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'Our industry needs a new world standard'

A leading North American demolition safety expert has called for a "new world standard" to highlight best practice in the industry.

Speaking at the recent European Demolition Association (EDA) convention in Vienna, Austria, Mike Casbon of USA-based consultant ERM urged his hosts and similar bodies to join forces and bring safety to the fore of demolition.

"What I want to know is why we, as an industry, have shied away from best practice? Where in the world is the compendium that says 'this is how we do demolition'?"

"Groups like the EDA need to

come together and say that these are the new world standards – not to give away any secrets but to show our best practice."

Mike, presenting on developing a safety manual for demolition operators, drew on his own experience as the head of the US National Demolition Association committee that produced exactly such a document.

"I developed a safety manual for the demolition industry, but the biggest consumers of it were lawyers."

"The most comprehensive manual I've ever seen was in Germany. We called it 'The Bible', but worldwide there is a large gap between what's around.



Mike Casbon speaking at the EDA Convention in June

"We need government agencies to help us with our standards, because otherwise what we will find is another group comes along and sets standards that are not right for us."

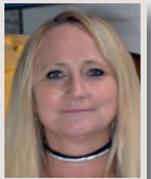
"Best practice is not just in Austria and the US, it is everywhere. And when we see demolition going on between countries, it's not a lot different – and it's not a huge step to bring it all together."

PEOPLE NEWS

■ HCEE (Hyundai Construction Equipment Europe) has appointed

Agnieszka

Kilshaw as new spare parts manager for the European market. Bringing more than a decade of sales experience, she will take charge of the complete parts organisation for both the Construction Equipment and Material Handling business units and report to managing director Alain Worp.



"In a company like Hyundai the spare parts department is a real driving force," said Agnieszka.

"For us in the parts department, the key value is customer support and satisfaction. We want to make sure to know our customers and their needs and to develop a long-term relationship with them through which all together we will promote the brand image and make HCEE a top player in the construction market."

A more modern mini factory

Hitachi Construction Machinery (Europe) (HCME) has officially opened its renovated mini and compact excavator factory in Oosterhout, the Netherlands. The new 8,000 sq m (86,000 sq ft) facility was unveiled in a special ceremony attended by key customers and HCME employees.

The company says the modernisation programme, which began in January, will enhance efficiency at the factory, which



HCME says it aims to produce over 7,000 machines a year at the Oosterhout factory

produces the ZX10 to ZX85 models. It will also meet growing demand for Hitachi mini and compact excavators across Europe.

General manager Marco Verhoef said: "We have already doubled our output since 2014 to 5,000 machines. The renovation of the factory was necessary to

help us grow further and produce more than 7,000 machines a year, according to market demand."

As part of the upgrade, a semi-automatic assembly line has been installed, as well as new equipment and paint booths.

Mecalac to produce Pichon wheeled loaders

The France-based Mecalac Group, which specialises in the design, manufacture and distribution of construction equipment, will take over production of a range of compact wheeled loaders currently manufactured by another French company, Pichon, at the start of next year. The range of six wheeled loaders, from 26 to 75 hp, will complement Mecalac's existing output from Germany-based subsidiary Mecalac Baumaschinen. The loaders will be distributed under the Mecalac brand, through the group's worldwide dealer network. Henri Marchetta and Alexandre Marchetta, president and CEO of Mecalac group said the agreement allows the company to expand its product offer while becoming one of the largest suppliers of compact wheeled loaders in the market.

Liebherr-Hydraulikbagger has started a new investment in the future in Kirchdorf an der Iller, in Germany, strengthening the development of the original location of the overall Liebherr Group. The first construction phase of the logistics centre for production started this month with an official groundbreaking ceremony. Liebherr will invest a total of around US\$45 million in the project, which is scheduled to finish in 2020. Senior managers and project managers attended the ceremony together with representatives of the Kirchdorf community as well as the commissioned construction company. Following completion the new logistics centre for production will have overall dimensions of around 245 x 96 m (800 x 314 ft) and a height of about 22 m (72 ft). In the first construction phase, which should be completed by the end of 2019, a new incoming goods area with a high-bay warehouse is to be built. The planned air lock for lorries with a 20 t crane system will greatly facilitate the acceptance of goods. In the second stage another high-bay warehouse and logistics areas for order picking, consolidation and packaging are to be erected. The workstations will be set up with modern technical systems and the complex logistics requirements will be supported by a warehouse management system. For day-to-day work modern picking vehicles with a driving assistance system are available to the employees.

PEOPLE NEWS



■ **Steve Ferguson** has been appointed president of Perkins Engines Company, replacing Ramin Younessi.

He will also lead the Caterpillar Industrial Power Systems Division (IPSD), which consists of design, development and sales of all engines of 18 litres and below, retail generators and the three brands of Cat, Perkins and the genset firm FG Wilson.

Most recently, Steve has been general manager of Caterpillar's Advanced Component Manufacturing business operations.

Didcot A demolition 'by end of 2019' says RWE

The owner of Didcot A power station in the United Kingdom – the scene of the tragedy that claimed the lives of four demolition workers – has outlined the timetable for the final stages of its demolition.

RWE Npower said the cooling towers and chimney at the power station, in Oxfordshire in the south of England, would be taken down next summer with full demolition completed by the end of next year.

Mick Collings, Ken Cresswell, Chris Huxtable and John Shaw died when part of the boiler house at the site collapsed on the afternoon of February 23,

2016. The collapse is still under investigation.

The RWE statement said: "Following completion of Unit 3 and 4 boiler clearance, Didcot A Power Station site returned to sole control of RWE at the end of March. We will continue to give our full co-operation to the Police and Health & Safety Executive in their ongoing investigations into the Didcot A building collapse.

"With our contractor, we have agreed a demolition plan for the remainder of the Didcot A power station site, which includes demolition of the north cooling towers and chimney.

"The programme for this year

will also involve the clearance of all low level buildings, disposal and recycling of demolition materials and making the site safe for future use.

"Explosive demolition of the cooling towers and chimney is planned for summer 2019 and we anticipate full demolition of the Didcot A site to be completed by the end of next year." ■

Molson acquires Finlay Group

Terex Finlay has confirmed that the Molson Group Limited has acquired Finlay Plant (UK) and its Finlay Group subsidiary and associated companies. Through this acquisition, Molson has successfully secured the distribution rights for the complete range of Terex Finlay mobile crushing, screening and conveying equipment for England, Wales and the Channel Islands.

The current Finlay Group sales, hire and service organisations will remain largely unchanged. New key resources have already been added to further enhance Finlay Group's regional operations.

Aftermarket support will continue to be provided by Sure

Equipment. Kieran Hegarty, president – Terex Materials Processing commented: "The Molson Group are already a valued Terex partner, with distribution rights for other Terex lines in England and Wales. This acquisition allows us to strengthen our relationship with this vibrant and progressive business.

"Synergies within the existing Molson organisation will provide the depth required to consolidate the excellent growth experienced by the Finlay Group in recent years and will guarantee industry leading customer support across the entire country."

Robin Powell, managing director of Molson Group



Molson managing director Robin Powell (centre) with Nigel Irvine of Terex Finlay (left) and John Garrison, president and CEO of Terex Corporation

added; "We are delighted to have acquired the Finlay Group and look forward to welcoming their experienced team into our Molson organisation.

"Their commitment and dedication to exceptional customer service directly correlates with our own culture." ■

Terex interview: page 9

Three into one adds up for Rhodar

United Kingdom-based asbestos removal company Rhodar has brought demolition and land remediation services under its umbrella as part of a rebrand aimed at providing end-to-end services to construction clients.

Under the new branding, the company also offer demolition and land remediation services in addition to the core service operating since 1976.

It has spent the past 18 months integrating demolition specialist Bagnall UK into the new business and clients include National Health Service trusts, schools and the Ministry of Defence.

Rhodar has invested heavily in demolition, buying two LiuGong excavators – a 28 t 928 model and a 50 t 950 – and OilQuick hydraulic tool attachments through EGY Haulmark.

"The rebrand gives us a joined up approach to clients," said managing director Jason Davy. "The client base is similar on all three services. We have had really good feedback on the new branding, and we have already seen enquiries increase significantly for demolition and land remediation."



Jason Davy



DIARY DATES

2018**Intermat ASEAN**

September 6 – 8
Bangkok, Thailand

www.asean.com

intermatconstruction.com

Concrete Asia

September 6 – 8
Bangkok, Thailand

www.concrete-asia.com

Cranes and Transport Middle East

October 10
Dubai, UAE

www.catmiddleeast.com

World Demolition Summit

November 7 – 8
Dublin, Ireland

www.demolitionsummit.com

Bauma China

November 27 – 30
Shanghai, China

www.bauma-china.com

Bauma Conexpo India

December 11 – 14
Delhi, India

www.bcindia.com

2019**World of Concrete**

January 23 – 26
Las Vegas, USA

Bauma

April 8 – 14
Munich, Germany

www.bauma.de

WDS awards entries surge

Entries for this year's World Demolition Awards have been flooding in – with the final number up by more than 20% on the well-supported event in London a year ago.

Companies will go head to head across 11 categories – nine for demolition contractors and two recognising innovation by manufacturers – when the awards dinner takes place during the World Demolition Summit (WDS) in Dublin, Ireland, on November 7 and 8. The event is organised by Demolition & Recycling International (D&Ri) in co-operation with the European Demolition Association (EDA). Headline sponsor is Volvo

Construction Equipment.

Two more prizes – the New Entrant and overall World Demolition Award categories – will be presented on the evening of the awards themselves.

Before then, the shortlisting process will take place as our international panel of nine judges, including a new member in EDA president Francisco Cobo, goes through the difficult task of reducing the numbers to the final candidates.

All the awards have been well supported, especially the Civils, Industrial, Urban and the two Contract of the Year categories, with the extra entries set to make competition even fiercer than usual.



Entrants who reach the final shortlist will receive a logo for use online and in marketing publicity

The shortlists will be announced on the summit website at www.khl.com as well as in the D&Ri and WDS newsletters.

In addition, the September-October issue of D&Ri will contain an extensive feature on the awards including details of all shortlisted entries. ■

WDS updates: page 43

Red Dot prize for Keestrack

The new track-mounted Keestrack R3e impact crusher has won the international Red Dot Award 2018 design prize in the "Industrial equipment, Machines and Automation" category. A delegation from the company received the award at a special event in Essen, Germany.

Apart from the design itself – which will characterise all future models of the new series of the international specialist in mineral processing technology – the designers have also implemented innovative ideas for operation and industrial safety in their development as well as integrating multi-stage production steps and a forward-looking fully hybrid power unit in a compact and highly mobile machine concept.

The project was led by Keestrack CEO Kees Hoogendoorn and took around two years from the initial designs. The design and production specialists of Austrian Keestrack Engineering and the production facility at Sternberk in the Czech Republic were supported in their work by industrial designers of the famous Austrian RDD design network.

All change for Plantworx ahead of 2019 event

The organisers of the 2019 Plantworx exhibition have promised a "bigger and better show" when it takes place next year in the United Kingdom from June 11 to 13.

The event, organised by the Construction Equipment

Association (CEA), is being held at a new venue, the East of England showground, just outside Peterborough. It is said to have 53% more space than the last event in 2017.

David Bell, a director at JCB and honorary president of the CEA said: "Manufacturers have to find the best value for money in spending their marketing budgets, and today with so many digital ways of reaching our customers, plant and machinery shows have to do what can't be done digitally."

Plantworx is being run alongside Railworx for the first time, reflecting significant investment in the rail network in the United Kingdom.

There will also be an Innovation and Technology zone at the show, with Rob Oliver CEO of the CEA, saying: "The digitalisation of the construction sector is gaining pace – Plantworx offers the perfect showcase to help match the technology with its acceptance by the marketplace." ■

David Bell: 'Manufacturers have to find the best value for money'



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John Garrison (left) and Kieran Hegarty execute Terex Corporation's transformation strategy

When **John Garrison** became president and CEO of Terex Corporation in November 2015, his plan for the company was to focus, simplify and execute. In the years since, materials processing has been identified as an area of opportunity. John and his counterpart at Terex Materials Processing, **Kieran Hegarty**, explain why.

Transformation time for Terex

Focus. Simplify. Execute. Three short words containing fewer than a full alphabet's worth of letters between them, but for John Garrison their meaning is huge. They are the basis of everything that has been going on at Terex Corporation, what he calls its transformation strategy, since he became president and CEO close to three years ago. Focus relates to the group's business portfolio; simplify to its internal operations. Execute brings the two together to address its strategic development.

