responsible for the project: "The adjustable superlift radius and excellent lifting capacity of QC9900-1 [crane] has made the project smooth and swift."

SARENS ERECTS NEW STEEL BRIDGE OUTSIDE OF ANTWERP

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Sponsored Content: Sarens erects new steel bridge outside of Antwerp

Sponsored by **Sarens** | 17 December 2018



November 2018: Sarens was recently on the site of the Albert Canal outside of Antwerp, Belgium, to help client Aelterman erect a new steel bowstring bridge (BR43) between Herentals and Lier.

Sarens BE has been involved in the project from the beginning, engineering, and selecting the heavy

lift telescopic cranes needed to load out the bridge elements (which were manufactured in Ghent) at the quay and then install them at Herentals. For this operation, they selected the following equipment:

- LTM 1095-5.1 with jib
- LTM 1100-5.1
- LTM 1130-5.1
- LTM 1150-6.1 with jib
- LTM 1400-8.1
- 2x AC 700 WiHi 30m

Because of the way the two AC 700 telescopic cranes had to be positioned along the banks of the Albert canal, Sarens had to do all the rigging transport along the right bank of the canal by driving in reverse for almost 1.5 kilometres.

With all the equipment finally in place, two teams came together to lift the major bridge sections: the Sarens Belgium AC 700 telescopic crane crew with Oliver Mollet and Michel Lansiers on site, and the Sarens Netherlands AC 700 crew with Michael Brama and Robert Volwater. Eddy Houben on a Liebherr LTM 1100-5.1 assisted both teams in the erection of the 30m fly jib.

The bridge went up on a summer weekend in late June. The sun was shining, temperatures were pleasant, and there was no wind: perfect conditions. Ship traffic along the Albertkanaal came to a halt so that the crew could lift the five main sections into place. First, the AC 700 cranes each lifted two bridge sections that weighed 80 tonnes each. Then, to lift the final 110-tonne section, the cranes performed a dual lift.

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Sponsored Content - Sarens performs transport and lift at the Alba potline 6 expansion project in Bahrain

10 December 2016



October 2018: Sarens worked with Nass Industrial Services and NKM NOELL to undertake the transport and lift of trolley and girders at the ALBA Potline 6 Expansion project in Bahrain. Sarens has been closely working at the ALBA Potline 6 Expansion project since a long time.

The job was initially planned for 250T Demag mobile crane but later some structural changes implemented on site by the client, where the roof of the ABF building where the FTA was to be installed, was closed. Given the new condition, our team (alongside NKM Noell construction team) worked out a new plan to execute the lift with the help of strand jacks which significantly require less area. NKM Noell had a design of a mounting frame (as well as methodology for the skidding operation) & Nass industrial services

was ready to fabricate (the frame & provide required assistance).

For the project, our team deployed strand jacks and SPMTs (24 Axles). The strand jacks proved to be a reliable, compact, easily operated, and very rigging friendly solution according to the site conditions.

The Strand Jacks were shipped from Sarens JWS in Malaysia and the SPMTs were already available in Bahrain. The strand jacks were transported from port to site in a single flat bed and took 6 days to set up and 1 day for the lift.

Six sections of the 2 FTAs (Trolley & 2 Girder per FTA) had to be transported by Sarens. The sections

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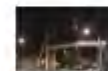
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Sarens opens Russian depot

Thursday 15 November 2018

In order to support the regional oil and gas sector, Sarens has opened a crane depot in Tyumen, Russia.



The facility will stock rough-terrain cranes ranging in capacity from 60-80 tonnes. Initially the depot will supply small cranes on a rental basis.

Located on the Tura River, approximately 2,500 km east of Moscow, Tyumen serves as an important service centre for the oil and gas industries in West Siberia, said Sarens.

The Belgium-headquartered company added that it is also planning on establishing a new business entity in Tyumen.

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Sarens Inks Zambia partnership - Regions

Heavy Lift Across the World



Sarens inks zambian partnership

Friday 10 December 2016

Sarens South Africa has established a partnership with Shumba to serve the growing construction market in Zambia.



Jonathan Greenway, sales representative for Sarens South Africa, explained that there is growing potential in Lusaka's construction sector as well as opportunities in wind energy and mining across the country.

In order to support the partnership, Sarens South Africa has established a depot just outside of the Zambian capital and mobilised four all-terrain cranes – ranging in capacity between 88 and 90 tonnes – from Johannesburg to the new site.

The Zambian partnership will also allow Sarens to offer engineering services, including rigging studies and method statements, to local clients.

"From experience, we know that entering a new market on our own is very challenging and time-consuming, which is why we establish local partners," said Greenway.

"This allows us to provide our customers with benefits like exceptional SHSO standards, a High Quality fleet of equipment, competitive pricing, locally employed crane operators, solutions for both civil and construction works, and the backing of an established South African depot."

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Towering lift for Sarens in China

Monday 10 December 2018

China Nuclear Engineering Group Corporation (CNEC) commissioned Sarens to perform a heavy lift operation at the SECCO chemical plant, China, one of the largest chemical plants in Shanghai that is currently undergoing modernisation.



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On a site with operational constraints and surrounded by other chemical plants, the CC8800-1 crane, which has a lift capacity of 1,800 tonnes, has been used to remove and replace an old tower and install a new one.

The first lift removed the upper section of old column which weighed 270 tonnes and the subsequent lift removed the bottom section. Then the crane was used to install the new tower measuring 65 m in height and weighing 300 tonnes.

According to Xielei Zhang, who was responsible for the project: "The adjustable super lift radius and excellent lifting capacity of CC8800-1 [crane] has made the project smooth and swift."

The CC8800-1 is one of the largest cranes in the Sarens fleet, introduced by Sarens/Sinotrans JV (SS JV) to the Chinese market in September 2016. It took eight days to assemble, using one 200 tonne truck crane and one 600 tonne crawler crane.

Sarens and Sinotrans Heavy-lift Logistics Company entered a joint-venture partnership in June 2015 to offer Chinese customers heavy lifting and engineered transport services.

SARENS MOVES MASSIVE GENERATOR TOWARDS SAN ANTONIO



LOCAL

Giant generator on the move in South Texas

Though traffic might be slower, most people say they're excited to see the extreme equipment on the move.

Author: Vanessa Gray

Published: 11:02 PM CST December 11, 2018

Updated: 9:05 PM CST December 12, 2018

STOCKDALE, Texas — An oversized load is making its way through Wilson and Guadalupe counties this week, and it may slow down traffic on some roadways.

However, some people in Stockdale are just excited to see the massive piece of equipment.

"Honestly, I just didn't think it would be that big," said Scott Bustamante.

"It was really cool and so big," Terilla Cochran said.

A PHOTO MONTAGE

Massive generator slowly moving toward San Antonio

by SBG San Antonio | Wednesday, December 12th 2018



Massive generator (Photo: SBG San Antonio)



SAN ANTONIO — A massive oversize load is causing headaches for drivers in Guadalupe County along Highway 123.

The 2-million pound load is a giant generator and it's wider than a 2-lane highway. It's so big that it blocks almost all of Highway 123 between Stockdale and Seguin.

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Massive generator slowly moving toward San Antonio

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Massive generator (Photo: SBG San Antonio)



SAN ANTONIO — A massive oversize load is causing headaches for drivers in Guadalupe County along Highway 123.

The 2-million pound load is a giant generator and it's wider than a 2-lane highway. It's so big that it blocks almost all of Highway 123 between Stockdale and Seguin.

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NEWS

'Big Boy' stirs curiosity, impatience on the road to San Antonio

Scott Huddleston | Dec. 15, 2016 | Updated: Dec. 15, 2016 9:55 a.m.



1023

The elongated trailer carrying a generator makes its way slowly Dec. 18, 2018, toward CPS Energy's Celaveros Power Station from near Seguin. The rig is taking the back roads to San Antonio because of its size and weight.

Photo: William Luther, B&W photographer

It's known affectionately as "The Big Boy."

Longer than a football field and weighing more than 1 million pounds, it lumbers on the back roads as it heads toward San Antonio. It travels in daylight only, at a top speed of 5 miles an hour.

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'With this big a journey, you plan'

December 18, 2018

By Nannette Kilbey-Smith
Wilson County News



This giant load — a power-plant generator stator, transported by Sarens USA — dwarfs the La Vernia H-E-B shopping plaza Dec. 14, as it travels through Texas on its way to Calaveras Lake. The 300-foot-long load, one of the largest Sarens Corp. has transported over public roads, weighed 1.8 million pounds. Sarens holds the world record for heaviest load moved — more than 30 million pounds, in Europe. FELIPE SALAZAR/Photographer, www.Flickr.com/sal2182000

Sarens advised. "All that took about six months."

Then came a period of applying for and lining up permits.

Finally, the massive, heavy piece of equipment arrived by ship in Houston. Sarens USA moved the heavy load onto a barge and transported it by water to Victoria.

"When we took it off the barge, we built the transport frame around it," Sarens said, describing the large red structure most Texans saw. It was designed to disperse the weight of the part to minimize damage to roads as the load traveled.

"We deal with the cities, counties, the state, local law enforcement," Sarens explained. The entities determine how long the load — at a maximum speed of 4 mph — can travel each day, where it can be parked overnight, and more. The schedule changed daily, depending on the

"Much of what we do is invisible."

Steven Sarens, vice president of Sarens USA, was discussing his company's not-so-invisible move last week of a generator stator by road from the Texas coast to a CPS Energy power plant at Calaveras Lake near San Antonio.

The spectacle of the heavy equipment journey — from Victoria overland to Yoakum and Gonzales, through Nixon, Stockdale, Sutherland Springs, and La Vernia — drew attention everywhere along its route.

The 300-foot-long, 1.8-million pound load was enough to stop traffic. Sometimes, this was so the load could move through; other times, people simply stopped and stared, awestruck at the massive, slow-moving load trundling down the local roadways.

But the equipment's journey began more than a year before it appeared on the Texas highways.

"With this big a journey, before you get on the road, you plan the trucks and equipment," Sarens explained by phone.

The planned route of the overland transport of the oversized load is proposed to the Texas Department of Transportation.

"They let you know what you can and can't do," he said, philosophically. Every road, every turn, every bridge is scrutinized. Then, a third-party engineer reviews the plan to give it the final OK.

"We changed the route at least 10 times,"



The generator began its overland journey through Texas in Victoria. Here, it has turned onto U.S. 87/S.H. 97 in Nixon, from S.H. 80 in Stockdale. From Stockdale, it will travel

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'Big Boy' stirs curiosity, impatience on the road to San Antonio



Scott Huddleston | Dec. 15, 2016 | Updated: Dec. 15, 2016 9:55 a.m.



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The elongated trailer carrying a generator makes its way slowly Dec. 13, 2018, toward CPS Energy's Calaveras Power Station from near Seguin. The rig is taking the back roads to San Antonio because of its size and weight.

Photo: William Luther, Staff photographer

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It's known affectionately as "The Big Boy."

Longer than a football field and weighing more than 1 million pounds, it lumbers on the back roads as it heads toward San Antonio. It travels in daylight only, at a top speed of 5 miles an hour.

It hogs both lanes, bringing traffic around it to a halt. People who happen upon it often grab a photo.

This week, The Big Boy, having traveled 160 miles by land, will arrive at its destination, CPS Energy's Power Station at Calaveras Lake. There, part of it — a gigantic generator — will be lifted off the back. Sometime later, it will be installed in a coal-burning plant.

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Transportation

Massive load now parked on U.S. 87 near Raab Road (w/video)



By Kali Venable | kvenable@vicad.com Dec 1, 2018 0



Traffic diverts from U.S. 87 at Tropical Drive Saturday evening because the northbound lanes were blocked by the large truck carrying the red generator stopped in the roadway. The oversized piece of equipment was stranded on the side of Bloomington Highway for the past week.

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SARENS PUTS BIG DEMAG TO WORK IN INDIA

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Sarens puts big Demag to work in India

By Christian Shezon | 47 October 2018



First, the Demag CC 8800-1 needed to be shipped from Greece to a port in Mumbai. After being offloaded from the boat it was transported to the job site using multiple trucks.

To aid with assembling the CC 8800-1, and to act as a tailing crane, Sarens also used a Demag CC 2800-1 lattice boom crawler. The team assembled the CC 8800-1 in seven days, despite facing space limitations.



The Demag CC 8800-1 being used by Sarens in India

At the time of writing, the heaviest lift the Demag CC 8800-1 had carried out was a 425 tonne urea reactor, which was 53 metres in length and 3.8 m in diameter. To perform the lift, the reactor was upended with the CC 8800-1 in an SSL 84/72 configuration at a lift radius of 24 m. The CC 2800-1 assist crane was used in an SSL 54 configuration. After lifting the reactor, the CC 8800-1 crane operator slowly slewed and walked the heavy load into position. The Demag CC 8800-1 crawler is also being used to execute five more key component erections.

Sarens was commissioned for the job by RFCL (Ramagundam Fertilizers and Chemicals) through the project's EPC (engineering, procurement and construction) contractor, Bridge and Roof Company. In total, approximately US\$750 million will be invested into the project when it is completed in late 2018 or early 2019. The plant will produce 1.12 million tonnes of urea annually.

"The Demag CC 8800-1 crawler crane is a highly versatile machine," explained Navneet Jain, Sarens regional deputy director, Asia Pacific. "In addition to being a good fit for this project, we have several other key features that make it a good fit for other projects. For example, the CC 8800-1 is a highly versatile machine, and it can be used for a wide range of applications."

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Sarens Imports Massive Demag CC 8800-1 Lattice Boom Crawler Crane

THU SEPTEMBER 27, 2018 - NATIONAL EDITION
TEREX CRANES



When the Sarens team began reviewing the project, they quickly determined it would take a large crane, like the company's 1,763 ton (1,600 t) capacity Demag CC 8800-1 crawler crane to complete the job.

When Sarens was recruited to perform a series of challenging lifts at India's Ramagundam Fertilizer Plant, the team imported a [Demag CC 8800-1](#) lattice boom crawler crane all the way from Greece to get the job done.

Commissioned by the RFCL (Ramagundam Fertilizers and Chemicals Ltd.), through the project's EPC (Engineering, Procurement and Construction) contractor, Bridge and Roof Company Ltd., Sarens was responsible for lifting heavy equipment to aid with the construction of the Ramagundam Fertilizer Plant. The project involves the construction of a new ammonia plant and a new urea plant with capacities of 2,425 tons (2,200 t) per day and 4,244 tons (3,850 t) per day, respectively, as well as developing an ancillary offsite and utility facilities. In total, approximately \$750 million will be invested into the project when it's completed in late 2018/early 2019. Once completed the plant will

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By the Editor, September 27, 2018

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The Sarens lifter used a Demag crawler crane with CC 8800-1 lattice boom in charge of the fertilizer plant in Ramagundam, India.

Imported from Greece to the port of Mumbai, the Demag CC 8800-1 crane was commissioned by Bridge and Roof Company,

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Sarens targets Taiwanese market

Monday, 15 October 2018

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Tom Russell

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Sarens Group has started operations in Taiwan with the aim of supporting the offshore wind market with heavy lifting support and equipment.

To meet new development needs, Sarens in Taiwan will maintain a fleet of self-propelled modular transporters (SPMTs), SGC-120s, SGC-90s, and CC-8800s.

It will also provide onshore logistics for offshore projects, including:

- Unloading and reloading of heavy parts
- Barge transport
- SPMT transport to temporary storage
- JIT delivery to offshore site
- Logistics management
- Full operation scope, including project management and SHEQ
- Engineering, including 3D animation

As part of its strategy in the region, Sarens in Taiwan will expand its nearly 15-person team with positions that include an independent engineer and site manager. The company stated will be hiring employees from around Southeast Asia, Europe, and other regions at first but is committed to training and hiring Taiwanese locals in the long-term.

Taiwan holds strong potential for renewable energies with its positive Government outlook. After deciding to phase out nuclear power by 2025 – with nuclear energy accounting for some 40% of power generation in the past – the Taiwanese Government aims to make up for the resulting shortfall by expanding renewable energies and most of all offshore wind power. The Government aims to install 5.5GW of offshore wind power by 2025.

For more information on the Taiwanese offshore wind market [click here](#).

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SARENS INSTALLS MANCHESTER AIRPORT FOOTBRIDGE

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Sarens installs Manchester Airport footbridge

Wednesday 5 December 2018

Sarens has completed the installation of a footbridge at the UK's Manchester Airport as part of the gateway's GBP1 billion (USD1.28 billion) modernisation programme.



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The 85-tonne bridge links the airport's new multi-storey car park with terminal two. SPMTs, two Liebherr LTM 1160 mobile cranes, plus an LTM 1750, were used to complete the installation works.

Sarens' project manager, Alistair Smith, said: "The 85-tonne footbridge was positioned with the SPMTs and LTM 1160s before the main crane arrived. The LTM 1750 lifted the 45 m-long bridge to a height of 8 m to finally position it precisely between the two buildings.

"Safety was key for the project due to its close proximity to the live airport but our crew completed the job safely in four days," he added.

www.sarens.com



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Sponsored Content - Bellara power plant in Jijel, Algeria

Sponsored by **Sarens** | 8 October 2018



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September 2018: With the upcoming opening of the Bellara power plant in Jijel, Algeria, Sarens is on site with a 10-member crew and two powerful crawler cranes to perform a series of forty lifts.

Bellara is a 1.400MW gas-powered plant and a key part of the larger Algerian and Qatari Bellara steel complex project. Algeria's Sonelgaz utility began construction of this

\$800 million-dollar facility in 2013, and it is slated to be fully operational by the end of this year. Sarens is undertaking lift operations for this project on behalf of client Hyundai Engineering.

At the start of the operation, Sarens used a modular trailer to transport modules from storage to the lift area. Then, lift operations began. Today, the crew is on its way to completing the full series of lifts, which include 118t-203t power plant modules lifted at 22.5-30 metres.

The equipment for the operation, which was already on site, took three days to set up. It includes:

- CC2800-1 crawler crane (600t) in SSL configuration and with 84-metre main boom
- CC2400-1 crawler crane (400t) in SH configuration and with 42-metre main boom
- K25 modular trailer with 12 axles
- One mobile crane

One of the key challenges the crew faced was the new procedure the client was using to detach modules from the stand-up jig. This created a mere 6mm distance between the module and casing, and meant that the crane operator had to coordinate perfectly with the lifting supervisor to successfully execute each lift.

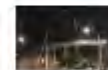
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Richard Krabbendam

05/12/18 @ 08:17

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Sarens' Monster move

Date: 05 December 2018

Referred to as the "Monster move", Sarens transported a 350T heater box and stack from Ledwood Engineering to the Port of Pembroke.

Sarens was roped in by Ledwood Engineering to move a 350T heater box and stack measuring 21m height. The move is considered as the largest heavy load ever transported through the town.



35 |

SARENS LAUNCHES THE SGC-250

Grootste kraan ter wereld gepresenteerd in Gent

HUSEN

Langs het Kluizendok in de haven van Gent heeft kraanbedrijf Sarens de SGC-250 voorgesteld, de grootste torenkraan ter wereld, in zowel omvang als vermogen.

KOEN MORTELMANS  14 November 2018 11:48



Deze kraan weegt 8.000 ton, heeft een hijsvermogen van 5.000 ton en zal worden gebruikt bij zware en complexe bouwopdrachten, vooral in de energiesector. Op een hoogte van 100 m kan ze nog altijd lasten tot 2.000 ton dragen. De kraan bereikt in volledige uitbouw een hoogte van 250 m. Ze kan over 360 graden draaien en bestrijkt een actieradius van 275 m. Door het gebruik van onder meer drukspreidingsmatten oefent ze nergens een hogere gronddruk dan 25 ton per m³ uit. Voor de aandrijving staan twaalf met elkaar verbonden motoren in.

Kerncentrale

Na keuring in Gent wordt ze gedemonteerd en per schip naar Engeland gebracht.

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De economische waarde van de Rotterdamse haven is veel hoger dan eerst gedacht.

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Sarens heeft de grootste

Geplaatst op 08/11/2015 om 08:08

Gemiddelde beoordeling: 4.5 (5 stemmen)



ZIE FILMPJE IN ARTIKEL

Sarens onthult in Gent officieel de krachtigste, mobiele 'landbased' kraan ter wereld. Die Sarens Giant Crane (SGC) van Belgische makelij mocht proefdraaien in de kanaalzone en wordt gehomologeerd vooraleer ze begin volgend jaar voor vier jaar verhuist naar het Britse Hinkley Point in Somerset.

De bouw van de SGC-250 werd door Sarens reeds aangekondigd toen het Belgische bedrijf eind vorig jaar de SGC-140 voorstelde, toen de op één na 'grootste' kraan ter wereld (zie Bouwkrant van 20 oktober 2017, blz. 42-44). Die kan 1.000 ton hijsen over 100 m. De nieuwe SGC-250 kan 2.000 ton hijsen over dezelfde afstand. De maximale capaciteit is 5.000 ton, het equivalent van 1.408 olifanten, 648 tractoren, 126 vrachtwagens of 20 Airbus A380's. Het ontwikkelen van de machine gebeurde door Sarens en duurde zowat twee jaar. Een groot deel van de onderdelen zijn van Belgische makelij, vertelt Redouan Messaoudi, sales & marketing manager bij Sarens.



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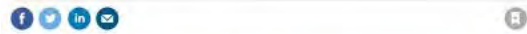
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Sarens launches 5,000 tonne super heavy lifter

By Christian Shezon | 12 November 2018



The SGC-250 lifts 5,000 tonnes

Heavy lift and transportation company Sarens has launched what it claims as the largest land-based crane in the world by size and capacity: the SGC-250 (also known as Big Carl).



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Sarens launches 5,000t crane



13 November 2018 by Sotiris Kanaris



Sarens has launched its largest crane to date, the 5,000t maximum capacity SGC-250, also known as Big Carl. Sotiris Kanaris was there.



AMERICAN CRANES & TRANSPORT

Sarens launches 5,000 tonne super heavy lifter

By Christian Shelton | 13 November 2018



Heavy lift and transportation company Sarens has launched what it claims as the largest land-based crane in the world by size and capacity: the SGC-250 (also known as Big Cart).



The SGC-250 lifts 5,000 tonnes.

The new super heavy lift ring crane has a maximum load moment of 250,000 tonne-metres which enables it to lift 5,000 tonnes on the main boom (at a radius of 40 metres). The main boom as erected on site in Belgium for the unveiling on 9 November was 118 metres. It can be extended to 160 metres.



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Heavy Lift Across the World



Sarens unveils Big Carl

Friday 9 November 2018

Sarens, the Belgium-headquartered heavy lift and engineered transport specialist, has christened its SGC 250 – a ring-based heavy lift crane boasting a maximum lifting moment of 250,000 tonne/metre.



Sarens' giant new SGC 250 crane – named Big Carl – has completed most of its test lifts and will be ready to enter service in the first quarter of 2019, said CEO Wim Sarens.

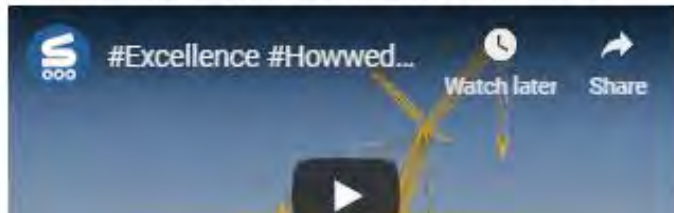
The SGC 250 – the successor to the SGC 140 (maximum lifting moment of 140,000 tonne/metre) – will be mobilised to the Hinkley Point C nuclear power plant project, where it will remain for a minimum of four years.

The new SGC 250 has a maximum lifting capacity of 5,000 tonnes. The main boom, measuring up to 160m long, can be supplemented with a 100m long, heavy duty jib. "In absolute technical terms, it is, at this point in time, the largest crane in the world in terms of size and capacity."

"We are aware that these classifications are difficult to make because various factors are taken into consideration but, when the combination of size and capacity are considered, the SGC 250 is a winner for now," said Wim Sarens.

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20 to 25 extra manpower at work for assembly and operation

Gigantic crane of 8,000 tons keeps Sarens at the top of the world

Today at 06:00 by Joris Herpol



■ Sarens built the largest crane in the world that is now installed in the port of Ghent.

(PHOTO: PHOTO SARENS)



Regio > Gent

Gent heeft de grootste landkraan

'Big Carl' verhuist binnenkort naar Engeland

Sabine Van Damme | 10 november 2016 | 10u35

f DEEL 7 t REAGEER



@ Gianni Barbieux - De 'Big Carl', aan het Kluisendok

GENT Kraanbedrijf Sarens in de Gentse haven heeft een opmerkelijke nieuwkomer: de grootste kraan ter wereld. De grootste kraan op het land, om correct te zijn, want op zee bestaan er nog grotere exemplaren. 'Big Carl', zoals het ding werd gedoopt, is slechts 50 meter kleiner dan de Eiffeltoren.

De werknemers doopten de kraan Big Carl, naar de directeur van het kraanbedrijf, Carl Sarens. Big Carl is 250 meter hoog, heeft 12 dieselmotoren

f VOLG HLN GENT

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205.060 keer gelezen

SARENS DEMONSTRATED A CRANE WITH A LIFTING CAPACITY OF 5000 TONS



WEQ 2019-11-14 17:14

Sarens demonstrated a crane with a lifting capacity of 5000 tons

The company Sarens Giant Crane (SGC) in the port of Ghent (Belgium) launched its largest crane SGC-250, with a maximum carrying capacity of 5 thousand tons. The car was named Big Carl (Big Carl).



NEWS FEED

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- 14 NOV 17:34** • **SPECIAL MACHINERY**
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Представлен крупнейший в мире кран SGC-250

ПРОГРЕСС ТЕХНОЛОГИЙ 3 часа назад



Фото: Прогресс
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КОММЕНТАРИИ

Бельгийская компания Sagens представила крупнейший в мире кран SGC-250, который способен поднимать грузы весом до 5000 тонн при работе в радиусе до 50 метров. Он устанавливается на кольцевую раму, благодаря чему способен вращаться на 360 градусов. Новая модель подъёмной техники использует традиционную систему лебёдок, вместо гидравлического домкрата, который применяется в конструкции большинства современных сверхтяжёлых машин.

