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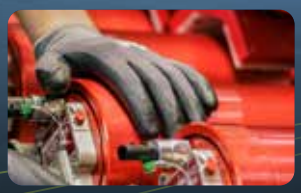
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June 2025

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#June 2025

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DP WORLD TO INVEST $2.5B IN GLOBAL EXPANSION



DP World has announced a landmark $2.5 billion investment for 2025 to expand its global logistics footprint. This bold initiative will see the launch of major infrastructure projects across India, Africa, South America, and Europe—four continents that represent key corridors in global trade. The investment is part of DP World's ongoing strategy to meet rising demand for more resilient, streamlined, and integrated supply chain solutions.

By enhancing its end-to-end logistics capabilities, DP World is strengthening its position as one of the most influential players in the global movement of goods. The developments will not only increase port and terminal capacity but also support wider trade infrastructure, allowing the company to offer seamless connectivity from origin to destination.

"Global trade is evolving fast, and we are investing boldly to shape its future," **said Sultan Ahmed bin Sulayem, Chairman and Group CEO of DP World.** *"Despite short-term uncertainty, this $2.5 billion commitment reflects our confidence in long-term trade growth and our determination to build the infrastructure needed to keep the world connected."*

In India, construction is underway on a $510 million terminal at Tuna Tekra in Gujarat, located on the country's northwestern coast. Designed with a 1.1-kilometre berth and a handling capacity of 2.19 million TEU annually, the terminal will link India's vast hinterland to global markets through enhanced road and rail access. This is expected to dramatically improve the speed and efficiency of exports and imports for Indian businesses.

On the Atlantic coast of the Democratic Republic of Congo, DP World is progressing with a deep-sea port development at Banana. The port will handle up to 450,000 TEU per year and will mark a step change for the DRC, allowing the country to receive direct calls from larger vessels operating between Asia and Europe. This will significantly reduce both the time and cost of trade, while stimulating economic development across the region.

Further up the West African coast, in Senegal, construction is advancing on the Ndayane Port. With a planned annual capacity of 1.2 million TEU and an initial investment of $830 million, the port is set to become a strategic trade hub not only for Senegal but for the wider West African region. Its long-term impact is expected to support the country's economic ambitions well into the future.

In South America, DP World is expanding the Port of Posorja in Ecuador. A $140 million berth extension will bring the total dock length to 700 metres, enabling it to accommodate two post-Panamax vessels at once. This expansion will increase the port's competitiveness as a key Pacific gateway, improving logistics options for Ecuadorian exporters and importers. Meanwhile in Europe, DP World is making its most significant regional investment at the London Gateway logistics hub. A $1 billion development project will add two new shipping berths and a second rail terminal, supporting the UK's role as a growing trade gateway. The expansion is expected to create 400 jobs and bring the port closer to becoming Britain's largest container hub by the end of the decade.

These investments are part of a wider plan to create a globally connected logistics platform. DP World's integrated model includes not just ports and terminals, but also inland logistics, marine services, warehousing, freight forwarding, and digital supply chain solutions. The company now operates more than 240 freight forwarding offices worldwide, giving it global reach combined with local insight.

"Our integrated model gives us visibility and control across the entire supply chain," **Bin Sulayem added**. *"We help our partners reduce risks, cut costs, and stay competitive. No other provider can match the breadth of capabilities we offer, and we are proud to deliver long-term value to the customers and communities we serve."*

This strategic expansion reflects DP World's fundamental belief in trade as a powerful force for good. By building the infrastructure that connects economies, the company is not only helping cargo move more efficiently—but also supporting local job creation, driving regional growth, and improving access to goods for millions of people around the world.

As the convoy advanced, the surrounding turbines—already towering at a hub height of 164 meters—offered a preview of the destination. With calculated precision, Hofmann's team guided the blade through the forest bends, lifting it gracefully above the evergreens.

After two kilometers, the BladeMAX1000 delivered the load to the installation site, where a towering 177-meter LR1800 crawler crane waited to mount the blade. A second team stepped in to detach the root bolts and complete the installation.

In total, Hofmann successfully transported 15 blades and numerous tower segments for the project. The wind park, located in the Trier-Saarburg district, will feature five Nordex turbines (models N163 and N149), each generating 5.7 megawatts. Once operational, the site will produce approximately 81 million kilowatt-hours of renewable electricity per year.

Looking back on the operation, the Hofmann team from Paderborn expressed full confidence in their new BladeMAX1000.

"With a load capacity of 1,000 meter-tons, it's unmatched on the market," **said project leader Dieter Abt.** *"Everything we were promised was delivered—our expectations weren't just met, they were exceeded. This vehicle is a game-changer, and we're proud to move into the future with it."*



U.S. CONTAINER IMPORTS DIP SHARPLY IN MAY AMID TARIFF TURBULENCE AND SHIFTING TRADE DYNAMICS

After months of steady growth, U.S. container imports saw a sharp decline in May 2025, dropping 9.7% from April and 7.2% year-over-year to 2,177,453 twenty-foot equivalent units (TEUs)—the lowest monthly figure since March 2024. The decline follows a wave of frontloading in April and reflects a broader realignment triggered by the expiration of the de minimis exemption and ongoing tariff volatility. While the U.S. implemented a 90-day tariff truce with China in mid-May—reducing duties to 30%—most cargo arriving that month was booked at earlier, higher rates.

Port dynamics also shifted, with East and Gulf Coast ports increasing their market share as West Coast volumes dropped. Despite lower throughput, port delays increased in Los Angeles and Long Beach, signaling broader operational stress even as volumes recede.

CHINA TRADE HIT HARD

The steepest contraction came from China. Imports from the U.S.'s top maritime trading partner fell to 637,001 TEUs—a 20.8% decline from April and 28.5% drop year-over-year. This marked the sharpest monthly plunge since the early pandemic in March 2020. China's share of total U.S. imports dipped to 29.3%, its lowest in over two years. Despite the ongoing truce, shifting cost structures and sourcing uncertainties prompted a notable pause in ordering activity. Key product categories such as furniture and bedding, plastics, and machinery remained dominant but are now more vulnerable to tariff impacts. As companies digest the implications of the tariff truce and evaluate longer-term alternatives, further softening of China-origin volumes appears likely.

PORT PERFORMANCE AND SUPPLY CHAIN STRESSORS

Across the board, container volumes at the top 10 U.S. ports declined by 10.7%, with the West Coast absorbing the brunt of the drop. Long Beach saw a 22.4% fall in TEUs, while Los Angeles followed with an 18.4% decline. East Coast ports like Charleston and Baltimore defied the trend with modest gains, suggesting a growing shift in trade routes and regional demand.

Delays at West Coast ports surged despite the downturn in volume. Long Beach transit times increased by nearly six days to 6.9, the highest among major U.S. ports. Los Angeles delays also rose, nearly doubling to 4.9 days. Conversely, East and Gulf Coast ports held steady or improved, particularly Savannah, Norfolk, and Houston.

SHIFTING COUNTRY-OF-ORIGIN DYNAMICS

U.S. imports from the top 10 countries of origin fell by 11.4% in May. China led the decline, but other countries like Italy, Hong Kong, and Thailand also saw significant drops. However, India, South Korea, and Vietnam recorded gains, possibly signaling a redirection of sourcing strategies as businesses explore alternatives to Chinese suppliers.

Year-over-year, Southeast Asian nations continued to grow their U.S. trade footprint. Vietnam surged 18.1%, India rose 10.4%, and Thailand increased 11.1%. These numbers reflect a deeper shift in global supply chains and diversification efforts in response to both geopolitical and economic headwinds.

COASTAL POWER SHIFT

East and Gulf Coast ports increased their combined share of U.S. imports to 44.5% in May, gaining ground as West Coast ports fell to 38.1%. The shift, largely driven by a drop in China-origin volumes and a broader push to diversify routing, underscores the accelerating evolution of American port dynamics.

WHAT'S NEXT FOR GLOBAL SHIPPING?

Looking ahead, supply chain stakeholders face continued uncertainty. Tariff volatility, evolving regulations, and geopolitical disruptions—particularly the ongoing instability in the Red Sea—are driving companies to rethink their strategies. While lower tariffs may offer temporary relief, the overall outlook for U.S.–China trade remains tense.

With softening economic indicators in key global markets and persistent routing challenges, resilience and agility are essential. Businesses are advised to monitor policy developments closely, diversify sourcing where feasible, and remain flexible to adapt to a rapidly changing global trade environment.

Data and insights provided by Descartes Datamyne.

KALERIS ACQUIRES LOCUS SOFTWARE

Kaleris, one of the global leaders in supply chain optimization technology, has announced the acquisition of UK-based Locus Software, a specialist in operations management systems for ocean carriers. The move significantly strengthens Kaleris' offerings for shipping lines, adding an advanced suite of tools to manage workflows from quoting and booking to stowage planning and real-time cargo operation monitoring.

The acquisition integrates Locus Software's Odyssey cloud platform into the Kaleris Execution and Visibility Platform, enabling a connected ecosystem where shippers, carriers, and terminals share real-time cargo movement data. This unified system is designed to eliminate information silos and improve efficiency across the entire lifecycle of a shipment.

Kirk Knauff, CEO of Kaleris, commented, *"The addition of Locus Software's capabilities to our industry-leading stowage planning and vessel reporting solution unlocks a new level of value for carriers. Customers will now be able to manage operations, assets, commercial, and financial activities in one seamless system."*

Locus brings over 18 years of experience in developing carrier-focused solutions that are intuitive, flexible, and built for rapid deployment. The Odyssey platform will now benefit from integration with Kaleris' Stowman DS solution, enhancing the platform's ability to manage complex stowage planning tasks.

"This integration facilitates faster, more accurate coordination between carriers, terminals, and shippers," **added John Squire, CEO of Locus Software.** *"As part of Kaleris, more customers will benefit from a single-pane view of their operations without heavy integration costs."*

The acquisition is backed by Accel-KKR, a technology-focused private equity firm, and supports Kaleris' strategic goal of building a more connected, visible, reliable, and sustainable global supply chain. With this expansion, Kaleris is well-positioned to solve the industry's most complex logistics challenges and deliver measurable value to carriers worldwide.

BEYOND THE PORT: MAERSK'S STRATEGY FOR REDEFINING INLAND LOGISTICS IN A DEMANDING TRADE ENVIRONMENT

As the global trade environment undergoes rapid transformation, the traditional goal of getting cargo to the port is no longer sufficient. For businesses navigating the pressures of modern logistics, the emphasis has shifted toward end-to-end control, operational resilience, and streamlined simplicity. The inland portion of the supply chain—long considered a logistical afterthought—has now become a critical arena for competitive advantage. Addressing this shift head-on, Maersk is building an integrated inland logistics network designed to bring structure to complexity, optimize operational costs, and ensure continuity from origin to final delivery.





In its recent webinar titled *"Beyond the Port: Delivering Resilience from Dock to Door,"* Maersk unveiled the strategic pillars underpinning its inland transformation. The session, led by Kate Jostworth, Head of First Mile Product for Maersk North America, and Matthew Koren, Head of Technical Sales for Inland Warehousing, laid out how the company's inland logistics offerings are evolving to support the increasingly nuanced needs of modern supply chains.

A key focus was the distinction between Maersk's two inland transport models—carrier haulage and multi-carrier haulage—each offering a tailored response to distinct business objectives. The carrier haulage model, also known as the store door solution, integrates ocean and inland transport under a single Maersk bill of lading. This configuration not only consolidates billing but hands full operational control to Maersk, including drayage, chassis management, and terminal appointment scheduling. The result is a system of predictable cost structures and minimized risk of disruption. Importantly, detention charges are deferred until the container physically arrives at the customer's facility, removing ambiguity and allowing for greater planning efficiency.