By John's own admission the process is not finished yet, though he is broadly happy with the state of play.

"We completed the sale of the materials handling and port solutions business [to Konecranes] and the remnants of the construction business, so most of that work is done. There are a couple of finance things that we are working on. We are approaching it from the outside looking in and asking

“ The global regulatory framework and global trends on recycling are changing. It is worth investing in, but you must pick where you go ”

how do we improve? The priorities are commercial excellence and the distribution chain. We are working on life cycle solutions – having the right part in the right place at the right time.

"We looked at our research and development (R&D) output. That was top of the list of our investment.

"To retain a market leadership position we continue to invest in R&D and bring products to the market that meet our customers' evolving needs, with increased productivity, throughput and return on investment. Reducing administrative expense and ploughing the savings back into R&D are key elements of our strategy. We are looking for the guys to be invested in the business. Of the three parts of the strategy, execute is the one where we have made progress but not quite

at the same level as the other two, in terms of strategic sourcing and continuity of supply. We are working with a few suppliers that can help us."

PRODUCT DEVELOPMENT

The backdrop to this conversation is the United Kingdom's Hillhead show. It takes place every two years and – while it might not have the global profile of Germany's Bauma, where John outlined his plans for Terex Corporation in a standing-room only press conference in April 2016 – it is significant for the companies who take part in it. Companies like Terex Corporation, including its Materials Processing business, whose president Kieran Hegarty is also sharing the cosy meeting room a short distance away from the heat and noise of the exhibition.

>10



Powerscreen products are fitted with telematic technology after a 'significant' investment by the company

“Hillhead is an important show for new product development,” says Kieran.

“A very focused show for the crushing and screening business. At this show, with it being every two years, it is important that you bring something to the market. Take the new EvoQuip machines, for example. They did not even exist two years ago.”

EvoQuip was launched for the part of the crushing and screening market that requires an entry-level product range. From its relatively recent beginnings, by the end of June when Hillhead took place it had three new products on display, the Cobra 230R and 290R impact crushers and the Colt 1000 scalping screen.

“We launched EvoQuip as a compact business” is Kieran’s take.

“We would not have done it 10 years ago, but we want to differentiate ourselves and a different business line gives us that flexibility of business as part of a cycle.”

ORGANIC GROWTH

The EvoQuip story reflects a growing profile for the materials processing business within the corporation: “We have two businesses that are performing really well, and materials processing is one of them,” says Kieran.

“There is an opportunity in materials processing, there is great growth and it is organic growth as well.

At Hillhead, the products shared space with Powerscreen’s jaw crushers and three-deck screening plant, as well as the debut appearance of the Trakpactor 550SR impactor.

“ You have to target your investment at a real world strategy if you want a competitive advantage. The trend is for bigger plant ”



The Cobra 290R crusher, one of three new EvoQuip products, on a land reclamation project in Ireland

Terex Washing Systems presented its Aggwash 300 for recyclable aggregates and Aquaclear water management system. Terex Minerals Processing Systems brought the Modular MC1000 cone – another first time showing in terms of its interchangeable chassis for other modular cones – while five conveyors from Terex Conveying Systems complemented the existing range of equipment.

During John Garrison’s tenure, the company has also moved to back up products with premises. It invested more than US\$7 million in a global parts and distribution hub in Dungannon in the heart of Northern Ireland’s crushing and screening country, with warehouse capacity close to 6,000 sq m (60,000 sq ft) and a further 650 sq m (7,000 sq ft) for outdoor storage of larger products. A further distribution hub in India, located south of Bangalore, is due for completion in December.

Other matters currently exercising Terex include telematics, and both the Powerscreen and EvoQuip mobile businesses are fitted with the technology as the result of a “significant” investment by the company.

“Technology is driving improvements in all aspects of our lives,” says John.

“With telematics, we are continuing this revolution by bringing customers digital tools

to help improve their crushing and screening operation. Telematics help to maximise uptime, parts and service availability and provide factual up to date information from the field.”

The company views predictive maintenance as critical to the future of crushing and screening, and says that the ability to work from a single location will be the industry’s next big thing, which it believes is hugely important from a safety and efficiency point of view.

John Garrison: “The global regulatory framework and global trends on recycling are changing. It is worth investing in, but you must pick where you go. We have been studying China on the recycling side. When it decides to go, it will go from 0 to 100 in no time. They have put it in the five year plan and it’s going to happen.

“But it’s not just about data, it’s about what you do with it,” says John.

Kieran agrees: “The ‘gimmick’ is that the customer can go on an app and see where the crusher is. But the customer knows where the crusher is. You have to target your investment at a real world strategy if you want it to give you a competitive advantage.

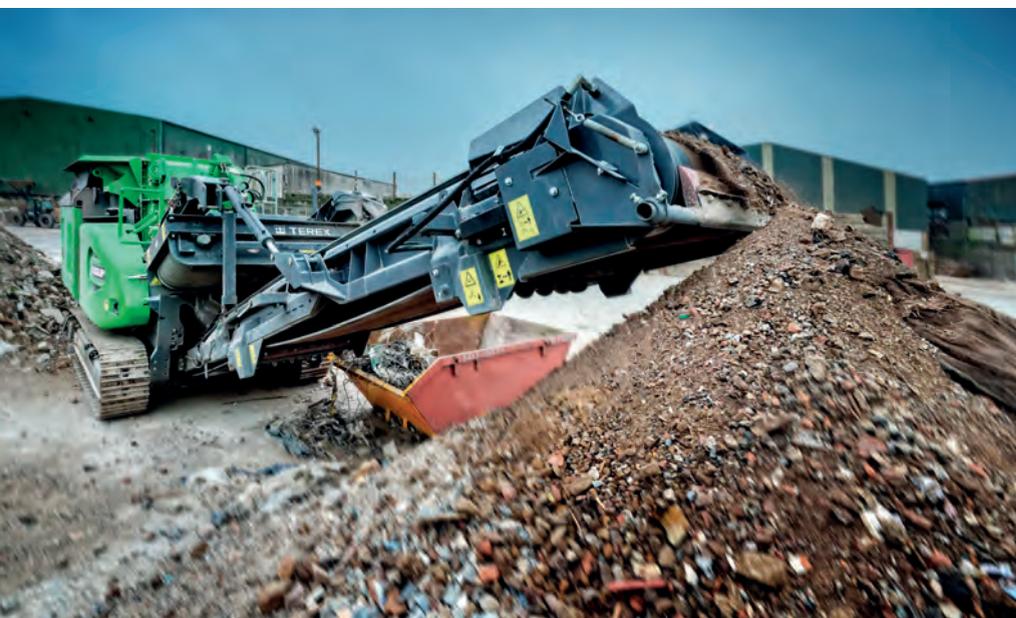
BIGGER PLANT

“The trend in crushing and screening is for the plant to get bigger. We have an ultra large mobile under development that will be able to do 800-900 t/hr depending on the operating conditions.

We have identified the bigger growth markets, particularly the United Kingdom and Europe. The recycled aggregate market. We are going into new businesses, we are very knowledgeable about customers and the materials processing team has an in-depth knowledge of their customers’ business.”

Last word to John Garrison: “No matter what our customer needs, Terex can deliver. The conveying offering will continue to develop, and we have a comprehensive road map in place to develop telescopic and radial conveying solutions and our washing business continue to grow from strength to strength. We offer a complete product portfolio.”

The Cobra 230 tackles demolition waste. It is only two years since the EvoQuip brand was launched





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SENNEBOGEN



German construction company Reithelshöfer has 25 Liebherr machines in total

D&Ri looks at the latest demolition projects featuring excavators as the range of their involvement continues to increase.

Weighing up the options

When German construction company Reithelshöfer carried out the demolition of Nuremberg's old post office building, a new Liebherr R 950 Demolition crawler excavator proved central to the outcome.

Reithelshöfer is one of the leading medium-sized companies in Germany's Franconia region in the south of the country, and the excavator developed by Liebherr-France SAS has an operating weight of 75 t, including tool attachment, and an engine power of 200 kW or 272 hp. It complies with Stage IV / Tier 4f emission standards.

Reithelshöfer's modern, high-performance fleet currently has 25 Liebherr machines capable of handling a range of applications. The fleet includes five R 926 crawler excavators and R 936, R 946, R 950 SME and R 950 demolition machine models.

According to Liebherr, purchasing from it gives customers the option of having a crawler excavator custom made. Additional equipment and attachments can be included in the specification so every machine produced is tailored to the needs of the individual customer. For example, a special attachment to give the R 950 Demolition crawler excavator a working height of up to 29 m (95 ft) was developed at Liebherr's Colmar production site.



Liebherr reaches out to take down Nuremberg post office in Germany

The machine already has 1,100 operating hours on the clock and is in operation for up to 10 hours a day.

For Reithelshöfer, excellent quality, innovative technology and a high comfort level were the key criteria in its purchase of the Liebherr machines.

The company previously owned excavators from other brands, then changed to Liebherr for reasons such as the operational safety. Even before the decision to purchase the new demolition excavator, which has been deployed in Germany since July 2017, other competitor machines were eliminated due to inconclusive test results.

The sprinkler system for the demolition

equipment ensures low dust generation and a better view during demolition work.

Another German company, equipment supplier T&M Abbruchtechnik, has purchased a Cat 340F UHD (Ultra High Demolition) excavator for its rental fleet.

The company, based near Koblenz, specialises in equipment and tools for the demolition industry. Gernot Tomaschäfsky, founder and owner, first saw the 340F UHD at Bauma in 2016, when Caterpillar launched its new demolition model.

He purchased the excavator from local Cat dealer Zeppelin Baumaschinen.

Engineered for high-reach demolition work, the 340F UHD excavator has up to 22 m (72

>14

ft) of vertical pin height and can handle loads up to 3.6 t at a 15 m (49 ft) horizontal reach. A boom coupling system allows to quickly configure the front to the task.

“We wanted to offer our customers full flexibility,” said Gernot.

“It is especially important when a motorway bridge has to be demolished overnight or when reinforced industrial buildings and high residential flats need to be efficiently dismantled and disposed of.”

ASBESTOS REMOVAL

DSW Demolition, a contractor founded in Cornwall in the south west of England three years ago, has used Hyundai excavators to help establish itself in the local area.

Managing director Darren Shrigley, who formed the company, takes up the story.

“In early 2016 we won a contract to demolish the iconic Ponsmere Hotel in Perranporth. This job gave us a great start and involved the removal of asbestos, internally and externally, the complete soft strip of 80 bedrooms, bars and recreational rooms and the salvage of some 2,000 sq m (21,500 sq ft) of timber floorboards.

“Of course, to tackle this job I needed machinery, so I got in touch with our friends at Molson Group, Jonathon Wilson and his son Tom who agreed to hire me a 20 t Hyundai hydraulic excavator. We hired the Hyundai for five to six weeks and I really liked the machine so decided to purchase it rather than hire it any longer. This job was the catalyst we needed to kick start the fledgling business and we haven’t looked back since.”

Shortly after the hotel job the company won a contract to work for Imerys, the French owned company which runs the China Clay extraction business in Cornwall, and a period of rapid expansion followed with investment in more machines and an increase in the number of staff.

The new employees included experienced people who had served with Darren’s father’s company, DRS Demolition, which had closed in 2015, and younger individuals coming to the industry from the waste recycling sector in search of a new challenge. Generally they start

Hyundai excavators are helping this United Kingdom-based demolition business to get established



Owner and company founder, Gernot Tomaschäfsky (left) and authorised signatory Thomas Micheel (right) of T&M Abbruchtechnik together with Zeppelin sales manager Stefan Kirschbaum (centre) and the Cat 340F UHD demolition excavator

on the smaller scale demolition projects while taller buildings are taken down by Darren and another ex-DRS man, Nick Southall, where the newer recruits can handle the job safely.

The fleet is now dominated by the Hyundai brand, ranging from a 3 t mini excavator to a 40 t class 380LC-9A. CR 80 eight-tonners, 14 and 21 t models complete the fleet line-up.

Some of the machines in the fleet are second

hand units which have been refurbished, if required, to a very high standard by local Hyundai dealer Molson. The latest addition, is the 380LC-9A model, is working on a site in the town of St Austell.

The machine had been shot blasted and repainted, new side impact skirts added where needed, demolition specification belly guards fitted, FOPS (Falling Object Protective Structure) cab guard and full “fall from height” boxing ring protection added.