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Nieuwe krachtpatser van Sarens bijna klaar om de wereld te veroveren

De grootste kraan ter wereld is Belgisch

(12/10/2018) 10:10:10 (10:10:10) Sarens - News - Contact



(FOTO: CARLO D'AMICO)



Kraanspecialist Sarens doet zijn slogan 'Niets te zwaar, niets te hoog' weer alle eer aan. Het familiebedrijf uit Wolvertem bouwt in de Gentse kanaalzone 's werelds grootste kraan op. Na het proefdraaien en de homologatieprocedure verhuist die begin 2019 voor vier jaar naar het Britse Hinkley Point, Somerset. "De ogen van de hele wereld zullen op dit prestatieproject gericht zijn."

Groot, groter, grootst. Het lijkt wel het mantra in het (kracht)patserwereldje van de hijskranen. Een wereldje waarin het Belgische Sarens de absolute wereldtop is. "Ons vorige topmodel, de SSC-140, kon in één beweging 1.000 ton heffen over 100 meter." Dat kan je vergelijken met het verplaatsen van een honderdtal autobussen van De Lijn in één beweging over de lengte van een doornaa voetbalveld. "Ons nieuwste paradepaardje, de SSC-250, kan 2.000 ton heffen over dezelfde afstand en is daarmee wereldkampioen", zegt Carl Sarens (48), operationeel en technisch directeur en vierde generatie in het familiebedrijf dat zijn overgrootvader in de jaren 40 van de vorige eeuw startte.



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Koen en zijn gezin gaan in een huis IN een serre wonen: "Geen aansluiting op water, gas of elektriciteit nodig"

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Sarens Megacrane Out for Delivery to UK Nuclear Project



Sarens' SGC-250 crane was custom designed for use at the Hinkley Point C Nuclear Power Station project in Somerset, England, where it is expected to be mobilized in February 2019.

Photo Courtesy of Sarens

November 21, 2018

KEYWORDS [crane](#) / [nuclear](#)

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On Nov. 9 Belgium-based crane manufacturer Sarens launched the SGC-250 crane, which boasts a 5,000-metric-ton lifting capacity and a load moment of 250,000 ton-meters. According to the company, the ring-mounted crane is the largest land-based crane in the world, and exceeds the lifting capacity of the massive SGC-140 it introduced in 2017. The crane has a 160-meter boom that can be extended to 250 m. It was custom designed for use at the Hinkley Point C Nuclear Power Station project in Somerset, England, where it is expected to be mobilized in February 2019. In addition to 360° slewing, the SGC-250 has the ability to hydraulically lift itself onto rails for transport between slewing rings on the site, greatly reducing the time needed to relocate the crane.

Crane technology for nuclear construction projects

20 November 2018



Belgian company Sarens has unveiled the world's largest crane - the SGC-250 - which will be used to perform all the major lifts at the Hinkley Point C nuclear power plant in the UK. Meanwhile, NuScale Power has selected PaR Systems LLC to design and manufacture the crane that will be a key component of the building for its small modular reactor (SMR) power plant.



Sarens celebrates the launch of the SGC-250, the world's largest crane (Image: Sarens).

NuScale chose Minnesota-based PaR Systems to begin engineering work for the reactor building crane (RBC) after an intensive selection process involving several major US crane suppliers, the company said yesterday. The RBC is a key component of the reactor building that houses NuScale Power Modules.

PaR Systems will carry out design, engineering and subsequent precision movement testing for NuScale's RBC. NuScale is preparing for its first plant to be operational in Idaho by the mid-2020s.

PaR Systems will start work in 2018 and is expected to continue the first phase of design work through 2019. NuScale intends to contract for the remaining design phases, initial design and design for manufacturing in 2019 and fabrication at a later date, the company said.

"When making this important decision, NuScale knew it was necessary to find both an experienced nuclear crane supplier and a true industry leader in remote handling of critical equipment," NuScale Chief Operating Officer

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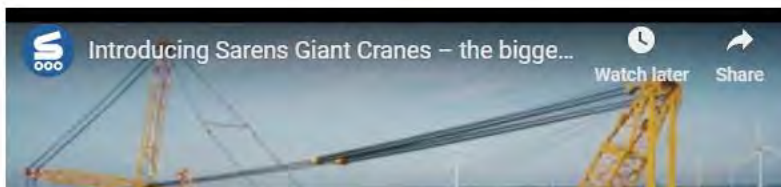
WNN is a public information service of World Nuclear Association



SGC-250: the world's largest crane

Sarens' behemoth – the SGC-250 – was officially launched on November 9, 2018 at the Port of Ghent, Belgium, where it demonstrated its slewing and hoisting capabilities.

The SGC-250 can lift 5,000 tonnes and extend its main boom to 160m but Sarens says its most unique feature is its ability to relocate, fully rigged on site, from one lifting position to another. According to the Belgian company, this 'constitutes a breakthrough for the entire global crane industry'. The company adds that the crane has two sets of wheels: one for slewing 360° and one for travelling. The second set is hydraulically retractable and is pushed out whenever the crane needs to travel.



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World's largest crane heading for Hinkley

Grant Prior 1 hour ago

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The world's largest crane will start work at the Hinkley nuclear site next year for the BYLOR joint venture of Bouygues and Laing O'Rourke.



The giant crane was launched in Belgium this month and will now be transported to Hinkley

The SGC-250 (Sarens Giant Crane-250) can lift 5,000 tonnes and operate at



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This is when the WORLD'S biggest crane will be coming to Hinkley Point C in Somerset - but slowly

Its creator dubs it the 'biggest crane on the planet'

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By Michael Taylor
06:00, 21 NOV 2018

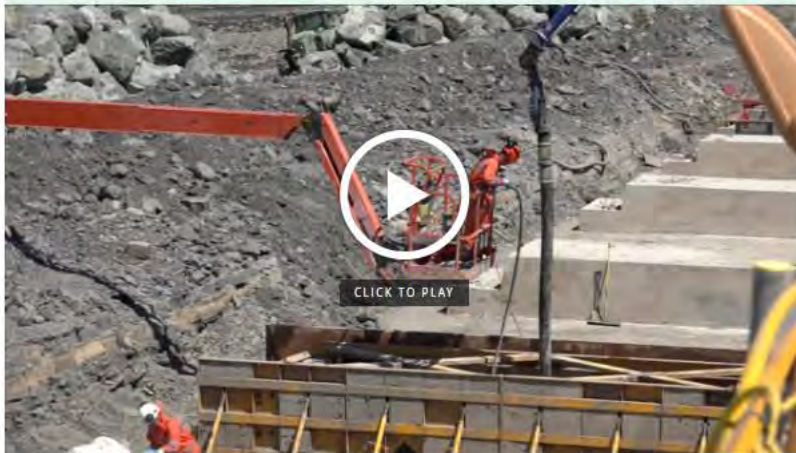
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SARENS LAUNCHES LARGEST LAND CRANE IN THE WORLD

By OGP Network - November 21, 2018

1 0



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The SGC-250 (Sarens Giant Crane – 250) thought to be the most important crane within the World in each dimension and capability, was launched on the port of Ghent, in Belgium. The SGC-250 is the primary of the third technology of ring-based cranes at

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World's Largest Crane Has Nuclear Build Future

Belgium industrial Sarens has launched what it claims is the largest crane in the world, which will have a future – and a start – tied directly to the nuclear power industry in Europe, the company said.



One of the crane's first assignments, if not the first, will require a four-year presence at the Hinkley Point C two-reactor build in Somerset, England, starting next year, the World Nuclear Association reported.

The company said the plant had a future that would be tied to nuclear power. "Hinkley Point C is only the first of many new nuclear power plants that will be built in the UK and abroad in the coming years, and we expect the SGC-250 to be vital to those projects," the company said.

The crane's official name is the SGC-250. It was launched Nov. 9 at the port of Ghent in Belgium with a celebration that included journalist and industry officials. Sarens Chief Executive Officer Wim Sarens and Director of Technical Solutions, Projects and Engineering Car Sarens both addressed those assembled for the event.

SARENS LAUNCHES LARGEST LAND CRANE IN THE WORLD



November 21, 2018



The SGC-250 (Sarens Giant Crane - 250) regarded as the largest crane in the World in both size and capacity, was launched at the port of Ghent, in Belgium. The SGC-250 is the first of the 3rd generation of ring-based cranes at Sarens. It has a maximum load moment of 250.000Tm which allows lifting an astonishing 5.000T. Even at a large radius of 100m, the crane is still capable of lifting 2.000T and, even when doing so, the ground pressure remains below 25T/m². This extremely impressive metric is achieved through the high number of wheel bogies on the double ring beams and the spreader mats that the machine features. The main boom, which is now 118m, can be extended up to 160m and the jib can be extended up to 100m. This combination can reach an incredible height of about 250m or an equally astounding radius of 275m. This flexibility guarantees that Sarens is capable of building whatever is needed by the client, all on a double ring design of no more than 48,5m, which constitutes the outer diameter. In addition, the crane can operate two hook blocks: one on the main boom and one on the jib. In this way, the crane can cover each spot on the jobsite while still offering the combination of strong capacities and fast operations.

Besides power and flexibility, Sarens has put significant effort on safety and continuity. This can, for example, be seen on the highest performance

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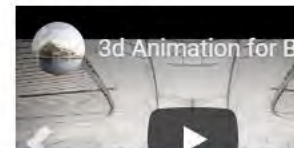
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Die Vorbereitungen für die Montage des SGC-250 laufen auf Hochtouren: Hier wird der Wippausleger gerüstet.

Sarens hat einen neuen SGC vorgestellt: Der SGC-250 bietet ein maximales Lastmoment von 250.000 mt und rundet damit die Palette der Ringkrane als traglaststärkster seiner Art nach oben ab.

Bei der Anreise zum Hafengelände im belgischen Gent, wo der Kran am 9. November 2018 vorgestellt wurde, fällt der neue SGC-250 schon von Weitem ins Blickfeld. Zwar ist der 5.000-t-Kran an diesem Tag nicht in seiner maximalen Auslegerkonfiguration gerüstet, ragt aber dennoch weit genug in den Himmel, um als unüberschaubares, wenn auch vorübergehendes, Wahrzeichen zu fungieren.

250.000 mt maximales Lastmoment, 5.000 t Tragkraft: damit distanziert der SGC-250 den SGC-140, den Sarens im Oktober 2017 an gleicher Stelle vorgestellt hatte, deutlich als „nur“ noch zweitgrößten Kran

In der maximalen Ausleger-Konfiguration lassen sich mit dem SGC-250 Höhen von bis zu 250 m und Ausladungen von bis zu 275 m realisieren.

der jetzt 4-köpfigen SGC-Familie.

Zur Erinnerung: Bei einem Lastmoment von 140.000 mt bietet der SGC-140 eine maximale Tragfähigkeit von 3.200 t.

Entsprechend konnte beim SGC-250 auch in puncto Auslegersystem nochmals nachgedacht werden. Zwar bieten sowohl SGC-140 wie auch SGC-250 stellen bis zu 100 m langen Wippspitzenausleger. Beim Grund-

ausleger aber überragt der SGC-250 seinen kleineren Bruder um 30 m und bietet statt 130 m einen bis zu 160 m langen Doppelausleger.

Zum Einsatz kommen kann der Kran wie der SGC-140 aber auch mit 118 m langem Hauptausleger. Die Wippspitzenverlängerung steht in fünf Versionen mit Längen zwischen 40,5 m bis 98,5 m zur Verfügung.

In der maximalen Ausleger-Konfiguration lassen sich mit dem SGC-250 an Höhen von bis zu 250 m und Ausladungen von bis zu 275 m realisieren.

Die maximale Tragfähigkeit von 5.000 t bewältigt der SGC-250 am Hauptausleger auf einem Radius von 40 m. Sattel 2.000 t Tragfähigkeit stehen bis zu 100 m Ausladung zur Verfügung und auf 165 m Ausladung können immer noch 775 t gehoben werden.

Mit montierter Wippspitze beträgt die maximale Tragfähigkeit am Hauptausleger 4.250 t auf 40 m Ausladung. An der Wippspitze selbst ist eine maximale Traglast von 1.781 t mög-

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SARENS: SCG 250

NEWS SPOTLIGHT



GIANT RING-BASED CRANE LIFT-OFF

IN NOVEMBER HEAVYTORQUE ATTENDED AN EVENT HELD BY SARENS TO CELEBRATE THE INTRODUCTION OF THE LARGEST CRANE IN ITS FLEET. ITS INITIAL TASK WILL BE THE CONSTRUCTION OF HINKLEY POINT NUCLEAR POWER STATION.

The giant SGC-250, was launched at an event in the port of Ghent, Belgium. The machine is currently regarded as the largest crane in the World in both size and capacity. Chief executive officer Wim Sarens, and director of technical solutions, projects, and engineering, Carl Sarens, presented the crane from a commercial



GIANT RING-BASED CRANE LIFT-OFF

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The giant SSC 250, was launched at an event in the port of Ghent, Belgium. The machine is currently regarded as the largest crane in the world in both size and capacity. Chief executive officer Wim Sarens, and director of technical solutions, projects, and engineering, Carl Sarens, presented the crane from a commercial and technical standpoint to the audience. The SSC 250 is the first of the third generation of

ring-based cranes at Sarens. It has a maximum load moment of 250,000tonne/m which allows the lifting of an astonishing 5,000 tonnes. Even at a large radius of 500m, the crane is still capable of lifting 2,000 tonnes and, even when doing so, the ground pressure remains below 25tonne/m². This is achieved through the high number of wheel bogies on the double ring beams and the spreader mats that the machine features.

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Sarens displays world's largest heavy-lift crane – and promises a bigger version in two years' time

19 October 2017 | By GCR Staff



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Sarens, the Belgian heavy lifting specialist, this month unveiled the world's largest heavy-lifting crane and trailed the coming in two years' time of an even bigger lifter, which remains shrouded in mystery.

The unveiling at its works in Ghent means its famous "Big Benny" crane, the SGC 120, is now superseded, but that takes nothing away from its illustrious, six-year career lifting extremely heavy things all over the world.

The company operates some 1,600 cranes in 65 countries but historically it relied on manufacturers such as Liebherr of Switzerland to supply it with the equipment.

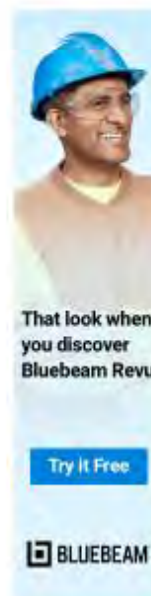
Six years ago it began operating the first crane it had designed and fabricated itself. This was the SGC 120, or "Big Benny" as it was known. It had a maximum lift of 3,200 tonnes, equivalent to 250 double-decker buses.

This massive unit has now been exceeded by Big Benny's Big Brother: the SGC 140.

"Bigger Benny" has the same lifting capacity but can move weights around a larger radius, which means it is able to work on projects with a greater area without having to be dismantled and moved to another position. It can be built with a boom of 130m, to which a jib of up to 99m can be added.

An even bigger crane, the SGC 250, is due to hit the market in 2019 but the company is not releasing any details of its specifications.

The process of assembling a crane of this type is illustrated in this YouTube video.



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SARENS CONTINUES ITS DEVELOPMENT IN MOZAMBIQUE

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19TH NOVEMBER 2018

Sarens continues its development in Mozambique

The Sarens Group has just announced the opening of a new branch depot in Mozambique near the city of Palma in the far north-east of the country. This new location is a part of the group's strategy to ensure a permanent presence in the country with a view to the future LNG project in Mozambique in 2019. Sarens has already brought its 120T and 60T rough terrain, 100T all-terrain, and truck and trailer equipment to the site. Construction of the new 5,600 square meter depot is about to begin and will include accommodation, training facilities, office and workshop containers, workshop facilities, washing bay, laydown area, parking area

In addition, Sarens has made the choice to invest in the training of the local population. Thus, the



Mozambique Depot for Sarens

Sarens is opening a new branch and depot in Mozambique, just outside the town of Palma. Photograph - Sarens

Date 15 November 2018

As part of an ongoing commitment to serve its clients all over the world, Sarens is opening a new branch and depot in Mozambique, just outside the town of Palma. This new opening is in anticipation of the Mozambique LNG project, which is set to receive a financial investment decision in June of 2019.

The Mozambique LNG is located on the Afungi peninsula in Cabo Delgado province, where a potential 75 trillion cubic feet of recoverable natural gas have been discovered. Once work begins, it's estimated that more than 10.000 people will be stationed in Palma for the building of the onshore and offshore facilities.

Although Sarens has been operational in Mozambique since 2011, it has mainly been on a project by project basis. This new branch and depot opening establish Sarens as a permanent presence in the area. Sarens has already brought its 120T and 60T rough terrain, 100T all-terrain, and truck and trailer equipment to the site. Construction of the new depot is now set to begin here, on an approximately 5.600 square-metre yard.

The depot will be located close to the main street and with the access needed to transport cranes and abnormal loads. The facilities at the depot will mostly be containerised to allow Sarens to move and adjust as per project requirements. These will include:

- Accommodation
- Training facilities

info

Richard Krabbendam

15/11/18 @ 14:27

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Sarens set for Mozambique branch

Wednesday 14 November 2018

Heavy lift and engineered transport provider, Sarens, is set to open a branch and depot in Mozambique.



Located just outside of Palma, Sarens said the opening of the branch is in anticipation of the Mozambique LNG project, which is expected to receive a financial investment decision in June 2019.

The depot will be built on a 5,600 sq m yard and will include accommodation, training facilities, offices, workshops, a laydown area and parking area. Sarens has already relocated 120-tonne and 60-tonne capacity rough terrain cranes, a 100-tonne capacity all-terrain crane as well as truck and trailer equipment to the site.

As part of its strategy to expand its presence in Mozambique, Sarens has also invested in training the local workforce. To date, the company has trained and certified three local crane operators and expects to have an established team of local people trained by the time the LNG project kicks off.

The November/December 2018 edition of HLPFI, which goes to press in the coming days, will review some of the opportunities and challenges facing those active in the Southern Africa project logistics market, with developments in Mozambique taking centre stage. To receive a copy, contact editorial@heavyliftpi.com

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Gulf cranes multiply

8 October 2018



Construction activity is strong across the Middle East, Sotiris Kanaris looks at the crane market and interesting projects in the region.

After a short period of decline, the economies of the countries in the Middle East are picking up, triggering investments in residential, commercial and infrastructure projects.

This positive change was reflected in the success of the Big 5 Heavy show that took place in Dubai in March.

Andrea Bristot, area sales manager for the Middle East at Comansa, says: "During the three days of the show, we have been very busy with customers and potential buyers, not only from Emirates but also from Egypt, Oman, Saudi Arabia or Kuwait, which shows that the entire region is under an evident recovery. Another good indicator is that the world's main tower crane manufacturers were at the Big 5 Heavy show."

It is not surprising that tower crane manufacturers are targeting this region, as local demand for these machines is high, particularly in the UAE.

UAE-based tower crane supplier and Potain dealer NFT currently has 208 tower cranes on hire between Abu Dhabi, Dubai and Sharjah, not including sold cranes.

"Dubai's driver is the Expo 2020 that has seen an impressive pace of progress. Construction is well advanced on the three 'thematic districts' that form the core of the expo site, named Mobility, Opportunity and Sustainability, all connected by Al Wasl Plaza, the centrepiece of the site," says the tower crane supplier.

Expo 2020 is a universal exposition, which will take place between 20 October 2020 and 10 April 2021. It will be the first World Expo to take place in the Middle East.

NFT says 45 tower cranes have been erected at the main Expo 2020 site, with the current works on the project centering on shade structure and canopy installations. NFT supplied seven Potain cranes, mixed between luffers like the MCR 225 and fi at tops such as the MDT 368 L16 able to lift up to 16t.

Apart from the main exposition site, there are numerous other major construction projects linked to the event. An example is the Expo Village, the residential development that will provide full-time housing facilities for participating countries' staff working at the Expo. It will consist of five 16-storey towers, comprising 2,273 apartment units.

There are 11 NFT tower cranes at this job site, with units from Potain's MC 175, MCT 205 and MCR 225 models.

In order to facilitate people moves to and from the event, the Route 2020 is being constructed. It is a five-stage extension of the Dubai Metro Red Line up to the World Exposition 2020 (Expo 2020). For this project NFT has installed six Potain tower cranes.

There is also strong construction activity related to commercial developments. NFT has supplied 16 tower cranes for the Reem Mall, including the gigantic MD 1100 which can lift up to 40t.

Another mall currently under construction in the UAE, is the Dubai Hills Mall. It will feature 2m sq ft of leasable space spread out over ground and first



ALE transported two slug catchers, weighing 2,000t each, from Spain to Saudi Arabia.



Integrated Logistics's Demag CC8500-1 lifting leg section at the Ehamia Bin Jaber Al Jalahma Shipyard complex, Qatar.



Raymond LR213 lifting crane erected at Dubai Creek Harbor.



NFT installed 15 tower cranes for the construction of Reem Mall in Abu Dhabi.



SARENS CRANE OPERATOR INITIATES A FUND RAISER FOR THE FARMERS IN AUSTRALIA

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Sapphire Wind Farm's Buy a Bale drive collected \$60,000 for drought-affected farmers

Mary Sinerchia Local News

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The Sapphire Wind Farm subscribers raised \$60,000 for the Buy a Bale campaign.

Great deeds often begin with a random act of kindness. As lucky that was the case for the Sapphire Wind Farm's Buy a Bale drive that raised \$60,000 for drought-affected farmers.

It all began when Duncan Donohue, a Sarens crane operator from Victoria, held up \$20 at a Toolbox Talk and challenged his fellow workers to match him and raise money for drought-affected farmers in the region.

"There was passion in his voice, because he understands what farmers are going through, as he comes from the land himself," said Patric Miller, Environmental Technical Advisor for the Sapphire Wind Farm project.

"He reminded everyone that we're all visitors to the area and should leave behind something good. There was not spontaneous applause, but people took note."

One thing lead to another, and all companies at the wind farm hopped on board, matching each other's donations. Four hectic weeks of planning, barbecues and raffles helped create an avalanche of offerings to the tune of \$60,000 to provide at least six semi-trailer loads of hay.

Local farmers are encouraged to register on the Buy a Bale website (<http://www.buyabale.com.au>) or we help you! to receive assistance.

READ MORE: See how the Sapphire Wind Farm is coming along.

More funds

The last of the 75 turbines at the Sapphire Wind Farm was erected on October 5, reaching another milestone for the project that is nearing completion.

"Even though all the turbines are up, the site is still a hive of activity," said Mr. Miller. "There are a range of commissioning activities currently underway, along with the removal of the Ultra-Lap post-monsoon areas in Australia."

But even after the project is done and dusted, Sapphire

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SARENS PERFORMS LIFTS AT THE MACHESTER AIRPORT EXTENSION

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By **Chris Slater**

13:00, 31 OCT 2018

UPDATED 16:03, 31 OCT 2018

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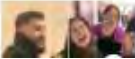
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Record Goldhofer order from Sarens

23 October 2018



International heavy transport and lifting specialist Sarens has ordered 92 axle lines of self propelled modular transporter from Goldhofer.



Jan and Carl Sarens with Horst Häfele, head of product management at Goldhofer, outside the plant in Memmingen

The trailers are destined for a huge oil field project in Kazakhstan claimed as the world's largest construction site. Sarens' contract, worth €450 million, is for the entire logistics of the vast refinery project. It is the largest single contract Sarens has ever won. The entire project is estimated to have a total cost of US\$ 36.8 billion. It is an upgrade of the existing refinery facility to increase well pressure and production capacity.

Work for Sarens Group there began in 2017 and will continue until 2020. The first step was to deploy a multidisciplinary team drawn from Sarens operations around the world. They established two trans-shipment bases for offloading and forwarding all cargo to the construction site in Kazakhstan.

Carl Sarens, director global operations, commented, "We have dispatched around 250 specialists to handle the overland transportation and on-site installation of the pre-assembled units and racks and associated oversize equipment. For the overland transportation operations, Sarens already had more than 900 axle lines available in Kazakhstan. At the beginning of 2018, however, we saw an upcoming peak in the required logistical capacities as of the beginning of 2018. We therefore had to urgently increase our capacities to avoid problems in meeting the project schedule. Goldhofer delivered a convincing response with top quality at very short notice and absolutely punctual shipments."

The equipment order was placed with Goldhofer in mid-May 2018. It comprised 68 axle lines of THP/SL and 24 of the PST/SL type plus four 280 PS PowerPacks. With the new additions Sarens has 300 axle lines from Goldhofer.

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Goldhofer supports Sarens in Kazakhstan

Thursday 25 October 2018

Sarens has expanded its fleet with 92 axle lines of Goldhofer heavy-duty modules and four 280 PS PowerPacks.



Jan and Carl Sarens with Horst Häfele, Head of Product Management, outside the Goldhofer plant in Memmingen. Photo by Goldhofer

The order included 68 axle lines of the THP/SL heavy-duty modules and 24 PST/SL axle lines. After placing the order in mid-May 2018, the axle lines were delivered within three months.

According to **Goldhofer**, **Sarens** is using the additional axle lines for the Tengizchevroil TCO project in Kazakhstan, where the heavy lift and engineered transport provider is responsible for the complete site logistics for the planned construction period up to 2020.

Carl Sarens, director global operations, explained: "We have dispatched around 250 specialists to handle the overland transportation and on-site installation of the pre-assembled units and racks as well as associated oversize equipment.

"For the overland transportation operations, Sarens already had more than 900 axle lines available in Kazakhstan. At the beginning of 2018, however, we saw an upcoming peak in the required logistical capacities.

"We therefore had to urgently increase our capacities to avoid problems in meeting the project schedule. Goldhofer delivered a convincing response with top quality at very short notice and absolutely punctual shipments."

Sarens' fleet now includes more than 300 axle lines from Goldhofer.