On the other hand, Maersk's multi-carrier haulage solution caters to organizations seeking flexibility above all else. Unlike the store door model, this approach supports containers shipped via any ocean carrier, giving shippers the freedom to pivot based on shifting market dynamics. It allows businesses to optimize their inland trucking costs and consolidate vendor interactions at the inland level.

Jostworth emphasized that the essence of Maersk's inland strategy lies not in prescribing a one-size-fits-all model, but in providing optionality—enabling customers to prioritize consistency, cost-efficiency, or agility depending on their own logistics architecture.

As the demand for warehousing space intensifies and supply chain volatility persists, depot storage has emerged as a crucial lever for gaining logistical flexibility. Maersk has responded by expanding its inland and port-adjacent depot offerings, transforming these facilities into active components of network planning. These depots allow businesses to securely hold cargo in sealed containers, strategically delaying final delivery until capacity or inventory space becomes available downstream. The cost advantages are significant: depot storage typically offers a more economical alternative to prolonged stays at ports or inland container yards. Furthermore, Maersk's bonded depot network is particularly valuable for cargo affected by customs processing delays or tariff uncertainty. On average, customers leveraging these solutions have achieved savings of up to 40% on demurrage and 62% on detention fees, underscoring the financial upside of agile storage models.

While storage provides relief, speed and precision remain central to modern distribution. This is where Maersk's transload and cross-dock services come into play—two intermodal strategies that are redefining how goods move inland. As Matthew Koren detailed during the webinar, the transload model is designed for velocity. It enables goods to be transferred directly from ocean containers to domestic trailers without delay, ideal for single-destination shipments where timing is paramount. Cross-docking, by contrast, accommodates more intricate routing scenarios. Here, cargo is redistributed across multiple destinations, often with real-time sorting at the SKU level and visibility across the redistribution cycle. A hybrid model, known as DC bypass, allows cargo to be pre-assigned to final destinations, held briefly, and then dispatched without the need for lengthy warehousing cycles.

->

All these services are underpinned by advanced technology and process integration. Facilities operate with 24/7 drop-and-hook access, equipped to perform critical value-added services such as product labeling, barcode scanning, and quality control. The aim is to build infrastructure that is both scalable and adaptable—capable of evolving with each customer's network needs while maintaining consistently high service standards.

Beyond tactical improvements, Maersk is also making long-term investments in infrastructure and sustainability that signal a fundamental rethinking of inland logistics. A standout example is its electrification initiative in Southern California, where over 70 battery-electric trucks are now in operation. This shift toward low-emission trucking forms part of Maersk's broader ECO Delivery Inland program, which supports shippers in meeting decarbonization targets. Crucially, the emissions reduction methodologies employed in this program are third-party verified in accordance with ISAE 3000 and ISAE 3410 standards, ensuring transparency and credibility in sustainability reporting.

Digital visibility is another cornerstone of Maersk's inland strategy. Through seamless EDI integration, customers gain real-time insight into cargo location, status updates, and automated performance reporting. This digital infrastructure consolidates communication into a single point of contact, facilitating clarity across warehousing and inland operations and reducing the likelihood of operational silos.

Scale remains one of Maersk's defining advantages. With over 100,000 inland routing options, a vast network of more than 200 trucking partners, and a coast-to-coast footprint of depots and warehouses, Maersk is uniquely positioned to manage shipments of any scale or complexity across North America. This comprehensive reach ensures that regardless of market fluctuations or infrastructure constraints, customers have access to a logistics network built for both capacity and responsiveness.

The message from Maersk is clear: inland logistics is no longer an auxiliary concern—it is the backbone of a resilient, future-ready supply chain. By combining operational control, flexibility, advanced technology, and sustainability, Maersk is helping businesses move from fragmented logistics models to integrated solutions that deliver not only cargo, but confidence, from dock to door.

FRANCE PORTS TURN TO KALMAR HYBRIDS



Kalmar has secured two landmark orders from French terminal operators Hanseatic Global Terminals (HGT) and Seayard, signalling a significant shift toward hybrid equipment and digitalized fleet management in two of France's most strategic port hubs—Le Havre and Fos-sur-Mer.

Hybrid Fleet Transformation at Le Havre

In a major move to modernize and decarbonize operations at the Port of Le Havre, Kalmar has signed an agreement with HGT to deliver 14 hybrid straddle carriers to the Atlantique multimodal terminal, operated by Compagnie Nouvelle de Manutentions Portuaires Le Havre (CNMP LH). The order, booked in Kalmar's Q2 2025 intake, will see deliveries take place in Q2 2026.

This marks the first deployment of hybrid straddle carriers at the Le Havre terminal, a key maritime gateway for France and among the top ten largest ports in Europe. The port handles an annual container throughput of three million TEU and boasts strong hinterland connections, including direct rail links to Paris.

HGT, which acquired a 60% stake in CNMP LH in March 2025, is investing heavily in the terminal's future. The new hybrid equipment is expected to significantly reduce local emissions, fuel costs, and operational noise—while enhancing driver comfort. Kalmar's long-standing relationship with CNMP LH, which includes the supply of diesel-electric straddle carriers and empty container handlers, continues to evolve toward greener, more efficient technologies.

"*As we strengthen our position in one of our core European markets, we will continue to improve operations with state-of-the-art equipment and vessels,*" **said Dheeraj Bhatia, CEO of Hanseatic Global Terminals.** *"This order plays a significant role in optimizing operations at CNMP LH while preparing for greater volumes and throughput."*

Kalmar's Damien Cols, Director of Global Customers, added: *"Our four-decade relationship with CNMP LH is built on mutual trust. We're proud that HGT has selected our eco-efficient hybrid technology to support their ambitious development strategy."*



BOOSTING EFFICIENCY AT FOS-SUR-MER WITH DIGITAL-READY HYBRID EQUIPMENT

Simultaneously, Kalmar has concluded a separate deal to supply 11 hybrid straddle carriers to Seayard, operator of the FOS2 XL container terminal at the Port of Fos-sur-Mer. The Marseille-Fos port complex on France's southern coast has rapidly established itself as a high-performance hub for container traffic in the Mediterranean. The Seayard terminal, a joint venture between Terminal Investment Limited, APM Terminals, and COSCO, plays a vital role in this development. This order, also part of Kalmar's Q2 2025 intake, includes full MyKalmar INSIGHT coverage—Kalmar's advanced performance management platform that transforms operational data into actionable intelligence. Delivery is expected to be completed during Q2 2026.

"Kalmar's hybrid straddle carrier is the perfect match for our operational needs as we aim to expand capacity while improving reliability and reducing fuel consumption," **said Jakob Sidenius, CEO of Seayard.** *"With Kalmar's strong local support, we can maintain 24/7 operational continuity."*

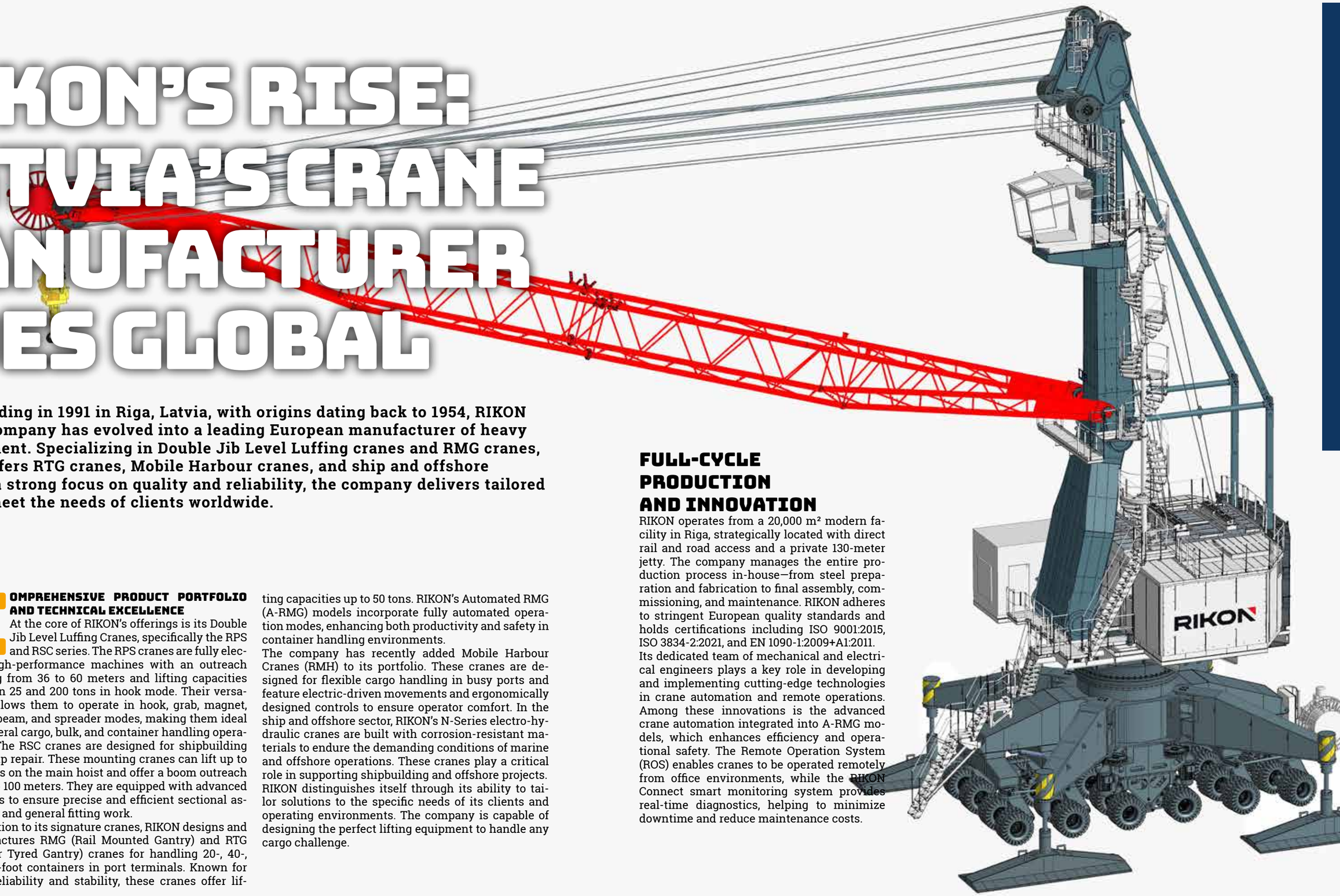
Beyond fuel efficiency and lower CO2 emissions, hybrid machines drastically cut operational noise, contributing to a healthier environment for terminal workers and surrounding communities. MyKalmar INSIGHT will provide Seayard with real-time monitoring capabilities, helping pinpoint inefficiencies and boost fleet productivity.

Herve Helluin, Kalmar France's Service Operations Manager, emphasized the broader impact: *"With this investment, Seayard not only gains the sustainability benefits of our hybrid technology but also the power to continuously refine their operations using data-driven insights."*

A NATIONAL PUSH TOWARD SMART, SUSTAINABLE PORT OPERATIONS

These twin orders from France's northern and southern coasts underscore the country's growing momentum toward smarter, more sustainable terminal operations. As environmental regulations tighten and terminal volumes rise, operators like HGT and Seayard are turning to hybrid technology and digital tools to future-proof their infrastructures.

RIKON'S RISE: LATVIA'S CRANE MANUFACTURER GOES GLOBAL



Since its founding in 1991 in Riga, Latvia, with origins dating back to 1954, RIKON Joint Stock Company has evolved into a leading European manufacturer of heavy lifting equipment. Specializing in Double Jib Level Luffing cranes and RMG cranes, RIKON also offers RTG cranes, Mobile Harbour cranes, and ship and offshore cranes. With a strong focus on quality and reliability, the company delivers tailored solutions to meet the needs of clients worldwide.