The 380LC-9A has been teamed up with a Sandvik crusher which are both working on the site of an old China Clay drying works not far from St Austell, work here has been ongoing for some two-years and initially saw the company taking down old sheds that covered the area. Some asbestos had to be dealt with first, this task was performed by sister company ASW Environmental, and the timber roof was stripped down for recycling. The 380LC-9A and a 220LC-9A are now engaged in dismantling some heavy duty concrete structures which will be fed through the crusher for re-use as hardcore.

“Our business has come a long way in a short period of time,” Darren said.

“In addition to the plant, we are now running a couple of trucks with hook-loaders and around half a dozen vans.



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“Going forward, I feel that the crusher would benefit from having a new wheeled loader to work with it. That will potentially be from the Hyundai stable and possibly another 40 t class excavator will join the fleet. It is an exciting time for the business and I am looking forward to pushing it on.”

MATERIALS RECYCLING

Netherlands-based demolition and recycling business AC Stolwerk Sloopwerken has purchased the first Hitachi Premium Used excavator to work on a range of projects around the city of Breda situated in the province of North Brabant.

The demolition and recycling firm, which also specialises in the removal of asbestos, said it bought the ZX350LC-5 due to the favourable costs associated with the machine and the excellent coverage provided by the warranty included within the Premium Used package.

Established in 1953, Stolwerk has had a long and successful working relationship with Hitachi Construction Machinery (Europe) (HCME) spanning four decades.

In addition, it has three other Hitachi excavators – a ZX470LCH-3 and two ZX210W-3 – at its disposal.

Owner Thierry Stolwerk – the third generation of the family to run the business – bought the excavator to load the company’s mobile crusher, which is used to recycle demolished materials. However, Stolwerk is so busy that the versatile machine has also been commandeered for other projects since it arrived at the end of 2017, such as its first job on the site of a 1920s factory.

After deciding on the ZX350LC-5 as the most appropriate machine for the capacity of the crusher, Thierry then considered the benefits of purchasing a model with 3,000 working hours through the Hitachi Premium Used programme.

“When I was offered the guarantee of a high-quality machine with an approved Hitachi warranty, I had to assess how this would benefit our company’s operation.

“The price of a used machine was obviously advantageous and offered a 36% saving over a new model. In addition to the advantage of having less depreciation, I also had the peace of mind of fixed running costs from the maintenance contract.

“When I inspected the machine for the first time, I could feel the quality of a fully serviced machine – it was like new.

“I was also impressed that HCME was able to deliver the machine within a week, complete with a quick hitch, which is essential for the number of attachments we use in our demolition business.”

Operator, Cees Diepstraten, who has been with the Stolwerk company for 25 years, said: “On this site, I use the machine for sorting the demolished materials and loading our trucks with piles of rubble, wood and metal. It’s very stable for working with such heavy materials.”

Centrocar, the authorised dealer for the Doosan range of construction equipment in Spain, Portugal, Angola and Mozambique, has supplied 12 new excavators to the state-owned agricultural and environmental contractor, Tragsa Group.

The new machines comprise seven DX255LC-5 narrow track crawler excavators and five Doosan wheeled excavators.

The DX255LC-5 is powered by a six-cylinder Doosan DL06P diesel engine providing 141 kW (189 hp) of power and equipped with the necessary auxiliary hydraulic lines for hydraulic quick coupling, rotation, tilt, opening and closing of attachments and working with hammers.

The DDX210W-5 wheeled excavator features the same Doosan DL06P engine as the DX255LC-5 Narrow Track model.

For the Tragsa Group, safety is always a key factor that is reflected in its specifications and



Hitachi Premium Used, the first choice of Dutch company AC Stolwerk Sloopwerken

for this reason, both types of Doosan machine are equipped with all the safety measures needed to protect against overturning or falling objects, carrying fuel for transport by road, fire extinguishers, and all the excavators are equipped with the DoosanConnect system, allowing managers to observe the machines remotely in real time, monitoring the performance of the equipment, fuel consumption or helping to detect any problems that may occur. Doosan said the system ensures excellent fleet control in addition to providing the precise location of the equipment.

All the equipment has automatic centralised greasing to prolong the operating life of components, to prevent excessive wear and tear that might be caused by the lack of greasing at key points in the machines.

The 12 units are equipped with Geith hydraulic quick couplers and buckets. ■

Full demolition spec for JCB

JCB has developed the advanced new 220X crawler excavator – available from launch in full demolition specification. Over a four-year development period, JCB has employed a programme of intensive component and product testing, to achieve increased levels of build quality and reliability for customers.

The new machines feature:

- 15% larger global cab with integral rollover protection structure and reduced noise
- 200 mm (8 in) wider upper structure delivering improved packaging
- Central main boom mounting for increased digging accuracy and durability
- Intuitive, ergonomically-designed cab with simple user interface
- Stronger side doors for greater strength and increased protection.

The new X Series models are available in JCB’s XD demolition specification from launch.

A protection cage shields operators from falling material. Certified to Falling Object Protective Structure Level 2, it is designed to provide maximum protection with limited impact on visibility due to the design of the angled bars. The cage is platform mounted so can be easily replaced and does not immobilise the machine if damaged. Also, the complete

front piece of the cage can open like a door allowing easy cleaning of the front glass.

Visibility and on-site safety can be further improved by standard rear view, and optional side view cameras – which provide uninterrupted rearward and sideward views large landscape colour display.

All JCB XD demolition excavators feature a Side Impact Protection System (SIPS) designed to protect the fuel and hydraulic tanks, cooling pack and the hydraulic pump bags. The SIPS is fitted down both sides of the machine’s upper structure and is bolted on in two sections on each side to allow easy repair or replacement.

The new machine was in development for four years



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Epiroc hydraulic breakers equipped with the company's Intelligent Protection System in action on the A27 motorway in the Netherlands

The art of the possible

By offering multiple options for a single product, attachments have established a secure place in modern demolition. So what's happening in the market? We catch up with developments.

There are few demolition projects that provoke so much emotion in so many people as those involving a football stadium. The KV Mechelen club in Belgium, which has been in the country's first division since 2010, has been going through that very process. Construction started in 2015 on the same site as the old ground, with Van Loo Projects in charge of demolition.

"Because we could only work between football seasons, it took three years," said Johan van Loo, who co-owns the company with his father, Jef.

"To meet our deadline, we faced a very tight schedule. It was perhaps our biggest challenge. In fact, during the second phase of the project, we only had two weeks to complete the demolition to keep construction on time."

MULTI-PROCESSOR

For this project, Van Loo Projects used a Cat 385 excavator equipped with the latest multi-processor. The new MP300 Cat multi-processors can handle any demolition job by using the basic housing together with a choice of six jaw sets. The operator can change the jaw sets in under 10 minutes without any specialised tools. Even wear parts can be

changed in the field without sending the jaw to the workshop for surface welding. This new generation of multi-processors uses patent pending booster and speed valve technology and a patent pending jaw locking system, which translates to lower costs for customers and lower emissions for the environment.

Also contributing to faster cycle times is a patented integral hydraulic SpeedBooster. Closing of the jaw starts in speed mode until the jaws meet resistance, after which the

booster mode will be activated. Thanks to this booster technique, the cylinder diameter is smaller which decreases the jaw open time. As a result, the jaw open and close times are reduced by almost half.

For Jef van Loo, this kind of innovation and attention to detail has had an impact on efficiencies in the AFAS Stadion project.

"Our Cat multi-processor plays a big role in helping us get our work done. It takes a lot of time to demolish this type of concrete

>20

A new MP300 multi-processor attached to a Cat 385 excavator helped with demolition of the KV Mechelen football stadium in Belgium



A JCB Hydradig shows its versatility on the United Kingdom's Swanswell viaduct for French Contractors

construction and to crush the concrete. The multi-processor is about 30% more efficient than other tools, saving us two to three days."

This has been one of the most rewarding projects the company has even undertaken.

"Replacing the stadium has a large emotional impact on the supporters of KV Mechelen. It gives us a sense of great pride to be part of the tradition and the rebirth of such a special place."

Two new stands have been built between seasons and construction of the new main stand is now under way.

RIG MOUNTED

A recent challenge facing Netherlands-based contractor LEK Sloopwerken was to demolish three 150 m (492 ft) long viaducts on the country's A27 motorway during a single weekend.

To achieve this, the company used Epiroc rig mounted heavy hydraulic breakers equipped with the Intelligent Protection System (IPS).

The widening of the A27 and A1



motorways between Eemnes and Bunschoten-Spakenburg is a huge infrastructure project. On the Utrecht to Almere stretch of the A27 alone it involves the heavy demolition of six old viaducts and their foundations.

To minimise traffic disruption, the contractor was given a window of 48 hours to demolish three of the bridges located near

Hilversum and Bilthoven, an urban area with restrictions on noise and dust creation. Each bridge is 6 m (20 ft) high, and altogether the demolition work involved breaking 5,000 cu m (176,000 cu ft) of specially reinforced concrete.

The job was completed successfully within the timeframe using nine Epiroc rig mounted heavy hydraulic breakers with service weights of 3 to 7 t.

These comprise four HB 7000s, an HB 5800, three HB 4100/4200s, and an HB 3100, with the machines mounted on Volvo, Cat and Hitachi carriers.

According to site manager Maarten Lek service and spare parts supports were provide on-site by distributor SAES International.

Epiroc heavy hydraulic breakers feature the patented IPS, which combines the AutoControl and StartSelect functions, and automatically adapts the breaker's operating behaviour to any working condition.

IPS permits more accurate and significantly faster positioning of the hydraulic breaker, thanks to the centring effect, and avoids blank firing that often results in tool damage. Epiroc said that uptime is higher as with IPS no operator intervention is required and there is no interruption of the working process.

VERSATILITY

The versatility of JCB's Hydradig has landed the machine a role in a demolition application in the United Kingdom.

Purchased by French Contractors – based in Rugby in the English midlands and which is carrying out the project on behalf of Jackson Civil Engineering – the Hydradig 110W model is being used to assist in the strengthening and rebuilding of the Swanswell Viaduct on the ring road in the nearby city of Coventry.

It is maximising an array of attachments including a Powertilt tilting hitch, a full range of buckets and a set of

A full range for Mantovanibenne

Since the early 1990s, when Mantovanibenne (MBI) launched the first demolition attachments, the MBI demolition line has gained more and more importance for the company and becoming the core business. Today it includes hydraulic attachments for specific jobs – including concrete crushers, metal shears, pulverisers and grapples.

The company's MBI research and development creation follows the core business development strategy and is destined to revolutionise the primary demolition of big concrete infrastructures. The CC, defined as combicrusher, sets a different standard for combi-type attachments. Born from the extensive experience of Mantovanibenne in shears and crushers manufacturing, it brings together metal cutting and concrete crushing features, condensed in a two-cylinder tool. The structure of the CC is asymmetrical because its body is designed to host two different jaws.

On one side, a single jaw is equipped with an interchangeable tooth and a shaped cutter. On the other side, a double jaw is equipped with two interchangeable teeth allows an effective action on concrete and the oblique positioning of metal parts to be cut. The shaped knife grants maximum cutting power, while interchangeable blades and teeth enable fast and easy maintenance. In addition, a guide on the main frame keeps the jaws in perfect alignment to ensure maximum crushing and cutting power over the long term.

The versatile RP-IT rotating pulveriser has become a landmark in the demolition industry. The sturdy rotation and jaw design allow it to perform both primary and secondary demolition tasks with high levels of productivity.

Eagle shears are another distinctive part of the range. With the Eagle II series, MBI introduced the "naked" design, characterised by a reversed cylinder with forged rod that remains protected in the shear frame and doesn't require additional protection. A longer lever arm multiplies cylinder force, enhances the performances of the shear. In addition, the double cutting guide with adjustable bushings ensure perfect alignment between jaws, which is vital to deliver maximum cutting power.

The SGR range of grapples was developed from the beginning as a "demolition grapple", which means that its structure and hydraulic system is studied to perform heavy-duty jobs and resist to extreme stress. The double rotation motor and double cylinder equipped on biggest model, together with the specially reinforced structure, makes the difference when the SGR faces rough situations.



Mantovanibenne's CC60 cutting a concrete beam

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Collins Demolition chose OilQuick attachments from ECY Haulmark for its two new Volvo EC700 excavators on the Hams Hall site in Birmingham, United Kingdom

pallet forks. It has also been equipped with a Northerntrack hydraulic concrete pulveriser to undertake the surgical removal of the bridge abutments.