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SARENS OPENS A NEW SITE IN ILE DE FRANCE



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Sarens opens a new site in Ile de France

July 24, 2018
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Equipped with fifteen mobile cranes from 50 to 700 tonnes capacity, the new Sarens site in France will be located next to Paris, in the town of Pierrelaye. This new facility, with a surface area of 1750 m2 covered on a total of 12400 m2, will serve as a depot for cranes and offer a welcome for commercial, operational, maintenance and planning services. It allows Sarens to respond to the many projects that are announced throughout the Ile de France, because of the Grand Paris Express but also the OG 2024 or other projects such as large energy projects, tunnels or canals. Sarens believes that 95% of the activity of this site will be in Ile-de-France where it already responds to major projects with lattice cranes up to 280 tons capacity. This new establishment should open in the course of August and will bring to 7 the number of agencies of the group in the hexagon.



The latest edition of JDLMAG



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SARENS PERFORMS LIFTS AT THE BELLARA POWER PLANT IN JIJEL, ALGERIA

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3RD OCTOBER 2018

40 lifts for Sarens at the Bellara gas power plant in Algeria

Sarens has mobilized a 10-member crew and two crawler cranes to perform a series of forty lifts at the Bellara gas power plant in Jijel, Algeria on behalf of its client Hyundai Engineering.

At the beginning of the mission, Sarens used a modular trailer to transport modules from storage to the lift area. Today, the crew is on its way to completing the full series of lifts, which include 118t-203t power plant modules lifted at 22.5-30 m. The equipment for this operation, that took three days to set up, includes CC2800-1 crawler crane (600t) in SSL configuration and with 84-metre main boom, CC2400-1 crawler crane (400t) in SH configuration and with 42-metre main boom, K25 modular trailer with 12 axles and one mobile crane. One of the main challenges for the Sarens crew was the new procedure the client was using to detach modules from the stand-up jig, which creates a mere 6mm distance between the module and casing. "This method consists of extracting the module with one crane only, by fixing the 'stand-up jig' to the metal structure of the casing during the lift," explained the engineering manager Yassine Amrouche. To do it, the team first performed a tandem lift and then made a rotation up to a point where they can detach the module from the

EXPLORING THE GROWING MARKETS: A LOOK AT SARENS IN INDIA

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Sponsored Content - Exploring the growing markets: a look at Sarens in India

Sponsored by **Sarens** | 1 October 2018



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August 2018: This month, Sarens is shining the spotlight on the India division, which started operating in 2009 and in less than a decade emerged as the reference in the industry, successfully catering to over 100 clients across 19 states.

Here, Navneet Jain, Deputy Regional Director, APAC shares his thoughts on the division's history, growth, and future outlook.

Tell us a little about the beginnings of the division, and where it is today.

Sarens Heavylift India Pvt. Ltd is a 100% subsidiary of Sarens, Belgium. We started operations in India in 2009 and since then have executed heavy lift erection projects, alternate lifting projects with strand jack systems and skidding, and heavy equipment transport across industry segments like oil and gas, wind power, civil, thermal power, mining,

mechanical structure erection and petrochemicals.

With equipment ranging from 50T to 1600T, we are an ideal partner for small-scale to mega-scale projects. We currently employ 250 professionals in India and diligently manage our clients' projects with top market talent from across the world. Additionally India is also handling backend operations with around 110 employees for various Sarens BUs. Safety and excellence in all we do are paramount to us. We strive daily to establish a safe space for our people, your people, and the equipment. We make sure that our client's project is delivered in the fastest, safest, and smartest way.

Can you tell us about your major projects executed recently?

In 2017-2018, we executed five major projects apart from the regular projects:

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SARENS ABOUT TO LAUNCH THE WORLD’S LARGEST CRANE - THE SGC-250

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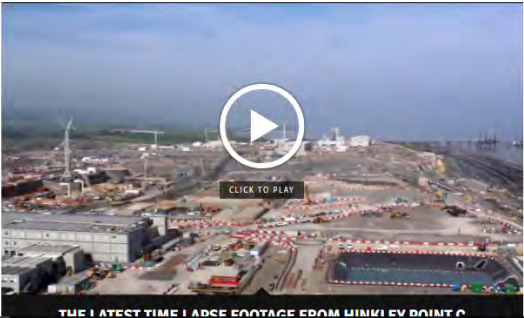
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By **Tomas Malloy** & **Daniel Chipperfield** Trends Writer
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SARENS FEATURED BY CRANES TODAY MAGAZINE

Heavy lift | Segment report



Sarens using a Demag CC8800-1 at the NIS Refinery in Pancovo, Serbia.

replacements of components.”

Lampson's LTL 2600 has maximum capacity of 2,600t and has up to 400t of main boom and up to 240t. One unit of this model has been working at Plant Vogtle in Georgia over the past year and a half, performing numerous lifts.

The construction involves Plant Vogtle units 3 and 4, which according to Georgia Power they will be the first new nuclear units built in the United States in the last three decades.

Crane manufacturers

Some of the “traditional” crane manufacturers have tried to expand their range in order to accommodate the needs for heavy lifts.

In Sarens' portfolio there are three Demag crawler cranes with capacities exceeding 1,000t: the 1,250t lifting capacity Demag CC6800-1, which has a maximum load moment of 13,840tm; the

CC 8800-1 with capacity of 8800t and a maximum load moment of 26,160tm; and the CC 8800-1 TWIN crawler crane which has a nominal capacity of 3200t and a maximum load moment of 43,900tm. The manufacturer also offers the AC 1000-0, an all terrain crane with capacity of 1,000t.

A number of units from these models have been sold to heavy lift companies and large crane rental companies.

Sarens has Demag CC6800-1 and CC 8800-1 cranes in its fleet. It recently put a Demag CC6800-1 to work performing component lifts at the NIS Refinery in Pancovo, Serbia.

Naftna Industrija Srbije (NIS) JSC, began the construction of its bottom-of-the barrel (BOTB) complex to improve energy efficiency and increase production. Sarens was chosen to perform the load-out, transport, jacking, sliding, and lifting of equipment, two coke

drums under a pipe rack, and steel constructions at Pancovo in Serbia.

The CC 6800 with SSL 114m configuration, travelled from Rietz, Germany, by road. The crane was rigged in a congested area, as there was only one access road of 130m x 12m.

Liebherr also has a range of crawler cranes with capacity hitting the 1,000t mark. It includes the 2,000t LR 12000, the 1,250t LR 11250 and 1,000t LR 11000 crawlers.

Mammot recently used an LR12000 for the expansion of a Gulf Coast polypropylene plant.

With its 90m power boom rising high into the sky, the LR12000 was strategically placed to lift and install both reactors from one position. The crane was outfitted with a complex boom configuration, boasting a lifting radius of 33.5m and superlift capacity of 1,500t. The larger reactor weighed a total of 725t and

stretched 40m long. These lifts were executed successfully with lifting help from one of Mammot's Sarens CC 2800 crawler cranes.

Earlier this year an LR 11000 was used by Emil Egger to install a silo with a capacity of 470m³ for a concrete mixing plant in Oberndorf, a Swiss municipality on the border with Austria.

Managing director Michael Egger explained the reason for using such a powerful crane to handle a gross load of 140t with a maximum radius of 16m. “The benefit of our solution was that using the LR 11000 for this job meant that a derrick jib was not required as would have been the case if a 500t crawler crane had been used. That would have presented a massive problem as a result of the extremely constricted space available.”

In Liebherr's product offering there is also the 1,200t LTM 11200-9.1 mobile crane. Max 60t Group

The PC 3800-1, in transport mode. For an 18.5 t load, the Fagor mobile trailer shown here can be fitted with the APMD 'assist' power pack.



A moving pedestal

Sarens used another Terex crane, shown here and outlined on a traditional crawler base, for other turbines at the same site.



Sarens has demonstrated the advantages of its new 'mobile' pedestal crane, the Terex PC 3800-1, on a wind farm project in Germany. The crane was used to erect three 159m wind turbine towers.

A pedestal crane is, essentially, the body and upper of a standard lattice boom crane, mounted on giant outriggers, rather than on a crawler carrier. This increases the crane's load chart and allows it to

be levelled on ground that is not perfectly flat.

While pedestal cranes offer advantages on sites where extra lifting power is needed, and where ground preparation is difficult, such as wind farms, they needed

to be fully dismantled between jobs.

The carbody of the PC 3800-1, which is based on Terex-Cemag's CC 3800-1, has special adapters for Raymond's D-SL sole lines. It is transported to site, towed by

a three or four-axle truck. At the site, the trailer is converted into an SPMT by connecting Raymond's APMD 'assist' power pack. As such, the trailer can be used to move the partially rigged crane upper and its folding outriggers

SINOTRANS-SARENS ADDS CAPACITY IN CHINA

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Sinotrans-Sarens adds capacity in China

Friday 14 September 2019

Sarens is relocating one of the largest cranes in its fleet - the 1,600-tonne capacity Terex CC8800-1 crawler crane - to China as part of its Sinotrans-Sarens joint venture (SSJV).

The crane, along with a 1,250 tonne capacity CC6800, also from Sarens' fleet, is scheduled to arrive in China in late September. Together with an extensive fleet of SPMTs, the cranes will be positioned to serve a variety of clients in China, from module yards and oil and gas projects to offshore wind farm operations, said Sarens.

"The growth of module yards, petrochemicals industry, offshore wind industry, and other construction projects in China create opportunities for the introduction of the CC8800-1 to this market," said SSJV.

Sarens and Sinotrans Heavy-lift Logistics Company entered a joint-venture partnership in June 2015 to offer Chinese customers heavy lifting and engineered transport services.

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Sponsored Content - Sarens installs HRSG modules at Old Harbour, Jamaica

Sponsored by Sarens | 11 June 2018



May 2018: What happens when you bring together an engineering team from Mexico, sales teams from Europe and Latin America, and coordination between Sarens offices in North America and Belgium? A successful operation in Jamaica.

Sarens recently mobilised its global expertise to help client TSK install HRSG modules at a power plant in Jamaica. The 190MW combined cycle plant is being constructed for the Jamaica Public Service (JPS), and will be located in the fishing village of Old Harbour Bay, some 70km west of Kingston.

"This project had to be commercially concluded and executed in a very short time frame," says Dimitri Laurent, Sarens Regional Sales Manager, LATAM, of the fast-tracked

project. He and the Sarens team responded to this challenge with flexibility, agility, and coordination between Sarens offices across the globe to meet TSK's requests.

"We quickly involved the engineering department from Mexico to work on the preliminary lifting studies and the sales teams from Europe and Latin America, with operations coordinated between North America and headquarters in Belgium in order to deliver quick commercial, technical and operational solutions," says Laurent. "International teamwork was the key to success."

Sarens received an RFQ in early December, sent an initial quote mid-month, and met with the client in January to finalise discussions. The team received a letter of intent on January 25th and mobilised equipment shortly afterwards.

Under able expert guidance, professional staff from Sarens had performed a comprehensive risk assessment and

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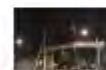
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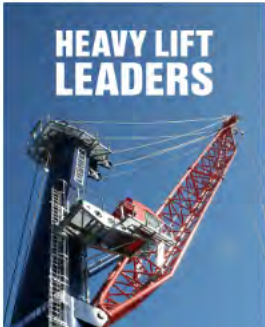
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Sponsored Content: Sarens erects the roof of the new Hungarian national stadium in Budapest

Sponsored by Sarens | 28 August 2018



July 2018: The Ferenc Puskás Stadium, located in the 14th district (Zuglő) of Budapest, Hungary, will be a host to the UEFA Euro 2020. The construction of the stadium began in 2017 and is expected to be ready by 2019. It is planned to be an all-seater with a capacity of 67,889 and expects to be awarded the 5-star rating when construction is finished. The stadium is built in the place of the former Ferenc Puskás Stadium.

Sarens signed the contract with KSEZ to undertake the transport and lift of the outer and middle steel trusses of the roof of the new Puskas Ferenc stadium. In total the Sarens team will carry-out 76 transports and lifts at a ratio of 4 per week.

To perform the lifts Sarens deployed:

- CC6800 SWSL
- 32 axle lines SPMT
- 2PPU
- Spacer units

Originally, it was planned to deploy a 650T crawler crane but for the project it was required to perform more lifts from same crane position. After all the cost considerations and discussion with the client, it was decided to use a stronger and bigger crane. The strategic advantage the CC6800 offered was that the preparation time for each lift was reduced due to less crane positions, less Superlift handling, and ease to comply with the deadline of 4 lifts/week. It was also a challenge to find the best suited SPMT configuration which could support all different types of trusses in the right

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Elevación pesada en la

Petró es el séptimo país con mayores reservas de petróleo crudo en Latinoamérica sin contar a México, con 379 millones de barriles de reservas probadas. La empresa estatal Petróleos es uno de los principales productores de petróleo crudo, quien adjudicó el proyecto de modernización de la refinería de Toluca a la constructora española Técnicas Reunidas (TR), que ha colaborado con Sarens, el especialista belga en Petróleo y Gas, para ejecutar el proyecto.

El proyecto de modernización de la refinería de Toluca tiene un valor aproximado de US\$2,700 millones e implica la ejecución de ingeniería, adquisición y construcción de las unidades de procesamiento de crudo. Una vez finalizada la construcción se producirán combustibles diésel y gasolina de acuerdo con los nuevos requisitos ambientales peruanos (con un contenido máximo de azufre de 50 ppm) a precios competitivos. Esto representa el mayor proyecto de I&D en materia de refinación de todo el mundo otorgado a un solo contratista y tiene un plazo de finalización de 55 meses.

Sarens ayudó a TR desde 2012 en el proceso de licitación para el proyecto de Petróleos y es responsable de la elevación pesada y el transporte de maquinaria asociado con el proyecto desde mayo del año pasado.

Stijn Adrienssens, gerente senior de proyectos de la compañía en Latinoamérica, explica cómo colaboraron con Técnicas Reunidas en la preparación del proyecto. "Estuvimos compitiendo con otras diez o trece empresas del sector y en el último momento Técnicas Reunidas ganó el proyecto. Sarens contaba con una buena relación con la empresa española, con quienes habíamos trabajado con anterioridad en Arabia Saudí y Canadá, así como en diversos lugares del mundo. Siempre se guió por el mejor precio, por lo que la decisión en este proyecto llegó muy tarde".

Lo que hizo TR, explica Adrienssens, fue sacar todo el trabajo de elevación pesada del contratista mexicano y contratar directamente a Sarens. "Nosotras hicimos todo lo relacionado con el transporte pesado y con el único contratista en el lugar".

Técnicas Reunidas construyó un puerto



en Toluca, siguiendo un plan que consistió en realizar el transporte desde el puerto.

"Por los efectos de El Niño sobre el mar fueron muy complicados, por lo que se transfirió el transporte pesado a Paña y desde Paña a Toluca, en un tramo de 100 kilómetros donde se utilizaron barcazas. Luego se transportó directamente en Toluca en camiones públicos hasta la refinería, donde finalmente la instalamos".

Técnicas Reunidas, detalla Adrienssens, se encargó de los trabajos de refuerzo de las carreteras. "Solo tuvimos que transportar sobre una distancia de 3 km en carreteras públicas".

Los trabajos de descarga comenzaron a principios de mayo del año pasado, menos de dos meses después de conseguir el contrato. En la actualidad, todas las piezas están fuera y los últimos

Cinco preguntas rápidas con...

Miriam Guevara muestra la estrategia de Sarens en el mercado mexicano de elevación.

Sarens es una referencia para el alquiler de grúas en México y a nivel mundial. Actualmente está trabajando en el proyecto del Tercer Interurbano de México-Toluca, una megaproblema que incluyó la construcción de cuatro estaciones, dos terminales y un túnel que evita áreas ambientalmente vulnerables.

Sarens está suministrando una grúa Demag AC1200 para la construcción de una sección de 36km del ferrocarril en el estado de Zinacantan, en representación de OHL. La grúa tiene una pluma de 53,8m y una capacidad de peso de 30t en un radio de 20m. Se requirió una grúa telescópica para este proyecto debido al espacio disponible para las operaciones: hay tráfico a lo largo del día y la construcción se realiza justo al lado de la carretera en un espacio limitado cerca de los cables de alta tensión. La grúa fue transportada al sitio del proyecto durante la noche y configurada en unas pocas horas al día siguiente. Permanecerá en el sitio de trabajo durante aproximadamente 16 meses.

La empresa belga tiene una flota de grúas en el país con capacidades de elevación que oscilan entre 70 y 350 toneladas: Demag (AC1200 y AC300), Liebherr (LTM 1100-4.2 y LTM 1100-2), Grove (HT340E, RT390, y RT 875 E), Liebherr HTC 8675 S-II, XCMG QY70K y Zoomlion QY70. Sarens opera cinco grúas de alquiler y

experiencia para proyectos futuros como el proyecto ferroviario de alta velocidad de OHL. Uno de los proyectos actualmente en desarrollo, por ejemplo, es un proyecto de cambio de ductos y plataformas en una planta de cemento en Hidalgo. Miriam Guevara, analista de ventas regional para Latinoamérica, comparte con nosotros su visión del mercado de grúas y elevación en México.

¿Cuál es la perspectiva del alquiler de grúas en México?

MG: Ha habido un aumento de grúas en México durante los últimos 50 años, ya que el país se ha estado desarrollando e industrializando. La inversión pública y privada ha convertido a la infraestructura en un sector clave en el país y la construcción no se ha detenido a pesar de las crisis. Las grúas se han vuelto indispensables: el mercado está creciendo. Los sectores clave que impulsan este crecimiento incluyen plantas térmicas y de energía, minería, edificios en tierra, obras civiles, petroquímicas e industriales en general.

¿Qué buscan los clientes cuando se trata de alquiler de grúas?

MG: La mayoría de nuestros clientes requieren grúas telescópicas debido a su poco y pesada. También están buscando

de grúas de gran capacidad que también sean compactas. Los clientes ahora tienen calendarios más específicos para todo su trabajo y el tiempo en el que necesitarán la grúa, por lo que quieren que el ensamblaje se ejecute en un corto periodo de tiempo. Necesitan ensamblar elementos prefabricados mientras abren el camino en terreno de alta y tiempo de ejecución.

Los clientes también están buscando compañías con personas especializadas que puedan ofrecer soluciones detalladas. Quieren trabajar con marcas que ofrezcan estándares de alta calidad y seguridad.

¿Cómo abordan los problemas medioambientales y ayudan a reducir la huella de carbono?

MG: Estamos comprometidos con el cuidado de la salud, la higiene y el medio ambiente y esto se logra trabajando junto con el cliente para poner el equipo en funcionamiento en el momento en que se realizan las actividades. Intentamos no contaminar el suelo ni el agua, y minimizamos las partículas dañinas en el aire poniendo nuestro equipo en supe-
ra nuestras prácticas más sostenibles o documentos. La eliminación final de contaminantes y el uso y mantenimiento de nuestro equipo es supervisión y documentación.

¿Cómo garantiza Sarens la seguridad en los proyectos de alquiler?

MG: Para Sarens, la seguridad es una inversión en lugar de un gasto. Estrictos supervisores de seguridad con permisos pertinentes que trabajan en coordinación con los operadores. Estos supervisan los trabajos que se realizan y cómo los hacen los operadores y operadores. Cumplimos con los estándares de calidad y certificación para el equipo, proporcionamos capacitación puntual y detallada para el personal y cumplimos con los períodos preventivos y correctivos de mantenimiento para todos nuestros equipos. También compramos accesorios de elevación de la más alta calidad y certificaciones anuales realizadas por una empresa certificadora externa. 



Volver a montar una PEMP sobre el chasis de un vehículo

El departamento técnico y de seguridad de IPAF ha publicado una guía global sobre el procedimiento para volver a montar equipos de segunda mano de PEMP en chasis diferentes. La guía destaca la dificultad y el alto nivel de experiencia como maquinaria necesario para montar una PEMP en un chasis diferente al chasis original y advierte que "montar o volver a montar una PEMP de forma incorrecta puede causar y ha causado accidentes graves en todo el mundo".

El procedimiento de montar o volver a montar una plataforma elevadora móvil de personal (PEMP) sobre el chasis de un vehículo nuevo o diferente al chasis original que se adquirió del fabri-

cante de PEMP es un trabajo especializado que requiere un conocimiento profundo tanto de ingeniería como de las especificaciones técnicas de la PEMP que se va a montar.

En caso de que alguien que no cuenta con las capacidades, habilidades y conocimientos necesarios intentara realizar este trabajo, supondría un peligro real tanto para los usuarios como para las personas que se encuentran cerca. La persona o empresa que vuelve a montar la PEMP adquiere la responsabilidad legal del fabricante de la PEMP.

Al volver a montar una PEMP será necesario que se certifique que esta cumple los estándares obligatorios de acuerdo con la región en la que vaya a usarse.

Elementos a tener en cuenta antes de volver a montar una PEMP

1. Especificaciones del fabricante de la PEMP
 2. Especificaciones del fabricante del vehículo
 3. Instalaciones necesarias para someter a la PEMP a pruebas
 4. Estándar de aprobación que debe cumplirse según la región
 5. Estándares y leyes de prueba y aprobación del tipo de vehículo según la región
 6. Inspección de la unidad por parte de un técnico de mantenimiento cualificado antes de que se use por primera vez
 7. Número de identificación del vehículo y del chasis
- En caso de volver a montar la PEMP sobre el mismo chasis o uno idéntico, puede estimarse necesario disponer de un certificado de conformidad con la norma regional.

Atención: Montar o volver a montar una PEMP de forma incorrecta puede causar y ha causado accidentes graves en todo el mundo.



Una obra de elevación en Galicia

Recientemente, el equipo de Sarens trabajó para levantar 56 nuevos segmentos de acero para ensanchar el puente. El trabajo se completó en nombre de la constructora JV Dragados-Puentes y el propietario Aneas.



El puente atirantado Rande se sitúa sobre el río Vigo, que une Randeola con Muxía, en la región española de Galicia. Se considera un icono definitorio de Vigo, que se eleva 40 metros y se extiende a lo largo de 700 metros. Se abrió al tráfico en 1981, pero en 2006 su carga diaria promedio llegó a 47.000

vehículos, lo que provocó una congestión frecuente. Se presentó un proyecto de ampliación como una solución para aumentar la capacidad del puente de cuatro carriles hasta seis, sin la necesidad de construir un puente completamente nuevo o incluso interrumpir el tráfico en el puente existente.

Como parte de la expansión, dos nuevas cubiertas externas se extendieron a ambos lados del puente existente. Para ayudar a ejecutar esta visión e instalar los nuevos segmentos, las operadoras de Sarens utilizaron 16 S1a de 105t con bobinadores y 2 sistemas de control por computadora. Movilizaron la mitad del equipo en un periodo de tiempo muy corto para instalar ocho áreas de elevación de trabajo al mismo tiempo. El equipo pasó tres días transportando equipo de la sede de Sarens

en camión, y otro más preparando todo.

Sarens se enfocó al desafío de levantar dos segmentos de la misma sección transversal del puente el mismo día, con dos transportes de bocanetas diferentes. Además, tenían que lograr esto sin ningún tipo de cierre al tráfico en el puente. Trabajaron hasta 60 metros sobre el nivel del agua, utilizando dos puntos de elevación por segmento y aprovechando al máximo de hasta tres impulsiones.

El proyecto fue un gran éxito. "Se realizaron cincuenta y seis maniobras sin un solo incidente, y el cliente está completamente satisfecho con el trabajo realizado por nuestro equipo", dice José Mª Martínez Gutiérrez, gerente de cuentas clave, Departamento de Ventas de Soluciones Técnicas.

Instalan turbina en República Dominicana

La compañía belga de transporte pesado Sarens ayudó en la instalación en una central hidroeléctrica.

El especialista belga en transporte pesado Sarens está trabajando en el transporte e instalación de una turbina, un generador y un condensador de una planta eléctrica en República Dominicana. El proveedor nacional de electricidad de la República Dominicana, EGE-Haina, opera una central térmica de carbón de 45 MW en la ciudad portuaria de Barahona. La planta, que se construyó hace unos 20 años, debía actualizarse para mejorar su eficiencia. Para llevar el equipo al nivel estándar, EGE-Haina contrató a Schrader Camargo para instalar una nueva turbina, un generador y un condensador que produciría hasta 55 MW.

Schrader Camargo se asoció con Sarens para la operación de transporte y elevación. Sarens usará una unidad SPMT para transportar la turbina de 136 toneladas, el condensador de 80 toneladas y el generador de 100 toneladas desde el sitio del puerto local y almacenarlos temporalmente en la planta de energía.

La instalación, sin embargo, fue la parte más desafiante del plan. El equipo tuvo que trabajar dentro de un edificio de varios niveles, lo que significaba que no se podían instalar módulos desde la parte superior con una grúa. Sin grúas pesadas disponibles en la isla, Sarens tuvo que buscar otra solución.

Ante el desafío, el departamento

de Ingeniería desarrolló una solución de arrastre y elevación para instalar el condensador, así como un pórtico externo ensamblado para construir las vigas, arriostramientos, góndolas de bobinas y el sistema de arrastre necesario para instalar la turbina y el generador. Todo el equipamiento necesario podría caber fácilmente en contenedores abríscos, y sería bastante rentable enviar desde Amberes (Bélgica).

El proyecto requirió el siguiente equipo: una unidad Kamag K2406, un sistema Sarsid 310, un sistema de Jacking y una estructura de pórtico multifuncional con dos barras de 100T.

Dos personas fueron movilizadas desde la oficina central de Sarens para instalar el pórtico y operar las SPMT.

"Luc y Ron contaron con el apoyo de Rodrigo, nuestro gerente de proyectos de habla hispana con raíces venezolanas y, por último pero no menos importante, un equipo de apoyo local entregado por nuestro cliente", dice el gerente del proyecto, Rodrigo Armas. "Durante la ejecución, los ingenieros Tim (Ingeniería y cálculo) y Joris (preparación de equipos y soporte técnico) estuvieron en el sitio para apoyar al equipo durante la instalación final en la planta de energía de Barahona".

El equipo necesitaba trabajar en estrecha colaboración para abordar los desafíos

en el sitio. Por ejemplo, tenían que trabajar al lado y dentro de un edificio nuevo que todavía estaba en construcción. Además, las operaciones de la planta de energía todavía estaban en curso, por lo que era necesario trabajar en torno a las actividades de producción existentes y las líneas de alta tensión cercanas.