COMPREHENSIVE PRODUCT PORTFOLIO AND TECHNICAL EXCELLENCE

At the core of RIKON's offerings is its Double Jib Level Luffing Cranes, specifically the RPS and RSC series. The RPS cranes are fully electric, high-performance machines with an outreach ranging from 36 to 60 meters and lifting capacities between 25 and 200 tons in hook mode. Their versatility allows them to operate in hook, grab, magnet, lifting beam, and spreader modes, making them ideal for general cargo, bulk, and container handling operations. The RSC cranes are designed for shipbuilding and ship repair. These mounting cranes can lift up to 500 tons on the main hoist and offer a boom outreach of up to 100 meters. They are equipped with advanced systems to ensure precise and efficient sectional assembly and general fitting work.

In addition to its signature cranes, RIKON designs and manufactures RMG (Rail Mounted Gantry) and RTG (Rubber Tyred Gantry) cranes for handling 20-, 40-, and 45-foot containers in port terminals. Known for their reliability and stability, these cranes offer lifting capacities up to 50 tons. RIKON's Automated RMG (A-RMG) models incorporate fully automated operation modes, enhancing both productivity and safety in container handling environments.

The company has recently added Mobile Harbour Cranes (RMH) to its portfolio. These cranes are designed for flexible cargo handling in busy ports and feature electric-driven movements and ergonomically designed controls to ensure operator comfort. In the ship and offshore sector, RIKON's N-Series electro-hydraulic cranes are built with corrosion-resistant materials to endure the demanding conditions of marine and offshore operations. These cranes play a critical role in supporting shipbuilding and offshore projects.

RIKON distinguishes itself through its ability to tailor solutions to the specific needs of its clients and operating environments. The company is capable of designing the perfect lifting equipment to handle any cargo challenge.

FULL-CYCLE PRODUCTION AND INNOVATION

RIKON operates from a 20,000 m² modern facility in Riga, strategically located with direct rail and road access and a private 130-meter jetty. The company manages the entire production process in-house—from steel preparation and fabrication to final assembly, commissioning, and maintenance. RIKON adheres to stringent European quality standards and holds certifications including ISO 9001:2015, ISO 3834-2:2021, and EN 1090-1:2009+A1:2011.

Its dedicated team of mechanical and electrical engineers plays a key role in developing and implementing cutting-edge technologies in crane automation and remote operations. Among these innovations is the advanced crane automation integrated into A-RMG models, which enhances efficiency and operational safety. The Remote Operation System (ROS) enables cranes to be operated remotely from office environments, while the RIKON Connect smart monitoring system provides real-time diagnostics, helping to minimize downtime and reduce maintenance costs.

DYNAMIC GROWTH AND EXPANDING MARKETS

As of 2023, RIKON ranks among Latvia's fastest-growing exporters and proudly holds a place in the Top 20 Latvian Exporters, underscoring its rising international influence. Over the past two years, RIKON has reinforced its dominance in the Baltic region while successfully expanding into new international markets. The company has delivered cranes to Bosnia and Herzegovina, Georgia, Spain, Kazakhstan, and Uzbekistan. Increasing demand and strong customer satisfaction have led to contracts in Slovakia, several agreements in Turkey, and a notable presence in Berlin, the capital of Germany.

Breaking into the German market represents a major milestone for RIKON, placing the company among the top-tier players in the global lifting equipment industry. This progress was further validated by a repeat order from ADIF, Spain's national railway operator, for three A-RMG (automated gantry cranes), distinguishing RIKON as one of the few companies worldwide capable of delivering fully automated crane systems.

On April 8, 2025, JSC RIKON signed Agreement No. 9.3-1-L-2025/102 with the Investment and Development Agency of Latvia. This agreement, part of the "SME Innovative Business Development" project and co-financed by the European Regional Development Fund, will support RIKON in further strengthening its export potential and innovation initiatives.

RIKON continues to target key markets with developed port infrastructure, such as France, Morocco, and Italy. The company has already delivered cranes to the Port of Marseille in France in 2021 and is actively exploring new opportunities in North America, particularly within U.S. ports.

New Market Opportunities: Mobile Harbor Cranes

Expanding its product line, RIKON has entered the mobile harbour crane segment, offering flexible and reliable solutions tailored to the dynamic needs of busy port environments. The RMH crane is fully electric, featuring electrical drives for lifting, luffing, slewing, gantry travel on rubber tyres, and wheel steering. The only hydraulic components are the cylinders used to extend and raise the crane on outrigger pads. This nearly complete elimination of hydraulics significantly improves energy efficiency and reduces environmental impact, reinforcing RIKON's commitment to sustainability and green innovation.



REBRANDING AND MARKETING INITIATIVES

To align its image with its technological advancements and global expansion, RIKON has launched a comprehensive rebranding campaign. This initiative highlights the company's innovative spirit and modern vision. A newly designed corporate brochure showcases the broadened product range and RIKON's technological leadership, enhancing international recognition and visibility.

COMMITMENT TO FACILITY MODERNIZATION AND EXPANSION

RIKON continues to invest in the modernization and expansion of its production facilities at Tvaika Street 68B, Riga. These upgrades will support higher production volumes and the ability to meet complex, large-scale project requirements efficiently. RIKON is committed not only to cultivating a strong brand, but also to glorify Latvian industry, as proudly stated by the company's economic director, Alina Deimonta. RIKON is one of the few companies capable of designing and manufacturing such huge, yet intelligent machines.

KEEPING FIRE AT BAY: AN INTERVIEW WITH FREDRIK RÖNNQVIST OF FOGMAKER



Move It Magazine sat down with Fredrik Rönnqvist, Key Account Manager and Segment Manager: Material Handling at Fogmaker International AB, a manufacturer of fire suppression systems for engine compartments and enclosed spaces. With a stronghold in the bus market and an expanding presence in construction, mining, and material handling, Fogmaker's history and strategic evolution reveal how innovation driven by personal necessity can turn into a global safety solution.

MOVE IT MAGAZINE: Can you tell us how Fogmaker got started? What's the story behind the company?

FREDRIK RÖNNQVIST: Sure! I wasn't there in the very beginning, but I've heard the stories. Fogmaker was born from a passion project. The founder, whose name I believe was Kennet—we'll need to verify that—was involved in motorsports as a hobby. He raced cars and, naturally, had a fire suppression system installed in his vehicle. However, he found the existing system lacking in performance and reliability. So, he began experimenting with developing a better system for his own use.

He succeeded in building something that worked far better, and soon others in the racing community took notice. What started as a personal improvement evolved into a product with commercial potential. Eventually, the idea grew into a business. The first systems were tailored specifically for the racing industry, but over time, the scope expanded significantly.

One of the key figures in the company's growth was Andreas, who became the first official employee and later the owner. Kennet saw it more as a hobby, but Andreas saw real potential and took a stake in the company. He eventually became the sole owner and led the company into what we consider its modern era, starting in 1995. This year marks our 30th anniversary, which is quite a milestone.

In 2022, Andreas sold 70% of the company to an investment group called Dacke Industri, 8% to our management team, and retained 22% for himself. He remains on the board and will sell the remaining shares over the next five years. But the early years were challenging—we sold only a handful of systems each year. The roots of Fogmaker are firmly planted in motorsports, but the growth came through careful evolution and opportunity.





MOVE IT MAGAZINE: From race cars to industrial equipment—how did Fogmaker expand into sectors like material handling, construction, and mining?

FREDRIK RÖNNQVIST: The pivotal moment came when regulations changed in the bus industry. A rule was introduced mandating that any bus with more than 22 seats had to be equipped with a fire suppression system. That drove huge demand and really propelled Fogmaker into growth mode.

Even today, around 70% of our business is still related to buses. But having such a large dependency on one sector is risky, so we started looking at other industries where fire suppression is critical. We naturally moved into construction equipment, agriculture, and material handling.

Each of these sectors has specific fire risks. For instance, in construction, machines working in tunnels or enclosed spaces are often not allowed without a fire suppression system. In agriculture, machines like combine harvesters can catch fire—especially during harvesting season. That's devastating because those machines are expensive, only used for a short period annually, and hard to replace quickly.



MOVE IT MAGAZINE: Let's focus on material handling. What are the specific risks in this segment compared to other industries like mining or construction?

FREDRIK RÖNNQVIST: The machines across sectors are often similar—diesel engines, high-pressure hydraulics, and lots of heat sources. But in material handling, especially in ports, the environment brings additional risks.

For example, terminal tractors go in and out of ships. If one of them catches fire inside the belly of a vessel, the consequences could be catastrophic—not just for the equipment, but for the ship and cargo. Then you have other hazards in ports, like fuel silos, coal piles, or wood chips, all of which are highly flammable.

Plus, some port equipment—like ship-to-shore cranes or mobile harbor cranes—is extremely expensive and hard to replace. If one of these goes down due to fire, you don't just lose a machine; you potentially lose 25% of your terminal capacity. And unlike wheel loaders, these machines can't be rented or replaced on short notice. So fire suppression isn't just about safety—it's also about minimizing operational downtime.

MOVE IT MAGAZINE: Are your systems customized to specific types of equipment like forklifts, reach stackers, or automated warehouse machines?

FREDRIK RÖNNQVIST: Yes—and no. A reach stacker, whether made by Konecranes, Hyster, Kalmar, or Sany, will have similar characteristics. But each machine can differ in size, configuration, and features.
That's why we always start with a risk analysis. We assess the specific risks tied to that machine—its layout, components, and operating environment—and build a system around those factors.

So while the core technology might be the same, each system is tailored to ensure optimal protection for that specific machine.

MOVE IT MAGAZINE: What about electric or hybrid machinery? Are the systems the same, or do they require new approaches?

FREDRIK RÖNNQVIST: The basic system—water-based mist—remains the same, and research supports its effectiveness even in electric vehicles. But the risk profile is very different.

With combustion engines, we focus on hot parts, fuel systems, and hydraulic hoses. In electric machinery, the concerns shift to battery packs, converters, and connectors. The aim is to suppress a fire before it reaches the battery. If a lithium-ion battery is compromised, the fire is extremely difficult—if not impossible—to extinguish.

So we focus on early suppression and cooling, giving people time to evacuate and minimizing the spread. Interestingly, our data shows that 60–70% of fires in electric vehicles don't start in the battery. They originate from connectors or short circuits, which we can manage more easily.

MOVE IT MAGAZINE: How do regulations or insurance requirements impact fire suppression in various sectors?

FREDRIK RÖNNQVIST: They definitely do, though it's more about geography than industry. For example, the U.S. follows regulations from the Department of Transportation (DOT). In Sweden, it's regulated by the SBF, which is essentially a group of insurance companies that set best practices.

Some sectors have specific standards—like mining, construction, and public transportation—but the big differences come from country to country. That said, we're seeing increasing discussion about creating standards for fire suppression in trucks, particularly in Europe.
As for weather—people sometimes think extreme climates might influence fire risk, but honestly, weather isn't a major factor. The bigger issues are system design, regulation, and operational environment.