Supplied by dealer Watling JCB, the JCB Hydradig has been in demand on the project because of its high mobility, all-wheel-steering, hydrostatic drivetrain and maximum road speed of 40 km/h.

Working in the tight confines of lane closures, the compact dimensions of the JCB Hydradig come to the fore. Thanks to the TAB boom and a rear over-hang of just 120 mm (just under 5 in) it can squeeze into the tight locations to remove the abutments and parapet walls with ease.

“The JCB Hydradig bolsters our fleet and brings a versatile dimension to operations – whether that be through mobility, excavating, materials handling or proving hugely capable in a demolition application too. Its manoeuvrability and visibility are also very helpful on confined jobs such as this one,” said French Contractors partner David French.

Operator Ian Ellery added: “The stable machine handles the pulveriser exceptionally well. We would have had to use a larger

wheeled excavator if the Hydradig wasn't available to us. This would have meant a larger attachment, occupying more of the road and additional closures necessary.

“The JCB Hydradig has made this job far easier for everyone.”

Powered by a JCB Ecomax 444 diesel engine, the 11.5 t machine can easily rotate its upper structure within a single highway lane. The machine's all-wheel steer chassis provides a compact turning radius of less than 4 m (13 ft) and the Hydradig can travel at up to 40 km/h where permitted, for rapid relocation on site.

QUICK COUPLER

United Kingdom-based contractor Collins Demolition has acquired two Volvo EC700 excavators equipped with the OilQuick automatic quick coupler system. The machines are currently working at the Hams Hall site in Birmingham. This is home to the former Hams Hall power station, built in the 1920s. The final stage was completed in 1958 and once boasted 13 cooling towers. Collins has the contract to complete the ground remediation.

A range of hydraulic attachments is available for use on the site for the Volvo machines, both of which have had the OilQuick OQ90 quick coupler and attachment brackets installed by ECY Haulmark. The attachments in use on the site include a 3.8 t VTN MD610 selector grab and a 8.7 t VTN FP70 rotating concrete processor, also supplied by ECY Haulmark, as well as a variety of hydraulic breakers and buckets.

Collins Demolition director Scott Craddock said: “The two machines have been a brilliant addition to the demolition fleet.

“Having OilQuick fitted to the excavators improves health and safety for our operators and site personnel, machine productivity

Major changes at Indeco

For some time, Indeco, planned the launch of a series of developments across most of the product range. It was looking to boost productivity and reliability and has done this by further improving its range with some crucial enhancements as well as by broadening the range by launching new products to meet the needs of end-users, for the first time crossing into new territory outside its comfort zone of the demolition sector.

It has upgraded the hydraulic system on its hammers, so that the HP series has now also become Fuel Saving (FS). Indeco says its hammers require less oil per minute and lower operating pressure. And as using lower hydraulic power means reducing the rpm on the carrier, this leads to fuel savings of up to 20%, while ensuring optimum performance and maximum productivity. This advantage is said to be even more clear-cut if the Indeco hammer is compared with gas- or gas/oil-powered breakers of similar sizes. All hammers in the Indeco HP range will be displaying the FS badge.



is increased, and downtime suffered by operators having to make a manual attachment has now become a thing of the past. I will definitely be looking into converting the remainder of the demolition fleet to OilQuick in the future.”

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Challenges and change

As global demolition assignments become more complex, so do the tasks facing the demolition supply chain. Here, **Richard Vann** spotlights the 10 largest hurdles in modern projects and – more importantly – how to overcome them.

The life of a demolition professional has never been straightforward. But the very nature of the industry means it must be in the DNA of both the consulting engineer and contractor to problem solve.

Many people have an intrinsic ability to address the challenges that modern demolition projects pose. But as the pace and magnitude of these challenges continue to rise, the job consequently gets tougher and tougher.

DEMAND IS OUTSTRIPPING SUPPLY

For one of the first times in the history of demolition, there is the risk of demand outstripping supply – an issue now being felt on a global scale. The number of projects coming to the fore is unmistakable, for reasons including mounting commercial pressures, ageing assets, geographical market shifts, stricter environmental and legislative compliance requirements, technical innovation and other less tangible influences.

The question of who is available to undertake the work is unquestionably one of the largest challenges currently faced by the industry. However, astute demolition firms will embrace this as an opportunity to satisfy this very distinct market need.

So where do the other nine hurdles lie?

BRINGING ASSETS TO A 'KNOWN STATE'

On many redundant sites, the assets now facing demolition were first mothballed many years ago. This poses many difficulties – some structures will have only been partially cleaned, drawings may be non-existent, and

the knowledge of site personnel will almost inevitably be long lost. This means that it is extremely difficult to establish the “known state” of such plants and understand the potential pitfalls that lie ahead.

When arriving on site, it is essential to assess the level of residual product, any loss of containment and the structural integrity of the assets that remain. The potential for safety and environmental issues to manifest is real. Technology such as drones can, in many cases, provide a helpful aide before people enter any vessels or work at height themselves.

VARYING REGULATORY FRAMEWORKS

Demolition professionals undertaking assignments on an international scale will inevitably face varying legislative standards. One could argue this makes it difficult to ensure compliance when faced with differing levels of regulatory stringency. But the necessary stance on this should be obvious.

There should never be a safety scale where the degree can be ranked as “very unsafe”, “unsafe”, “almost safe”, “quite safe” and so on – safety is absolute and non-negotiable. So, while criteria and attitudes may fluctuate from country to country, the baseline reference point should be best practice. Generally, this is driven by the legislation and codes adopted by European Union (EU) nations.

CULTURAL DIFFERENCES

Linked significantly to this point is the potential for cultural differences, particularly when working outside one's home market.

When my company, RVA, was overseeing a project in Singapore, for example, the management team had to regularly demonstrate to the workforce both why harnesses should be worn and why they must be tethered to something immovable when working at height.

The advice here is to implement consistent working rules for all operatives and personnel irrespective of the local customs and practices. There can also never be any presumptions surrounding what people will and will not consider acceptable, so effective employee relations are crucial. Local knowledge and/or a translator often enhance the speed with



which such communication and rapport can be established.

MANAGING MINDSETS

It must be noted that mindsets do not always differ purely based on culture. In the United Kingdom, for instance, many people still view demolition as a “necessary evil” – it does not help to produce a revenue-generating asset, as a commissioning exercise would, so organisations often fail to dedicate the level of time, skills and resources truly required.

Also, it is not always given the respect it deserves as a scientifically-driven discipline, which means some client organisations are still tempted to cut corners, even if they do not realise they are doing it.

About the author

Richard Vann is managing director of decommissioning consultancy RVA Group. With more than 35 years' industry experience he has helped to steer the direction of more than 750 high-hazard projects worldwide.





'For one of the first times in the history of demolition, there is the risk of demand outstripping supply'

There is no quick fix to this challenge, but – gradually – decommissioning is being acknowledged as a major high-hazard engineering exercise.

The profession needs to maintain its voice to continually reinforce this point, until the mindset step-change is complete.

HEALTH AND SAFETY

Health and safety challenges are certainly not new, but they remain a constant priority when executing demolition projects of any size, particularly as assignments grow in complexity. Power station and even nuclear decommissioning projects are coming to the fore at a rate that has not been seen before in the industry, so a robust environmental health

“ The advice is to implement consistent working rules for all operatives and personnel irrespective of the local customs and practices. There can also never be any presumptions surrounding what people will and will not consider acceptable ”

and safety mindset needs to take precedence, irrespective of wider pressures.

THE DEMOLITION DEMOGRAPHIC

The demolition demographic is ageing. Renowned industry professionals are reaching the latter stages of their career and, unfortunately, the influx of new talent is sluggish. Many companies appear reluctant to invest in training and development, but this cannot continue. The number of people with relevant skill sets, specialist expertise and sector-specific experience, is becoming dangerously low.

The more that companies invest in young people, the more likely that others will be encouraged to consider demolition as their path of choice.

COST

The number of site owners that now favour a cost-led rather than quality-led approach to demolition is dwindling. Supply chain selection criteria are now far more multi-faceted than simply the bottom line impact of the chosen project team and methodological route map. But consulting engineers and contractors will still encounter clients that – perhaps understandably – try to squeeze the financial parameters of the assignment. If these fiscal pressures risk compromising environmental health and safety standards, however, works must stop immediately.

ENVIRONMENTAL PRESSURES

The world's environmental conscience is becoming more astute, which means the spotlight will increasingly be shone not just on a project's safety levels, but also on how far the surrounding community is protected.

Most demolition projects will now achieve more than 97% recycling rates as standard, but eco-considerations cannot end there. Because of this ever-more stringent environmental agenda, disposal routes for hazardous materials are becoming extremely limited.

'Most demolition projects will now achieve more than 97% recycling rates as standard, but eco-considerations cannot end there'

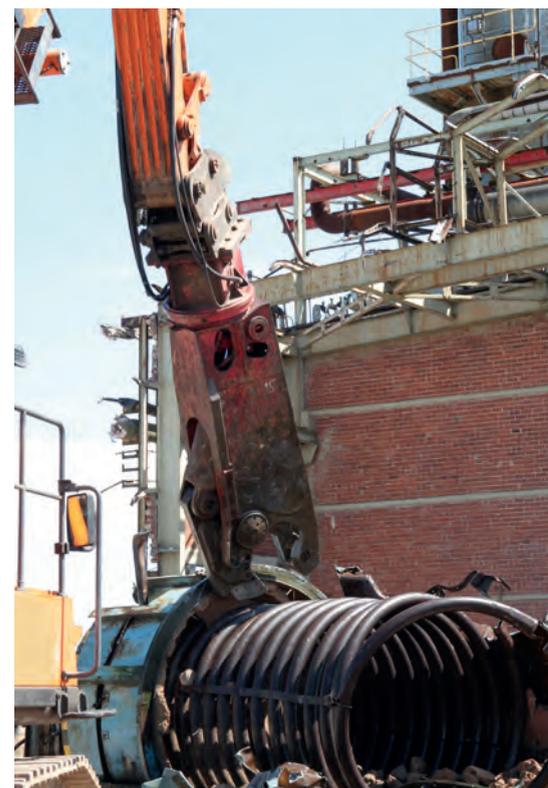
Mercury was once used in the production of chlorine, for example, but this is now outlawed in the European Union. Demolition teams face a distinct challenge when decommissioning manufacturing facilities where residual product may be present. Apart from being phenomenally expensive, mercury can also only be disposed of at a given rate. Projects therefore risk extending far beyond their original timeframes as a result, so such considerations need to be factored into upcoming work schedules to maintain realistic client expectations.

CORPORATE SOCIAL RESPONSIBILITY

Whether the rise in social media is placing companies under greater scrutiny or attitudes towards organisations' duty of care are becoming more discerning, the need to demonstrate corporate social responsibility (CSR) is undeniable. Apart from a strong CSR stance being ethically correct, it has a vast impact on brand reputation.

If clients and their appointed demolition teams require any further motivation to carefully and professionally execute a decommissioning assignment, this is it. The cost of liability – whether that is trespassing on a poorly maintained redundant site, a loss of containment, or worse – is immeasurable.

This final point pulls together most of the advice mentioned earlier. Decision making in modern demolition is not easy, which emphasises the need for a costed feasibility and options study, not to mention a painstakingly managed tender process. But it is possible to draw smart, safe, environmentally sound and financially robust conclusions from the investigative phases of a project, to ensure the course of action taken afterwards is the correct one. ■



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The 4-6 Stanhope Gate project underway in the Mayfair area of London, United Kingdom

A good day at the office

Even a capital city's most affluent districts can contain derelict buildings needing demolition and basement excavation. That was the challenge facing Erith Contractors at 4-6 Stanhope Gate, a former office building in London's Mayfair.

Erith Contractors transformed a derelict unfit for use office building situated in London's most affluent district, Mayfair. Occupying a prominent plot, 4-6 Stanhope Gate is encompassed by high-end residencies, offices, 45 Park Lane Hotel and several embassies. Maintaining Mayfair's elegant image during the demolition and basement excavation and installation was a challenge the company took in its stride, and it has laid the foundations of an exclusive redevelopment serviced directly by the Dorchester Collection.

Erith commenced on the internal strip out of the building, which included the removal of 40 t of asbestos through its in-house asbestos division. Safeguarding the two adjoining properties and two 17th century Georgian façades was conducted through temporary works and constructing steel façade retention structures. Service diversions were conducted to allow the safe removal of an existing United Kingdom Power Networks substation located within the site.

Erith proceeded with the structural demolition using top-down techniques, with excavators craned onto roofs and handheld methods used for works on party walls and where historical façades were to be retained.