Sarens se enfrentó a otros desafíos durante el proyecto, lo que hizo necesario volver a calcular el aparato de elevación en el sitio. Las condiciones climáticas húmedas también limitan los tiempos de trabajo.

Cuando surgieron los problemas de comunicación, Rodrigo los manejó hábilmente, sirviendo de enlace entre el equipo de Sarens y el cliente. "Además de asumir la gestión de proyectos y sitios, Rodrigo era un vínculo indispensable entre nuestro equipo y el del cliente, lo que lo hacía funcionar como un equipo funcional", dice Armas.

A pesar de los desafíos enfrentados en el sitio, el equipo pudo terminar el trabajo de instalación de forma segura y antes de lo previsto. Con el trabajo completo, desmovilizaron el equipo de manera rápida, sin problemas y a bajo costo, inició la compañía.

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SARENS' CC8800-1 PERFORMS FIRST REACTOR LIFT AT FERTILISER PLANT IN INDIA

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Sponsored Content - Sarens' CC8800-1 performs first reactor lift at fertiliser plant

Sponsored by Sarens | 10 September 2018



August 2018: When the Indian government decided to revive and upgrade the Ramagundam fertiliser plant, Sarens was there to help make it possible. The gas-based plant, located 240 kilometres from Hyderabad, will have the capacity to produce 11.2 lakh tonnes of urea per year once it is completed.

Sarens performed the first reactor lift on behalf of Ramagundam Fertilizers & Chemicals Limited (RFCL) through EPC contractor Bridge and Roof Company Limited. To lift the reactor, the crew used the 1,600-tonne capacity CC8800-1 crane in SSL 84 & 72 configuration and the 600-tonne capacity CC2800 in SSL 54 configuration.

The CC8800-1 arrived from Greece and was offloaded in the port of Mumbai before being transported to the project site by road. The Sarens

team took seven days to safely assemble all of the equipment, despite constrained working space.

With the cranes ready, the crew proceeded to lift the 425-tonne, 54-metre long urea reactor at a radius of 24 metres. To do it, they upended the reactor using the CC8800-1 as the main crane and the CC2800 as the tailing crane. Then, the main crane slewed and marched to erect the reactor at its location.

"The first erection was completed with precision," said Abhishek Jain, India Country Manager, and Deepak Sharma, Operation Head. "A designated safety officer made sure that the entire lift was safely executed, and we are making sure the next set of lifts are completed in the stipulated time frame."

During the operation, the team faced constant rain, a constrained area in which to work, and narrow travelling roads on the premises. Despite these challenges, the 20-member crew executed the first lift safely and on schedule.

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Sarens lifts with Demag in India

Friday 28 September 2012

Sarens has deployed its 1,600-tonne capacity Demag CC 8800-1 crawler crane to lift a 425-tonne urea reactor for the Ramagundam fertilizer plant project in India.



To aid with the construction of the new ammonia and urea plant, Sarens transported the lattice boom crawler crane from Greece to Mumbai, where the components were offloaded and transported to the project site on trucks.

The Demag CC 8800-1 was assembled using a 600-tonne capacity Demag CC 3800-1 crawler crane. Once operational, the crane lifted the reactor – which measured 52 m in length and 2.8 m in diameter – and moved the component to its final position.

The CC 8800-1 will now complete five more heavy lifts at the site, with components weighing up to 600 tonnes.

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Sarens uses CC8800-1 in India



2 October 2018 by Sotiris Kanaris



Print



Email

Sarens has been using a Demag CC 8800-1 lattice boom crawler crane to lift heavy equipment for the construction of India's Ramagundam Fertilizer Plant.



The project involves the construction of a new ammonia plant and a new urea plant with capacities of 2,200t per day and 3,850t per day, respectively, as well as developing an ancillary offsite and utility facilities. Once completed the plant will produce 1.12 million tonnes of urea annually.

When the Sarens team began reviewing the project, they quickly determined it would take a large crane, like the company's 1,600t capacity Demag CC 8800-1 crawler crane, to complete the job. To aid with assembling the CC 8800-1 and act as a tailing crane, Sarens also deployed a Demag CC 2800-1 lattice boom crawler crane.

For the first, and one of the most challenging lifts, Sarens needed to lift a 425t urea reactor into place. The reactor measured 53m in length and 3.8m in diameter.

To perform the lift, the reactor was upended with the CC 8800-1 crane in an SSL 84/72 configuration at a lift radius of 24m. The CC 2800-1 assist crane was used in an SSL 54 configuration. After lifting the reactor, the CC 8800-1 crane operator slowly slewed and walked the heavy load into position.

"The Demag CC 8800-1 crawler crane is a highly versatile machine," said Navneet Jain, Sarens regional deputy director, Asia Pacific. "In addition to being a good fit for this project, we have several other jobs happening in India that the crane can be used for. So, we decided that transporting it here from Greece was

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Testing the limits

19 September 2018

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As demand for heavy lifts increases, Sotiris Kanaris looks at equipment with capacities of 1,000t or more and how it has been used in the past year.

From the construction of power plants to the launch of an 18th century battleship replica, the demand for heavy lift equipment has been high in the last twelve months.

Heavy lift companies, crane manufacturers and engineering companies have created a portfolio of products to satisfy the market's appetite.

The latest crane product that exceeds the 1,000t mark was the Sarens Giant Crane (SGC) 140, which was launched last October.

It has a 140,000tm maximum load moment, a lifting capacity of 2,820t at a radius of 50m, and three different boom configurations of 89m, 118m, and 130m.

Like the pre-existing SGC-120, it is a ring-based heavy lifting machine with a compact footprint with low ground-bearing pressures. The SGC-140's first project is in Kazakhstan, where it will be of seminal importance to the completion of a part of the TCO project.

Engineering manager at Sarens Peter Huygebaert told Cranes Today during the launch that the original plan was to use the SGC-120 crane for this job but it wasn't available, as it was working on an offshore wind project in Sunderland.

"We decided to optimise the new crane specifically for this project, looking at the lifts we are going to do there and how we are going to operate it. At the longest range, it adds 45% more capacity, and at shorter ranges it still adds 15-20%.

We wanted to get as much capacity as possible at 50m radius, and the extra capacity at long reach came from the added counterweight needed for this 50m radius capacity."

For this project, the crane will be standing in one position, picking up modules and putting them down in a stack.

The SGC family will expand further, as Sarens is working on the SGC-90 and SGC-250 models.

The SGC-250 will be launched in 2019 and will have a maximum load capacity of 3,000t. It will have a maximum boom length of 160m and it can be equipped with or without a jib. It will be able to operate on a ring or on straight rails. The SGC-90 will have a capacity of 90,000tm.

Fellow heavy lift specialist ALE celebrated the ten-year anniversary since the launch of its own crane series for the lifting and installation of ultra-heavy loads, the AL.SK crane series, earlier this year. The AL.SK190 was the first crane to be designed and built by ALE and at 4,300t, was then (in 2008) the world's largest capacity land-based crane.

ALE developed a solution to enable the crane to rotate around its ballast. It was this that helped to give it such a high capacity as well as an improved outreach.



Energac JS-250 used for the assembly of large maritime platform



ALE's AL.SK350 lifting modules at Total's Egina project



Sarens using a Demag CC8800-1 at the MTS Refinery in Pancevo, Serbia



Mammoet PTC 35 lifting the 600t replica of Peter the Great's battleship Potemkin



SARENS MOVES 12,200 TONNE MODULE

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Sarens moves 12,200 tonne module

By Alex Dahm | 2 July 2018



Sarens using Kamag SPMT on Johan Sverdrup oil field module

While module moves these days are increasingly heavy, a 12,000 tonne project is still a spectacular achievement. The latest by Sarens was the load-out, weighing, and jacking of a 12,200 tonne oil platform module in Stord, Norway.

A total of 432 axle lines of Kamag K24 self propelled modular transporter (SPMT) was used, driven by 22 power pack units, for the load out. The module is 110 x 61 x 26 metres and was moved about 200 metres from the fabrication hall to

the barge.

To find its exact weight the module was weighed using thirty-two load cells, each with a capacity of 500 tonnes. The module was then jacked up about 13 metres above the barge deck to install the grillage. Four towers of the CS 5000 jacking system were used. It was a complex job and took 20 days to complete the rigging.

Commenting on the project Tor Arne Naess, project manager, said, "Despite heavy rain and high winds, the operation was perfectly executed according to the project plan."

In early 2019 the module will be sailed out to the Johan Sverdrup oil field in the North Sea off the Norwegian coast. More than 200 workers will be housed there. Sarens is working for Kvaerner AS, which is building the accommodation platform in partnership with KBR.

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Sarens transports 12,200t oil platform module

25 June 2018 by Sotiris Kanaris

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Sarens recently performed the load-out, weighing, and jacking of a 12,200t oil platform module at a quay in Stord, Norway with the help of 432 axle lines of Kamag K24 driven by 22 power pack units.



The module is destined for the Johan Sverdrup Oil Field in the North Sea, off the coast of Norway. It will be sailed to the field in early 2019, where it will house more than 200 workers. The platform will include sleeping areas, kitchen, dining room, recreational areas, and utility control systems.

Sarens executed the project on behalf of client Kvaerner AS, which is building the housing platform in partnership with KBR. The project scope included engineering, procurement and fabrication, use of Sarens equipment, and execution of the load-out, jacking and weighing operations.

For the load-out operation, Sarens transported the 110 x 61 x 26m module from the fabrication hall to the barge, a distance of approximately 200m, on self-propelled modular transporters made by the TII Group.

"Despite heavy rain and high winds, the operation was perfectly executed according to the project plan," said project manager Tor Arne Naess.

Sarens operators used thirty-two 500t weighing cells to determine the LC-LL module's exact weight, which

SARENS EXTENDED THE ROOF OF THE ANOETA STADIUM IN SPAIN

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Sarens extended the roof of the Anoeta stadium in Spain

The Sarens company recently assisted the roof extension of the Anoeta football stadium in San Sebastian, Spain, for the joint venture client Anoeta Envolverte, composed of Altuna y Uria and Construcciones Moyua. For Sarens, the task consisted in performing tandem lifts of four new steel truss girders of 400t and 156m long. The company also lifted four smaller trusses. For these several operations, two Demag Superlift 3800 lattice boom crawler cranes in SWSL configuration has been used, which could bear 201t with a maximum radius of 54m.

«The crane's main parts were transported by sea vessel and delivered to a harbour near the work site. Then, up to 100 trucks delivered the equipment to the stadium, located in the middle of the city », as stated the Belgian firm. On site, ten days were required to install and rig each cranes, working mainly by night in order to not disturb other subcontractors and local city transport. Four crew members worked together for each operation for the tandem lifting of the steel girders.

Sponsored Content: Sarens assists with roof extension at Anoeta football stadium

Sponsored by Sarens | 3 September 2018



August 2018: Sarens was recently on site in San Sebastián, Spain, helping the Anoeta football stadium complete an important roof extension project. The project is spearheaded by the San Sebastian Council and features a new covered seating area that will make it possible for even more fans to watch matches there.

To make the roof extension possible, Sarens performed tandem lifts of four new steel truss girders, each weighing 400 tonnes and measuring up to 156 metres long. In addition to the main girders, Sarens also lifted four smaller cantilever trusses.

The operation depended on two Superlift 3800 lattice boom crawler cranes in SWSL configuration. The cranes were chosen specifically for their ability to handle heavy loads while manoeuvring around a limited job site: each crane can bear a load of 201 tonnes and has a maximum working radius of 54 metres. This was an important consideration, since Sarens had to share the available working area around the stadium with several other subcontractors.

The cranes' main parts were transported by sea vessel and delivered to a harbour near the work site. Then, up to 100 trucks delivered the equipment to the stadium, located in the middle of the city. Once on site, it took approximately a week and a half to rig each crane, and most of the rigging was performed at night to avoid interfering with other subcontractors and local city transport.

Up to four crew members worked together during each lift, raising the steel girders in tandem. Because it was crucial to achieve an accurate bolting connection between girders, the final two lifts presented a challenge. The crew had to ensure that each of the girders exactly matched the two that came before.

This operation was performed on behalf of joint venture client Anoeta Envolve, which is composed of Alunavillia and Construcciones Moya. Sarens is pleased to have been part of such

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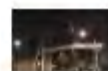
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OPERATIONAL REVIEW RECRUITMENT & TRAINING

Nurturing skills to retain your staff

The recruitment and training challenges that face the project forwarding sector are well known, so what are the solutions? Felicity Landon reports.



Your workforce is ageing – and/or retiring. Training up the new generation takes time – and money. And, with a severe shortage of experienced, skilled and professional personnel, there is that niggling fear – if I invest in the training, what is to stop my competitors reaping the benefits?

There appears to be a robust response to this quandary. Kevin Stephens, general manager of the Project Professionals Group (PPG), said: "If you think good employees are expensive, try bad employees." As Sir Richard Branson commented: "Train people well enough so they do not want us."

"PPG regards training as an essential part of a company's growth and development. There is a critical international skills shortage in the supply chain and logistics industry. PPG recognises that a company's main resource and asset is its people. I urge companies to consider training as an investment in the ongoing success of their business and as an incentive to retain talented employees."



Sarens has this year recruited an additional 1,000 staff to meet the growing demand for skilled workers in the global market.

Stephens said he was aware of several global forwarders who are hiring recently retired professionals on a temporary basis "to fill large voids in their staffing".

Employer responsibilities

He believes the industry does not do enough to encourage the professional development of its young stars. "Employers have a responsibility to ensure their workers have the knowledge base and confidence to move to the next level of management. A major advantage that employers should remember about training is that it offers them an improved retention rate. Employees are more loyal to companies that value their growth and want to cultivate it, and thus provide a better performance and decrease the turnover rate at any company, no matter how small or large. If an employee thinks a company values him or her, that sentiment will go into whatever the employee is undertaking."

Sarens's Most Promising (DMP) training programme has been running since 2000, with the focus on developing 'all-rounders',

Sarens forms JV

Sarens has formed a joint venture with LAM – Lyonel A. Makzume Shipping Agencies (Makzume) – to expand its operations in Turkey and neighbouring countries. Sarens Makzume will provide heavy lifting and specialised transport solutions to the industrial project industry in the region.

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Sponsored Content - Sarens opens new depot at Hinkley Point

Sponsored by Sarens | 17 September 2018



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August 2018: Sarens is proud to announce the opening of its newest crane depot near Hinkley Point in the UK. The depot is located in High Bridge, just a few kilometres from the Hinkley Point C (HPC) nuclear power station, currently one of the largest construction projects in Europe.

The new Sarens Hinkley Point depot is located in a secure area that currently has the capacity to hold five cranes, with the possibility of future expansion. The site also features a small office and welfare facilities for crane operators.

The Hinkley Point depot will supply cost-effective, timely service to customers working on the HPC project, which is expected to be ongoing for the next 8-10 years. It will also serve additional projects across South West England.

Clients will have access to the

highest quality equipment at the depot, including three brand new Demag telescopic cranes with a capacity of 100, 160, and 210 tonnes. Clients who wish to rent a crane can contact the depot directly by phone at 01275 473 443 or through the hire desk located inside the HAW building on the HPC site.



Sarens is pleased to invest in a depot so close to the HPC project, where it can quickly, efficiently, and cost-effectively serve local clients. The Group has already established a presence at the Hinkley Point site: in January, it deployed the largest crane in its fleet, the new SGC 250, to perform lifts ranging from 50 to 1,150 tonnes and up.

This launch coincides to mark off Sarens' 100th anniversary with several local initiatives in the market (and

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Sarens rearranges port

International container terminal operating company APM Terminals has taken delivery of four new gantry cranes at North America's second-busiest port facility – the Port Elizabeth terminal in New Jersey. According to APM Terminals, the new gantry cranes, manufactured by ZPMC, will enable it to better serve larger ships. The cranes reach 23 containers across the vessel beam and are part of the facility's USD \$200 million infrastructure investment plan scheduled for completion this year.

Heavy lift and transportation specialist Sarens was commissioned to relocate the 1,700 tonne cranes once they arrived at the port. To do this, Sarens used 132 axle lines of Kamag 2400 SPMT and six large power packs. To make room for the new cranes, Sarens first had to move four existing cranes to a new location. It then picked up each of the new STS cranes, moved them away from the quay, rotated them by 90 degrees, moved them to their new location and lowered them into place.

In related news, Sarens has formed a joint venture (JV) with Turkish shipping and logistics agency Makzume. In port Makzume provides services from stevedoring to custom clearance services for containers and even car carrier giants. The JV will make cranes, SPMT, and barges available for rent and for special projects. Markets served include Romania, Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, Syria, Lebanon, and Libya.



SARENS JACKS-UP THE UPPER STRUCTURE OF A DANIELI SHIP GRAB UNLOADER (SGU) IN BILBAO, SPAIN

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Sponsored Content: Sarens accurately jacks-up 1100T structure of the Danieli ship grab unloader

Sponsored by Sarens | 20 August 2018



July 2018: In the harbor of Bilbao, Sarens was contracted by URSSA Steel Constructions to jack-up the upper structure of a Ship Grab Unloader weighing 1100T. The structure was manufactured on the bottom sill beams of the SGU, 5m above ground level, and lifted more than 50m until its final position.

To undertake the operation, our team deployed eight 200T lifting strandjacks and four 150T tie-back strandjacks. The equipment was

transported from the Belgium yard in two days and took around 2 weeks for assembly.

URSSA has commissioned similar type of jack-ups in the past using more than 16 strandjacks, but Sarens provided the client with a technically superior and a commercially viable solution by deploying only 12 strandjacks.

4 pairs of 200T strandjacks were installed on top of each SGU leg and 4 single tie back strandjacks were installed at the bottom part of those same legs. The 1100T structure was lifted around 50m and placed onto its final position. Once placed, our lifting pair of strandjacks accurately adjusted the structure after which a number of bolts were adjusted between the upper structure and its 4 legs.

According to Sarens KAM, Technical solutions, José M^º Martínez Gutiérrez, "It was a very nice and smooth jack up and the client was happy about the safe lift performed by our team within designated time."

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JACKING-UP 1100T

Sarens jacks-up the upper structure of a
Danieli Ship Grab Unloader (SGU) in Bilbao, Spain



In the harbour of Bilbao, heavy lift specialist Sarens was contracted by URSSA Steel Constructions to jack-up the upper structure of a Ship Grab Unloader weighing 1100t.

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To undertake the operation, Sarens's team deployed eight 200t lifting strand jacks and four 150t tie-back strand jacks. The equipment was transported

from the heavy lift and special transport company's Belgium yard in two days and took around two weeks for assembly.

URSSA has commissioned similar types of jack-ups in the past using more than 18 strand jacks, but Sarens provided the client with a technically superior and a more commercially viable solution by deploying only 12 strand jacks.

Four pairs of 200t strand jacks were installed on top of each SGU leg and four single tie-back strand jacks were installed at the bottom part of those

same legs. The 1100t structure was lifted around 50m and placed onto its final position. Once placed, the lifting pair of strand jacks accurately adjusted the structure after which a number of bolts were adjusted between the upper structure and its four legs.

Sarens key account manager, technical solutions, José María Martínez Gutiérrez, said: "It was a very nice and smooth jack-up and the client was happy about the safe lift performed by our team within designated time." 📍

SARENS FEATURED IN THE JULY ISSUE OF INTERNATIONAL CRANES AND SPECIALIZED TRANSPORT MAGAZINE

SPECIALIZED TRANSPORT NEWS

MAX600 TRAILER NEW FROM FAYMONVILLE

Europe-based trailer manufacturer Faymonville has added a new trailer to its Max Trailer range: the Max600 turntable trailer.

According to the manufacturer, the trailer offers a choice of 3 or 4 axles and its flat loading platform makes it particularly suitable for transporting construction equipment. Single and double ramps are available. The trailer comes with air suspension as standard and there are numerous loading points, Faymonville explained. The trailer's modular structure means it shares common parts with other Max Trailer models, Faymonville added.



Max 600 turn table trailer from Faymonville's Max Trailer

Sarens in 12,200 tonne mega module move

While module moves these days are increasingly easy, a 12,000 tonne project is still a spectacular achievement. The latest by Sarens was the load-out, weighing, and jacking of a 12,200 tonne oil platform module in Skard, Norway.

A total of 432 axle lines of Kersig K24 self-propelled modular transporter (SPMT) was used, driven by 22 powerpack units, for the load-out. The module is 110 x 81 x 26 metres and was moved about 200 metres from the fabrication hall to the barge.

To find its exact weight the module was weighed using thirty-two load cells, each with a capacity of 500 tonnes. The module was then jacked up about 13 metres above the barge deck to install the grillage. Four towers of the CS 5000 jacking system were used. It was a complex job and took 20 days to complete the rigging.



Sarens used 432 lines of Kersig K24 SPMT

Commenting on the project Tor Arne Næve, project manager, said, "Despite heavy rain and high winds, the operation was perfectly executed according to the project plan."

BROS HUIS LAUNCHES LOW LOADER

New from Dutch trailer manufacturer Bros huis is the 3-axle PL2 low loader which is designed to provide users with a load capacity of around 36 tonnes.

The PL2 low loader uses a new pendular axle system. Each axle line has a 12 tonne load capacity and a 600 mm stroke. According to the manufacturer, this means the low loader can be jacked up so that it can be used off-road. The minimum ride height is 810 mm.

Bros huis said the new low loader has an extremely low, short axle bogie. This means that the difference in height between the low bed and the axle bogie is much smaller, which makes overhauling cargo above the axle bogie possible, said the manufacturer, thus enabling a shorter wheel length.



Bros huis PL2 low loader with two pendular axles

Mercedes-Benz and Fassi combo for Jarvis

Construction contractor Jarvis Group in the UK has added an 8t Mercedes-Benz truck with a Fassi loader crane to its fleet.

The Actros 3235 has a ClassicSpace M-Gab and the crane is a 36 tonne-metre rated FASSA e-dynamic. The invertible body is by Sterling Bodies, of Sibley, North Yorkshire.

Jarvis Contracting had its previous Mercedes-Benz crane truck for 14 years. Dealer S & B Commercial supplied the long-established, Hertfordshire-based construction group.

Aimed at construction in dusty regions, the Actros is designed to offer strong, good payload capacity and high performance. Power

is from a 7.7 litre, 260 kW (354 hp), straight-six driving via a 12-speed Mercedes PowerShift 3 automated gearbox.

Air suspension is fitted as the truck will mainly live on the road rather than on site. Extras include a 1000 alloy wheels, a sun visor and roof-mounted beacon. Also fitted is a full range of cameras and a side-accident system to meet the Fleet Operator Recognition Scheme (FORS) Gold standard.

Commenting on his purchase, David Meadows, Jarvis Group plant and transport manager, said, "S & B were able to provide us with a 32 tonne chassis that ticked all our boxes."

Capital delivery for Collett

Structural steel specialist Allerton Steelco Ltd on transport specialist Collett when it needed a series of 20 metre-long, 63 tonne girders delivered to the heart of central London, UK.



Collett & Sons Ltd in central London, UK, making delivery from the site

Extensive planning, liaising and negotiating was required to facilitate the project, Collett said. The 13 loads comprised fabricated steel props and trusses, all destined for the Leicester Square Hotel construction site in the heart of the city.

There were seven 10 tonne steel props measuring 19 x 0.5 x 0.5 metres (LWH), and six 63 tonne trusses measuring 20.5 x 0.5m x 3 m (LWH). Collett's consulting team

conducted initial route studies and swept path analysis reports. Several routes within the M25 (ring road) London area were analysed to identify the most suitable path for the loaded vehicles. Accessing Leicester Square was via an extremely narrow access via Grange Street off Haymarket, Collett said.

The deliveries took place over consecutive days earlier in the year.

Generating interest

With the rise and rise of wind power, heavy lift and transportation companies servicing this sector are in demand. CHRISTIAN SHELTON reports



According to wind power, heavy lift and transportation companies servicing this sector are in demand. CHRISTIAN SHELTON reports

As the rise and rise of wind power, heavy lift and transportation companies servicing this sector are in demand. CHRISTIAN SHELTON reports

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As the rise and rise of wind power, heavy lift and transportation companies servicing this sector are in demand. CHRISTIAN SHELTON reports

600-3 has a drive concept designed to optimize weight distribution, resulting in a 10-tonne axle load configuration. To achieve this required a redesign of the axle layout and placement of the engine, says Tiedens. This means the XZF 600-3 has



SARENS GOES SHOPPING

Heavy lift and transport specialist Sarens has bought 66 new Demag all-terrain cranes from Tenax Cranes which will be used to boost the company's presence in London and Paris and to help the company renew its European fleet. The cranes will be built and delivered throughout 2018 and 2019. The order includes 12 Demag AC 100-6Lx, ten Demag AC 130-5x, seven Demag AC 60-3x, seven Demag AC 220-5x, six Demag AC 55-3x, and two Demag AC 160-5x. This order follows one for 15 Demag AC 130-5x, placed earlier in the year.

From left to right: Jan Sarens, Thomas Schramm, Marc Sarens, Ludo Sarens, and Steffen Ilgner



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3 DEMAG ALL-TERAIN CRANES ARE BEING ORDERED FROM TENAX BY SARENS

BUILDING FOR GROWTH IN SOUTH AFRICA: A LOOK AT SARENS SIBA

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Sponsored Content - Building for growth in South Africa: a look at Sarens SIBA

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July 2018: As recently as a few years ago, the South African market was very much project based, with Sarens involved in long-term rentals for projects like Medupi and Kusile power stations. At this time, Sarens was also doing a lot of renewable energy projects such as the Gouda wind farms in the Cape and Jeffreys Bay, as well as solar plants in Upington.

Since then, however, the market has shifted from long-term to short-term rentals, and Sarens has learnt how to adapt to these new conditions with a revised strategy. This includes more emphasis on short-term rentals as well as strategic thinking about future market demands. Read on to discover how the SARENS SIBA joint venture is preparing for these changes.

Expanding the range of rental solutions

The SARENS SIBA joint venture has built up a South African fleet that currently provides the following rental equipment:

- Crawler cranes ranging from 16 to 800T
- All-terrain mobile cranes ranging from 25 to 650T
- Rough terrain cranes ranging from 30 to 120T
- Alternative lifting solutions, including skidding and jacking, SPMTs, and modular trailers

Within South Africa, SARENS SIBA is looking at rental opportunities in Polokwane, Northern Cape, Lephalale, Durban, Richards Bay, Saldhana Bay and Cape Town Harbour. It's also expanding its territory across South African borders and into neighbouring countries like Namibia, Botswana, Zambia and Mozambique.