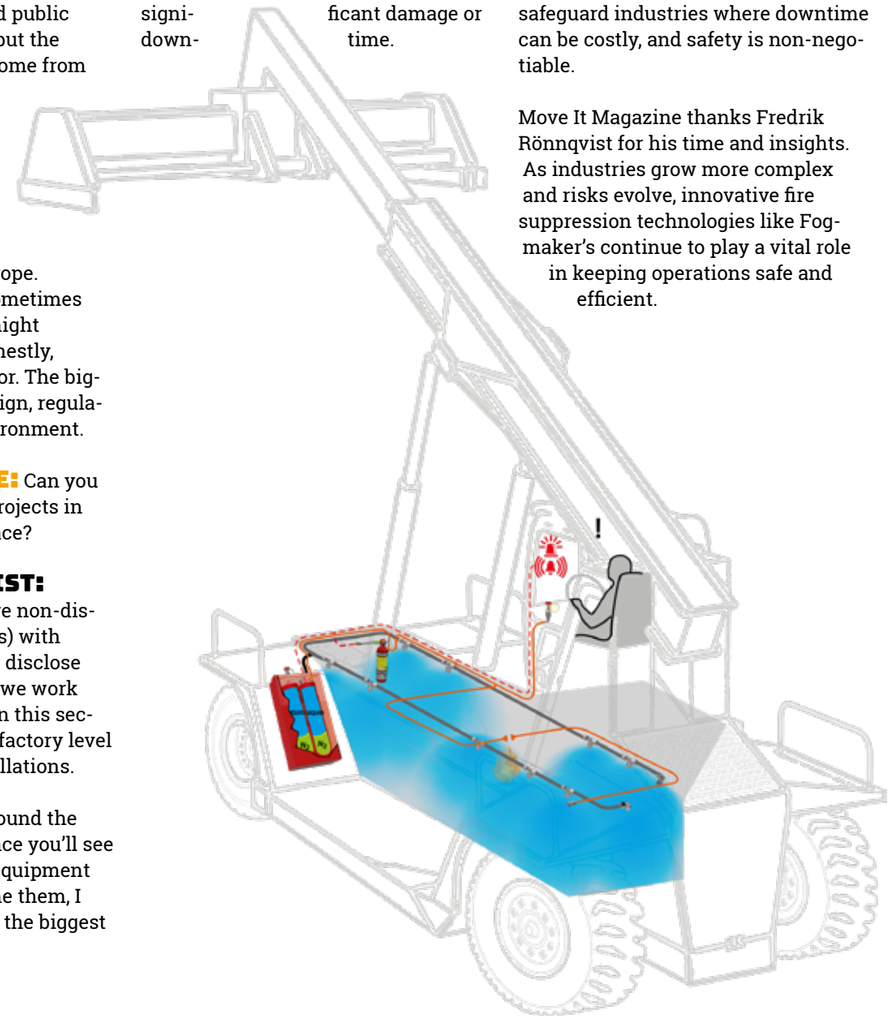
MOVE IT MAGAZINE: Can you name any customers or projects in the material handling space?

FREDRIK RÖNNQVIST:
Unfortunately, no. We have non-disclosure agreements (NDAs) with all our clients, so we can't disclose names. But I can say that we work with all the major OEMs in this sector—either directly at the factory level or through end-user installations.

If you visit major ports around the world, there's a good chance you'll see our systems installed in equipment there. While we can't name them, I assure you they're among the biggest names in the industry.

MOVE IT MAGAZINE: Without naming names, do you have any examples where your system helped prevent major incidents?

Fredrik Rönnqvist: Absolutely. One example that stands out is a mobile harbor crane that experienced two separate fires—our system extinguished both.
Another case, not in material handling but worth mentioning, involved a forestry machine that caught fire three times—and again, our system put out every single one.
There are many instances in container handling where our suppression systems have prevented full-scale disasters. These are high-risk environments, and we've been able to contain fires and avoid significant damage or downtime.



MOVE IT MAGAZINE: Fredrik, this has been incredibly insightful. Any final thoughts you'd like to share with our readers in the logistics, construction, and material handling sectors?

FREDRIK RÖNNQVIST: Just that fire suppression is more than a regulatory checkbox—it's an investment in continuity, safety, and long-term savings. Whether you're operating a forklift or a multimillion-euro crane, protecting that equipment—and the people around it—matters.

And with increasing electrification, system complexity, and environmental concerns, having the right suppression solution in place is more critical than ever. We're proud to help safeguard industries where downtime can be costly, and safety is non-negotiable.

Move It Magazine thanks Fredrik Rönnqvist for his time and insights. As industries grow more complex and risks evolve, innovative fire suppression technologies like Fogmaker's continue to play a vital role in keeping operations safe and efficient.

ENGINEERING ROPES FOR TOMORROW

When Consul Joseph Verreet founded CASAR Drahtseilwerk Saar GmbH in 1948, he laid the groundwork for what would become one of the world's leading manufacturers of high-performance wire ropes. Today, operating under the name WIRECO Germany GmbH, the company continues to uphold a legacy of innovation, quality, and global impact in the lifting and transport industries. The name CASAR— short for Câblerie Sarroise—still resonates across job sites and industrial projects worldwide, synonymous with rope technologies that go far beyond standard.

From the outset, CASAR set itself apart with forward-thinking design. In 1949, it became one of the first companies to produce 8-strand wire ropes at a time when 6-strand ropes were the norm. This pioneering spirit has defined the company for over 75 years. Now part of the American WireCo WorldGroup, headquartered in Kansas, WIRECO Germany has leveraged its parent company's international presence to further cement its leadership, particularly in the US and other global markets.



GLOBAL REACH WITH A STRONG GERMAN CORE

From its facility in Kirkel-Limbach, Germany, WIRECO Germany develops, manufactures, and distributes specialized wire ropes for cranes, hoists, and heavy lifting equipment. With more than 340 highly skilled employees, the company serves clients in over 40 countries, delivering tailor-made solutions that meet the evolving demands of the construction, mining, and maritime sectors.

Along with rope production in Portugal, the facility has a total production capacity of 25,000 metric tons of specialised ropes for the crane industry. Quality is deeply embedded in every stage of production, with ISO 9001 certification and approvals from major classification societies attesting to the company's rigorous standards.

ENGINEERING EXCELLENCE THROUGH R&D

At the heart of WIRECO Germany's success lies a relentless commitment to research and development. Every CASAR wire rope is an in-house creation, designed using advanced software tools that have been refined over decades. Whether the application requires superior bending fatigue resistance, enhanced flexibility, or higher abrasion tolerance, each rope is optimized to deliver top-tier performance in the most demanding environments.
A prime example of this is the CASAR Turboplast construction, which features varying wire counts in its Warrington Seale strands to balance flexibility with structural integrity. In 2013, the company incorporated finite element method (FEM) modeling into its design process, enabling engineers to simulate rope performance and refine geometries before manufacturing even begins.

One of the most game-changing innovations has been the compacted strand technology, developed by CASAR in the 1970s. This process increases breaking strength without increasing the rope's diameter—allowing for reduced component sizes and significant cost savings. Another signature development is the plastic-covered steel core, which protects against internal metal-to-metal wear, stabilizes the rope, and improves fatigue performance.
"By their innovative design, CASAR ropes deliver superior fatigue behavior compared to conventional constructions," the company notes. Parallel-lay strands, high wire counts, and custom-engineered cores all contribute to ropes with extended lifespans and reduced operational downtime.

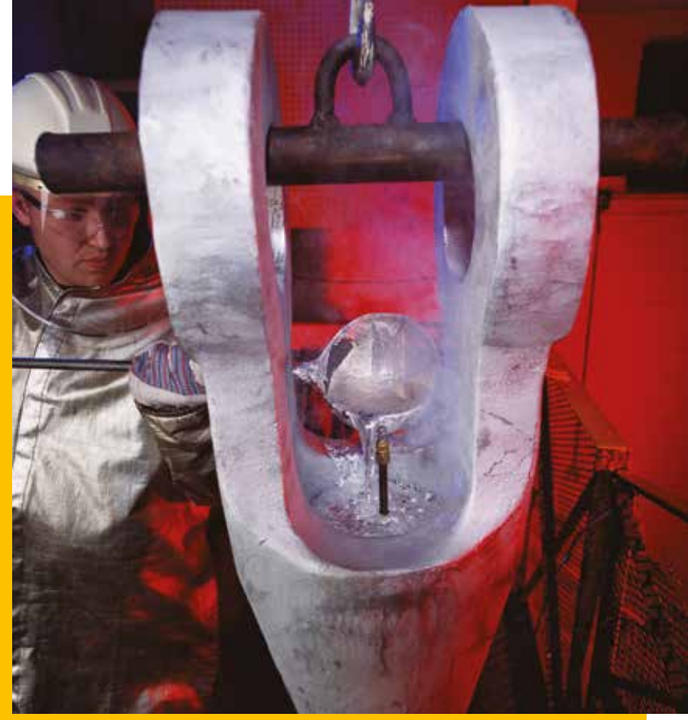
CUSTOMIZATION FOR EVERY APPLICATION

One of WIRECO Germany's key strengths is its ability to customize ropes to fit specific applications. Nowhere is this more evident than in the mining industry, where each rope must be adapted to factors such as depth, mineral type, and local conditions. *"In reality, each delivered mining rope is unique,"* **says the company's engineering team.**

Construction and offshore marine sectors also benefit from this tailored approach. While all three industries share core demands—such as high breaking loads and long service life—mining applications often present the most complex set of variables. Safety and operational reliability are paramount in all sectors, but the margin for error in deep mining or offshore environments is virtually nonexistent.







To meet these challenges, WIRECO Germany continues to invest heavily in its engineering capabilities. A network of test rigs and simulation tools, combined with decades of field experience, ensures that each rope not only meets but exceeds expectations in the harshest operating conditions.

ADVANCED PRODUCTION AND QUALITY CONTROL

The Kirkel-Limbach facility runs a state-of-the-art rope production with high-performance stranding and closing machines, along with specialty equipment for core extrusion and swaged rope construction. Each wire coil undergoes rigorous incoming inspection—including tensile strength, bending resistance, and torsion tests—using standards such as DIN EN 10264-2 and additional internal benchmarks developed for selected suppliers.

Throughout the production process, digital monitoring systems record key quality metrics in real time. This allows for precise control of variables such as diameter tolerances and lay length, and provides traceability long after the ropes have been shipped. Weekly quality control meetings involving top management ensure that any deviations are swiftly analyzed and resolved.
Machine operators and tooling supervisors are trained not only to maintain but also to optimize the production setup—ensuring that WIRECO Germany remains at the forefront of technical manufacturing excellence.

TESTING: PROVING PERFORMANCE

To validate the superior performance of its ropes, WIRECO Germany operates one of the industry's most comprehensive in-house testing facilities. This includes two tensile testing machines (350kN and 3500kN), two tension-tension testing systems (1200kN and 2400kN), and three cyclic bending over sheave (CBOS) machines.

One of the newest CBOS rigs, installed in 2014, replicates real-world crane operations with a five-sheave reeving systemthat tests ropes under multiple loading conditions (100%, 80%, 60%, 40%, and 20%). This setup enables the company to track fatigue
cycles, measure elongation, and determine discard levels—all critical factors in evaluating rope lifespan and safety.

MEETING TOMORROW'S DEMANDS

Looking ahead, WIRECO Germany sees strong growth potential in both the mining and construction sectors, driven by global investments in infrastructure, renewable energy, and transportation. *"For all of these activities, cranes—and thus ropes—are essential,"* the company affirms.
As industries move toward greater automation and remote operation, WIRECO Germany is also exploring new ways for wire ropes to integrate with smart technologies. Concepts like remote damage detection and rope health monitoring are on the horizon, promising new efficiencies and safety improvements.

FUTURE-READY AND EMISSION-CONSCIOUS

Saga Fjordbase has announced a major investment in future-proofing its port infrastructure with the acquisition of a new Liebherr LHM 280 mobile harbour crane. Set for delivery in the first quarter of 2026, the electric-ready crane reflects the base's strong commitment to decarbonisation and operational efficiency across Norway's largest offshore supply hub.

The LHM 280 is engineered with sustainability in mind. Fully tailored for electric operation, the crane includes a powerful 84-tonne winch, a 48-metre outreach, and a rotator to handle diverse cargo types efficiently—ideal for the complex requirements of offshore logistics. This state-of-the-art addition aligns with a growing industry trend: the transition to low-emission, electrified port equipment.