Phase one consisted of piling works involving the installation of:

- 235 x hard/soft 750 mm (29 in) diameter Secant Pile
- 17 x 900 mm (35 in) tension piles
- 6 x 1,500 mm (59 in) bearing piles
- 23 x 1,500 and 1,800 mm (71 in) plunge piles

- 17 x hard/soft 450 mm (17 in) restricted access secant piles (below façade).

TOP DOWN CONSTRUCTION

With large diameter piles and depths of up to 50 m (164 ft) in depth works were prepared to install these with a 96 t Abi Rotary Rig and 70 t Crawler Service Crane. These works are currently being followed by top down construction from the lower ground floor down to B3 level, 15 m (49 ft) below, while simultaneously undertaking the construction of the ground floor slab at the early stages consisting of the drive through slabs for bulk

>28



Safeguarding the adjoining properties was a key consideration for Erith



The 4-6 Stanhope Gate project is Erith's largest hybrid top down bottom up basement installation to date

handling through the implementation of this drive through slab, from north through south onsite.

BEST METHOD

PERMEATION GROUTING: after testing, it was found the soils beneath the foundation on the east elevation were gravels. After analysis it was decided the best method to mitigate this presence would be grouting, as opposed to the traditional underpinning techniques.

RETAINED FAÇADE TRANSFER BEAM: the original transfer beams installed after the demolition phase were integrated into the permanent works transfer slab in an underpin fashion.

CONTIGUOUS WALL AND TRANSFER BEAM: on the west elevation, where the retained façade was near the Party Wall, secant piles could not be used. Therefore, Erith installed contiguous piles with a transfer beam to support the load from the façade.

SEQUENCE OF WORKS: the entirety of the B2 slab was deliberately left during the top down works to increase the working space in the basement and increase excavation durations. The B2 slab construction would then be picked up during the bottom-up construction.

"L" BLOCKS: to prevent load from the piling rig against the neighbouring basement walls, Erith installed two lines of L blocks on the west elevation. Furthermore, these were incorporated along the north and south elevations to retain the piling mat.

EXCAVATION SEQUENCE AND HYBRID CONSTRUCTION: a greater working area between the B1 and B3 slab was enabled through the unique sequencing of the B2 slab excavation. The omission of the B2 slab during the hybrid construction allowed material to be removed quicker and the programme advanced.

In a first for Erith, the company used a self-erecting tower crane to install the steel frame for the façade retention rather than our traditional approach of using a mobile crane. This enabled it to contain the crane within the site and prevented the need for road closures.

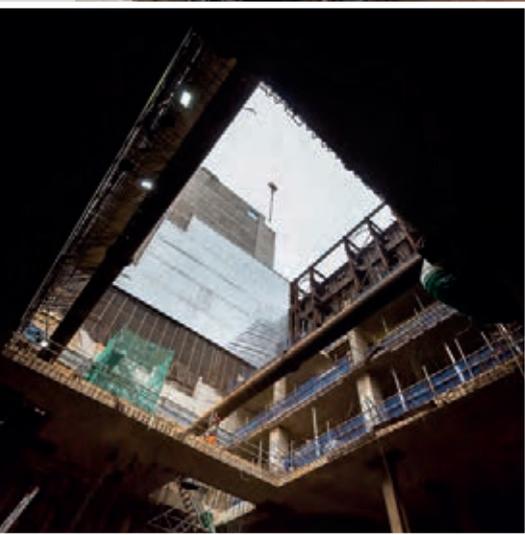
The piling works required the company to work in an area with restricted head room of just 3.5 m (11 ft 6 in). As a result, it was necessary to install the 30 m (98 ft) of piling in 1 m (3 ft) sections. Erith partnered with Martello to source the industry's most compact mini piling rig and the only one capable of working in such limited space.

Erith welcomed construction and architecture students from the University of Westminster to visit the site every month to see works progress, and three-quarters of the project's workforce were hired from central London to support the local economy.

It also allocated a full-time neighbourhood liaison manager who spoke face-to-face with stakeholders to answer queries, along with holding regular community meetings.

A traffic management plan was developed, and Erith employed a banksman and six traffic marshals to manage entry to and exit from the site, all while adhering strictly to the standards of the Considerate Constructors Scheme.

Stanhope Gate substructure works is a landmark project for Erith being its largest hybrid top down bottom up basement installation project to date, and was delivered on time, on budget and with zero accidents. The project has paved the way for the prestigious redevelopment for Mayfair Park Residences, which will provide hundreds of jobs across the region and will play a key role in the regeneration of the area. ■



Erith completed the project on time, on budget and with zero accidents

dig transport and personnel segregation. Waterproofing was being installed as a CDP incorporating Xypex concrete, FIS bentonite membranes and cavity wall drainage system.

The works involved the maintaining and eventual integration of the Grade II listed façade picked up on new reinforce concrete upstands of the transfer beam, which in turn picks up the new vertical structure at the underside of the lower ground floor level. This was designed to integrate the temporary works capping beams by incorporating them within the reinforcement cage.

A considerable amount of temporary works designed by Erith's in-house design team, Swanton Consulting, was also undertaken involving over 50 separate temporary works designs integrated and managed to ensure the successful completion of the final permanent works for the client. Part of the design work included the design of a steel grillage built on top of the four plunge columns to support the tower crane.

Erith managed a reduction in temporary propping and increased ease in materials



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Where next for

The revised Construction (Design and Management) regulations which came into force in the spring of 2015 placed much greater emphasis on the provision of on-site welfare facilities. Three years on however, there is still widespread uncertainty as to exactly what is required. **Neil Richardson*** helps to clarify the CDM confusion.

All demolition sites, whatever their size, must have welfare facilities. Both the client and contractor share this legal responsibility.

There needs to be enough for the number of workers and they must be appropriate for the type of work taking place. Details of the welfare arrangements need to be prepared by the client, who is also responsible for ensuring work does not start unless the correct welfare facilities are in place.

If the demolition project is on or next to the clients' premises then those facilities can be used, if permission has been granted. However, if this is not possible, the contractor will need to set up portable amenities.

For projects involving more than one contractor, the responsibility lies jointly with the client and principal contractor. The principal contractor is required to liaise with the other contractors involved to ensure the appropriate facilities are made available and properly maintained.

While early planning is always desirable, continued dialogue throughout the demolition phase will be necessary to make sure

that changes which may affect the facilities required are considered. In line with the regulations, it is important to keep a record of all welfare facilities provided.

FIRST DAY ON SITE

So what exactly is required? From the first day on site, demolition workers must have easy access to clean drinking water, washing facilities, hot water and toilets. There should also be suitable facilities for taking breaks, having meals and for storing and changing clothes. These all need to be properly maintained to ensure that they are kept in a clean and hygienic condition.

The regulations say that toilets are to have effective ventilation and there needs to be separate male and female facilities but if this is not possible, lockable toilets must be provided.

Washing facilities should be equipped with hot and cold running water, soap or other cleaning agents, towels or another method of drying hands and showers. Depending on the nature of the work and again ideally these should be separate male and female facilities.

If workers are required to change into protective clothing, then separate male and female changing rooms with seating and storage is required. Drying facilities for wet clothes should also be provided as should heated rest areas with seats, tables and a method for warming drinks and food.

Most welfare equipment suppliers stock products that aim to help meet these requirements. There are



The 2015 Construction (Design and Management) regulations have brought the delivery of on-site welfare services into sharper focus in recent years

many effective standalone toilets, showers and canteen cabins on the market, but cleverly designed multi-functional facilities that offer more are becoming increasingly popular. These new state-of-the-art facilities take welfare to a whole new level. For example our new generation welfare vans include fully flushing water toilets, USB charging points and even a drying room. Mobile welfare units such as towable cabins and welfare vans really are the way forward for the demolition sector; they offer far more accessible, comprehensive and higher quality welfare amenities for workers which can only be a good thing.

As a supplier of site welfare equipment, we are aware of the uncertainty surrounding implementing the CDM regulations and we feel it is important to assist in any way we can. We are looking into developing an app that will provide a checklist amongst other things for anyone responsible for site welfare and plan to put a programme in place that will ensure every cabin we supply has a guide on the wall clearly outlining the requirements.



Suitable welfare facilities should be on site from day one of a project

About the author

Neil Richardson is a director of Garic, a leading United Kingdom-based supplier of construction site welfare products and related workforce equipment.

welfare?



Illustration of the inside of a Fiat welfare van

Demolition dust – it is an avoidable hazard says Inmalo

Many councils and local authorities are following London's lead in looking more closely at Environmental Impact Assessments (EIA) and Construction Impacts Statements, including demolition work.

These may be standalone documents in the tender process or incorporated into Air Quality Assessments or EIAs, where dust suppression is a major component in mitigating harmful pollutants and maintaining air quality for site workers and their neighbours.

With the demolition industry responding positively to helping improve air quality, United Kingdom-based Inmalo has seen a sharp increase in dust suppression sales and rental on traditional demolition sites as well as specialist contaminated projects where residual pollutants such as asbestos may still be present and airborne during the demolition process.

While dust contributes to air pollution and is widely associated with exacerbating health issues, it also presents dangers such as reduced visibility. The public can also be at risk where dust is blown off site as contractors find themselves working in more densely populated areas, with greater risk of public exposure to dust and pollutants where there is less open space. The nuisance factor for the public and demolition site neighbours can be just as contentious, often leading to complaints and general bad feeling throughout a projects duration if no action is taken.

Inmalo is a leading construction and demolition dust suppression specialist who sell and rent dust suppression systems to the demolition industry, and the company's Charles Polak said, "We're seeing a significant uptake in both sales and rental of our dust suppression systems across all types and sizes of projects, especially in London and other metropolitan cities concerned about meeting air quality targets. With the unusually warm weather [in the United Kingdom] our fleet of rental units is in high demand and we have had to bring in more to keep up."

Recent sales have included specialist remediation company Sanctus, which required dust suppression on the demolition of an asbestos contaminated and fire damaged factory. Motofog MFJ10 and MF40D systems were positioned to ensure residual contamination which may still be hidden within the structure was suppressed during the demolition process.



A Motofog MF60D on a demolition project

CDM welfare – what is required?

TOILETS

Toilets should be suitable and sufficient, ventilated, lit and kept in a clean and orderly condition. Hand washing facilities must be provided so that workers can use them immediately after using the toilet or urinal, even if they are provided elsewhere.

WASHING FACILITIES

General washing facilities must be suitable and sufficient, kept clean and orderly and with basins or sinks large enough for people to wash their face, hands and forearms. They should include: clean hot and cold, or warm running water; soap or other suitable means of cleaning; towels or other suitable means of drying; and showers where the nature of work is particularly dirty or there is a need to decontaminate.

DRINKING WATER

Drinking water must be provided or made available at readily accessible and suitable places. Cups are required unless the supply is in a jet from which people can drink easily.

CHANGING ROOMS AND LOCKERS

Changing rooms are needed on premises where workers must wear special clothing for the purposes of their work and cannot be expected to change elsewhere. The rooms must be provided with seating, means of drying and keeping clothing and personal effects secure.

FACILITIES FOR REST

Rest rooms or rest areas are required and should have tables and seating (with backs) sufficient for the number of people likely to use them at any one time. There should be arrangements for preparing and eating meals, also for boiling water. In cold weather, heating should be provided.



Putting theory into practice



All Hughes and Salvidge employees are trained in asbestos awareness

WHAT IS YOUR ROLE WITHIN THE HUGHES AND SALVIDGE TEAM?

I work alongside Tony Jack, our group safety health, environment and quality (SHEQ) manager, supporting and advising our teams on all aspects of health and safety. I organise all training and competency for our staff, ensuring all qualifications are current – in both course content and date. I facilitate our annual – and interval, where necessary – medical screenings, manage all personal protective equipment (PPE), organise vehicle checks and services, and I am also the company's first aid mental health ambassador.

WHAT AREAS OF HEALTH AND SAFETY HAS THE COMPANY FOCUSED ON THIS YEAR?

Mental health awareness is a major part of our health and wellbeing push. After completing the mental health first aid certified course last year, we are rolling out the course to other key team members, to have mental health ambassadors supporting each other.

Hughes and Salvidge has been a stalwart of the UK demolition industry for more than 50 years, undertaking high profile projects and carving out a reputation for airport demolition works. Coordinator **Lori Noble** talks about the company's approach to health and safety.

It's a different subject for each person and is constantly evolving, so we focus on building links with other organisations our employees can be signposted to for further support.