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SARENS JACKS AND INSTALLS 950T BRIDGE IN THE NETHERLANDS

Sponsored Content: Sarens jacks and installs 950T bridge in Netherlands

Sponsored by Sarens | 16 July 2018



July 2018: Sarens recently celebrated the success of a jacking and installation operation for the Zwolle Bridge in the Netherlands. The 950T, 108-metre long bridge, which is being built by ProRail, will cross over the train tracks at the Zwolle train station and serve about 1,200 buses per day. Construction on the bridge started in 2017 and is expected to be complete by January 2019.

Sarens performed bridge jacking and installation on behalf of client Victory Buyck Steel Construction. To do it, the team used the following equipment, which was transferred by truck from Belgium:

- SPMT K24-ST
- Jacking system CS450
- Auxiliary steel (beams, plateaus, etc.)

First, the team used four CS450 towers to jack the bridge about 8 metres above ground level. Then, as part of an installation operation that ran for 28 continuous hours, the team used three sets of SPMTs to position the bridge in place: a central group of four 10-axle lines with a fixed support structure, and a north and south group each with two 10-axle lines and four CS450 on top.

Due to limited working space and the presence of the rail tracks, the crew could not position the central SPMT group below the bridge's centre of gravity, but had to move it further back. In order to stabilize the bridge and bring its centre of gravity further back, the team installed 420T of superlift ballast slabs. They also installed two tension connections between the bridge and central support structure.

The steel bridge's special S-shaped design also required special accommodations. The team installed jacking towers on top of the north and south SPMTs to compensate for its large deformation. They also installed turntables that would allow the SPMTs below the bridge to rotate horizontally, because there was not enough space on site to manoeuvre them otherwise.

With the bridge secured on the SPMTs, the team then performed a test lift and the first 25 metres of

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Victor Buyck en Sarens werken mee aan spectaculaire brug in Zwolle

Geplaatst op 24/05/2018 om 15h34

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Openbare Ruimte & Infrastructuur
Nederland: Victor Buyck Steel
Construction



© Foto Frans Paalman Zwolle
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Twee Belgische bedrijven werken mee aan de bouw van een nieuwe brug voor ProRail in de Nederlandse stad Zwolle. Ze bouwden en plaatsten een stalen bruglement van 950 ton en 108 m lang.

De brug heeft een vrije overspanning van iets meer dan 80 m. Het volledige bustraject is 433 m. De brug loopt zowat 7 m boven de trainsporen en zal na oplevering ingezet worden om tot 1.200 bussen per dag te dragen. De werkzaamheden startten in 2017 en zullen als alles goed gaat opgeleverd worden in januari van volgend jaar. Voor de bouw van de brug werd 13,5 miljoen € uitgetrokken.



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Victor Buyck en Sarens werken mee aan spectaculaire brug in Zwolle

Twee Belgische bedrijven werken mee aan de bouw van een nieuwe brug voor ProRail in de Nederlandse stad Zwolle. Ze bouwden en plaatsten een stalen brugelement van 900 ton en 108 m lang. De brug heeft een vrije overspanning van iets meer dan 80 m. Het volledige bruproject is 433 m. De brug loopt zowat 7 m boven de treinsporen en zal na oplevering ingezet worden om tot 1.200 bruesen per dag te dragen. De werkzaamheden startten in 2017 en zullen als alles goed gaat opgeleverd worden in januari van volgend jaar. Voor de bouw van de brug werd 23,5 miljoen € uitgeprobeerd.

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TRIBUNE

De brug werd ontworpen door ipv Delft en is deels van beton en deels van staal. Ze rust op twee landhoofden en vier stalen, betonnen pijlers. De onderkant van de brug krijgt een bekleding in hout. De rijbaanverlichting wordt geïntegreerd in de aluminium rand. De aannemer is vijftien jaar verantwoordelijk voor het beheer van de brug. Het stadsbestuur van Zwolle plaatste een tribune zodat de inwoners de werkzaamheden konden volgen.

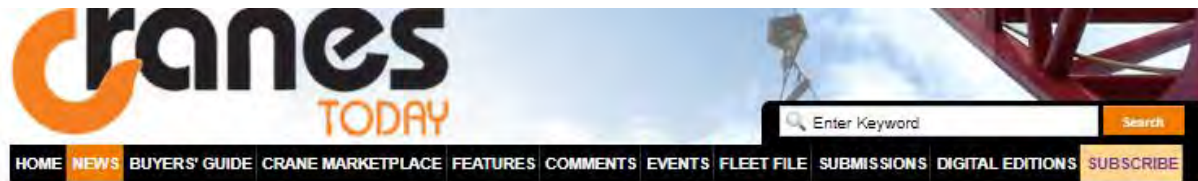
SPMT'S

Victor Buyck Steel Constructies uit België werd in Zwolle als onderaannemer voor BAM Intra voor de bouw van de brug. Het wereldwijd actieve kraanverhuurbedrijf Sarens hielp bij het inrijden en de montage van de brugdelen. Versuit België werden hiervoor zelfrijdende modulaire transportplatformen (self-propelled modular transporters/ spmt's) K24 ST van Kammag ingezet en de vijfrijdende CS450. De combinatie van de S-voet, de grootte en het gewicht en de beperkte manoeuvreerradius maakten van deze opdracht een complexe inrijdoperatie. De bovenleiding werd tijdelijk verlegd voor het plaatsen van de stalen brug. Dat gebeurde in het Pinksterweekend. Inmiddels worden de koppeldelen tussen de stalen en betonnen delen van de brug gemaakt. In oktober worden de randelementen van de brug boven het spoor geplaatst.

Bij het inrijden gebruikte de ploeg twee vier CS450-kranen om de brug 8 m boven



SARENS PEDESTAL CRANE WALKS THE HILLS



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Sarens pedestal crane walks the hills

17 July 2018 by Will North



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Sarens has demonstrated the advantages of its new 'mobile' pedestal crane, the PC 3800-1, on a wind farm project in Germany.



A pedestal crane is, essentially, the body and upper of a standard lattice boom crane, mounted on giant outriggers, rather than on a crawler carrier. This increases the crane's load chart and allows it to be levelled on ground that is not perfectly flat.

While pedestal cranes offer advantages on sites where extra lifting power is needed, and where ground preparation is difficult, such as wind farms, they needed to be fully dismantled between jobs.

The carbody of the PC 3800-1, which is based on Terex-Demag's CC 3800-1, has special adapters for Faymonville G-SL axle lines. It is transported to site, towed by a three or four-axle truck. At the site, the trailer is converted into an SPMT by connecting Faymonville's APMC 'assist' power pack. As such, the trailer can be used to move the partially rigged crane upper and its folding outriggers between turbines. Once the crane is set up on the outriggers at the next turbine, the trailer can then go back to move the fully-rigged Superlift mast system in one go.

This job marked the first time Sarens had demonstrated how the crane and its fully-rigged Superlift mast can be moved. On windfarms, where standard 800-700t class crawlers are already working at close to capacity, solutions are urgently needed to allow for the installation of heavier nacelles on taller towers, without losing time to disassembly between turbines.

Sarens, using a Liebherr all terrain and Merlo telehandler alongside the PC 3800-1, erected three 159m-high wind turbines as well as a smaller 99m turbine at the Renkenberge wind farm in Germany on behalf of client Enercon DE.

Hendrik Sanders, the technical solutions equipment engineer for Sarens, explained the innovative solution: "In Renkenberge, the first ever relocation of a PC 3800-1 was performed in partially rigged mode. Once the crane body was put on its outriggers at the crane platform, the six axle self-propelled trailer was used to transport the fully rigged 42m Superlift mast, which had been put on timber stillages at the former location. This made it possible to perform the crane relocation in eight hours' less time, compared to a full dismantling



Sarens deploys innovative crane solution at German wind farm

PC 3800-1 used to erect turbines at Rantenberge Wind Farm

Sarens has completed a lift operation at the Rantenberge wind farm on behalf of client Enercon AG. It involved the erection of three 139m high wind turbines as well as a smaller 92-metre turbine. Several different pieces of equipment were used, but the star of the show was the Demag PC 3800-1 pedestal crane.

- The PC 3800-1 is the pedestal version of the 650t capacity CC 3800-1 lattice boom crawler crane. It was developed by Hens-Demag in close cooperation with Sarens, and boasts several advantages in wind farm operations, including:
 - Improved crane capacity, especially on main boom.
 - Need for less extensive ground preparation since it can level itself on outriggers.
 - Lower ground loading due to the 12m x 12m outrigger base on superlift. Larger outrigger bases (14m x 14m and 16m x 16m) are possible on main boom combinations.
 - Lower transport costs, since no heavy transport is needed except for the crane body itself.
 - Faster on-site relocation possible with outriggers folded along the crane body and 60t of counterweight installed.
 - Availability of 6 axle self-propelled trailer, at no additional cost. The hydraulic transport module connected to the crane pot for road transport can be disconnected once the crane body is placed on outriggers and then used on site as a self-propelled trailer.

Other equipment used on site during the installation of the 92t lattice parts included the LTM 1250-64149, Meko P38-12, and PC 3800 LSL-LF 1A (185m 12m).

Because the PC 3800-1 is a pedestal crane, it cannot crawl after lifting. This means that the lifting location requires a study that all work can be done from one position. However, Hendrik Sanders, the technical solutions equipment engineer for Sarens, explains an innovative solution.

"In Rantenberge, the first axle relocation of a PC 3800-1 was performed in partially ripped mud. Once the crane body was put on its outriggers at the crane platform, the 6 axle self-propelled trailer was used to

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IC50 2018

RANK	2017	Company Name	Country	Revenue	IC50 Score	IC50 Rating	IC50 Comment
1	1.6	Microsoft	United States	80	5,200	Who Should	Just the Best
2	2.6	Amazon	United States	80	4,700	Who Should	Who Should
3	3.6	IBM	UK	40	3,700	Who Should	Just the Best
4	4.6	Google Cloud Platform	USA	40	3,400	Who Should	Who Should
5	5.6	Facebook	USA	8	3,000	Who Should	Who Should
6	6.6	Oracle	USA	30	1,700	Not rated	Project Future
7	7.6	IBM Watson & Cloud	USA	30	1,600	Not rated	Who Should
8	8.6	Google Cloud Platform	USA	17	900	Not rated	Who Should
9	9.6	Microsoft	USA	4	3,000	Who Should	Who Should
10	10.6	Google	USA	3	1,500	Who Should	Who Should
11	11.6	Google	USA	30	1,700	Who Should	Who Should
12	12.6	Google	USA	4	3,000	Who Should	Who Should
13	13.6	Google	USA	8	6,000	Who Should	Who Should
14	14.6	Google	USA	13	4,000	Who Should	Who Should
15	15.6	Google	USA	33	4,400	Who Should	Who Should
16	16.6	Google	USA	8	6,000	Who Should	Who Should
17	17.6	Google	USA	16	4,400	Who Should	Who Should
18	18.6	Google	USA	17	1,000	Who Should	Who Should
19	19.6	Google	USA	3	3,000	Who Should	Who Should
20	20.6	Google	USA	3	2,400	Who Should	Who Should
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23	23.6	Google	USA	40	1,200	Who Should	Who Should
24	24.6	Google	USA	5	7,000	Who Should	Who Should
25	25.6	Google	USA	40	1,400	Who Should	Who Should
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47	47.6	Google	USA	6	1,000,000	Who Should	Who Should
48	48.6	Google	USA	14	2,000	Who Should	Who Should
49	49.6	Google	USA	4	4,000	Who Should	Who Should
50	50.6	Google	USA	11	1,800	Who Should	Who Should
51	51.6	Google	USA	14	4,800	Who Should	Who Should

SARENS FEATURED IN THE JUNE ISSUE OF INTERNATIONAL CRANES AND SPECIALIZED TRANSPORT MAGAZINE

DOCKSIDE LIFTING

SARENS REARRANGES PORT

International container terminal operating company APM Terminals has taken delivery of four new gantry cranes at North America's second-busiest port facility – the Port Elizabeth terminal in New Jersey. According to APM Terminals, the new gantry cranes, manufactured by ZPMC, will enable it to better serve larger ships. The cranes reach 23 containers across the vessel beam and are part of the facility's USD \$200 million infrastructure investment plan scheduled for completion this year.

Heavy lift and transportation specialist Sarens was commissioned to relocate the 1,700-tonne cranes on as they arrived at the port. To do this, Sarens used 132 axle lines of Krauss 2600 S/PMT and six large power packs. To make room for the new cranes, Sarens first had to move four existing cranes to a new location. It then picked up each of the new STS cranes, moved them away from the quay, rotated them by 90 degrees, moved them to their new location and lowered them into place. A video of the operation can be seen here: <https://bit.ly/2HCl1sh>

In related news, Sarens has formed a joint venture (JV) with Turkish shipping and logistics agency Melkum. In port Melkum provides services from stevedoring to custom clearance services for containers and even car carrier clients. The JV will make cranes, S/PMT, and barges available for rent and for special projects. Markets served include Romania, Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, Syria, Lebanon, and Libya.



its shuttle and straddle carriers now share common electrical components and technical solutions, making maintenance easier and more cost-efficient for customers operating both types of machines.

Automated solutions

Melkum is also introducing an electric autonomous guided vehicle (AGV) solution for transporting containers between quayside and land-side operations: the Melkum PortCharge AGV. It is constructed on a steel platform which can carry one or two 20-foot containers, one 40- or 45-foot container, and hand in loads

of up to 70 tonnes. The AGV's electric power system uses lithium-ion batteries.

Leading Chinese container and bulk cargo handling machinery manufacturer ZPMC has also been developing new products and new markets, with a focus on automation.

At the end of 2017 the Shanghai Yangshan Phase IV Automated Container Terminal opened for trial operation. According to ZPMC, it is the world's largest and most automated terminal. It was built by ZPMC and Shanghai International Port Group (SIPG).

ZPMC provided 10 automated STS cranes, 60 automated rail-mounted gantry (RMG) cranes, 50 AGVs, and 58 automated RMG cranes, as well as all associated software. It also supplied a new production automated double-container RMG.

At the end of 2017 ZPMC completed its work at the Singapore Port Authority, where it provided 130 automated RMGs ahead of schedule. ZPMC has also won a contract to automate the Tianjin Wuzhou International Terminal Container Terminal in China.

ZPMCsays it has also developed an

autonomous unmanned container straddle carrier. The carrier doesn't need any magnetic guides and can avoid objects, slow down, back up, and plan the optimal route across a terminal for the transportation of containers. ZPMC says the potential market for autonomous driving straddle carriers is huge and it hopes to sell the equipment to ports and terminals around the world.

FASTER STEEL

Argentinian hoisting and load securing specialist Ortiz Fischer designed a rig for faster loading of steel coils at the Ingeniero Bunge Port in Argentina.

Ortiz Fischer used two Modulift spreader beams allowing two coils to be lifted at once. Mod 26 and 36 beams were combined in a narrow rig with slings and other equipment. The two 12-tonne coils were lifted together, using a 30-tonne crane, halving the time taken to complete loading operations.

Ortiz Fischer also provided grade 10 chains, wire rope slings, and Green Pin shackles.



The Gantry Crane Terminal (GCT) project in Poland has purchased 10 customised electrically-powered rail-mounted gantry (RMG) cranes

SARENS TRANSPORTS COMPLEX CARGO FOR FIVES AT ALBA POTLINE 6 REDUCTION PLANT IN BAHRAIN



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Sarens Moves Ozeos Filters

27 June, 2018

Engineering firm Sarens has transported a cargo of Ozeos Filters and Pot Tending Machines to the ALBA Potline 6 Reduction Plant in Bahrain.

The breakbulk equipment was delivered on behalf of industrial engineering group Fives and carried on 24 axes lines of Kamag K24 trailers. Each pre-assembled Ozeos filter weighed around 49 tonnes while the PTM's each weighed 150 tonnes.

"It was a challenge to transport a light load with a relatively large wind sail area that affected the stability of the transport ... Accurate steering and focus was required all the time. Transportation took place at night whereas the installation had to happen on days," a project manager at Sarens commented.

Headquartered in Belgium, The Sarens Group provides heavy lifting and engineering expertise and equipment worldwide via a network of more than 100 subsidiaries in 54 countries.

Photo: Sarens handled components weighing up to 642 tonnes. Credit: Sarens

SOURCE: BB

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Orban looked at how a great dream of his life was built



ATTILA ÁGHASSI
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06/23/2018, 17:28

The stadium of the 2020 European Championship, the Puskás Ferenc Stadium, was visited by Prime Minister Viktor Orbán and Sándor Csányi, President of the Hungarian Football Association (MLSZ).

Balázs Fűrjes, the government commissioner, is responsible for the flagship project, and is scheduled to pass in the fall of the five-star 68,000 stadiums of UEFA standards. The new arena will not only be suitable for the Eb match, but also for Champions League finals.



SARENS OPENS FOUR NEW DEPOTS WORLDWIDE

← Crane Plus

SARENS Opens Four New Depots Worldwide | Crane Plus



June 19, 2018

SARENS Opens Four New Depots Worldwide | Crane Plus:

Sarens is pleased to announce the opening of four new crane depots in France, the Czech Republic, Russia and the UK as part of a strategy to reach local customers in new markets.

The depots will expand Sarens' rental and maintenance capabilities at a time when clients are investing more in OPEX (maintenance and upgrade of existing facilities) than CAPEX (greenfields and new infrastructure). The four new depot locations include:

1 Hradec Kralove, Czech Republic

2 Pierrelaye near Paris, France

3 Hinkley Point in Bridgwater, UK

4 Kazan, Russia



SARENS AND TII TEAM-UP FOR JOHAN SVERDRUP MOVE

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Sarens and TII team up for Johan Sverdrup move

Wednesday 20 June 2018

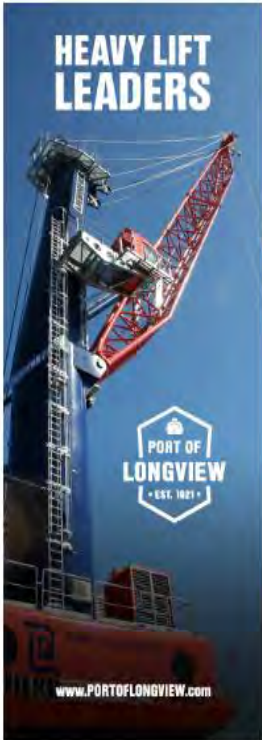
Sarens has transported a 12,200-tonne oil platform module measuring 110 m x 61 m x 26 m from factory to barge in Stord, Norway.



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The Belgium-headquartered crane rental, heavy lifting and engineered transport specialist was tasked with jacking, weighing and load-out operations for the project.

The 200 m move to the barge involved the use of 432 axle lines of **TII Group's** KAMAG K24 SPMTs, driven by 22 power pack units.



Sarens and TII team up for Johan Sverdrup move

21 June, 2018

Sarens has transported a 12,200-tonne oil platform module measuring 110 m x 61 m x 26 m from factory to barge in Stord, Norway.

The Belgium-headquartered crane rental, heavy lifting and engineered transport specialist was tasked with jacking, weighing and load-out operations for the project.

The 200 m move to the barge involved the use of 432 axle lines of TII Group's KAMAG K24 SPMTs, driven by 22 power pack units.

Sarens executed the project on behalf of client Kvaerner, which is building the housing platform in partnership with KBR. "Despite heavy rain and high winds, the operation was perfectly executed according to the project plan," said project manager Tor Arne Naess.

TII Group noted that modules have reached weights of up to 17,200 tonnes. With no sign of this upward trend ending, the only manageable way to complete a load out of this scale is by using SPMTs.

In order to determine the weight of the module, Sarens operators used 32 500-tonne weighing cells. Next, they used four towers of Sarens' CS5000 climbing system to jack the unit approximately 13 m above the barge deck so that the grillage

info

Richard Krabbendam

21/06/18 @ 08:49

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Mubadala onboard at Zohr offshore Egypt |
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Sverdrup utility topsides transferred from fabrication hall

05/21/2015



Sarens was responsible for transporting the 110 x 51 x 20-m (361 x 200 x 66-ft) module 200 m (656 ft) from the fabrication hall to the barge on self-propelled modular transporters made by the TII Group. (Courtesy: Sarens)

Offshore staff

STORD, Norway—Sarens has completed the load-out, weighing, and jacking of a topsides for Equinor's *Johan Sverdrup* utility platform on a quayside at Kvaerner's construction complex in Stord.

The topsides is due to be transported to the field center in the North Sea for installation early next year, housing more than 600 personnel.



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Sarens transports 12,200t oil platform module

25 June 2018 by Sotiris Kanaris



Print

Email

Sarens recently performed the load-out, weighing, and jacking of a 12,200t oil platform module at a quay in Stord, Norway with the help of 432 axle lines of Kamag K24 driven by 22 power pack units.



The module is destined for the Johan Sverdrup Oil Field in the North Sea, off the coast of Norway. It will be sailed to the field in early 2019, where it will house more than 200 workers. The platform will include sleeping areas, kitchen, dining room, recreational areas, and utility control systems.

Sarens executed the project on behalf of client Kvaerner AS, which is building the housing platform in partnership with KBR. The project scope included engineering, procurement and fabrication, use of Sarens equipment, and execution of the load-out, jacking and weighing operations.

For the load-out operation, Sarens transported the 110 x 61 x 28m module from the fabrication hall to the barge, a distance of approximately 200m, on self-propelled modular transporters made by the TII Group.

"Despite heavy rain and high winds, the operation was perfectly executed according to the project plan," said project manager Tor Arne Naess.

Sarens operators used thirty-two 500t weighing cells to determine the LC-LL module's exact weight, which totaled 12,200t. Next, they jacked the module approximately 13m above the barge deck so the grillage could be installed. For this, they used four towers of CS 5000 jacking systems.

Most of the Sarens equipment was mobilized from headquarters by ship, while the rest arrived by truck. It

Sarens moves 12,200 tonne module

By Alex Dahm | 2 July 2018



Sarens using Kamag SPMT on Johan Sverdrup oil field module

While module moves these days are increasingly heavy, a 12,000 tonne project is still a spectacular achievement. The latest by Sarens was the load-out, weighing, and jacking of a 12,200 tonne oil platform module in Stord, Norway.

A total of 432 axle lines of Kamag K24 self propelled modular transporter (SPMT) was used, driven by 22 power pack units, for the load out. The module is 110 x 61 x 26 metres and was moved about 200 metres from the fabrication hall to

the barge.

To find its exact weight the module was weighed using thirty-two load cells, each with a capacity of 500 tonnes. The module was then jacked up about 13 metres above the barge deck to install the grillage. Four towers of the CS 5000 jacking system were used. It was a complex job and took 20 days to complete the rigging.

Commenting on the project Tor Arne Naess, project manager, said, "Despite heavy rain and high winds, the operation was perfectly executed according to the project plan."

In early 2019 the module will be sailed out to the Johan Sverdrup oil field in the North Sea off the Norwegian coast. More than 200 workers will be housed there. Sarens is working for Kvaerner AS, which is building the accomodation platform in partnership with KBR.



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International Cranes and Specialized Transport - June 2018

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Sarens toujours plus haut

AVEC LE RACHAT en 2008 de Cherbourg Levage, Sarens a poursuivi le développement de ses activités en cherchant à s'adapter aux besoins de ses clients. On se souvient, dans le Cotentin, de la venue de la grue Big Benny pour la mise en place du dome du réacteur EPR de Flamanville. « Pour les deux réacteurs d'Hinkley Point, nous construisons Big Benny 2 avec une capacité de 250 000 tonnes par mètre. Elle sera capable de porter une charge de 1 200 tonnes à 100 mètres de portée », note Ludovic Marvie.

Le groupe travaille également sur les projets liés aux

énergies marines renouvelables, qui représentent 20 % de son chiffre d'affaires. « Nous sommes présents sur tous les chantiers d'extensions portuaires, à Brest notamment. »

Sarens dispose aussi d'une dizaine de grues baptisées Boom Booster. La base de la flèche a été élargie, permettant de lever sans problème 800 tonnes à 80 mètres d'altitude. Cela permet en particulier d'installer turbines et rotors d'éoliennes terrestres. « Nous développons également des produits pour l'éolien flottant », note Ludovic Marvie.



→ Sur le stand Sarens à la convention Icoe, les frères Marvie présentent Boom Booster, une grue utilisée pour l'éolien.

La Presse de la Manche - Mercredi 13 juin 2018

HEAVY LIFT AND PROJECT FORWARDING INTERNATIONAL INTERVIEWS SARESN SALES DIRECTOR, GERT HENDRICKX



Suppliers pressured from all directions

Leading construction and civil engineering companies may be reporting an upturn in business volumes but they are also experiencing continuing pressure on costs and margins, reports Phil Hastings.

Cost pressures in the civil engineering field are being passed on to logistics companies servicing the sector, which is adding to the already extensive range of cost and operational issues they have to contend with.

"Regardless of the number of projects that might be under way, civil engineering is dealing with several challenges – costs are under ever greater pressure and revenues and profits are down," confirmed Bill Kimball, account manager for Mammoet USA North.

"At the same time, lead times for our sort of involvement are decreasing, meaning there is a lot of pressure to meet both front-end and execution demands. All these elements mean that there is an ever-increasing focus on project efficiency and the need for innovative approaches that minimise disruption and costs while maximising safety."

Gert Hendrickx, sales director projects for Sarens, said that suppliers to civil engineering projects are increasingly being squeezed: "Contractors are taking longer to plan projects. They are going into budgeting and pricing in a lot more detail and squeezing prices for suppliers such as



Contractors are taking longer to plan projects. They are going into budgeting and pricing in a lot more detail and squeezing prices for suppliers such as logistics providers.

— Gert Hendrickx, Sarens

logistics providers. That trend is being exacerbated by the fact that, with the downturn in oil and gas industry projects worldwide over the last few years, there are a lot more resources available to do the work," he explained.