A STANDOUT FEATURE OF THE CRANE IS ITS INTEGRATED REACTIVE

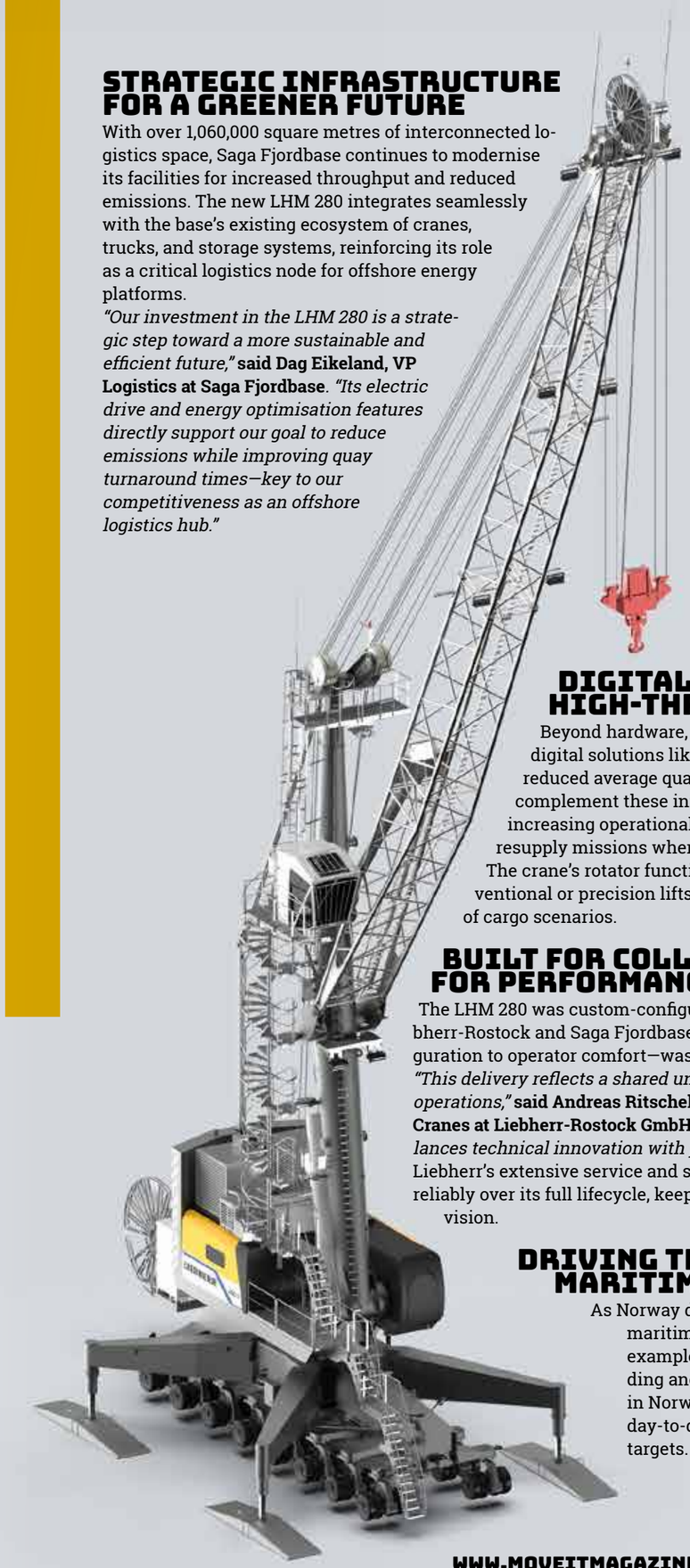
power compensation unit, which ensures efficient energy use and minimises stress on the local power grid. This unit actively balances voltage fluctuations, reduces energy losses, and supports grid stability—key advantages in a high-traffic port operating year-round under variable coastal weather conditions.

Additionally, operator safety and comfort have not been overlooked. The crane is equipped with a weather-protected staircase to the tower cabin, enhancing accessibility in all conditions.

STRATEGIC INFRASTRUCTURE FOR A GREENER FUTURE

With over 1,060,000 square metres of interconnected logistics space, Saga Fjordbase continues to modernise its facilities for increased throughput and reduced emissions. The new LHM 280 integrates seamlessly with the base's existing ecosystem of cranes, trucks, and storage systems, reinforcing its role as a critical logistics node for offshore energy platforms.

"Our investment in the LHM 280 is a strategic step toward a more sustainable and efficient future," **said Dag Eikeland, VP Logistics at Saga Fjordbase**. *"Its electric drive and energy optimisation features directly support our goal to reduce emissions while improving quay turnaround times—key to our competitiveness as an offshore logistics hub."*



DIGITAL MEETS PHYSICAL IN HIGH-THROUGHPUT OPERATIONS

Beyond hardware, Saga Fjordbase has implemented custom digital solutions like Saga Connect, a platform that has already reduced average quay turnaround time by 30%. The LHM 280 will complement these innovations by accelerating cargo handling and increasing operational reliability, especially during offshore platform resupply missions where uptime is critical.

The crane's rotator function offers added flexibility for handling unconventional or precision lifts, streamlining operations across a wide variety of cargo scenarios.

BUILT FOR COLLABORATION, DESIGNED FOR PERFORMANCE

The LHM 280 was custom-configured in close collaboration between Liebherr-Rostock and Saga Fjordbase. Every design choice—from the electric configuration to operator comfort—was made with the port's evolving needs in mind.

"This delivery reflects a shared understanding of what's needed in today's port operations," **said Andreas Ritschel, General Manager Sales Mobile Harbour Cranes at Liebherr-Rostock GmbH.** *"Together, we've created a solution that balances technical innovation with practical demands."*

Liebherr's extensive service and support network will ensure the crane performs reliably over its full lifecycle, keeping it aligned with Saga Fjordbase's long-term vision.

DRIVING THE GREEN MARITIME TRANSITION

As Norway doubles down on its ambitions for a sustainable maritime sector, Saga Fjordbase continues to lead by example. With the LHM 280, the port is not just adding another crane—it's reinforcing its strategic role in Norway's offshore logistics future, supporting both day-to-day operations and long-term environmental targets.

POWER, PRECISION, AND PROGRESS: HYSTER'S INNOVATIONS IN CONTAINER HANDLING

In the ever-evolving world of port logistics, container handling solutions must keep pace with growing demand, environmental regulations, and the need for operational efficiency. In this interview, Move It Magazine speaks with Junior van Remortele, Sales Director for Big Trucks in the EMEA region, to explore how Hyster is tackling the unique demands of today's ports and terminals.



MOVE IT MAGAZINE: Can you walk us through the range of container handling machinery that Hyster offers for ports and terminals?

JUNIOR VAN REMORTELE: The Hyster range of dedicated container handlers and ReachStackers offers container handling capacities from 6 to 48 tonnes. Across the range, Hyster applies design and technology to help reduce overall costs and enhance operational efficiencies. Hyster empty container handlers, ReachStackers, and laden container handlers are an excellent choice for moving shipping containers in intermodal terminals, container yards, shipyards, and port applications. The range features varied configurations, including those for single or double empty container handling, and stacking potential up to 9 high.
Hyster is also developing electric big trucks that help reduce emissions, fuel consumption and maintenance costs while boosting performance and efficiency and providing ICE-like performance. Development pilots are underway for empty container handlers, laden container handlers (top-pick) and ReachStackers, that harness the advantages of lithium-ion power and hydrogen fuel cells (HFCs), depending on the application's needs.

MOVE IT MAGAZINE: What are the key features of Hyster's container handlers that make them suitable for both standard and heavy-duty container operations?

JUNIOR VAN REMORTELE: With a dedication to product development, Hyster has developed container handlers that benefit from technological advances to help reduce cost of ownership, maximise operational efficiencies, and provide an operator-friendly experience. We work closely with customers to understand their specific challenges so that we can provide tough and effective solutions.
While Hyster container handlers and ReachStackers are designed for the most demanding areas of port and terminal operations, some Hyster container handling models also feature options to support other handling applications, such as 2nd rail handling, barge handling, container tipping, or handling steel coils, beams or slabs and windmill blades.

MOVE IT MAGAZINE: What are the biggest operational challenges faced by port terminals when handling containers, and how does Hyster tackle these with its machinery?

JUNIOR VAN REMORTELE: Ports and terminals face shrinking margins, and a need to bring down the cost per container moved to stay competitive. Hyster container handlers offer a low Total Cost of Ownership (TCO) through various factors, including fuel efficiency, reduced maintenance requirements, and ways to optimise yard space usage. Design and technology, like on-demand hydraulics and robust powertrains, also contribute to lower fuel consumption and increased component life. Additionally, features like intuitive digital displays and smart camera options can help improve operational efficiency for operators.
Ports and terminals cannot afford tight margins to be threatened by the productivity and profit impacts that result from equipment downtime. Delays unloading can prevent on-time delivery to cargo owners, incurring financial penalties and straining relationships as resulting backlogs disrupt other incoming vessels. But if mission-critical equipment like lift trucks, empty container handlers and ReachStackers are not available to unload ships or barges as soon as they arrive, they risk exactly these issues.



Planned downtime like routine maintenance can be carefully scheduled to avoid disrupting regular business. But unplanned downtime is a different story – it's unexpected and must be resolved as quickly as possible to minimise operational disruption. Therefore, reliability is an essential quality for container handlers, along with the resources and processes to address unexpected issues.

Not only are Hyster trucks built to last, but they enable operations to perform with greater speed and precision. Serviceability and parts availability are also key - if a truck must be taken out of service to replace a critical part, operations need to source and install the replacement part quickly so the truck is only out of service for hours, not days or weeks. Working with our global dealer network, we're able to prioritise both serviceability and parts availability for port and terminal customers.

MOVE IT MAGAZINE: How does Hyster's container handling equipment address the need for rapid turnarounds in busy ports?

JUNIOR VAN REMORTELE: In the real world, the cost of delaying a vessel with thousands of tonnes of cargo adds up fast. Downstream deliveries are subject to costly delays, not to mention the opportunity cost of the vessel waiting at port instead of generating revenue on the water. As already mentioned, considering reliability and durability are critical factors as well as the available support and parts in the event of service requirements.
Operator productivity also plays a vital role in keeping pace with demands. Across the range, Hyster container handlers are designed for operator comfort and maximum visibility, enabling drivers to work confidently and efficiently.

The Hyster XD cab for container handlers and other big trucks provides excellent comfort for operators working in the toughest applications or extreme weather conditions, while offering excellent all-around visibility. The cab is also designed to minimise noise and vibration levels helping to reduce operator fatigue. The cabin in Hyster container handlers can include a secondary digital display to help support operators with suggested actions for maintaining stability and reducing load-centre, helping operators work accurately and productively.



MOVE IT MAGAZINE: With the growing size of container vessels, how do you adapt your machinery to handle larger container sizes and heavier loads?

JUNIOR VAN REMORTELE: While container handling vessels may be increasing in size, container sizes themselves remain standardised. Hyster container handlers are designed to accommodate the standard ISO container sizes, where typically a laden 40ft container does not weigh more than around 30.5 tonnes.
However, one way Hyster container handling equipment can support ports and terminals to handle growing demand is through enabling double-handling capabi-



lity. Handling two empty 20' and 40' containers simultaneously may help improve terminal throughput and reduce congestion at ports – both inside the terminal and on roads. This helps reduce waiting times for lorries, resulting in shorter queues and optimised traffic flows.
The Hyster H9-H11XM-ECD truck series lifts loads of up to 11-tonnes and enables operators to build stacks up to nine high, significantly increasing capacity. It is also possible to handle two reefers at once, even if the containers have a wet floor or the load is 'imbalanced' with cooling units positioned on the same side.
At scale, double handling of empty containers can also unlock efficiency gains that can make a meaningful impact on the bottom line.