All our operatives are trained in asbestos awareness, complete with regular refreshers. This year we have asked the teams to provide us with on-the-job scenarios to help adapt our approach to safety. One of our machine operators discussed the need for a solution when they find previously undiscovered asbestos and cannot exit their cab safely for fear of being contaminated. We now provide every machine operator with an emergency PPE pack to keep in their cab for emergencies.

Silica dust is something else we have discussed and we expect additional government guidelines in the next year.

At our quarterly supervisors' meeting, sepsis was the health talking point. We ran a full presentation and distributed wallet-sized cards with the key information to all our team members for quick reference.

WHAT DO YOU THINK SETS YOU APART FROM OTHER DEMOLITION COMPANIES?

Health and Safety is discussed from the ground up and we encourage our employees to voice concerns, share best practice and help us put legislation and guidelines into real-life situations. We also take this approach with subcontractors and our own supply chain for PPE, encouraging open forums.

Any request for new equipment or replacing older items is met, and the teams support us by testing out sample products from different suppliers.

Our sites are instantly recognisable due to their tidy nature and to support this approach our directors, senior management and health and safety team regularly visit sites.

Our company vehicles have mileage and defect reports taken weekly and are regularly serviced. We encourage driver sharing to minimise drive time for our employees when travelling longer distances and carpooling to reduce emissions. Some of our fleet is electric and we have installed power points at our head office for charging. We aim to have a full fleet of electric vehicles in the next few years.

HOW DOES THE COMPANY STAY AT THE FOREFRONT OF HEALTH AND SAFETY?

We attend meetings within our industry and the wider construction industry to learn about new legislation and to share best practice. One of the main sources to learn for the future is our own teams. We hold regular workforce consultations and operate an "open-door" policy with our directors encouraging open communication. Our in-house initiative, One Step Beyond, encourages and rewards best practice being shared between sites. We are also always on the lookout for the latest technology that can support our activities and have implemented the SiteZone proximity warning system at our airport sites this past year.

WHAT CHANGES WOULD YOU LIKE TO SEE IN THE INDUSTRY?

Demolition is high-risk and complex. It is important that our clients and fellow trades understand this when we work together. Creating a culture of understanding comes from us and our employees. Forging the kind of relationships with our clients that can facilitate the open dialogue is something we already do but can always build on.



The company's health and safety co-ordinator Lori Noble, organises all health and safety training

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Leading the charge



In the May-June issue, we brought you our annual global listing of demolition contractors by turnover. Here is a more detailed look at some of the more successful companies in the class of 2017.

BELEN SLOOPWERKEN

Netherlands

2017 position: **7th**
2016 position: **10th**
2017 turnover: **US\$152.98m**
2016 turnover: **US\$132.98m**

Successful Dutch company founded in 1992 by Wim Beelen, which started in the demolition, infrastructure and construction sectors and has grown to be a major contractor with more than 500 employees. It is the fastest growing recycler in the Netherlands and also removes asbestos and specialises in industrial waste. Demolition waste recycling rates are close to 99.5% and the company is fully certified for CSR, CO2 and ISO.

CENTRAL DEMOLITION

United Kingdom

2017 position: **70th**
2016 position: **97th**
2017 turnover: **\$28.12m**
2016 turnover: **\$18.48m**

A successful year for Central Demolition, which completed major and high-profile projects in Scotland such as the Aberdeen Exhibition & Conference Centre, the former NS&I Bank, Glasgow and the Magnum Leisure Centre, Irvine. It also invested more than \$2m in fleet and began investing in a refuse derived fuel plant with a view to taking recycling rates up to 99%.

DDM

Netherlands

2017 position: **46th**
2016 position: **57th**
2017 turnover: **\$41.20m**
2016 turnover: **\$33.45m**

DDM specialises in dismantling, demolition and relocation projects in the heavy industrial, power generation, oil and gas, petrochemical and chemical industries. Projects are carried out primarily in Europe but also on a worldwide basis. DDM has recently invested heavily in a new energy efficient fleet with lifting cranes, high-reach machines, scrap shears and sorting grapples. It uses 3D modelling and animating as standard for the engineering and risk reduction of complex projects. Projects in 2017 included the dismantling and demolition of major chemical plants and oil refinery turnaround services in Europe and Asia.

DECONSTRUCT (UK)

United Kingdom

New entry
2017 position: **32nd**
2017 turnover: **\$50.52m**

A Central London focused demolition and enabling works contractor established since 2009. Notable projects undertaken in the year include: Harley Street (Howard de Walden Estates); Morley House (The Crown Estate); Old Admiralty Building (Department for Education); Cork Street/New Bond Street (The Pollen Estate); and the Royal Academy of Arts (John Sisk).

DELETE GROUP

Finland

New entry
2017 position: **16th**
2017 turnover: **\$93.24m**

Established in 2010 through Toivonen Yhtiöt and Tehoc joining together, and acquired by private equity investor Axcel in 2013,

Delete employs more than 1,000 people in over 30 locations in Finland and Sweden. The demolition fleet includes machinery capable of reaching 41 m (134 ft), but the company has also demolished buildings up to 120 m (393 ft) high. Services include mapping of asbestos and hazardous substances, asbestos removal and renovation demolition. More than 96% of materials generated at demolition sites and handled in the company's recycling facility are re-used.

DSM DEMOLITION

United Kingdom

2017 position: **21st**
2016 position: **27th**
2017 turnover: **\$72.96m**
2016 turnover: **\$58.52m**

DSM owns a modern fleet of plant and equipment ranging from 1 t remote controlled d-rigs to 120 t 65 m (213 ft) super high reach machines. Specialist services include mechanical demolition; high-speed explosive demolition; industrial deconstruction; robotic deconstruction and inner city regeneration.

United Kingdom-based contractor PP O'Connor at the Lime Street station site in Liverpool, England





Plannerer of Germany enjoyed its most successful year to date in 2017

ENVIROCON

USA

2017 position: **18th**
 2016 position: **31st**
 2017 turnover: **\$90.55m**
 2016 turnover: **\$50m**

Primary disciplines include decommissioning and demolition covering a range of construction services and capabilities. It has performed decommissioning and decontamination projects at sites including Rocky Mountain Arsenal, Las Alamos National Laboratory and the Rocky Flats Environmental Technology site and serves both government and private clients. Other projects in its portfolio include coal fired power plants, paper mills and manufacturing plants.

LIBERTY INDUSTRIAL

Australia

2017 position: **20th**
 2016 position: **36th**
 2017 turnover: **\$73.87m**
 2016 turnover: **\$45m**



A leading provider of demolition services, Liberty provides integrated solutions for large-scale, technically complex demolition projects. It offers a range of capabilities including dismantling, demolition contracting, decommissioning and hazardous materials removal, land remediation, site rehabilitation and site preparation services. Projects in 2017 included the iconic chimney stacks at the Munmorah Power Station in New South Wales.

MANAFORT BROTHERS

USA

2017 position: **15th**
 2016 position: **25th**
 2017 turnover: **\$106.19m**
 2016 turnover: **\$65m**

Established for 100 years, the company has become a leader in demolition, serving clients in the north-eastern USA and on selected national contracts. Projects include nuclear power plants and bridges.

PLANNERER

Germany

2017 position: **91st**
 2016 position: **98th**
 2017 turnover: **\$21.48m**
 2016 turnover: **\$18.1m**

Completed the most successful year in its history due to a large number of bridge demolition projects.

PP O'CONNOR

United Kingdom

2017 position: **39th**
 2016 position: **54th**
 2017 turnover: **\$46.18m**
 2016 turnover: **\$33.88m**

Based in the north west of England, PP O'Connor is a leading force in the demolition industry having worked on major projects such as Merseylink Bridges, Sir William Siemens House, Wenlock Way, Washington Mill, Manchester Metrolink, Liverpool Lime Street, and Lyondell Basell polypropylene plant in Carrington, as well as The Curragh racecourse in County Kildare, Ireland. It is a member of the National Federation of Demolition Contractors and is accredited to ISO 9001, 14001 and OHSAS 18001. The company operates a complete range of fully maintained high-tech plant and machinery ranging from 1 t excavators to a Cat 349 high reach which has booms up to 34 m (111 ft) in height, and a Hitachi 870 Zaxis with an overall reach of 55 m (180 ft). PP O'Connor continues to invest and research in plant and equipment to acquire the most economically viable modern machinery.

RAZ-MAX

Russia

2017 position: **31st**
 2016 position: **47th**
 2017 turnover: **\$54.7m**
 2016 turnover: **\$38m**



The Magnum Leisure Centre in Irvine, Scotland – a major project for Central Demolition

In 2017, Raz-Max expanded its commercial geography through the implementation of several projects in the east of Russia. At the same time, Russia launched a renovation programme in Moscow and a federal programme to eliminate accumulated environmental damage. Throughout the programme, Raz-Max successfully completed a large-scale industrial demolition project on the chemical factory built when the old USSR was still in existence. Also in the past year, the company began work in a completely new direction, carrying out investment and technical audits of project documentation. The first such project was performed for leading metallurgical company Nor Nickel.

SCUDDER DEMOLITION

United Kingdom

2017 position: **25th**
 2016 position: **46th**
 2017 turnover: **\$66.50m**
 2016 turnover: **\$39.25m**

The company successfully completed high-profile projects which saw the team deliver a range of challenging demolition, deconstruction and civils enabling projects across the United Kingdom, notably London's Lots Road power station, Royal Opera House and Selfridges. Scudder says it continues to push the boundaries of innovation and expertise with the help of its in-house design team and has secured further projects including Grosvenor Square, High Cross in Leicester and Birmingham city centre.

TOTAL WRECKING AND ENVIRONMENTAL

USA

New entry

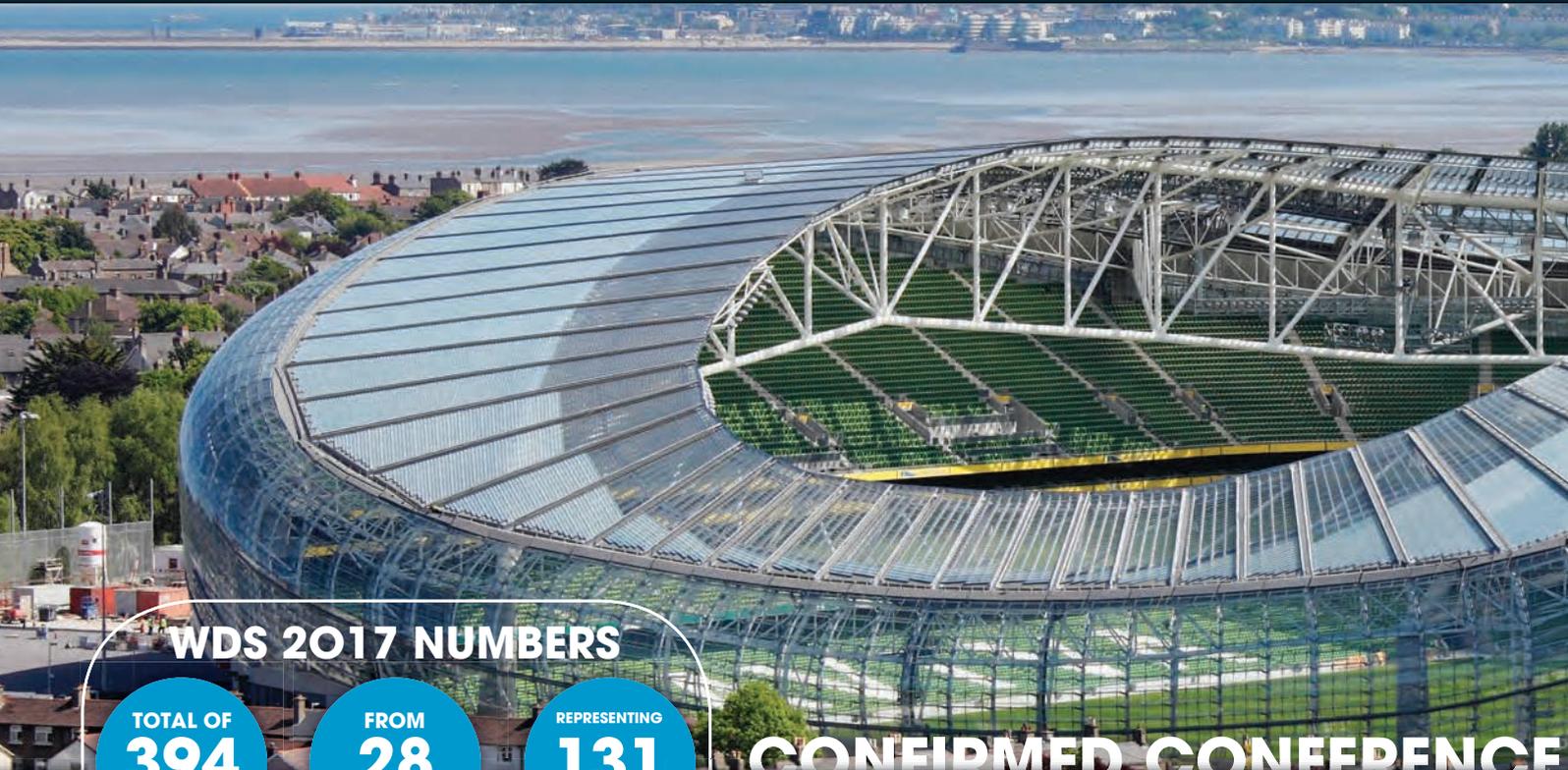
2017 position: **42nd equal**
 2017 turnover: **\$42m**

Total Wrecking & Environmental is a fourth-generation demolition and environmental remediation contractor serving clients throughout the USA. As an experienced and trusted leader in the demolition and environmental services industry, Total has an extensive track record of providing safe, solutions for a range of clients.