Falling rates

In fact, claimed Hendrickx, the general market rates for deploying cranes and SPMs on civil engineering projects has not really increased for 15 years, "and in the last three or four years they have actually dropped a little". Concurrently, "the buying prices for that equipment and labour costs have gone up. As a result, there is more and more pressure on the margins for such work."

Similar points were made by Erik Zander, director of sales for Omega Morgan, who agreed that the pressure on business costs reported by major global construction companies is also being felt by providers of heavy lift and transportation services to that industry.

"The over-dimensional freight market in general is continuing to see tremendous cost pressures. I believe that is a direct result of overcapacity brought on by the decline in project work across the oil and gas sector," he suggested.

Defined budgets

Javier Martinez, executive director for ALE, added that operators must focus on getting all project specifications and budgeting clearly defined from the outset of a project.

"There is always a budget for a civil engineering project but usually the construction company that wins the contract does so with a bid which is 10, 15 or even 20 percent lower than the budget price. Then, all the parties that participate also have to cut their costs," he explained.

SARENS MAKZUME JV OPENS DOOR TO BLACK SEA GROWTH

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Sarens Makzume JV opens door to Black Sea growth



24 May 2018

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Sarens has formed a joint venture with Turkish group of shipping, marine and logistic services companies Makzume, to expand its operations in Turkey and neighbouring countries

"Turkey has developed as the hub of the extended regions including Black sea countries, Caucasus, some of Central Asian countries, and East Mediterranean/North Middle East countries," said Sarens. The company decided to tap into this market through the joint venture, as it anticipates growth in the coming years in the energy and communication market.

The JV will make cranes, SPMTs, and barges available for clients for rent as well as special projects. The markets served include Romania, Turkey, Georgia, Armenia, Azerbaijan, Turkmenistan, Uzbekistan, Syria, Lebanon, and Libya.

Executive board member of Makzume, Selim Makzume said: "This venture will bring to our group a missing link for providing heavy lifting and specialized transport solutions to the industrial project industry in the region. We see in Sarens the same values we have inherited from our family and carried on today by us and our colleagues".

"The JV will bring-in an experienced group to our region, at a time when the region's energy and communication infrastructure is developing rapidly, mainly the nuclear power sector. We are convinced that our local knowledge, professionalism, and experience in shipping, marine, and logistics, combined with the know-how and excellence of Sarens will bring quality services to the market."

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"Turkey has developed as the hub of the extended regions including Black sea countries, Caucasus, some of Central Asian countries, and East Mediterranean/North Middle East countries," said Sarims. The company decided to tap into this market through the joint venture, as it anticipates growth in the coming years in the

*The JV will bring-in an experienced group to our region, at a time when the region's

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Sarens plucks Makzume in Turkey

Monday 4 June 2018

Sarens has formed a joint venture with LAM - Lyonel A. Makzume Shipping Agencies (Makzume) to expand its operations in Turkey and neighbouring countries.



The Belgian-based company points to Turkey's development as the hub of the surrounding regions, owing to its strategic geographic and geopolitical position, and says it expects the market to grow especially in the energy and communications sectors.

The joint venture with Makzume will, according to **Sarens**, allow it to tap into the market.

Executive board member of Makzume, Selim Makzume, explained that the joint venture - Sarens Makzume - will provide heavy lifting and specialised transport solutions to the industrial project industry in the region.

"The joint venture will bring an experienced group to our region, at a time when the region's energy and communications infrastructure is developing rapidly" added Makzume.

Based in Istanbul, Sarens Makzume will provide cranes, SPMTs and barges for the rental market and for special projects. It will serve industries in Romania, Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, Syria, Lebanon and Libya.

www.sarens.com

www.lam.com.tr



SARENS SPMT'S TRANSPORT 580T PILE TEMPLATE IN UK

SARENS MOVES AT VAN OORD

Dutch international dredging and offshore contractor Van Oord commissioned heavy lift and transportation specialist Sarens to load out a 580 tonne pile template in Wallsend, Newcastle Upon Tyne, United Kingdom.

Van Oord is installing 102 three-legged jacket foundations for Scottish Power Renewables, which is building the East Anglia ONE offshore wind farm in the North Sea. The equipment Sarens used for the job comprised: three six-line SPMTs and PPUs; six CS250s with 4 metres of cartridges and bracings; a 400 tonne mobile crane; a 220 tonne mobile crane; 21 m of bridge beams (converted to link spans); and ballast pumps and winches.

The pile template was 38 m in diameter. Sarens said it had to support it on all node points and ensure that it was in line with the link span design, which meant it had to be picked up within millimetres of the transport design plan.

An online video of the project can be seen at: <https://bit.ly/2H31inh>



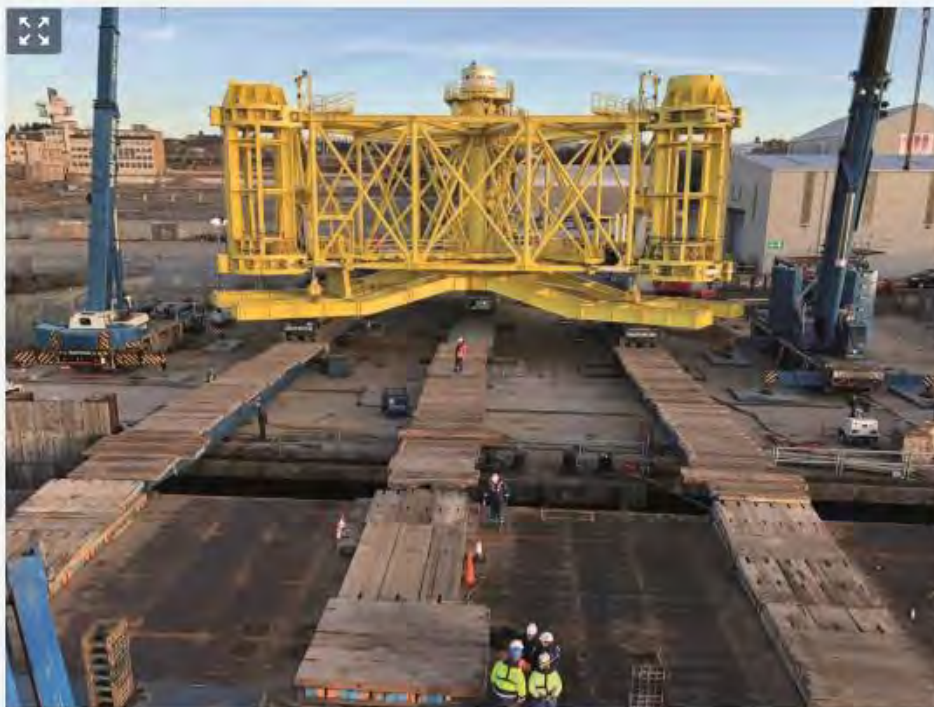
Sarens Moves at Van Oord

Dutch international dredging and offshore contractor contractor Van Oord commissioned heavy lift and transportation specialist Sarens to load out a 580 tonne pile template in Wallsend, Newcastle Upon Tyne, United Kingdom.

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Van Oord commissioned heavy lift and transportation specialist Sarens to load out a 580 tonne pile template in Wallsend, Newcastle Upon Tyne, United Kingdom



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Sarens loads out in Wallsend

May 17 - Sarens has loaded out a 580-tonne pile template in Wallsend, UK on behalf of Van Oord.



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Thursday 17 May 2018

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Van Oord is responsible for installing 102 three-legged jacket foundations for Scottish Power Renewables (part of the Iberdrola Group), which is building the East Anglia ONE offshore wind farm in the North Sea.

To transport the offshore structure, which had a diameter of 38 m, **Sarens** utilised link spans measuring 21 m in length.

While most of the equipment used for the load-out, including SPMTs and mobile cranes, arrived at the project site from the UK, the link spans were delivered from the Netherlands.

During the load-out operation, Sarens had to line up the pile template with the link span design before driving the structure on to a barge for onward transportation.

A video of the project, which was completed earlier this year, can be found [here](#).



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Video: Sarens SPMT's Transport 580 Tons Pile Template in UK

Sarens successfully executes operation for client Van Oord

17 May 2018

In March of 2018, Sarens worked on behalf of client Van Oord to load out a 580t pile template in Wallsend, Newcastle Upon Tyne, United Kingdom.

Van Oord is responsible for installing 102 three-legged jacked foundations for their client, Scottish Power Renewables (part of the Iberdrola Group), which is building the East Anglia ONE offshore wind farm in the North Sea.

Sarens won the project by offering exactly what the client needed: 21m link spans, which Sarens could supply internally. Most equipment arrived from the UK, while the link spans were delivered from the Netherlands to the UK via the client's barge.

It took one day to set up all of the equipment and prepare it for the operation.



info

Richard Krabbendam

17/05/18 @ 15:32

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Top 3 routines to proper crane maintenance

By Dennis Ayemba

(Last Updated: May 4, 2019)

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Cranes are a type of machine, generally equipped with a fixed rope, wire rope or chains, and sheaves, that can be used both to lift and lower materials and to move them horizontally. They are built with resilience so as to guarantee extended quality performance, even so, if neglected they are bound to breakdown. According to Lindy Heuts of *Sarens* in Finland, cranes need to be carefully monitored and maintained by experts in order to remain safe for use. Generally, there are three rudiments when it comes to crane maintenance. It is imperative to understand these three elements of maintenance even before buying the crane.



Transout RMC's

General routine maintenance

This is needed to control the changes in the components of the crane, because as Johan Bernes of JCH in South Africa mentions, there is always an element of risk when lifting and moving a load; by conducting a comprehensive routine maintenance, you are able to pinpoint potential problems and find solutions. The strain of typical crane activities can compromise the performance of the equipment even though there are no damages sustained. To properly maintain the crane one must continuously restore each component to its original state so as to avoid deterioration.

The task involves lubrication of moving parts, changing of oils/filters and adjustment/alignment of components. This is done to keep the equipment running safely/correctly.

Moreover, Mr. Chetan Agarwal the Sales Manager at Kullmann AG (Hochtief AG) from the UAE advises that the routine should be done by a trained personnel to ensure proper

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SARENS WINS TWO PRESTIGIOUS AWARDS AT ESTA 2018

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ESTA honours members with 2018 awards

April 27 - The ESTA Awards of Excellence 2018 had another successful year honouring and recognising members that have performed an outstanding achievement in their field of operations.

heavylift.com - News Desk
1 May 27 April 2018

The event, organised by **ESTA** and International Cranes and Specialized Transport magazine was held at the Hilton Charles De Gaulle Paris, France.

Sarens won the first award of the evening - combined techniques - for the lifting of a 1,550-tonne pylon for a steel bridge over the River Wear in the UK.

The second award of the evening - the transport award for trailer and load under 120 tonnes - went to **OL-Trans** for the transport of a 25 m spruce tree from Poland to the Vatican in time for Christmas.

The award for telescopic lifting capacity above 120 tonnes was awarded to **Wagenborg Nedliff**, for its installation of four 78-tonne beams - each nearly 50 m long - on a Dutch housing project using a pair of 500-tonne capacity wheeled mobile cranes.

ALE was honoured with the safety award for its route survey tool, while Italy's **Fagiol** took the innovation and end user award for its installation of 19 mobile gates, each weighing 450 tonnes, using a bespoke gantry slurching system.

The award for telescopic lifting capacity under 120 tonnes was awarded to **Schot Vertical Transport**, while the transport award for trailer and load over 120 tonnes was presented to **Karl & Jansen**.

Meanwhile, the lattice boom crane award was presented to **Mammoet Europe**, while **Sperling Mobile Cranes** won the innovation manufacturer award for its SK487-AT3 City Boy crane.

Wagenborg Nedliff was awarded the SPMT job of the year for its transportation of the 120 m-long Bokfjord bridge from Germany to Norway.

The final award of the evening - the Gina Koster Award for lifetime achievement - paid tribute to the late Benny Sarens, who passed away late last year.

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ESTA award winners 2018

By Murray Pollak / 27 April 2018



Winners of the ESTA Users Night and Awards of Excellence were announced at the Hilton CDG in Paris in front of an audience of 360 crane and specialist transport professionals from Europe and around the world.

Benny Sarens was posthumously awarded the Gino Koster Award, while winners on the night included Spierings, Wagenborg (on top in two categories), Schot Verticaal Transport, Mammoet, Fagioli, Mammoet and Kahl & Jansen.

The full list of winners was:

Cranes, telescopic, lifting capacity up to 120 tonnes

Schot Verticaal Transport

Cranes, telescopic, lifting capacity more than 120 tonnes

Wagenborg Nedlift

Cranes, Lattice Boom

Mammoet Europe

Transport – Trailer and load under 120 tonnes GCW [gross combination weight]

OL-Trans

Transport – Trailer and load above 120 tonnes GCW

Kahl & Jansen

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The 2018 ESTA awards in Paris, attended by more than 360 industry professionals.

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[ESTA Awards 2018 shortlist](#)

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ESTA names award winners

ESTA, the European association for the abnormal road transport and mobile crane rental industry, has revealed the winners of its Awards of Excellence 2018.

Sarens took first place in the combined techniques award for the lifting of a 1,550-tonne pylon for a steel bridge, while OL-Trans won the transport award for trailer and load under 120 tonnes for the transport of a 25 m spruce tree from Poland to the Vatican in time for Christmas.

The award for telescopic lifting capacity above 120 tonnes went to Wagenborg Nedliff for its installation of four 78-tonne beams – each nearly 50 m long – using a pair of 500-tonne capacity wheeled mobile cranes.

ALE won the safety award for its route survey tool, while Italy's Fagioli took the innovation and end-user award for its installation of 19 mobile gates, each weighing 450 tonnes, using a bespoke gantry launching system.

The award for telescopic lifting capacity under



120 tonnes went to Schot Verticaal Transport, while the transport award for trailer and load over 120 tonnes was presented to Kahl & Jansen.

The lattice boom crane award was presented to Mammoet Europe, while Spierings Mobile Cranes won the innovation manufacturer award for its SK487-AT3 City Boy crane. Wagenborg Nedliff was awarded the SPMT job of the year for its transportation of the 120 m-long Bokfjord bridge.

The Gina Koster Award for lifetime achievement paid tribute to the late Benny Sarens, who passed away in 2017.

SC&RA elects officers and group chairs

The Specialized Carriers & Rigging Association (SC&RA) elected Gary Stang, senior vice president and general manager at Anderson Trucking Service, as president during its 2018 Annual Conference held in Boca Raton, USA, in April. Joining Stang as officers for the 2018-2019 term are chairman Terry Young of

Construction Safety Experts, vice president Tom Bennington of Duncan Machinery Movers, treasurer Delynn Burkhalter of Burkhalter, and assistant treasurer Jay Folladori of Bennett International Group.

Also joining the board are four newly elected group chairs. Lester Evans of Aspen Custom Trailers takes the chair of the

Allied Industries Group, while the Crane & Rigging Group now has Kenneth Gaddard of International Industrial Contracting Corporation as its chair. The Transportation Group now has Ray Morgan of Perkins STC as its chair, while the new chair of the Ladies Group is Denise Claton of Midwest Specialized Transportation.

Networks attract members

Since our last edition, the Project Cargo Network (PCN) has welcomed Actanis Project Cargo as a member in Turkey – adding to its membership in Spain and Portugal – All Seas Shipping Agency in Tunisia, and RSL Freight Lanka in Sri Lanka.

The Cargo Equipment Experts (CEE) network has gained Ahmed Yigit as a member in Turkey.

The Project Logistics Alliance (PLA) gained Togi Logistics as a member in Vietnam, Fairplay Shipping in Denmark, and Wilh Loesch in Nepal. It has also attracted Cippa Trasporti in Switzerland, Sperton Global Logistics in the USA, and APP Global Logistics Consortium in Malaysia. Finally, Alexander Global Logistics' Iran office has also joined.

Meanwhile, the Project Partners network has welcomed Alberti & Santi UK as a member in the UK, IBC Spedition in Austria, Group A Logistics representing India, and Shanghai MenQ Logistics in China.

The Global Project Logistics Network (GPLN) has enrolled Shanghai All-Link Logistics in China, Mahara Shipping & Logistics (MSL) for Pakistan, and OLA Logistics for China. GPLN has also attracted Høegh Autoliners as a main sponsor.

The XLProjects (XPL) network has added GS Express Logistics as a member in Malaysia, Chiray Global Logistics in China, Sea Cargo Logistics in Panama and Colombia, Campass Logistics in Turkey, and Project Logistics International (PLI) in the USA.



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SARENS LIFTS STEEL STRUCTURES AT GOSEONG GREEN POWER PLANT



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Sarens uses Wilbert tower cranes for plant construction

18 April 2018 by Solina Kersna



Print Email

Sarens has been using two Wilbert W1240SL tower cranes to perform lifts at the Goseong Green Power Plant in South Korea, which, once complete, will be the country's largest green power plant.



This ultra-large thermal power plant is designed to increase efficiency by 15% thanks to advanced technology that allows it to run at higher temperatures but use less coal and emit less greenhouse gas.

Sarens' involvement in the operation will continue through August 2019. It primarily involves lifting steel structures on behalf of client SK Engineering and Construction.

The 11-member crew has already lifted several steel structures within the plant's boiler building. These weighed about 20t, with a 7.5m radius and 50m height. To do it, they have deployed two units of the largest tower crane in Korea, the Wilbert W1240SL w.tons. This model has a 32t capacity up to a 52m radius, and 19.5t capacity up to a 7.8m radius.

"It took us one year to convince the client to use a tower crane instead of crawler cranes due to limited space available on site," said project manager Jungtae Lee. "The client realized that the Sarens W1240S is one of the biggest tower cranes in Asia and was convinced that they could save the construction period, which meant saving money. They changed the crane plan to eliminate four crawler cranes and add the W1240S in order to speed up the completion."

The tower cranes were mobilized from Poland to South Korea and travelled for 10 weeks by sea. Once on land, about 45 trucks were required to carry each tower crane to the job site, at a total area about 500km

16 April 2018



"We are convinced that this is the
rens Wind Division. He believes that
targets.

In Europe, for example, wind energy has already outpaced coal, and the industry is poised to invest €239 billion and employ nearly 600,000 people by 2030. The wind energy market is one of the fastest-growing and dynamic industries in the region, and the specialised Sarens wind team is poised to serve the industry with local solutions and technical capabilities that meet those evolving demands.

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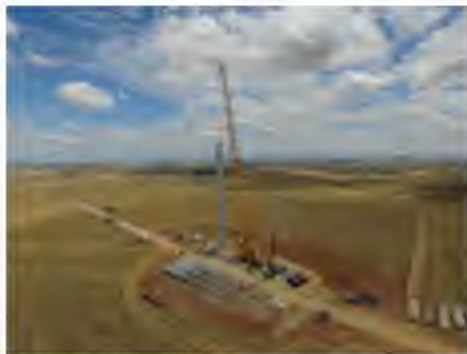
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WIND ENERGY: SARENS IS A POWERFUL FORCE

16 April 2018



As the world raises its ambitions for wind energy, Sarens is focusing its global resources, expertise and might to lift up the market, supporting clients from Europe to Australia. In addition to work on major projects around the world, Sarens is also shaping the future of the wind energy industry with crane designs built to support powerful, next-generation turbines.

"We are convinced that this is the future market," said Benjamin Noé, Project Manager for the Sarens Wind Division. He believes that even more wind parks will be needed to reach carbon dioxide targets.

In Europe, for example, wind energy has already outpaced coal, and the industry is poised to invest €239 billion and employ nearly 600,000 people by 2030. The wind energy market is one of the fastest-growing and dynamic industries in the region, and the specialised Sarens wind team is poised to serve the industry with local solutions and technical capabilities that meet those evolving demands.

Sarens works closely with two sectors, oil & gas as well as wind energy, as wind energy isn't yet at the point where it can support all the market's energy needs. Noé and his team, however, believe that this will shift with time, especially as the cost of wind energy continues to decrease.

Major projects and equipment

Sarens provides services to the wind industry worldwide, both for onshore and offshore projects. Clients turn to Sarens because of the Group's commitment to the industry and European standards, as well as fair pricing that meets clients' budget expectations.

Some of Sarens' current and past wind projects include:

- **Afton wind farm in the UK:** Sarens is performing wind turbine generator (WTG) pre-assembly and installation for the Scotland-based wind farm on behalf of client Siemens Gamesa Renewable Energy. Operators are using two main crane setups for installation: the LG 1550 as the main crane

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April 11 - Sarens has recently transported seven foundation pillars for the Bollinger Canopy of Peace to the World War II Museum in New Orleans, USA.


heavyliftpf.com - News Desk
 Wednesday 11 April 2018

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The components were transported on trailers from Mexico to the Port of New Orleans by a third party, before Sarens was tasked with moving the pillars to the museum. Sarens utilised two Peterbilt trucks, one Kenworth truck, two Faymonville semi-trailers, and one Nootboom trailer to transport the pillars.

En route, the equipment was required to pass under low tram lines and manoeuvre around tight corners. Permission also had to be gained from the Louisiana Department of Transportation to use downtown roads, including oncoming traffic lanes.

Mark Curtis, project manager at Sarens said: "The legs of the Canopy of Peace were offloaded adjacent to the museum, on the public highway."



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SARENS TRANSPORTS CANOPY SECTIONS FOR WORLD WAR II MUSEUM

1 May 2018



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Sarens recently transported the foundation pillars for the Bollinger Canopy of Peace at the World War II Museum in New Orleans. These seven pillars will support the entire canopy structure, which stands 150 feet tall and is designed to unify the museum campus.

The pillars were trucked in by a third party from Mexico to the Port of New Orleans, where they were completed to their larger dimensions and stored for several months. While each piece was of a different size, the largest was 88 feet long, 20 feet wide, and weighed 46t.

To transport them to the museum campus, Sarens chose equipment that was under 17 feet high to allow access under downtown tram lines and manoeuvre around tight streets

which included several turns, street furniture, and other obstacles en route. Trailers had to be suited to the job, as well: they had to be extending, hydraulic, and able to be manually controlled or steered.

The Sarens crew used the following equipment for the transportation operation:

- 2 x Peterbilt trucks
- 1 x Kenworth truck
- 2 x Faymonville semi-trailers
- 1 x Nootboom trailer

The equipment all came from the Sarens depot in Houston, Texas and arrived for port unloading in about seven hours.

To transport the pavilion pieces to the museum, Sarens had to determine a suitable route to accommodate load size and gain permission from the Louisiana Department of Transportation to use downtown roads, including oncoming traffic lanes.

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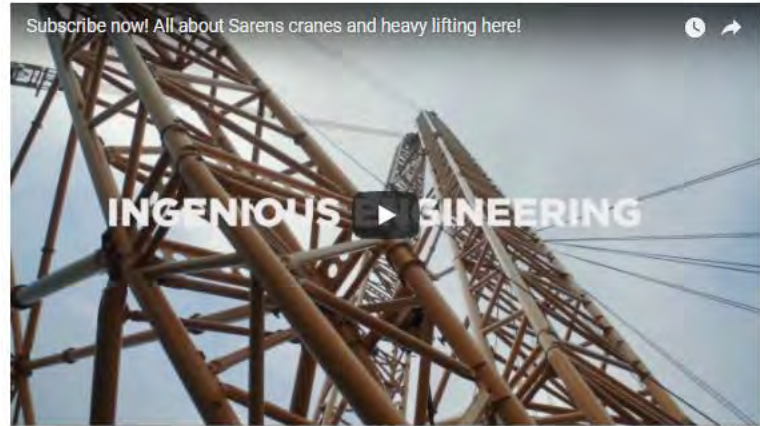


Video: All about Sarens cranes and heavy lifting here! Subscribe now!

11 April 2018

Welcome to our Sarens YouTube channel. Check out our three playlists and find out all about cranes and heavy lifting here!

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Richard Krabbendam

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SARENS LIFTS POWER PLANT GENERATOR PARTS IN INDONESIA



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Sarens Lifts Power Plant Generator Parts in Indonesia

11 April 2018

Sarens completes collaboration with Lotte E&C on power plant project

Sarens recently concluded lift operations at the Grati Combined Cycle Power Plant in Indonesia, as part of an extension project for a gas-fired plant just 75km from Surabaya, on East Java Island.

Between June of 2017 and January of 2018, Sarens worked on behalf of client Lotte Engineering & Construction to lift two sets of gas turbines and generators, one steam turbine and generator, and one condenser. These items ranged from 190t to 240t, with up to a 4m height and width and a 10,6m length.

A crew of around nine people, depending on the project phase, worked together to lift, skid to the foundation, and then place each item down onto the foundation. They used the following equipment to achieve this:

- Skidding gantry with strand jacks

info

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Liebherr's LR13000 lifts 5

SARENS INSTALLS 3 ENERCON E-70 IN RUSSIA



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02.04.2018 RAWI MEMBER SARENS PERFORMED INSTALLATION OF 3 ENERCON E-70 NEAR KALININGRAD, RUSSIA



Not far from the village Ushakovo, 20 kilometers from Kaliningrad, Russia, the Sarens (RAWI member) team in March 2018 completed the mechanical installation of three Enercon E-70s with a capacity of 2.3 MW each.

For the installation of these WTG, the Liebherr LTM-1750-9.1 crane with a lifting capacity of 750 tons was used. As a subsidiary crane, a Terex Demag crane with a load capacity of 200 tons was used.

The installation of the turbine was carried out in several stages. First, a base ring with a weight of 17.8 tons. Then electric modules were installed. The following modules, 3 sections with a weight of 54, 38, 42 tons, respectively, were raised and mounted.

After all the sections were installed, a Nacelle weighing 19 tons and a generator weighing 52 tons were mounted at a height of 65 meters. Further on, a rotor with blades was assembled. The length of one such blade is 35 meters. At the final stage, using 2 hooks, a rotor assembly with 51-ton blades was raised and mounted.

The project was carried out in hard weather conditions. The mark of the thermometer often fell below -18. regular winds above 10

WINDWIRES

INDIA

Prices slightly up in second 2GW auction

The second federal auction for 2GW of new wind capacity, organized by the Solar Energy Corporation of India (SECI), saw tariffs increase marginally from the historic lows recorded in the recent rounds. Just eight bidders clinched the whole 2GW capacity in the April tender, at tariffs of INR 3,530-3,530/MWh (US\$ 0.34-0.4/MWh). These figures are just above the record low INR 3,400/MWh bid in the Gujarat state auction in December, and the INR 3,440/MWh in the first 2GW auction in February, but are still well below the average rate of thermal power production.