MOVE IT MAGAZINE: Are there any upcoming innovations in energy-efficient or hybrid technologies for Hyster's container handling equipment?

JUNIOR VAN REMORTELE: We are committed to providing our customers with clean power solutions that not only enhance operational efficiency but also contribute to a more sustainable future.
For example, a hydrogen fuel cell (HFC) Hyster ReachStacker has been delivered to the Port of Valencia in Spain, making it the first ReachStacker application in Europe using HFC technologies for port handling equipment in real operating conditions.
The first-ever HFC-powered top-pick laden container handler is also currently being tested at Fenix Marine Services at the Port of Los Angeles, powered by two Nuvera hydrogen fuel cell engines.

Other Hyster developments are exploring technologies for empty container handlers powered entirely by 650-volt batteries and zero-emission terminal tractors.
Increasingly capable electric options are the result of a significant investment in engineering, testing and pilot programs. We continue to closely collaborate with customers to develop a range of advanced, energy-efficient electric equipment. Together, we're aiming to create solutions that deliver the performance that intense industries demand, and the brighter tomorrow that our communities deserve.

MOVE IT MAGAZINE: Which ports and terminals globally are leading the way in adopting Hyster's container handling equipment? Can you share some success stories?

JUNIOR VAN REMORTELE: Hyster works with ports and terminals around the world. In Germany, Hamburger Hafen und Logistik AG (HHLA) is using Hyster electric container handling vehicles, including the first fuel-cell-powered empty container handler in real-world conditions. In Canada, Ray-Mont Logistics employs Hyster ReachStackers that endure heavy-duty cycles and are capable of stacking containers six high to meet the demands of their storage yards.
In the Netherlands, an inland terminal has turned to Hyster for container and barge handling to support their increasingly complex operations. In the UK, Freightliner terminals have reported increased productivity and operator satisfaction after integrating Hyster's latest generation of container handlers known for their durability and power.

MOVE IT MAGAZINE: How do you see demand for container handling machinery evolving in different regions?

JUNIOR VAN REMORTELE: Container shipping overcapacity is pinching both margins and space for ports and terminals across different regions. With greater demand on shipping, there is also a higher throughput to deal with. Although some larger terminals are exploring more crane handling to deal with volumes, we also see more smaller 'hub' terminals appearing in some regions to help keep goods flowing. However, dependability and durability of equipment remain a high priority when selecting container handling equipment. That's in our DNA and is one of the reasons why Hyster continues to be the first choice, even as the shipping industry evolves.
More stringent environmental regulations are also emerging as a key consideration for certain regions. That means proactive action is required when it comes to fuel efficiency and emissions reduction. Hyster delivers the expertise, solutions, and advice that port and terminal operations need to navigate their environmental goals while selecting the optimal choice of equipment for their particular application requirements.

MOVE IT MAGAZINE: Are there any specific terminal configurations or challenges where Hyster's solutions have been especially effective in improving container flow?

JUNIOR VAN REMORTELE: With a Hyster H9-H11XM-ECD empty container handler, ports and terminals can handle two empty containers at once, helping control efficiency and costs. Thanks to greater speed and efficiency, double empty container handling could increase throughput by up to 30%, driving down the cost per container moved and boosting profitability.
Using Hyster empty container handlers for double handling can also contribute to a low cost of ownership. By decreasing driving distances, operations can reduce fuel usage and tyre wear, while maximising the quantity of containers moved. The truck series lifts loads of up to 11-tonnes and enables operators to build stacks up to nine high, significantly increasing capacity. This optimises yard space and is both cost and time efficient.

Even where difficult weather conditions, local policy or other constraints prevent operations from stacking nine high, increasing stacks from five to six containers with a Hyster Empty Container Handler can still result in a capacity increase of up to 20%.
The right choice of truck always comes down to the specific application – no two container terminals are exactly the same. However, our global network of local Hyster dealers has the expertise to advise whether double handling can help optimise the operation for greater efficiency and profitability.

MOVE IT MAGAZINE: Are there specific features in your equipment designed to reduce carbon emissions and fuel consumption?

JUNIOR VAN REMORTELE: As previously mentioned, electrification is a key area of interest for many customers.
We're drawing on our expertise in electric forklift design to forge new power alternatives for high-capacity equipment that has traditionally relied on internal combustion engine (ICE) power.
These increasingly capable electric options are the result of a significant investment in engineering, testing and pilot programs.
However, while electrification of higher capacity lift trucks is moving forward, it is not yet the right solution for every application. Switching to greener fuel types, such as HVO100 (Hydrotreated Vegetable Oil), may help businesses to reduce their carbon footprint.
Hyster container handlers and ReachStackers can use HVO 100 according to the EN15940 standard. This alternative to diesel may help reduce CO2 emissions by up to 90%. The solution supports compliance with Stage IIIA, Tier III, Tier IV, and Stage V emissions regulations and can be easily applied in the field, or factory-fitted for new equipment.

For those using diesel fuel, Hyster container handlers are designed with energy efficiency in mind, helping support fuel economy and emissions levels.
Features such as selectable ECO modes, on-demand hydraulics, automatic engine shutdown if the operator's seat is empty, and onboard diagnostics all help to balance productivity with fuel consumption.

MOVE IT MAGAZINE: What developments or trends in the container handling industry do you foresee in the next few years, and how is Hyster preparing for these changes?

JUNIOR VAN REMORTELE: Improving preventative and predictive maintenance in ports and container terminals will be of greater importance as equipment availability and uptime are imperative for meeting customer demands.
Digitalisation can provide significant benefits for the improvement of preventative and predictive maintenance of the equipment, by extending the operational lifetime of port equipment and machinery while improving reliability and reducing maintenance costs.
Hyster is a participant in the iTerminals 4.0 Project. This project has been developed to facilitate the integration of technologies like Internet of Things, big data, artificial intelligence, and cloud computing to improve the efficiency, safety, and sustainability of container terminal operations.
The iTerminals 4.0 Project seeks to advance the standardisation of processes and the application of Industry 4.0 technologies in the port container terminal industry. iTerminals 4.0 is driven by relevant materials handling equipment manufacturers, such as Hyster, software providers, as well as container terminal operators.

A notable innovation in the pilot projects is the design of a new TIC 4.0 set of standardised telemetry signals making use of a Gateway and IOT Edge device. This aims to help to improve operational maintenance by standardising the digital exchange of data. It is expected that this will allow port operators to detect and manage equipment incidences in advance, improve the efficiency and uptime and lower the costs of operation of the Hyster equipment.

MOVE IT MAGAZINE: How is Hyster working with ports to future-proof container handling solutions for the demands of tomorrow's logistics?

JUNIOR VAN REMORTELE: In keeping up with the demands of the logistics industry, our strategic initiative for global sourcing and regional manufacturing remains unchanged, including our commitment to helping customers benefit from time efficient delivery for economically viable trucks with dependable quality, engineering and performance.
Hyster is focused on equipping port and terminal customers with the solutions that meet their requirements. We continue to collaborate with forward thinking operations that are keen to explore new solutions as part of their journey towards efficiency or sustainability. The right solution will always depend on the specific application, so ports and terminals should speak with the experts at Hyster or contact their local Hyster dealer to find the right solution.



PRECISION AND POWER: VERNAZZA LIFTS 728-T RAILROAD BRIDGE IN SOAVE

When it comes to complex heavy lifting operations, Vernazza Autogru is no stranger to demanding jobs. But their recent bridge installation project in Soave, near San Bonifacio in northern Italy, pushed even their seasoned team to the limit.

The task? To lift and install a 728-tonne, 78-meter-long steel railroad bridge over the Alpone River. The scale and logistics of the project meant that this was far from a routine job. In fact, the operation required the coordinated efforts of three large lattice boom crawler cranes, operating in tandem on both sides of the river.

A STRATEGIC HEAVY LIFT

The centerpiece of the operation was a Tadano CC 68.1250-1, chosen for its high capacity and robust performance capabilities. Initially, the CC 68.1250-1 had to lift the massive bridge on its own to a height of 15 meters at a 20-meter radius. From there, it traveled 45 meters across double-layered red ironwood crane mats towards the river — a movement that demanded both precision and stability.

For the lift, the bridge was rigged at four key points, and the crane was configured in SSL mode with a 72-meter main boom. Once it reached its final position near the riverbank, the two additional cranes were brought into action:

a Tadano CC 38.650-1 with a 68-meter boom, and a 400-tonne crawler crane with a 35-meter boom. Working in perfect harmony, the three cranes maneuvered the bridge into position with exceptional accuracy, allowing Vernazza's assembly technicians to set it down exactly on the intended support points.



A SHOWCASE OF PLANNING AND EXECUTION

The success of the operation wasn't just due to powerful equipment—it was the result of meticulous planning and expert execution. **As Mauro Milano of Vernazza explains,** *"Even the planning stages were challenging. It was a job that required three large lattice boom crawler cranes, so our engineers really had to go the extra mile to ensure perfect synchronization throughout the lift."*

This level of preparation paid off. Every element of the lift, from transport to placement, was executed with precision. The CC 68.1250-1, which traveled approximately 200 kilometers from Ravenna to Soave, proved to be the right choice for the job. *"We use our CC 68.1250-1 regularly and benefit from its ease of assembly every single time,"* **MILANO ADDS.** *"With a five-person team, we can fully set up the crane in about a week—even under tough conditions."*





TEAM EFFORT IN THE TRUEST SENSE

Over the course of two months, around 20 Vernazza employees worked on-site, handling a range of tasks under a tight schedule. Despite the complexity and time pressure, the team delivered flawlessly. *"By using the right machine and the right people, we finished the job to the full satisfaction of our customer – and that's ultimately what it comes down to,"* **says Milano.**

This bridge installation in Soave stands as a textbook example of what can be achieved when high-performance equipment meets experienced personnel and detailed planning. For Vernazza, it was yet another successful chapter in a long history of heavy lifting excellence — and a clear reminder that when the stakes are high, there's no substitute for the right crane and the right team



ALLELYS DELIVERS AND INSTALLS 146TE YANKEE DRYER

Allelys has successfully delivered and installed a 146-tonne Yankee drying cylinder at Shotton Mill in Flintshire, showcasing its full-scope capabilities in engineered heavy transport and precision lifting.

The complex operation, fully designed and managed in-house by Allelys, involved developing a bespoke logistics and lifting solution to receive the dryer at Ellesmere Port, transport it to the mill, and execute an installation through the roof of an existing structure.

Measuring 8.9m long, 4.62m wide and 5.72m high, the unit was discharged from the vessel using Allelys' LG1550 lattice boom crane and positioned onto a 12-axle flat-top trailer. Once moved across the port, a 450-tonne capacity hydraulic gantry system was used to tranship the dryer onto a 16-axle girder frame trailer, chosen to safely manage the load's size and weight during road transit.

The route to Shotton Mill presented additional challenges. *"Due to the overall transport dimensions, a contraflow and partial closure of the M56 motorway were required,"* **explained Matthew Rushton, Head of Project Delivery at Allelys.** "*We also coordinated extensive enabling works — including tree trimming, the removal of street furniture, and the lifting of telecoms and overhead power lines — to ensure the safe passage of the convoy."*

On site, the dryer was initially set down on mats and stools for temporary storage using the same hydraulic gantry system. The final and most technically demanding phase involved lifting the dryer through a roof opening with minimal clearance — a manoeuvre requiring absolute precision.