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The MB crusher bucket has been teamed with a Volvo excavator

MB crushes basalt in Djibouti project

Djibouti is located at the junction of the three rifts – the East African, the Gulf of Aden and the Red Sea rifts. It plays a crucial junction role for import and export, which represents a major gateway connection in the region.

This is one of the reasons that motivated the Djibouti Ports & Free Zones Authority to begin construction of a US\$3.5 billion free trade zone, which extends over 4,800 hectares (11,861 acres).

The initiative is expected to create 200,000 new jobs, and cement Djibouti's role as the strategic link between global maritime trade routes, within the Belt and Road Initiative.

MB Crusher technology is playing a key role in the development of this crucial project.

At the beginning Mr Yangkai, the general manager responsible for the DIFTZ project, was impressed by the power of MB crushers, simply by watching them working. Quality and quantity of recycled material daily

obtained by the MB Crusher BF120.4 was one of the main aspects that the company took into consideration when deciding to buy it.

Once Mr Yangkai had the BF120.4 working at the Djibouti project, and verified first-hand the MB Crusher bucket performance and the benefits gained from it, he simply would not consider any other options.

The company said its crusher bucket will crush over 1 million cu m of basalt.

Bobcat's true tool carrier

Transports i Excavacions Jocar, based near Barcelona in Spain, is a family business with more than 25 years of experience in demolition and earthmoving.

Company owner Joan Carles Mora runs a large fleet of highly used machinery, and where compact equipment is concerned, he has been fully committed to the Bobcat brand for years.

The company currently has nine Bobcat machines: four Bobcat compact excavators including E10, E32, E35 and E85 models; four skid-steer loaders – three S530s and an S570 and its latest acquisition, a new Bobcat T770 compact tracked loader.

Powered by the Bobcat D34 diesel engine providing 68.7 kW of power at 2,400 rpm, the Bobcat T770 loader has a rated operating capacity and tipping load of 1,611 kg (3,550 lb) and 4,602 kg (10,145 lb), respectively. The T770 has a height of 2,065 mm (81 in), a length with bucket of 3,597 mm (141 in), a bucket hinge pin height of 3,353 mm (132 in) and a width over the tracks of 1981 mm.

Joan Carles said: "The Bobcat T770 track



Transports i Excavacions Jocar is an established demolition and earthmoving business that has used Bobcat equipment for many years

loader combines an impressive 138.5 l/min hydraulic flow for work with attachments, a dump height of 2.65 m (8 ft 6 in) that gives me the ability to load trucks, and good accessibility to maintenance components, backed by excellent reliability and longevity.

"The Bobcat D34 Stage IV engine has surprised me the most with its low fuel

consumption. The suspension rollers give me unmatched comfort, similar I would say to that of a wheel loader. The SJC control system has also been a very pleasant surprise because it gives me a variety of driving possibilities in the three speed ranges as well as drift control and optimal hydraulics makes it very productive with the attachments."

Liebherr recycles in Russia

Based on decades of experience in producing and developing wheeled loaders, Liebherr offers a separate product range for less and non-regulated countries. It consists of five models with an operating weight between 10.4 and 24.72 t.

Liebherr says these loaders meet the requirements of companies from the widest variety of sectors – including demolition and recycling, where operators place particularly high demands on the machines.

Last year, a Liebherr L 538 (Stage IIIA/ Tier 3) started work in the Vsevolozhsky Aluminium Alloys Plant near St Petersburg, Russia.

The company is a specialist in recycling aluminium waste, processing highly complex types of metallic waste into a range of aluminium alloys that comply with both Russian and international standards. The new Liebherr wheel loader L 538 at the plant has a range of responsibilities: truck loading with black slag and feeding the grinding and screening plant with aluminium waste, as well as subsequent cleaning of converters.

Since February 2017, the L 538 has been clocking up more than 5,000 operating hours and has been working reliably for 24 hours a day, seven days a week. To achieve this level of reliability, Liebherr prepares its

wheeled loaders with targeted investments in robustness. For example, to increase the stability of the machines, Liebherr installs robust axles and reinforces the steel structure. With its hydrostatic driveline, the L 538 consumes around 30% less fuel compared to other wheeled loaders at the plant.



The L 538 has operated for more than 5,000 hours in aluminium recycling.

Allu's Asian promise

A selection of Allu D-Series transformers is proving its worth in Asia and the Middle East, helping to process a variety of materials in three different countries. The equipment has been provided and supported by Allu's dealers in the countries and backed by its global support team.

The D-Series comprises an excavator/loader/ tractor mounted attachment which screens, crushes, aerates, blends, mixes, separates, feeds and loads materials. According

to Allu, this effectively transforms the feed material into highly valuable products that make customer businesses more efficient.

With its highly reliable screening attachment, the D-Series has proved to be ideal for a variety of screening and crushing projects.

The product has also proved to be highly versatile, with the D-Series sharing the DL-series' use of fine-screening TS drum construction with standard blades.

A customer in Thailand is successfully using a DN 3-12 with TS 16/32 blades set to 32 mm. This is being used to screen waste material to fine soil. In another application, a Japanese company is using a DN 2-12 with a TS 35 setting to crush bark.

Furthermore, a DH 4-17 with TS screening set up is processing trenched material on water pipelines in Oman.

By using the Allu transformer attachment, the contractor can ensure large material that could potentially damage the pipe is separated from the padding material.

Allu has also exhibited at the Kagawa Prefecture Forest Machinery Demo Exposition, being represented by its dealer in Japan, Okada Aiyon Corporation.

Static is the new mobile for Green Planet

United Kingdom-based recycler Green Planet has replaced its mobile Kiverco plant with a static plant from the same company to meet its rapid growth.

The company, based in Norwich in the east of England, recycles a range of materials including construction and demolition waste. It bought the new plant to handle increasing volumes and higher environmental targets, while meeting the requirements of the local authority and nearby residents.

Through various consultations, Kiverco advised on solutions to minimise noise and dust emissions such as fitting the conveyors with covers and installing the feeder and 830 Trommel inside the main building.

From the feeder and trommel, the waste material is split into a 0 to 40 mm fraction and an oversize fraction. The smaller fraction passes under a magnet, to remove any ferrous metal and then into a Spaleck Flip-Flow screen and a DS150 density separator. Working together, these two machines process this waste stream to produce a clean -10 mm material, a 10 mm to 40 mm heavy fraction which can be used to produce recycled aggregates and a light residual waste which becomes an element in an refuse-derived fuel type material.

Allu screening waste material to fine soil



Recycler Green Planet bought the new plant to handle higher environmental targets

The Colt 1000 is the largest machine in the company's screening portfolio

Hyundai two-piece boom

Hyundai Construction Equipment has introduced the two-piece boom version of the HX130 LCR, the third compact-radius excavator model in the company's HX series product range.

The 13 t machine is also available in a second standard configuration, the HX130 LCRD, which includes a dozer blade.

The two-piece boom version enables the excavator to work with a bigger reach, while maintaining the possibilities of a reduced front swing. It comes with the boom articulation mounted to the underside of the standard boom; a solution ensuring effective protection against soiling and damage.

This option enables the excavator to work with a bigger reach, while maintaining the possibilities of a reduced front swing. An option often requested by European construction companies working in road construction, utilities and urban environments where they operate in very confined spaces.

The HX130 LCR is powered by a 73.6 hp (55 kW) Perkins 854F Tier 4 final/Stage IIIB compliant diesel engine, which Hyundai said adds to the performance and productivity, the engine and hydraulic system of the machine.

Its Diesel Particulate Filter equipped engine delivers optimum power and fuel efficiency, without the need for Selective Catalytic Reduction.

The LCR has a standard operating weight of 12,700 kg (28,000 lb), while the LCRD model's is 13,560 kg (30,075 lb).



The new two-piece boom version of the excavator is available in two standard configurations



Rapid progress for Colt 1000 screen

EvoQuip has launched the Colt 1000 scalping screen, which it says builds on the success of the Colt 600 and Colt 800.

The largest in the portfolio, the 1000 is described as capable of processing up to 360 t/hr, depending on application.

The Colt 1000 has been on test with United Kingdom-based Rapid Aggregates, whose managing director, Trevor Armitage said: "I am impressed by the performance of the Colt 1000, a powerful machine for such a small package.

"There is nothing it cannot cope with and output is comparable to larger screens. The

screenbox is very aggressive and excellent at clearing both stone and wet soil material."

The machine incorporates an aggressive double deck screen of 3.96 x 1.22 m (13 x 4 ft). The variable screening angle and numerous screen media options enable the machine to operate in both heavy duty scalping and precision screening applications, and to manage even the most difficult of materials. In addition, the bottom deck ensures optimal classification in fine screening applications.

The Colt 1000 can also be fitted with the T-Link telemetry system, which provides the customer with real time information on the performance of their machine. ■

Production starts on R926 Compact

Liebherr-France in Colmar has begun the series production of the new R 926 Compact excavator. This model continues Liebherr's compact excavator product range but with a Stage IV/Tier 4f emission standards compliant engine and other developments compared to its Stage IIIB model. The new R 926 Compact joins the ranks of Liebherr's compact machines in the 15 to 35 t weight range.

Enhancements include Liebherr Selective Catalytic Reduction technology, an improved swing torque and greater engine power. The improved innovative maintenance concept enables simplified, safe and fast maintenance and repair of the machine. Overall, the new compact excavator achieves higher levels of productivity and economy compared to previous generations.

Depending on the option selected, the Liebherr R 926 Compact offers an operating weight of between 25.4 and 29.5 t.

With a tail swing of 1.7 m (5 ft 6 in) and a front swing of 1.9 m (6 ft 3 in), its dimensions have been further reduced.

Altogether this results in a swing radius of less than 4 m (13 ft).

This special feature makes the new compact excavator ideal for applications in confined areas.

The new diesel engine is manufactured by Liebherr in Bulle, Switzerland and complies with Stage IV/Tier 4f emission standards. It generates a higher engine power of 129 kW, which is an increase of 8% compared with the Stage IIIB/Tier 4i predecessor model. ■



Inspecting the R926's greasing system and radiator

Sandvik launches telematics system

Sandvik Mining and Rock Technology Mobile Crushers and Screens used June's Hillhead exhibition in the United Kingdom to launch its automation and control telematics system, My Fleet.

Developed initially for the Premium (Q) range of crushers, this new digital solution has been designed to help operators get the very best out of their investment.

Through the introduction of My Fleet, Sandvik has added a powerful monitoring, control and data collection tool. With access provided via a cloud solution, this new functionality is designed to eliminate guesswork and provide the hard data needed for informed business decisions.

My Fleet helps customers know exactly how equipment is being used. Through the collection and accurate monitoring of an array of parameters, this facilitates accurate production forecasting, ensuring that the most efficient use is obtained from equipment, maximising return on investment.

This is achieved through the advanced digital technology used in My Fleet which provides remote access to critical data on location and machine utilization, enabling operational machine optimization. It further helps customers plan their service and maintenance schedules, and ultimately, work more efficiently and cost effectively.

There will be two packages available. ■



The Aggstorm 150 concentrates on access, maintenance and ease of use

McCloskey boosts wash plant range

McCloskey Washing Systems (MWS) has launched the Aggstorm 150, at the Hillhead exhibition in the United Kingdom this month.