This tender saw several foreign players outbidding entrenched Indian developers. Winners included European companies Actle (200MW), Enel (200MW) and Engie (200MW), Singapore's Centaurus Energy (200MW), and domestic firms ReNew Power (200MW), Adani Green Energy and Mythra Energy (200MW each).

The continued low tariffs, especially with foreign players outbidding Indian players, suggest the industry is able to grow at these prices.

UNITED STATES

SGRE muscles in on 2GW Wind XI cluster

Siemens Gamesa Renewable Energy (SGRE) has been awarded a 200MW order by MidAmerican Energy for a project in the developer's 2GW Wind XI cluster in Iowa. SGRE will supply the nacelles and hubs for the 25 3.25MW turbines and five 3.3MW turbines from its Kansas facility. The 2GW project had to-date been solely supplied by rival GE M Vestas.

process for turbines and their components. In some cases the design may have to be altered based on the seismic exposure of each site.

Proven record

So far, the country's wind farms have proved notably resistant to seismic movements. Foundations designed to support towers against the blustery conditions that have made Chile one of the hottest markets for wind energy this decade can usually withstand all but the strongest seismic movements.

There is currently 600MW of wind capacity under construction in Chile, with environmental licenses granted for another 9,200MW.

When an earthquake measuring 8.3 on the Richter scale struck the northern region of Coquimbo—the heart of the country's wind industry—in September 2015, no wind turbines suffered significant damage, helping power supplies to be rapidly restored.

Regulating manufacturers to provide specially-reinforced components or even a

specific design for wind turbines to comply with Chile's tougher standards could mean significant cost increases, making wind energy less competitive in the country, the SGRE spokesman warned.

But others are less concerned. Rather than updating standards, the new standard will bring together information contained in existing documents, said Daniel Llanos, engineering manager at developer Mainstream Renewable Power.

Even playing field

The same tough standards will also apply to other generation technologies, so any cost increase would be across the board. Meanwhile, the trend toward larger and taller turbines is requiring the industry to update its existing standards anyway, Llanos said.

Similar standards are being required across the Pacific Rim, where seismic and volcanic activity is common.

"Having a clear standard for renewable-energy projects will mean there are an increasingly safe, reliable and efficient alternative," Llanos added.

ON THE RISE: RUSSIA'S WIND POWER MARKET BEGINS TO THAW



Deep freeze: Belgian crane specialist Serwintbell led sub-zero temperatures in Russia to install its new turbines. The project, near the village of Ushakov, 20km south of Kaliningrad in the Russian territory, comprises three Enercon E70 2.3MW turbines. According to the Russian Wind Industry Association (RAWI), temperatures dipped to -18°C, with wind speeds above 10m/s during installation. The modular towers, each 65 metres high, are topped with the nacelle and generator, weighing a combined 71 tonnes. Wind-power capacity in Russia has been minimal to date, but last year's tender resulted in 1,650MW of projects contracted to be added between 2018 and 2022. Enercon is also set to benefit, following its takeover of Dutch OEM Lag energy late last year. Lag energy formed a joint venture with Rosatom in 2017 to supply 300 turbines to the tendered projects.

Wind turbine erection: Generating interest

4 October 2018



According to wind power industry promotional body WindEurope, last year was a record year for wind installations with a total of 53.9 GW of wind energy being produced globally. WindEurope CEO Giles Dickson said, "Onshore wind is now the cheapest form of new power generation in most of Europe, and offshore wind is not far behind with costs having fallen over 60 percent in three years." As a result, companies working in the sector are busy, as illustrated by the following examples.



Onshore

Belgium-headquartered international heavy lift and transportation specialist Sarens was commissioned by Russian wind farm company Vetrotechnika to install three new Enercon E-70 turbines 20 km south of Kaliningrad, Russia. The Sarens team used a Liebherr LTM 1750-9.1, which can work with two hooks for installing hubs with blades. The crane was transported by 12 trucks from Gdansk, Poland – a journey that took three days. It took around 17 hours to assemble the crane, Sarens said.

Installation of the turbines took place in difficult conditions. The temperature was below -18°C with wind speeds above 10 m/s. "Despite severe weather conditions the Sarens team successfully completed the WTG building project in accordance with the client's cost and timelines," says Sarens project manager, Suprunets Dmitry.

UK-headquartered heavy lift and transportation specialist ALE is using two tower cranes to handle and install more than 700 wind components for Thai renewables developer Wind Energy Holding on its Thepharak wind farm project in Thailand.

As the world's largest onshore wind farm, the project is expected to generate 1.2 TWh of electricity per year.

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Ultra heavy lift market expands

By D'Ann Shiller / 2 April 2018



Much like a game of chess, the ultra heavy lift market requires strategy and forward thinking. Two of the major players in this small but high-profile market – Sarens and Mammoet – are making bold moves, expanding their mega crane footprint with the introduction of new models. While no one is close to calling checkmate, it will be interesting to see how things play out in this highly specialized crane sector.

In the world today, there are 13 crane models that will lift in excess of 2,000 tons. The main players in this market have been ALE, Bigge Crane & Rigging, Lampson International, Liebherr, Mammoet, Manitowoc, Sarens and Terex Demag. The cranes produced by these companies lift from 2,535 tons to 7,500 tons (see chart on page 40).

While the work they do is grand, the market for these cranes is small because the need for these machines is generally on a by-project basis. Mega cranes are expensive to design, build and mobilize. Lift planning for these cranes often requires a year, or even longer.



The ultra-heavy lift crane market is expanding with the introduction last October of the SGC-140 from Sarens. Sarens is also building the SGC-250, one of the largest capacity cranes in the world, that will debut in 2019.

SGC series expansion

Sarens is an active player in the ultra-heavy lift realm. The company has successfully produced the SGC-120 and SGC-140 cranes that have made their successful debut on jobs around the globe. The SGC-120 is currently working in Newcastle in the United Kingdom servicing the Beatrice Offshore wind Farm project. The crane was previously working at a Reliance refinery project in India. Last October in Ghent, Belgium Sarens debuted the SGC-140. With a lifting capacity of 2,820 metric tons at a radius of 50 meters, the SGC-140 has three different boom configurations of 89, 118 and 130

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Ultra heavy lift market expands



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SARENS MOVES ONE OF ITS CC8800-1S TO INDIA

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Sarens moves a CC 8800-1 to India

3 April 2018



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As the Indian market continues to grow rapidly, Sarens has moved one of its CC 8800-1 crawler cranes, with a capacity of 1,600 tonnes, to be based there permanently. Thanks to the high lifting capacity and reach, the CC8800-1, will be ideal for the sophisticated lifting requirements of the oil and gas, fertilizer, power, modular lifting, and civil markets. Our CC8800-1 is, in short, a highly versatile crane now available for rent

and for special projects.

Our expert Sarens team in India is prepared to address client needs, from small to large projects, with this new member of our Indian fleet family.

The key advantages of this extraordinary crane include:

- reduction in the mobilisation and commissioning lead time, transportation cost
- custom duties
- removing the uncertainties of shipping and clearances.
- superior lifting capacity
- higher hook height
- rapid project delivery owing to the crane's characteristics.

"We are receiving requests to perform sophisticated lifts, particularly from the fertilizer and oil and gas markets. The expansion of our capacity with the movement of CC8800-1 to India will provide the best solutions to the needs of our clients, further strengthening our fleet of equipment", says Deputy Regional Director, APAC, Nayneet Jain. He further adds, "CC8800-1 will significantly help the EPC organisations in their planning stage to define construction methodology, considering a high capacity crane available in India."

For information about the CC8800-1, do not hesitate to contact us.

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Sarens relocates crawler crane

March 20 - Sarens has permanently repositioned one of its 1,600-tonne capacity CC8800-1 lattice boom crawler cranes in India.



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According to Sarens, as the Indian market continues to grow rapidly, the crawler crane will be used for lifting operations in the oil and gas, fertiliser, power, modular lifting and civil markets.

"We are receiving requests to perform sophisticated lifts, particularly from the fertiliser and oil and gas markets," said Navneet Jain, Sarens' managing director, India and deputy regional director, Asia Pacific and Africa. "The expansion of our capacity with the movement of the CC8800-1 to India will provide the best solutions to the needs of our clients, further strengthening our fleet of equipment."



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"The expansion of our capacity with the movement of the CC8800-1 to India will provide the best solutions to the needs of our clients, further strengthening our fleet of equipment." SOURCE: HLPFI

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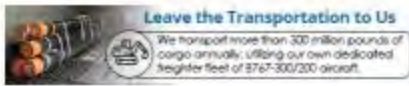
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Sarens supports Amrun project

Wednesday 14 March 2018

Sarens has transported six prefabricated modules, weighing 1,300 tonnes each, for the Amrun port and mine project in Australia, on behalf of Cimtec.

The USD1.9 billion Amrun project in Weipa, North Queensland will see the construction of a mine and port that promises to expand production at a major bauxite deposit.

A ro-ro vessel was used to transport the modules from the port of Henderson, Perth, to port facilities near the final project site. As the port was unable to accommodate vessels of this size, Sarens transhipped the modules onto a barge for delivery to the port.

60 axle-lines of SPMTs and a RJ250 jacking system were used to offload the modules, before transporting them to the project site, approximately 35 km away.

A video of the project can be viewed [here](#).



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Stijn Sarens

Global Account Manager
at Sarens

Enter the giant

A new super-heavy lift crane has been developed for construction of Hinkley Point C in the UK. NEI learns more from **Stijn Sarens**

BACKED BY FOREIGN INVESTMENT FROM France's EDF (66.5%) and China General Nuclear (33.5%) the UK's Hinkley Point C project was given the green light in September 2016 and construction work is under way. Some 32 cranes are expected to be used during civil construction work at the site, which is being managed by a Bunnipen/Laing O'Rourke joint venture.

In the two decades since Sizewell B was built in the UK, there have been significant changes in the safety and capacity of the cranes used for large construction projects, says Stijn Sarens, global account manager at Sarens, which is working on the project.

"More and more attention is [now] given to the safety systems in and on a crane," says Sarens, in addition to load indicators and engine sensors, the way a crane can be put together (crane has been through a "revolutionary evolution" with the addition of walkways, railings and fall-arrest systems. Significant effort has also been put into increasing the capacity of existing cranes. This was mostly driven by the booming wind industry, which had revolutionised and longer booms with wind-jib attachments, Sarens says, for heavy lifting, the CC8000-T and LRT3000 were developed as the strongest off-the-shelf cranes.

Sarens has been awarded three work packages at Hinkley Point C and is hoping for more work in future. The company is supplying hydraulic cranes (300-500t capacity) to install a concrete batching plant, as well as two CC2400-T crawler cranes for construction of the jerry. Work started on the jerry in 2017, and once completed this spring the 510m structure will enable 80% of the construction materials for the project to be delivered by sea. Sarens is also developing its largest-ever crane – the SGC 250 – for the Hinkley project under a £20 million, four-year contract.

The new SGC 250 crane, to be delivered next year, will be used for all the heavy lifts on site. It will be able to

perform lifts ranging from 50t to 190t, with radiuses of up to 160m, and will be used to install large prefabricated concrete structures for the outer building as well as heavy components like the reactor pressure vessel and the steam generators. A second CC 2400 will be used as a rigging crane with the SGC 250.

The crane looks a lot like the company's other SGCs, except that it is a little better and a lot stronger. "With each new service, we challenge ourselves and improve gradually, not only in capacity but also in safety systems, environmental aspects, ease of rigging and transportability," Sarens says.

The main advantage of the new crane, he adds, is its ability to move between three different lifting positions, without the need for disassembly and reassembly. This is achieved thanks to the use of a system embedded in the construction site floor, which allows the crane to turn 360° and move laterally.

The crane is CE certified and includes full redundancy of power packs or engines.

"The crane has to be delivered in early 2019," Sarens tells NEI. "Normally it would take about six weeks to assemble the crane on a site, but a lot is dependent on the local circumstances." Getting the crane ready-on-site is one of Sarens' most complex tasks.

The SGC 250 will be moved overland from Gent, Belgium to a nearby laydown yard before it is shipped to the project site. An estimated 280 trucks will be required to deliver the SGC. At the moment the narrow lanes leading to the site only allow ten trucks per day. A purpose-built access road is planned, but a lot of work is still required on logistics.

"The main challenge is upon the arrival on-site. Everything before is pretty standard in our business," notes Sarens. He says the team has to contend with limits to the number of trucks the site can receive, entrance formalities for truck drivers, the space available to assemble the crane on-site, whether it will have access to a pre-assembled area so that the boom parts can be put together at the same time as the main platform, and the other types of equipment and workers on site.

One way that transport is made easier is by using local materials for ballast. Instead of shipping hundreds or thousands of tonnes of steel or concrete counterweight pieces, the standard containers used to ship the crane can be filled with gravel or sand and used as ballast.

"Hinkley Point is an extremely prestigious project, not only in the UK and Europe but also globally," adds Sarens, project manager Mark Howlands. "The eyes of the world will be watching how Sarens performs."

Looking beyond Hinkley, Sarens sees nuclear power as a "growing and stable" market, with work in maintenance and upgrading existing plants as well as new build ■

Right: Sarens has performed lifts at Oskiluoto 3 in Finland with a Demag PC9600 and Flamanville 3 in France with its SGC-120 (pictured)



SARENS FEATURED IN THE RECENT ISSUE OF HEAVYLIFT AND PROJECT FORWARDING INTERNATIONAL MAGAZINE

REGIONAL REPORT MIDDLE EAST

Paving the way for a new vision

The collapse in oil prices since 2014 has accelerated the Middle East's economic diversification, creating new heavy cargo opportunities in civil construction, transport infrastructure and renewable energy. Sam Whelan reports.

While the Middle East is no stranger to political upheaval, 2017 may yet go down as a definitive – and positive – turning point for its future economic development.

June's blockade of Qatar by fellow Gulf Cooperation Council (GCC) countries Saudi Arabia, Bahrain and the United Arab Emirates (UAE) shows no sign of coming to an end. The unprecedented land, sea and air embargo began when the Saudi-led trio – joined by Egypt – accused Qatar of supporting terrorism. Doha vehemently denies the allegations.

Central to the Qatar crisis is the region's economic heavyweight, Saudi Arabia, and its new Crown Prince, 32-year-old Mohammed bin Salman. Often referred to simply as MBS, he was recently named successor to the throne by his father King Salman and has acted quickly to assert his authority. Rumour has it that a power



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January/February 2018 107

	FEBRUARY 2018 NEWS JACKING ON SPMTs Sarens has changed the position of an overhead crane using a combination of a jacking system positioned on self-propelled modular trailers for steel and mining company Arcelor Mittal. Arcelor Mittal asked Sarens to change the position of one of the main overhead cranes in the converter hall at a steel factory near Marseille in the South of France in order to carry out maintenance work. Manager SPMT Operations at Sarens, Kris Nuyts explained: "As multiple overhead cranes use the same rails, maintenance work can only be done safely and without disturbing the production process when this particular crane is positioned at the far end of the building". To change the position of two overhead cranes on the same rails, one needed to be lifted or lowered, and the second one had to be simply driven to the opposite side. There were two possibilities to execute this kind of job: "The first one was to use a lattice boom crane outside of the building, the other option, as we did, was to lift, turn and lower the structure with a combination of a jacking system positioned on self-propelled modular trailers (SPMTs)," Nuyts said. "Amongst disadvantages of working outside with a crane, the main was related to the required large area next to the building to assemble the crane, which would inevitably obstruct part of the production process. Another concern from the client was the high risk of Mistral wind conditions because during that time it's usually impossible to work with any crane. Being dependent on weather conditions does not fit together with the tight schedule for shutting down part of a steel plant." The structure provided by Sarens consisted of two parallel 13 axle lines SPMTs standing 10m apart and four Sarsitrag 600  modular towers with a total height of 20m. The jacking system has a 300t capacity climbing jack inside the U-shaped tower elements. At the top, they installed a turn high steel support based on their modular bracing systems. "We have done similar work on overhead cranes before, but in this case the main challenge was the level of the rail at 30m height in combination with a weight of 300t," Nuyts said. "It was very high related to the narrow place and we were forced to design our structure as large as possible to ensure the stability. This in turn creates a huge challenge to assemble the structure within the limited space allocated by the client." The assembly of the structure took about one week. Picking up and turning the overhead crane 90°, lowering down 20m, driving the other overhead crane to the other side, and repositioning back the crane in the rails, was done within a timeframe of 30 hours. This operation was carried out twice: once before and a second time after the works on the overhead crane. "We are proud to have carried out this job using a  combination of several in-house developed modular jacking and bracing systems," Nuyts said. "The assembly of the structure in this narrow space required a very detailed study. The complete operation was done safely and successfully within the agreed timeframe, taking into account the strict safety and work permits rules in a steel plant." ®	
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SARENS' TUNNEL SUCCESS IN WARSAW



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Sarens loads TBM in Warsaw

21 February 2018



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For the construction of a new line in the expansion of Warsaw Metro's rapid transit system, Sarens was brought in to transport and load a tunnel-boring machine (TBM). The €209m expansion project began in 2016 and is expected to last for 36 months.



Sarens' operation was performed at the C06 Ksie?cia Janusza underground station for the second metro line currently under construction.

Large elements first had to be transferred from the storage area to the work site. These included a 57t

Sarens' tunnel success in Warsaw

February 14 - Sarens has transported a tunnel boring machine (TBM) for the construction of a new transit line in Poland, part of Warsaw Metro's rapid transit system project.



heavyliftpfi.com - News Desk
Wednesday 14 February 2018

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Sarens transported a 57-tonne cutting wheel, which measured 1.9 m x 6.3 m x 6.5 m, and a 65-tonne centre shield top, measuring 3.9 m x 4.3 m x 6.3 m, from the storage area to the work site at the C06 Ksiecia Janusza underground station.

Once on site, Sarens utilised an Liebherr LR 1350 crawler crane to build the TBM on the ground.

With the assembly completed, Sarens prepared to lower the 400-tonne TBM underground using a Terex C2800-1 crane.

The TBM will be used to construct the second metro line of the EUR209 million (USD257 million) expansion project, which is being led by Italy's Astaldi.

The project began in 2016 and is expected to last for 36 months.



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PORT OF PORTLAND

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Sarens helpt bij bouw van metrotunnel in Warschau

Gepubliceerd op 21/02/2015 om 11h02

Gedownload door: [Openbare Ruimte & Infrastructuur](#)
Projecten



Het Belgische Sarens helpt in Polen mee aan de bouw van de nieuwe, tweede metrotunnel in Warschau. De zwaarste klus was de inzet van twee imposante kranen, een CC 2800-1 en een LR1350, bij het assembleren van de tunnelboormachine.



Sarens transporteerde eerst in elf nachten meer dan 30 elementen van de tunnelboormachine naar de bouwplaats in het centrum van Warschau. Een complete tunnelboormachine weegt tot 650 ton, is afgerond 100 m lang en 6,4 m hoog. Eén van de zwaarste elementen was het boorschild van 57 ton.

De LR1350 werd ingezet om de tunnelboormachine op de bouwplaats te monteren. Eén van de grootste uitdagingen daarbij was het gebrek aan ruimte. Het neerlaten van de tunnelboormachine gebeurde met de CC 2800-1. Het opbouwen van elk van de kranen nam drie dagen in beslag.



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Wind Energy: Sarens Emerges as Powerful Force in Global Industry

13 Feb. 2016

Sarens focuses strength on worldwide wind energy

As the world turns its ambitions to wind energy, Sarens is focusing its global resources, expertise, and might to lift up the market, supporting clients from Europe to Australia.

In addition to work on major projects across the globe, Sarens is also shaping the future of the wind industry with crane designs built to support powerful, next-generation turbines.

"We are convinced that this is the future market," says Benjamin Nöl, Project Manager for the Sarens Wind Division. He believes that even more wind parks will be needed to reach carbon dioxide targets.

In Europe, for example, wind energy has already outpaced coal, and the industry is poised to invest €239 billion and employ nearly 600,000 people by 2030. The wind energy market is one of the fastest-growing and dynamic industries in the region, and the specialised Sarens wind team is poised to serve the industry with local solutions and technical capabilities that meet those evolving demands.

Currently, Sarens works closely with two different sectors, oil & gas as well as wind energy, as wind energy isn't yet at the point where it can support all the market's energy needs. However, Nöl and his team believe that this will shift with time, especially as the cost of wind energy continues to decrease.

Major Projects and Equipment

Sarens provides services to the wind industry worldwide, for both onshore and offshore projects. Clients turn to Sarens because of the Group's commitment to the industry and European standards, as well as fair pricing that meets clients' budget expectations.

Some of Sarens' current and past wind projects include:

- Afton wind farm in the UK: Sarens is performing WTG pre-assembly and installation for the Scotland-based wind farm on behalf of client Siemens Gamesa Renewable Energy. Operators are using two main crane setups for installation: the LG1550 (main crane) with the AC130-S (tailing crane), as well as the LTM1600 as a lattice boom crane (main crane) with the LTM1160x (tailing crane). For offloading, the team is using the LTM1100-4L and ATF110-SG.

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SARENS ORDERS 44 NEW DEMAG ALL TERRAIN CRANES



Sarens Orders 44 New Demag All Terrain Cranes

13 Feb, 2018

Sarens to add several new cranes to fleet in 2018-2019

Sarens is proud to expand its growing fleet of cranes with the purchase of 44 new Demag all terrain cranes from Terex Corporation.

"This order will enlarge Sarens operations in London and Paris, two markets where we see large potential for growth," says Jan L. Sarens, Group Equipment Trade Manager. "It will also be used to renew part of the European fleet."

The cranes will be built and delivered throughout 2018 and 2019.

The order includes:

- 12 x Demag AC 100-4L
- 10 x Demag AC 130-5
- 7 x Demag AC 50-3
- 7 x Demag AC 220-5
- 6 x Demag AC 55-3
- 2 x Demag AC 160-5

Just months ago, Sarens commissioned 16 Demag AC 180-5 all terrain cranes, and has been impressed with their performance.






Info

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Sarens ordert 44 Demag AT-Krane

Die Sarens-Kranflotte wächst: Das belgische Unternehmen hat bei Terex 44 Demag AT-Krane bestellt, mit denen vor allem die Aktivitäten des Unternehmens in London und Paris gestärkt werden sollen. Zwei Märkte in denen Sarens ein großes Wachstumspotential sieht, wie Jan L. Sarens, Group Equipment Trade Manager ausführt. Mit einem Teil der Neukrane sollen zudem Teile der europäischen Flotte erneuert werden. Zu den bestellten Kranen, die 2018 und 2019 zur Auslieferung kommen werden, zählen:

- 12 x Demag AC 100-4L
- 10 x Demag AC 130-5
- 7 x Demag AC 60-3
- 7 x Demag AC 220-5
- 6 x Demag AC 55-3
- 2 x Demag AC 160-5

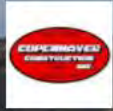
Deutsche Baumaschinenindustrie in der Mitte des Booms



Die deutsche Baumaschinenindustrie hat das Jahr 2017 mit einem Umsatzplus von 15 Prozent gegenüber dem Vorjahr abgeschlossen. Der Branchenumsatz betrug damit 10,8 Milliarden Euro. Die Branche wuchs im vierten Jahr in Folge. Auch der Auftragseingang lag am Jahresende um 19 Prozent höher. 2018 sollte daher ein weiteres sehr gutes Jahr werden. Die Industrie rechnet mit einer Umsatzsteigerung



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Sarens Places Massive Order for Demag All Terrain Cranes

Sarens is expanding and updating its current fleet with the addition of 44 new Demag all terrain cranes that are scheduled to be built and delivered over the next two years. The order includes six Demag AC 55-3 models, seven AC 60-3 models, 12 AC 100-4L models, 10 AC 130-5 models, two AC 160-5 models and seven AC 220-5 models....

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44 Demags for Sarens

19. February 2018 | [Comments \(0\)](#)

Belgian crane and heavy lifting specialist Sarens has ordered 44 Demag All Terrain cranes.

The order includes six 55 tonne AC 55-3s, seven 60 tonne AC 60-3s, 12 100 tonne AC 100-4Ls, 10 130 tonne AC 130-5s, two 160 tonne AC 160-5s and seven 220 tonne AC 220-5s. The cranes will be delivered throughout the year, with the final deliveries taking place next year.



(L-R) Jan Sarens of Sarens, Thomas Schramm of Demag/Terex, Marc Sarens and Ludo Sarens of Sarens, and Steve Filipov of Demag/Terex

President Ludo Sarens said: "We have been impressed with the quality and performance of the latest Demag All Terrain cranes. And since Terex has always done a great job of supporting our team, it was an easy decision for us. We are looking forward to getting all of these new units out in the field working for our customers!"

Demag/Terex president Steve Filipov added: "It is a huge honour to have been selected to provide these new cranes for Sarens, one of the most respected companies in the industry because its leaders demand the highest levels of performance from its team and equipment. We look forward to seeing all of these

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Sarens places massive Demag order

By Hannah Sundemeyer | 16 February 2018



Sarens is expanding its current fleet with the addition of 44 new Demag® all terrain cranes that are scheduled to be built and delivered over the next two years. The order includes six Demag AC 55-3 models, seven AC 60-3 models, 12 AC 100-4L models, 10 AC 130-5 models, two AC 160-5 models and seven AC 220-5 models. This most recent order comes just months after Sarens commissioned 15 Demag AC-130-5 all terrain cranes.



Pictured from left to right: Jan Sarens, Thomas Schramm, Marc Sarens, Ludo Sarens, Steve Filipov

"We have been so impressed with the quality and performance of the latest Demag all terrain cranes," says Ludo Sarens, president of Sarens. "And since Terex has always done a great job of supporting our team, it was an easy decision for us. We're looking forward to getting all of these new units out in the field working for our customers."