For this lift, Allelys deployed its AK912 mobile crane, configured with an 83m boom and a 46m radius. *"It was the only crane in our fleet capable of making this lift in such constrained conditions,"* **said Mitchell Smith, Commercial Engineer at Allelys.**

"*Witnessing the dryer being lifted into position so precisely was truly remarkable,"* **said Omer Baykir, Tissue Plant and Investment Manager at Shotton Mill**. *"This project is a testament to the engineering expertise and collaborative planning from both Allelys and Valmet AB."*closest to the project, is experiencing productivity levels 10% higher than its neighbours, while the number of medium-sized companies in the area has grown at a rate ten times higher than the South West average.

Hinkley Point C's Managing Director, Stuart Crooks, emphasised the project's positive momentum: *"Our huge scale gives us the opportunity to be a force for good and a catalyst for change. We're driving growth across Britain and in our region by giving thousands of people new skills and helping businesses to expand. The work to establish a supply chain and develop new skills means Britain is ready for our next nuclear projects like Sizewell C and future small modular reactors, as well as other critical infrastructure."*

Energy Secretary Ed Miliband echoed the sentiment, stating: *"This report demonstrates how our mission to become a clean energy superpower will grow the economy and create thousands of jobs. Clean, homegrown nuclear power plays an important role in revitalising our regional communities, with Hinkley Point C providing opportunities for local young people and backing businesses in the South West. That's why we are pushing ahead with new nuclear across the country so more communities can reap the benefits – including Sizewell C in Suffolk and Great British Nuclear's small modular reactor competition."*

Matt Tudor, Vice Principal of Strategy and Partnerships at Bridgwater & Taunton College, added: *"The collaboration with Hinkley Point C has made Bridgwater & Taunton College a leader in nuclear education and training and provided the local community with an economic boost through job creation and skill development. Most importantly, it has positioned the South West as a leading centre for nuclear and engineering excellence, ensuring long-term skills development in the region."*







UK APPROVES SIZEWELL C NUCLEAR PROJECT



The UK Government has officially approved the construction of Sizewell C, the first British-owned nuclear power station to be announced in over three decades. Backed by His Majesty's Government (HMG) as the majority shareholder alongside French energy company EDF, the project represents a defining step toward the UK's long-term energy independence and industrial revitalisation.

Chancellor Rachel Reeves is expected to confirm the £14.2 billion investment at the GMB Congress later today. The decision precedes the Government's spending review and is seen as the centrepiece of its broader energy and economic strategy.

Located on the Suffolk coast next to the existing Sizewell A and B plants, the new nuclear facility will provide clean, low-carbon electricity for around six million homes—one in five across the UK. The project is also expected to deliver over 10,000 direct jobs and create 1,500 apprenticeships, helping train the next generation of British engineers, scientists, and technicians. More than 3,500 companies across the UK, from Sunderland to South Wales and Northern Ireland, will be involved in the construction and supply chain, ensuring that over 70% of the project's value benefits the British economy.

Energy Secretary Ed Miliband said the decision to invest in new nuclear capacity will protect family finances, reduce reliance on foreign energy, and tackle the climate crisis. **Speaking ahead of the announcement, he said,** "*We will not accept the status quo of failing to invest in the future and energy insecurity for our country. We need new nuclear to deliver a golden age of clean energy abundance. This is the Government's clean energy mission in action—investing in lower bills and good jobs for energy security.*"

The UK has faced major energy challenges in recent years, with Russia's invasion of Ukraine triggering sharp increases in energy prices due to exposure to volatile international gas markets. In response, the Government intervened with nearly £50 billion of emergency energy support in 2022 and 2023.

With Sizewell C and the newly confirmed programme of Small Modular Reactors (SMRs), the UK is now moving decisively to generate more power at home and reduce dependence on foreign supply chains.

This is the first time a UK nuclear plant will be funded through a Regulated Asset Base (RAB) model. This financing approach, which provides returns to investors during construction, helps reduce the overall cost of capital and limits the financial risk to taxpayers. Independent regulation and strict oversight will ensure transparent cost control, allowing consumers to benefit from secure, low-carbon power without the risk of spiralling construction costs. Once operational, Sizewell C is expected to save the UK between £1 billion and £1.5 billion annually across the national electricity system.

According to the independent consultancy Enco, Sizewell C is the best-prepared nuclear site in modern nuclear history. Its development will build on the proven EPR reactor technology already in use at Hinkley Point C, reducing complexity and benefiting from shared design and construction experience.

Julia Pyke and Nigel Cann, Joint-Managing Directors of Sizewell C, described the announcement as a milestone for British infrastructure. *"Today marks the start of an exciting new chapter for Sizewell C, the UK's first British-owned nuclear power plant in over 30 years. It's a privilege to be leading a project that will create over 10,000 jobs, secure Britain's energy future and revitalise the UK's nuclear industry. This will be British infrastructure at its best—delivering a cleaner, more secure energy future for generations to come."*

With this decision, the UK is not only reshoring energy supply chains but also re-establishing nuclear power as a foundation of its clean energy future. Alongside wind, solar and SMRs, Sizewell C will play a key role in achieving net-zero carbon emissions while driving job creation and economic growth. It marks a new era in which energy resilience, technological leadership, and domestic industry come together to serve the country's long-term needs.

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TIDEWORKS STRENGTHENS LEADERSHIP TEAM

Tideworks Technology Inc., a leading provider of terminal operating system (TOS) solutions, has announced the appointment of three new vice presidents—Frederik Stork, Julian Galvis, and Subbu Bhat—as part of its strategy to enhance customer value and accelerate global expansion. Frederik Stork steps in as Vice President of Professional Services, bringing a strong background in terminal operations and optimization. He will lead TOS implementations, training, and operational consulting to help terminal operators improve performance and fully leverage Tideworks' solutions. Joining as Vice President of Software Engineering, Subbu Bhat brings over 20 years of experience managing global engineering teams and scaling enterprise technology. He will oversee product development and contribute to evolving Tideworks' TOS roadmap. Julian Galvis, the new Vice President of Sales and Marketing, brings deep expertise in global business development and customer engagement. He will lead Tideworks' go-to-market strategy to align technology and services with terminal operators' operational goals worldwide. *"These appointments reflect our commitment to innovation and long-term customer success,"* **said Thomas J. Rucker, President of Tideworks.** *"Frederik, Julian, and Subbu bring valuable expertise that will strengthen our ability to deliver scalable, modern solutions to terminals across the globe."* With these additions, Tideworks is reinforcing its investment in a flexible, data-driven platform that enables terminal operators to harness TOS insights, reduce complexity, and improve efficiency. Serving over 120 terminals worldwide, the company remains focused on providing tailored, extensible solutions to meet evolving industry needs.



ON-SITE TRAINING BOOSTS CRANE MAINTENANCE AT YAOURÉ GOLD MINE

At the Yaouré Gold Mine in central Ivory Coast, a Grove GMK5150L all-terrain crane plays a vital role in maintenance and emergency repairs. With challenging site conditions and limited technical resources, the mine turned to Manitowoc's West Africa distributor, Paterson Simons, to enhance its on-site maintenance capabilities.

In response, Paterson Simons collaborated with Manitowoc's training team in Germany to bring in freelance instructor Mirco Minoccheri. An engineer with nearly two decades of Manitowoc crane experience, Minoccheri spent two weeks at the mine training nine maintenance technicians.

His comprehensive program focused on the GMK5150L's pneumatic, hydraulic, and electrical systems. Through hands-on exercises and troubleshooting real site issues—like moisture-induced telescope failures and humidity-related brake system warnings—the team developed a more intuitive approach to diagnostics, moving beyond reliance on error codes.

"The crane is crucial, especially during plant shutdowns," **said Minoccheri.** *"Each downtime period affects production, so strengthening the team's skills to minimize these delays was essential."*

Working in a tough environment marked by heat, dust, and isolation, the team learned to manage environmental impacts on equipment more effectively. The training not only improved fault analysis and problem-solving skills but also reinforced collaboration and self-reliance.

"This was a practical and collaborative effort," **Minoccheri added.** *"The team made impressive progress."*

Thanks to the training, the Yaouré maintenance crew is now better prepared to keep operations running efficiently—ensuring fewer delays, greater independence, and improved long-term productivity.



AAL SHIPPING ACHIEVES 95% ESG TARGETS IN 2024 SUSTAINABILITY REPORT

Project carrier AAL Shipping has released its 2024 Sustainability Report, aligned with Global Reporting Initiative (GRI) standards, revealing the company met 95% of its Environmental, Social & Governance (ESG) targets globally.

AAL Chairman Heinrich Schoeller opened the report by highlighting the importance of ongoing ESG improvements to secure long-term value for all stakeholders. He credited the company's three decades of success to strong partnerships with customers, regulators, suppliers, communities, and employees.

The report highlights AAL's environmental achievements, including a reduction in greenhouse gas emissions compared to 2021, despite fleet expansion and staff growth. This progress is largely due to the introduction of four new 'Super B-Class' vessels—featuring methanol-ready engines, next-generation hull coatings, and advanced route optimization—which enable more efficient, lower-emission transport of heavy and complex cargoes.

On the social front, AAL celebrated its diverse workforce supported by professional development programs and community outreach initiatives that enhance employee well-being and local engagement.

In governance, the company reinforced its Due Diligence, Sanctions, and Anti-Corruption policies, maintaining zero incidents of corruption, sanctions breaches, or cybersecurity violations in 2024. AAL is an active member of the Maritime Anti-Corruption Network (MACN).

The report, created with Grow Sustainability Consulting, earned AAL a Silver award at the Asia Sustainability Reporting Awards, marking a significant milestone in its sustainability journey.



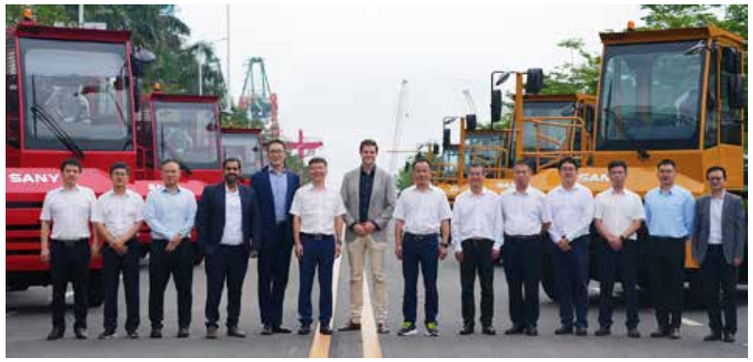
APM TERMINALS AND SANY MARINE SIGN EV DEAL

APM Terminals and SANY Marine have signed a landmark Master Framework Agreement to supply battery-electric terminal tractors, advancing APM Terminals' global decarbonisation efforts.

The agreement, signed in Zhuhai, China, marks the beginning of a major equipment transition: replacing approximately 500 diesel-powered terminal tractors across APM Terminals' global network with battery-electric models by 2030. This move is part of a broader strategy to standardise terminal equipment and accelerate the shift to net-zero operations.

"This agreement demonstrates our commitment to action," **said Olaf Gelhausen, COO of APM Terminals**. *"Standardising our equipment and scaling battery-electric solutions is central to achieving net zero."* The company's approach includes integrating battery-electric equipment, renewable energy, and energy efficiency measures into terminal operations.

For SANY Marine, the deal represents its largest global electric terminal truck order to date. CEO Jeff Fu commented, *"We are proud to support APM Terminals with comprehensive, low-carbon solutions that help drive faster progress toward fully decarbonised terminal operations."*



The collaboration also reflects the strategic shift from a traditional CapEx model to a full-cycle partnership. This includes end-to-end support for the operation, maintenance, and optimisation of the equipment over its lifespan.