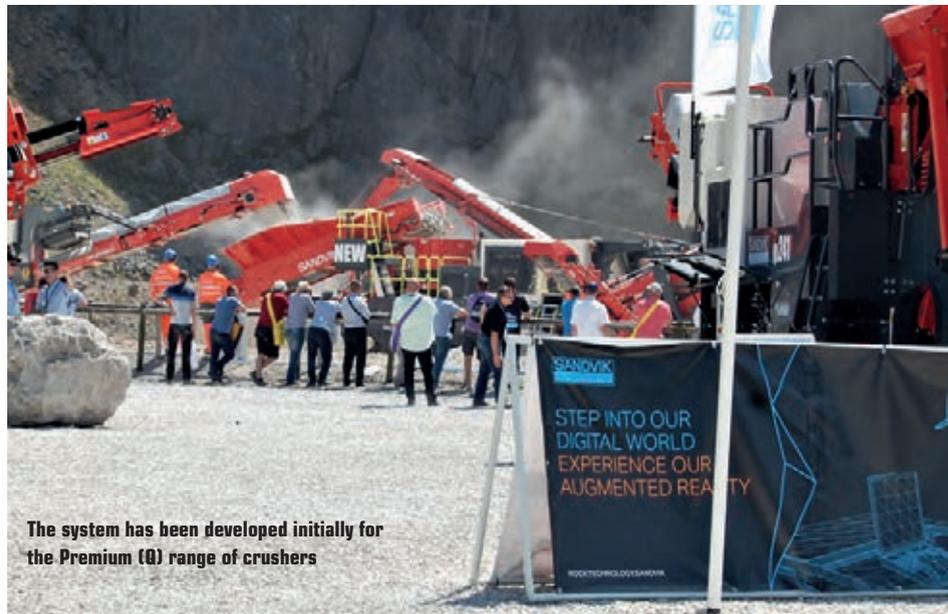
The AggStorm range is designed to deal with harsh, clay-bound material from construction and demolition waste that cannot be removed by rinsing and screening alone to produce cleaner material at a faster rate. The twin shafts run in sync with replaceable blades which intensively mix the feed material creating 'stone on stone' attrition. The cast steel blades come in various options including AR500 and cast manganese.

"The Aggstorm 150 has been designed with the operator firmly in mind," said sales manager Ben Frettsome.

"Following the feedback received from our first open day in 2017 at Crown Aggregates the engineering division of MWS concentrated its effort on key areas such as access, maintenance and ease of use.

"A common maintenance issue for customers is the ability to efficiently and safely remove worn blades or entangled plastics and debris from the shaft and blades of log washers.

"With the new design this can be achieved in a matter of minutes with the revolutionary new hull design that gives the customer unrivalled access through sealed maintenance panels."



The system has been developed initially for the Premium (Q) range of crushers

New wheeled excavator from

Komatsu Europe has announced the new PW160-11 wheeled excavator.

Described as ideal on jobsites with limited space or in urban areas, it has an EU Stage IV engine and provides an average of 4% less fuel consumption.

Based on its predecessor – with the same basic machine dimensions, linkage and main hydraulic valve – the PW160-11 features operating weights ranging from 16.7 to 18.6 t while the engine output is 110 kW (150 hp) at 2,000 rpm.

A Komatsu Diesel Oxidation

PW160-11 has same dimensions as predecessor but has been redesigned for extra versatility

Catalyst works together with the engine and other aftertreatment components for improved efficiency and longer life. The new integrated Selective Catalytic Reduction system further reduces NOx emissions by 80% using AdBlue. The excavator is also equipped with the

exclusive Komatsu Equipment Management



Monitoring System, with enhanced diagnostic features.

"A lot of work went into the redesign of our dash 11 wheeled excavators, with a dramatic increase in versatility for customers," said Komatsu Europe product manager Sebastian Zienau.

"Joystick steering, an integrated system for controlling tools and the factory-installed quick couplers also boost performance and efficiency." ■

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WORLD CONFERENCE AND AWARDS
DEMOLITION
SUMMIT 2018

The 10th World Demolition Summit heads to Ireland in November, and we have all the latest news of the industry's annual gathering.

Shortlisting underway after entries flood in

With entries to this year's World Demolition Awards up by 25% on the corresponding event for 2017, the next stage is to decide the shortlists.

This means a busy month for our international panel of judges, who will bring a combined total of more than 300 years of experience to their deliberations.

For the first time we welcome Francisco Cobo, the new president of the European Demolition Association, to judge the entries. Our thanks to 'Paco' and to the other eight judges – all listed below – who are giving up their time and volunteering their expertise to make the World Demolition Awards ceremony the global market leader in its field.

Henrik Bonnesen

Cowi, Denmark

Francisco Cobo

European Demolition Association

Dan Costello

Costello Dismantling, USA

Clinton Dick

Liberty Industrial, Australia

Patrick Frye

Cardem, France

Jim Graham

Winter Environmental, USA

Bill Moore

ERM, USA

William Sinclair

Safedem, United Kingdom

John Woodward

C&D Consultancy, United Kingdom

The final shortlists will be published in the September-October issue.

Erith on board

Leading United Kingdom-based demolition contractor the Erith Group has named the two people who will speak at this year's World Demolition Summit (WDS), which takes place in Dublin, Ireland on November 7 and 8.

Vastly experienced industry figures David Darsey and Grant Styles – who have a combined total of almost 40 years with the company – will address delegates during the one-day conference at the event, which also includes a networking drinks reception and the annual World Demolition Awards dinner.

Erith won four awards at last year's WDS in London, including the overall World Demolition Award for its Marble Arch Place project in the English capital, and the presentation will feature – though not be limited to – a discussion of how the job was executed.

David Darsey has been employed at the Erith Group for 28 years in a variety of roles including contracts/project manager.

Currently managing director of the demolition division, David has been instrumental in the division growing into one of the largest contractors in the United Kingdom due to a strong ethos of customer service promoted by David himself.



David Darsey,
managing director,
Erith Contractors



Grant Styles,
operations director,
Erith Contractors

David is widely respected across the demolition and construction industries and is currently life vice president of the National Federation of Demolition Contractors. He was also recently appointed a fellow of the Institute of Demolition Engineers, which he currently serves as president.

Grant Styles has been employed by the group for 10 years in a variety of roles including contracts/projects manager and is now one of the firm's operations directors.

His responsibilities include managing large-scale contracts from tender stage through to practical completion; dealing with costs, timescale and programme; labour control; health and safety issues; environmental issues; quality

control; quantifying and ordering; liaising with clients; local authorities; neighbouring occupiers and members of the public to ensure targets are met safely and considerately.

The World Demolition Summit is organised by Demolition & Recycling International magazine in co-operation with the European Demolition Association. The headline sponsor is Volvo Construction Equipment.

For more details or to book your place please visit www.demolitionsummit.com

D&Ri 100 sponsors join the WDS party

The first three companies to take up a D&Ri100 sponsorship for this year's World Demolition Summit (WDS) have been announced.

Deconstruct (UK), Erith Contractors and Hughes and Salvidge have all taken up the option of the special deal open only to businesses listed in our global listing of demolition contractors by turnover.

The latest version of the D&Ri100 was published in the May-June issue of Demolition & Recycling International and the new sponsors join this list of industry names committing their commercial support to WDS 2018, including two new bronze sponsors in Italy's MB Crusher and Genesis of Germany.

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As the International Media Partner of the European Demolition Association (EDA), *Demolition & Recycling International* brings you the latest association news each issue in a dedicated part of the magazine.



The convention included a gala dinner at Vienna's Palais Pallavicini

Industry names recognised

William Sinclair and Jan Bork are the latest people to be inducted into the EDA's Club of Honor.

William is the managing director of EDA member company Safedem and a fourth generation member of a family that has been actively involved in demolition during the past century. He literally grew up in the industry and with the EDA.

His father David Sinclair is a past president of the association and William remembers attending EDA conventions as a teenager.

He became president in 2016.

Before leaving office, William Sinclair named Jan Bork as a new member of the Club of Honor.

Jan is the owner and general manager of Bork Demolition Projects company. Together with his brother Roelof, Jan runs the company, which is situated in the north of the Netherlands and was founded by their grandfather in 1946.



William Sinclair (left) and Jan Bork

EDA celebrations for successful convention

The European Demolition Association (EDA) Annual Convention for 2018, was held in the city of Vienna, Austria, from June 7 to 9.

Contractors, manufacturers and associations representing the demolition industry in Europe met for the event.

More than 150 people attended the convention, which comprised a conference, exhibitors' area, an emotional gala dinner and an enjoyable leisure programme.

The first activities were two workshops.

The first was called "Demolition estimating, how to prepare the most qualified bid" and this was followed by "Demolition project management: set up, implementation and closing the job".

Both were led by Mike Casbon, from the USA-based company ERM.

After the workshops, the EDA General Assembly was held, to create an overview of the demolition industry in each country. It was followed by a cocktail reception in the evening.

Friday's professional programme was moderated by Andreas Pocha, general manager of Deutscher Abbruchverband, the German Demolition Association.

Speakers included Martin Seban (IHS Markit), Olga Mala (PWC Luxembourg), Nathaniel Cornet Philippe (Sned, now SEDDR), and Mahesh Raju of Thornton Tomasetti.

The event also featured an evening gala dinner in Vienna's famous Palais Pallavicini. ■

A warm welcome to the new president

The European Demolition Association (EDA) has a new president, Francisco Cobo.

Francisco, known as "Paco", was named as the new president by his predecessor, William Sinclair, who had been in charge for the previous two years.

Francisco has a degree in journalism and in law from the Complutense University of Madrid, Spain.

From 1990 to 2015, he worked in the legal and international relationships departments of Detecsa, a former member of the EDA, and currently he has the same role in Deltapunt,

another EDA member. He was the first secretary general of the Spanish Demolition Association, AEDED, from its foundation in 1981 until 1990.

He has participated in the annual convention since the second event, held in Germany more than 35 years ago.

Francisco has been treasurer of the EDA since 2007 and was the president of the International Committee of the association between 2013 and 2016. ■



Francisco Cobo at this year's EDA Convention

EDA About the EDA

The European Demolition Association (EDA) was founded in 1978 and is the European platform for national demolition associations, demolition contractors and suppliers. It organises annual events to bring together the demolition industry from all over Europe. The most important one is the Annual Convention, a meeting that includes technical presentations about key topics as well as optional leisure activities. The EDA represents thousands of companies through its national associations and direct memberships.

■ For more details, please visit: www.europeandemolition.org

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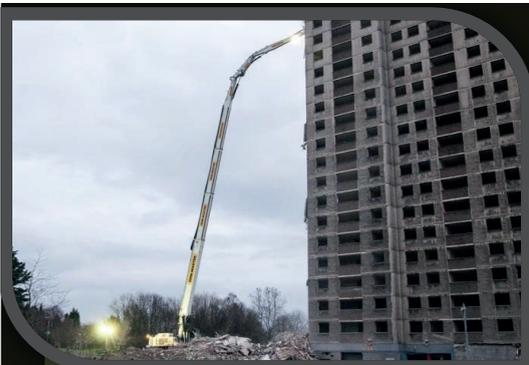
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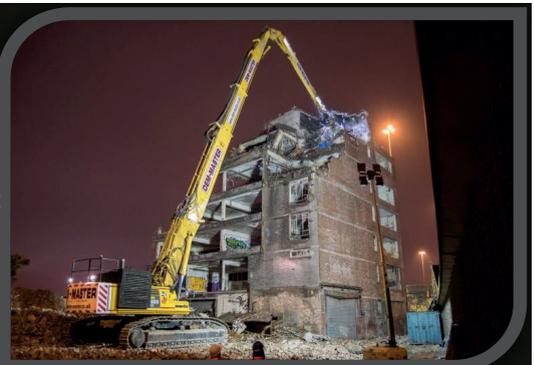
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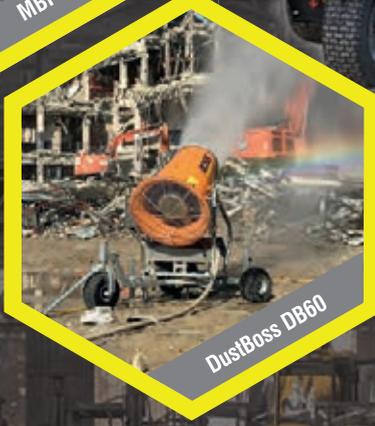


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