"It's a huge honor to have been selected to provide these new cranes for Sarens," said Steve Filipov, president, Terex Cranes. "Sarens is one of the most respected companies

in the industry because its leaders demand the highest levels of performance from its team and equipment. We look forward to seeing all of these new cranes in the field, performing challenging lifts and helping to develop infrastructure around the globe."

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SARENS PLATZIERT GROSSAUFTRAG ÜBER DEMAG® ALL-TERRAIN-KRANE



Jan Sarens, Thomas Schramm, Marc Sarens, Ludo Sarens, Steve Filipov

BESTELLUNG UMFASST 44 NEUE KRANE ZUR AUSLIE- FERUNG 2016/2019

Sarens erweitert und modernisiert seine vorhandene Flotte durch die Aufnahme von 44 neuen Demag® All-Terrain-Kranen, deren Fertigung und Auslieferung im Laufe dieses und des kommenden Jahres erfolgen sollen. Der Auftrag umfasst sechs Modelle des Typs Demag AC 55-3, sieben AC 60-3, zwölf AC 100-4L, zehn AC 130-5, zwei AC 160-5 und sieben AC 220-5. Diese neueste Bestellung erfolgte gerade einmal zwei Monate, nachdem Sarens 15 Demag AC 130-6 All-Terrain-Krane in Betrieb genommen hatte.

„Die Qualität und Leistungsfähigkeit der letzten Demag All-Terrain-Krane hat uns nachhaltig beeindruckt“, erklärt Sarens' Präsident Ludo Sarens. „Und da Terex unser Team durchweg hervorragend unterstützt hat, fiel uns die

Entscheidung nicht schwer. Wir können es kaum erwarten, alle neuen Maschinen für unsere Kunden im Einsatz zu sehen!“

„Der Auftrag von Sarens für diese neuen Krane ist für uns eine große Auszeichnung“, freut sich Steve Filipov, Präsident von Terex Cranes. „Sarens ist eines der angesehensten Unternehmen der gesamten Branche, da seine Führung sowohl an das Team als auch an die Ausrüstung höchste Erwartungen stellt. Wir werden diese neuen Krane nicht ohne Stolz beobachten, wenn sie sich in anspruchsvollen Einsätzen bewähren und weltweit bei der Entwicklung der Infrastruktur ihren Anteil leisten.“

Über die Sarens Group

Sarens ist ein weltweit führendes Unternehmen, das in den Bereichen Kranvermietung, Schwerlastzüge und Spezialtransporte internationale

Maßstäbe setzt. Ausgestattet mit modernsten Maschinen, höchster Planungskompetenz, einem der weltweit größten Bestände an Kranen, Transportfahrzeugen sowie Montage-Spezialgerät bietet das Unternehmen kreative und intelligente Lösungen für die Herausforderungen im heutigen Schwerlast- und Logistikgeschäft. Mit mehr als 100 eng vernetzten Niederlassungen in 65 Ländern ist Sarens der ideale Partner für Projekte jeder Größe, bis hin zu Megaprojekten. Sarens beschäftigt derzeit 4195 hochqualifizierte Experten, die sämtliche Voraussetzungen mitbringen, um die Anforderungen der Kunden rund um den Globus und aus jedem Marktsegment zuverlässig umzusetzen. (www.sarens.com).



Sarens' sizeable Demag order

February 13 - Sarens has placed an order with Terex for 44 Demag all-terrain cranes.



heavyliftpf.com - News Desk
Tuesday 13 February 2018

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This order will enlarge Sarens operations in London and Paris, two markets where we see large potential for growth," said Jan L. Sarens, group equipment trade manager. "It will also be used to renew part of the European fleet."

The order includes 12 AC 100-4L models, ten AC 130-5, seven AC 60-3, seven AC 220-5, six AC 55-3 and two Demag AC 160-5 all-terrain cranes.

The cranes will be built and delivered throughout 2018 and 2019.



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Video: Lift Frame for Sarens SGC140 being tested

10 Feb, 2018

Our new SGC-140 has been testing in Ghent the Lifting Frame we designed in house. Thanks to this system, this crane will be able to lift even heavier loads.

Watch the video below:



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Richard Krabbendam

10/02/18 @ 14:25

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Jacks on SPMTs

22 January 2018



Sarens has changed the position of an overhead crane using a combination of a jacking system positioned on self-propelled modular trailers for steel and mining company Arcelor Mittal.

Arcelor Mittal asked Sarens to change the position of one of the main overhead cranes in the converter hall at a steel factory near Marseille in the south of France in order to carry out maintenance work.

Manager, SPMT operations, at Sarens, Kris Nuyts explained: "As multiple overhead cranes use the same rails, maintenance work can only be done safely and without disturbing the production process when this particular crane is positioned at the far end of the building."

To change the position of two overhead cranes on the same rails, one needed to be lifted or lowered, and the second one had to be simply driven to the opposite side. There were two possibilities to execute this kind of job.

"The first one was to use a lattice boom crane outside of the building, the other option, as we did, was to lift, turn and lower the structure with a combination of a jacking system positioned on self-propelled modular trailers (SPMTs)," Nuyts said.

"Amongst disadvantages of working outside with a crane, the main was related to the required large area next to the building to assemble the crane, which would inevitably obstruct part of the production process."

Another concern from the client was the high risk of Mistral wind conditions because during that time it's usually impossible to work with any crane.

"Being dependent on weather conditions does not fit together with the tight schedule for shutting down part of a steel plant."

The structure provided by Sarens consisted of two parallel 13-axle lines SPMTs standing 12m apart and four Sarlift 2500 modular towers with a total height of 20m. The jacking system has a 250t capacity climbing jack inside the U-shaped tower elements.

At the top, they installed a 12m high steel support based on their modular bracing systems.

"We have done similar work on overhead cranes before, but in this case the main challenge was the level of the rail at 32m height in combination with a weight of 320t," Nuyts said.

"It was very high related to the narrow place and we were forced to design our structure as large as possible to ensure the stability. This in turn creates a huge challenge to assemble the structure within the limited space allocated by the client."

The assembly of the structure took about one week. Picking up and turning the overhead crane 90°, lowering down 16m, driving the other overhead crane to the other side, and repositioning back the crane in the rails, was done within a timeframe of 36 hours.

This operation was carried out twice, once before and a second time after the works on the overhead crane.

"We are proud to have carried out this job using a combination of several in-house developed modular jacking and bracing systems," Nuyts said. "The



A large aircraft is being hoisted by a crane at night. The aircraft is suspended in the air, and the crane's arm is visible on the left. The scene is illuminated by bright lights, and the background is dark.

When a project requires massive lifting capacity, and an ordinary crane simply won't do, Sargent SA has what it takes.

A study by the Institute of Statistics in the United States showed that a woman having 10 or more live birth children has a 50% chance of having a heart attack, a 50% chance of having a stroke, and a 50% chance of having a heart failure. The study also found that a woman having 10 or more live birth children has a 50% chance of having a heart attack, a 50% chance of having a stroke, and a 50% chance of having a heart failure. The study also found that a woman having 10 or more live birth children has a 50% chance of having a heart attack, a 50% chance of having a stroke, and a 50% chance of having a heart failure.

Agencies are encouraged to submit comments on or before the close of business on the date indicated.

"The funding has allowed them to better demonstrate their commitment to the environment, and it has helped them to better understand the needs of the community," says a representative of the National Oceanic and Atmospheric Administration. "It has also helped them to better understand the needs of the community."

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The work of authorizing a strategic information technology infrastructure for the agency was completed in 1997, and a dedicated team of people was assigned to implement the strategy. The strategy was implemented in 1998, and the agency was able to achieve the goals of the strategy. The strategy was implemented in 1998, and the agency was able to achieve the goals of the strategy.

Other property requirements for a child or grandchild include the child or grandchild being a U.S. citizen, resident, or national, and the child or grandchild being under 21 years of age at the time of the transfer.

CRANES TODAY MAGAZINE PUBLISHES AN EXCLUSIVE ARTICLE ON SARENS SGC-120 WORKING FOR THE BEATRICE WIND FARM PROJECT IN THE UK

PHOTOGRAPH BY HERBERT LUTTING



TRAVELLING TOWARDS BEATRICE

The Beatrice offshore windfarm has seen the development of a new operations and maintenance base in Wick, and some of the world's biggest cranes working at four North Sea quays.

The first lifting work by the Beatrice project began more than ten years ago. In 2006, when Coulson Heavy Lift and semi-energy specialist Wabco was chosen to assemble four 3MW turbines onshore as part of the Beatrice demonstration project. Offshore construction got underway in April 2007. The project will see the 3MW Sarens GSG-120 and turbines built in

the Outer Mersey Port, supplying 280MW through the around 350,000 homes, as well as turbines, the windfarm will include four offshore transformer modules. The turbines and transformer modules will be installed in 80 clusters of four piles, 300 individual piles, which have been installed by Kvaerner Heavy Lifting's Gerdner Valsby using its 3,500 tonnes cranes, which were installed on the four station platforms.

The Sarens GSG-120 is lifting a part of the Sarens Project yard in Harrogate, completed in December. Each massive turbine is constructed with a 3,500 tonne rotor and total turbine height of 110m. Construction work in this region of the North Sea will be working, whose depth reaching 50m to another 100m to the seabed.

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SARENS LOADS-OUT FOR SVERDRUP

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Sarens loads-out for Sverdrup

January 11 - Sarens has completed the load-out, weighing and jacking of an oil platform module destined for the Johan Sverdrup oil field in Stord, Norway.

heavylift.com - News Desk
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The Belgium-headquartered heavy lift and engineered transport provider was contracted by Kvaerner, which is building the housing platform in partnership with KBR.

For the load-out operation, Sarens transported the module, which measured 110 m x 61 m x 26 m, from the fabrication hall to the barge, a distance of approximately 200 m, using 432 axle lines of Kamag BPMTs, 22 power packs, 18 ballast pumps, 24 driving ramps and 700 tonnes of support steel.

Sarens operators then used 32 500-tonne-capacity weighing cells to determine the module's exact weight, which totalled 12,200 tonnes.

The module was subsequently jacked 13 m above the barge deck using four towers of the GS 5000 jacking system.

The platform, which will house more than 200 workers, will stay in the dock at the yard before being transported to the oil field in the North Sea in early 2019. Sarens will return to the Stord site for the final weighing in September 2018, at which point the module is expected to weigh approximately 20,000 tonnes.

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Sarens loads-out for Sverdrup

January 11 - Sarens has completed the load-out, weighing and jacking of an oil platform module destined for the Johan Sverdrup oil field in Sord, Norway.

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The module was subsequently jacked 12 m above the barge deck using four towers of the CS 3000 jacking system.

The platform, which will house more than 200 workers, will stay in the dock at the yard before being transported to the oil field in the North Sea in early 2016. Sarens will return to the Sord site for the final weighing in September 2016, at which point the module is expected to weigh approximately 20,000 tonnes. SOURCE: HLPR

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SARENS IN THE USA: A MAJOR PETROCHEMICAL PROJECT AND A POSITIVE RENTAL OUTLOOK





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Sarens in the U S A: A major Petrochemical Project and a positive Rental outlook.

10 Jan. 2018

Sarens supports a major US-based project and looks forward to the future

During one of the most powerful hurricane seasons on record, Sarens was hard at work in the U.S.A., executing a heavy lift and transport project at the Lotte Chemical and LACC petrochemical plant in Louisiana.

Sarens' role in the operation included six months of ongoing project work for client C&S, transporting and lifting major plant components like a 721-tonne, 75-metre long ethylene fractionator. Sarens was responsible for offloading equipment from ship to barge, transferring it to a staging area for pre-dressing, transporting it into lift position, and setting it on its foundation.

For this, the crew used the following equipment:

- CC 5500
- CC 3500
- LR1350S
- 30m boom

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SARENS TO DEBUT NEW SGC250 CRANE FOR HINKLEY POINT NUCLEAR PROJECT



Sarens to debut New SGC250 Crane for Hinkley Point Nuclear Project

9 Jan. 2018

Largest crane in Sarens' fleet to be deployed for prestigious UK project.

In 2018, Sarens will unveil the new SGC 250 crane for a high-profile project on behalf of joint venture clients Bouygues Travaux Publics of France and Loring O'Hourke Construction of the UK. The nearly 4-year project, valued in excess of £20 million, involves the construction of a new nuclear power plant at Hinkley Point, Somerset, UK.

"Hinkley Point is an extremely prestigious project, not only in the UK and Europe, but also globally," says Sarens Project Manager Mark Rowlands. "The eyes of the world will be watching how Sarens performs."

Sarens is bringing the specialized knowledge and financing to design, build, and operate such a large crane, which will soon be the largest SGC in the Sarens fleet. Thanks to its kilometres of rail laid on-site, the crane will also be able to travel between three different lift locations without the need for disassembly or re-assembly.

The SGC 250 will be mobilized overland from Gent to a nearby lay down yard before it is shuttled to the project site. An estimated 250 trucks will be required to deliver the entire SGC, though at the moment the narrow lanes leading to the site only allow 10 trucks per day. Plans are in the works for a purpose-built access road at the site, but a lot of planning will still need to go into all the logistics of delivery.

Once on site, the SGC 250 may need to perform lifts at night, using an

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Nuclear job for Sarens with SGC 250

By Alex Dahm | 9 January 2018



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Sarens SGC 250 super heavy lift ring crane

International heavy lift and transport specialist Sarens said it will unveil its new SGC 250 super heavy lift ring crane for a nuclear power station project in the United Kingdom.

It will be a four year contract worth UK£20 million for construction of the Hinkley Point plant in Somerset, south west England. Sarens will be working for joint-venture clients Bouygues Travaux Publics of France and Laing O'Rourke Construction of

the UK.

Mark Rowlands, Sarens project manager, said, "Hinkley Point is an extremely prestigious project, not only in the UK and Europe, but also globally. The eyes of the world will be watching how Sarens performs."

Lifts will include prefabricated concrete elements, steel structures, and reactor equipment, ranging from 50 to 1,150 tonnes at radii to 165 metres. A Terex Demag CC 2800 will also be on site to assist as a rigging crane.

With a maximum load moment rating of 250,000 tonne-metres, the SGC 250 will be the flagship of the Sarens fleet. It will be transported overland on around 280 trucks from Gent in Belgium. Narrow roads around the site mean only around 10 trucks a day can enter the site, Sarens said so a purpose-

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Nuclear job for Sarens with
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ADVERTISING

Sarens set to unveil biggest crane

January 10 - Later this year Sarens will unveil the new SGC 250 crane, which will be the largest crane in Sarens' fleet.



heavylift.com - News Desk
Wednesday 10 January 2018

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The SGC 250 will be deployed for the Hinkley Point nuclear power project on behalf of Bouygues Travaux Publics and Ling O'Rourke Construction's joint venture. The four-year contract awarded to Sarens, valued in excess of GBP20 million (USD27 million), involves the construction of a nuclear power plant at Hinkley Point in the UK.

The crane will be moved from Ghent to a nearby laydown yard before being transported to the project site. An estimated 280 trucks will be required to deliver the entire SGC 250.

Once installed, the SGC 250 will be able to travel between three different locations without the need for disassembly or reassembly, thanks to 8 km of rail onsite.

At the project site, 52 tower cranes will be in operation during the day. To avoid disruption, Sarens says the crane may need to utilise anti-collision systems, which will enable the crane to perform lifts at night.

The SGC 250 will be used to lift pre-fabricated concrete elements, steel structures, and reactor equipment, ranging from 50 tonnes to 1,150 tonnes, at an outreach of up to 165 m.



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Sarens to unveil its largest crane yet

By Inside Construction, Wednesday 10 January 2018



This year, Sarens will debut its new SGC 250 crane, the largest in its fleet. And the crane's first project is a high profile one.



The SGC 250. (Source: Sarens)

The SGC 250 will be deployed for the four-year, £20 million (AU\$34.6 million) Hinkley Point nuclear project in Somerset, England, on behalf of joint venture clients Bouygues Travaux Publics of France and Laing O'Rourke Construction of the UK.

Six kilometres of rail have been laid on-site, allowing the crane to travel between three different lift locations without the need for disassembly or re-assembly.

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Sarens launches new super heavy-lift crane



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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

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 160m. 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 planning will still need to go into all the logistics of delivery.

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.

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La SGC250 de Sarens se prépare pour Hinkley Point

📅 22 janvier 2018 👤 rédaction 📍 chantier, Hinkley Point, sarens, SGC250

Sarens va déployer dans quelques mois la SGC250, la grue la puissante de sa gamme, sur son premier chantier, celui de la centrale nucléaire d'Hinkley Point, en construction au Royaume-Uni. Près de 280 camions seront nécessaires pour acheminer la totalité des éléments de cette immense grue, d'une capacité nominale de 250 000 t.m. Une fois sur place, la grue sera utilisée pour des levages de nuit, en utilisant un système anti-collision, afin de minimiser les interruptions durant la journée, quand les quelques 52 grues à tour travaillent sur le chantier. Elle réalisera des levages de pièces de 50 à 1150 tonnes, avec des portées de 165 m, pour des installations d'éléments préfabriqués, structures métalliques et équipements du réacteur. Une seconde grue,

SARENS PERFORMS FOUR HEAVY LIFTS IN EGYPT



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Sarens performs four heavy lifts in Egypt

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Sarens has lifted four absorbers weighing around 384mt each, at the West Nile Delta Project in Egypt for Bechtel Overseas Corporation.



"This was one of the biggest and crucial heavy lift operations ever performed in Egypt," said Sarens.

BP's West Nile Delta onshore gas processing terminal at Idku City, north east of Alexandria, is one of the landmark projects of Egypt. Once completed, the plant will provide processing capacity of around one billion cubic feet of gas per day which equals to approximately one quarter of Egypt's current output.

Sarens' specialised twenty member crew worked during the entire Ramadan period, managing shorter working hours, to successfully lift the four main absorbers at the plant. In the process, the team deployed the following equipment: a Demag CC4800, a Liebherr LR1350, two Terex-Demag AC200, two Liebherr LTM1100, a Sany SCC1500, a Sany SCC1000, a Grove RT9130 and a Demag CC4800.

The Demag CC4800 was in Superlift configuration with 48m main boom and worked as the main crane supported by LR1350 (tailing crane). The CC4800 was transported from Thailand and in order to meet the tight schedule rigging tackles were imported via air freight from Europe, South Africa and Middle East.

Each of the four absorbers, weighing 384t each, were lifted at a pick-up radius of 18m and a final radius of 18m. The crane did not move during the entire lifting operation, it only boomed-up and slewed to final position. Prior to the fourth lift, Sarens reached 10,000 safe working man hours on the project.

WIND TURBINE ERECTION: SPIN DOCTOR

Wind turbine erection: spin doctor

29 January 2018



A look at wind turbine erection and transport projects in what continues to be one of the busiest application areas for cranes and transport equipment worldwide. Christian Shelton reports

Around 13 km off the north east coast of Scotland the £2.6 billion Beatrice Offshore Windfarm is being built. The finished windfarm will include 84 Siemens 7MW wind turbines that will generate 588 MW of electricity each year. Each turbine is constructed with a 154 metre diameter rotor and turbine height of 198.4 m. Construction crews here are working at sea depths reaching 55 m to anchor each turbine to the seafloor. Serving as an underwater foundation platform, jacket substructures are being constructed by Scottish engineering firm Burntisland Fabrications (BiFab) at heights from 68 to 81 m tall. The first 26 jacket substructures are currently being built at BiFab's facility in Methil, Fife.

With each finished turbine anchor weighing approximately 1,000 tonnes, BiFab has utilised the services of heavy lifting and engineered transport provider Sarens to transport the offshore jackets from the fabrication facility, lift each structure into a vertical position, and load the turbine bases onto the specialised transport vessels for final positioning. "Our strategy includes using self-propelled modular transporters (SPMT) to move the jackets in a horizontal position approximately 80 m to the up-ending location at the harbour," explains Andrew Hunt, operations manager for Sarens. In order to lift the jacket substructures into their vertical position Sarens is using its 1,600 tonne capacity Demag CC 9800 and Demag CC 8800-1 crawler cranes to carry the main load and two smaller cranes, to move the jacket into its vertical position.



Sarens used a Demag CC 9800, CC 8800-1 and two Demag CC 2800-1s on the BiFab job

connected to the top of the jacket platform at a single, central lifting position," explains Andrew Hunt. "This allowed the two cranes to evenly share the load."

Once the crane equipment and 78 SPMT axles lines were in place, Sarens started lifting the first of ten jackets that were installed in 2017. An additional 16 jackets are planned for fabrication and installation in spring 2018. To start the process four SPMT operators transported the 1,022 tonne load 76 m to the quayside up-ending location. Sarens's lifting crew then took over, attaching a custom-engineered spreader beam to the top of the jacket. "Both the CC 8800-1 and CC 9800 were attached to the beam, and the beam was

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WCTIS REVIEW

Great gathering

The World Crane and Transport Summit welcomed more than 250 delegates in Amsterdam, Netherlands, on 7 and 8 November. It was a well-received event with valuable content and great networking opportunities. *EST reports*

Keynote in Amsterdam Hendrik Sarens was the first to speak at the opening ceremony, welcoming delegates and highlighting the importance of the event.

The event was held in a modern conference hall in Amsterdam, Netherlands, on 7 and 8 November.

The 2017 WCTIS Summit was a well-received event with valuable content and great networking opportunities. EST reports

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SARENS MOVES DARLINGTON BRIDGE SECTION

Crane rental firm Sarens Group has transported and installed a bridge section in Adelaide, Australia.

The giant bridge span weighed 3,000 tonnes and measured 183 meters in length. It was moved using 132 axle lines of Kamag 2400 on behalf of the Gateway South project consortium responsible for construction of the new Darlington Bridge.

Brett Beveridge, key account manager, worked with the Gateway South Engineering team for almost two years to define project requirements, and "provide the best solution possible," said Luk Roelands, country manager Australia for Sarens.

Headquartered in Belgium, The Sarens Group provides heavy-lifting and engineering expertise and equipment worldwide via a network of more than 100 subsidiaries in 34 countries.

Photo: Render of the Darlington Bridge in Adelaide. Credit: GSPO

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SARENS IN THE DECEMBER ISSUE OF INTERNATIONAL CRANES AND SPECIALIZED TRANSPORT MAGAZINE



SARENS
NOTHING TOO HEAVY, NOTHING TOO HIGH

ABOUT US

Sarens has been providing **engineered transport, specialized rigging and heavy lift** services for over 60 years, building a thriving global enterprise that today operates in 125 countries on 6 continents.

Sarens' success is built around an unwavering commitment to safety, engineering creativity and operational excellence. With state-of-the-art design tools and one of the world's

largest inventories of cranes, transporters, and specialty rigging equipment, along with a team of highly skilled professionals, Sarens is well prepared to support your next project.

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Wim Sarens leads the way

By DAnn Shiffer | 4 January 2016



"For us now, the objective is to become the reference in our industry and to offer our complete portfolio to every client."
-Wim Sarens, Chief Executive Officer, Sarens

"Nothing too heavy, nothing too high." This is Sarens' slogan and it's very fitting. Headquartered in Wolvertem, Belgium, and with more than 100 entities around the world, the company is a growing global force in the heavy lifting and rigging sector. Sarens never backs down from tackling some of the world's most difficult projects. If a tool or even a crane needs to be developed to solve a problem, the company doesn't hesitate to design and produce it.

With a mission to be the leader and "reference" in heavy lifting and specialized transportation for its clients, Sarens is actively pursuing its other business line – crane rental. The vision for Sarens to become a global force in the crane rental realm is being led by its Chief Executive Officer Wim Sarens.

With a fleet of more than 5,000 pieces of equipment, the concept makes sense on several fronts. Sarens said the company's crane rental business is stronger in some areas of the world than others. Going forward,

he expects the crane rental operations to grow.

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Sarens gears up for wind business

Thursday 14 December 2017

December 14 - Sarens has added two Liebherr cranes to its Australian fleet.

The LG 1750 SX is a 750-tonne lattice boom crane mounted on an eight-axle truck chassis. It was recently delivered to Australia, where it has started work on the Sapphire wind turbine installation project for Vestas.

The crane features a 155 m main boom and a fixed jib of 12 m, a typical configuration for installing larger wind turbines, says Liebherr.

The LTM 1450-8.1, a 450-tonne capacity all-terrain crane, is also new to Sarens' Australian fleet and will soon be deployed on a project for Carcon.

The all-terrain crane features an 85 m telescopic boom and 85 m lattice boom extension, it can also be equipped with an 84 m luffing jib.

According to Sarens, the two cranes have been added to the fleet in anticipation of the growing renewables market in the country, and are expected to work on several wind energy projects in the coming years.



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Sarens adds big Liebherrs

17 January 2018



International heavy lift and transport specialist Sarens has added to its crane fleet with the purchase of two new Liebherr cranes: an LG 1750 SX and an LTM 1450-8.1.



Sarens's new LG 1750 SX being used on the Sapphire wind turbine installation project in Australia

Both cranes will be used in Sarens's Australian fleet where they will primarily be used on wind projects. According to Sarens, Australia has an active renewable energy industry and is set to erect 2,500 wind turbines within the next three to five years. The LG 1750 SX has already started work on the Sapphire wind turbine installation project for Danish wind turbine manufacturer Vestas while the LTM 1450-8.1 will soon be deployed on a project for Adelaide-based construction and civil engineering company Catcon.

The LG 1750 SX has a 155 metre lattice boom with a 750-tonne capacity and is mounted on an eight-axle truck chassis. It has a derrick back mast (super lift), and a fixed jib of 12 metres. Sarens says this is a typical configuration for installing larger wind turbines. It can also be equipped

with Liebherr's 6-metre-wide boom system SX2 to provide greater stiffness and ultimately a higher capacity. Sarens says this makes it future-proof in the wind market, where weights and lifting heights are constantly increasing.

The LTM 1450-8.1 has an 85-metre telescopic boom and 35-metre lattice boom extension (fixed jib). Optionally, it can be equipped with an 84-metre luffing jib. It has a capacity of 450 tonnes and is mounted on an 8-axle chassis. It will mainly be used as an auxiliary crane on wind farm projects.



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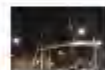
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Sarens adds big Liebherrs

Sarens's new LG 1750 SX being used on the Sapphire wind turbine installation project in Australia

17 January 2018

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