"This is a win-win partnership born out of our 2024 Strategic Supplier Council," **said Grant Morrison, Head of Global Asset Category Management at APM Terminals.** *"It's about long-term collaboration and real progress."*

The deal also aligns with the objectives of the Zero Emission Port Alliance, co-founded by APM Terminals in 2023. With improved cost-effectiveness and technology in battery-electric equipment, the company sees this as a pivotal moment for the industry's path to decarbonisation.

***"This progress benefits the entire industry,"* added Gelhausen.** *"It makes our net zero target increasingly realistic."*

COMETTO ECO500 JOINS MAMMOET'S ELECTRIC LINEUP

Mammoet has expanded its electric equipment offering with the addition of two Eco500 self-propelled transportersfrom Cometto. These compact, battery-powered units are designed for use inside buildings and in tight spaces where traditional trailers cannot operate, and where zero-emission operations are required. The Eco500 features a unique design with its power pack integrated beneath the platform, and Cometto's patented pendulum suspension, allowing for efficient movement of heavy loads in confined areas. Despite its size, the transporter boasts a lifting cylinder for jacking, 360° mobility, and remote-control operation. Its ultra-low profile measures only 670mm in height when lowered. With configurable axle setups—from two to four axles or dual four-axle arrangements—the Eco500 can handle loads from 67 to 274 tonnes. The unit helps reduce noise, streamline onsite operations, and cut down the amount of machinery required on jobs. This investment supports Mammoet's "zero-emissions on site" initiative, adding to its growing fleet of electric SPMTs, cranes, and skidding systems aimed at helping clients meet 2030 sustainability targets. *"The Eco500 is compact, electric, and fully compatible with our lifting systems—making it a great addition to our fleet,"* **said Ludo Mous, Global Asset Director SPMT at Mammoet. Adrian Zingan, Product Manager at Cometto, added:** *"We're proud to offer an emission-free solution for intralogistics with the Eco500. Mammoet's interest confirmed the need for compact, electric transport technology."*



AD PORTS GROUP JOINS FORCES WITH MASDAR, ADVARIO, AND CMA CGM

AD Ports Group has signed a collaboration agreement with Masdar, Advario, and CMA CGM Group to explore the development of an e-methanol bunkering and export facility at Khalifa Port and KEZAD.

The proposed facility would provide key infrastructure to connect e-methanol producers with global shipping operators, supporting the decarbonisation of the maritime industry. CMA CGM, a major player in sustainable shipping, is expected to be among the primary off-takers.

The agreement builds on the UAE-France strategic partnership and advances the UAE's role in green fuel innovation. It also aligns with the Abu Dhabi Low Carbon Hydrogen Policy and the UAE's National Hydrogen Strategy, which targets 15 million tonnes of hydrogen production annually by 2050.

"This project supports the shipping industry's growth while promoting clean energy and reducing emissions," **said Saif Al Mazrouei, CEO – Ports Cluster, AD Ports Group.**

Masdar's Dr. Faye Al Hersh called e-methanol a *"viable pathway to cut emissions"* and stressed the importance of partnerships in scaling green hydrogen value chains.

Advario CEO Bas Verkooijen noted the project's potential to *"accelerate decarbonisation of critical industries,"* while CMA CGM's Christine Cabau Woehrel said the infrastructure is "strategic" for scaling low-carbon fuels. The group plans to operate over 153 vessels capable of using e-methanol by 2029.

The agreement follows a 2023 MoU between AD Ports Group and Masdar to explore a green hydrogen hub at KEZAD and a strategic supply pact between Masdar and CMA CGM.



HUISMAN TO SUPPLY CRANES FOR OLYMPIC GROUP



Huisman has won a contract to deliver two 250mt Knuckle Boom Cranes for the Olympic Group's new UT 7623 SEV Sustainable Energy Vessels. Signed last month with China Merchants Heavy Industries (CMHI) in Shenzhen, the deal follows a string of recent crane deliveries to the offshore construction market.

The cranes will feature Huisman's proprietary Active Heave Compensation (AHC) system, which connects the electric crane setup to the vessel's power grid. This integration enables energy regeneration back to the vessel's storage system, significantly reducing net energy consumption during lifting operations.

"This project pushes the boundaries of energy efficiency and reliability," **said Cees van Veluw, Product Director Cranes at Huisman.** *"Our partnership with Olympic, CMHI, and Kongsberg Maritime reflects a shared focus on sustainable innovation in offshore lifting."*

With a 250mt lifting capacity, deepwater AHC main and auxiliary hoists, and advanced energy efficiency, these cranes are designed to meet the high-performance demands of the next generation of offshore vessels.

FELBERMAYR ACQUIRES DUTCH INDUSTRIAL RELOCATION SPECIALIST JOZEF HERMANS

Felbermayr has acquired the Dutch company Jozef Hermans, further expanding its footprint in Western Europe. The acquisition includes four locations in the Netherlands, strengthening Felbermayr's position in the industrial relocation and heavy transport sector.

Founded over 85 years ago and based in Venlo, Jozef Hermans is a family-run business with twelve employees, specialising in the relocation and assembly of machinery and production lines across Germany and the Netherlands. The company also operates three warehouses in Venlo, Baarlo, and Lomm. Jos Hermans, who has led the company since 2007, will remain as Managing Director.

"The warehousing and machine assembly capabilities of Hermans, close to our Krefeld site, are a valuable addition to our portfolio," **said Horst Felbermayr, CEO of Felbermayr Holding**. *"We're pleased that the entire team is staying on, ensuring continuity and expertise."*

The company's modern fleet includes cranes, remote-controlled electric forklifts, telescopic hydraulic gantries, and custom-built tools capable of handling loads up to 1,100 tonnes, even in confined spaces.

Peter Stöttinger, Managing Director of Felbermayr Transport and Lifting Technology, sees strong potential in the synergy between Hermans and Felbermayr's existing operations. *"The location on the Dutch-German border and the equipment range perfectly complement our services. Integration is our focus, followed by joint growth plans."*

The acquisition, finalized on May 14, 2025, covers Hermans Werk B.V. and Hermans Estate B.V. *"With access to Felbermayr's European network, especially in Eastern Europe, we can unlock new opportunities,"* **said Jos Hermans.**



MARITIME PROTECTION WINS RECORD €22.7M LNG CONTRACT

Maritime Protection, a Survitec brand specializing in inert gas systems, has secured its largest-ever contract—worth €22.7 million—to supply dry inert gas systems for 24 LNG carriers under construction in China. The vessels are part of Qatar's second LNG fleet expansion, aimed at meeting rising global demand for liquefied natural gas. The landmark order includes 21,000 Nm³/h high-capacity generators, to be delivered in phases between 2026 and 2030. The ships are being built for a consortium of five shipowners. *"This is a defining contract for us,"* **said Bernt Øhrn, Managing Director at Maritime Protection.** *"It demonstrates the growing need for advanced safety solutions in LNG shipping."* Awarded after a rigorous evaluation process, the contract highlights Maritime Protection's engineering capabilities and long-term support offering. The decision hinged on the maturity and reliability of the system design. *"These are among the largest and most advanced LNG vessels ever built,"* **said Knut Kaupang, Sales Director.** *"Owners needed absolute confidence in both technology and delivery."* Each system features a horizontal layout with a combustion chamber, chiller, cooler, and dryer, minimizing hydrocarbon risks and meeting all major classification society standards. With this deal, Maritime Protection's dry inert gas systems will equip over 400 gas carriers since 2005—more than half installed in the last five years.



RAIMONDI DEPLOYS REGION'S TALLEST CLIMBING LUFFING CRANE IN DUBAI

Raimondi Middle East has achieved a major milestone with the deployment of the region's tallest climbed luffing jib crane. The Raimondi LR213, erected on an existing steel undercarriage, is currently operating at an impressive height of 322 meters, with a 50-meter jib and a 3.3-ton tip load.

Playing a crucial role in constructing a 75-story premium residential tower in Dubai, the crane was installed on a pre-existing base, requiring complex site planning and engineering innovation. The project presented unique challenges due to confined site conditions, height constraints, and strict base load limitations.

"Raimondi continues to demonstrate its strength in engineering by addressing highly demanding site conditions," said Wael Hasan, General Manager of Raimondi Middle East. "This deployment is a testament to our ability to deliver tailored solutions."

Replacing a crane after the building had already reached 100 meters, Raimondi engineers had to reverse-engineer the setup. Using a 6x6 base, ballast blocks were progressively removed at each climbing stage to ensure load compliance, maintaining structural stability.



To meet the project's lifting requirements at over 300 meters, Raimondi's Applications Department redesigned the load curve. The crane was assembled with GR5S mast elements, including 100 short segments and two longer sections, supported by 12 bracings for added stability.

One of the most technically demanding elements involved collar positioning, which required multiple revisions and detailed calculations.

"Every stage, from collar recalibration to base redesign, reflected Raimondi's dedication to precision and innovation," **added Hasan**.

Dismantling will begin in the coming weeks, with the LR213-14t jacked down to 50 meters before full removal via mobile crane.

VOLVO PENTA APPOINTS SMT GB AS DEALER

Volvo Penta UK & Ireland has appointed SMT GB as an official dealer for its Industrial division, marking a major step in enhancing service delivery and customer support across Great Britain. The partnership is part of Volvo Penta's long-term strategy to build a future-focused, high-performance dealer network.

The collaboration will focus on delivering aftermarket services, including sales of parts, labour, and warranty support for both new and existing customers. Initially centred on service and support, the partnership will evolve to meet the growing demand for diesel, electric, and hybrid power solutions.

"By aligning with partners who share our vision for operational excellence, we're strengthening our customer offering across the lifecycle of our products," **said Tim Barclay, Director Service Market Industrial, Volvo Penta UK & Ireland.**

Nick Allen, CEO of SMT GB, added: *"This is more than an expansion of our service portfolio—it's a strategic evolution. Volvo Penta's engines are trusted globally, and bringing them into our fold enables us to deliver even greater value."*

The partnership taps into SMT GB's broad geographic presence, with support centres across Scotland, South Wales, the Midlands, and the Southwest. A strong network of engineers ensures responsive and expert service throughout the country.

Jon Taylor, Business Development Manager, Volvo Penta UK & Ireland, emphasised the importance of partnering with dealers with technical depth and proven reliability. *"SMT GB is well-positioned to support our mission of future-proofing industrial power solutions."*

There will be no disruption to existing services during the transition. Customers can expect enhanced availability, reduced downtime, and a more connected service experience—setting the stage for continued growth in the UK industrial sector.



KUEHNE+NAGEL COMPLETES HISTORIC UK-FRANCE ELECTRIC FREIGHT JOURNEY

Kuehne+Nagel has marked a significant milestone in sustainable logistics by completing a cross-Channel freight transport using a fully electric truck. In collaboration with Renault Trucks and P&O Ferries, the logistics giant successfully deployed a Renault Trucks E-Tech T — a 40-tonne heavy-duty electric vehicle — to carry freight from the UK to France.

The journey began at Kuehne+Nagel's East Midlands Gateway depot in Derbyshire and ended at its Amiens depot in northern France, crossing the English Channel via the P&O Liberté, a hybrid ferry that emits 40% less CO than conventional vessels.



The electric truck covered a total round-trip distance of 1,100 km, including reloading, recharging, and return to the UK. This marks the first time a heavy-duty electric truck has completed the Dover-Calais ferry route while transporting freight.

The operation demonstrates both the practicality of long-distance electric trucking and the viability of ferry transport for electric HGVs. It also reinforces the role of intermodal solutions in cutting emissions across critical trade routes.

"This is a landmark achievement for low-emissions freight transport," **said representatives from the project partners.** *"It proves that electric trucks are not only operationally viable but ready for international deployment."*

By validating this key trade corridor as a potential zero-emissions route, the initiative aims to accelerate the shift toward cleaner logistics and encourage wider adoption of electric transport fleets across Europe.

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