MOVE IT MAGAZINE©

THE WORLD'S LEADING MAGAZINE FOR HEAVY LIFTING & TRANSPORT EQUIPMENT

April - May 2026

JASO CRANES CONQUER CHILE'S CHACAO CANAL

TEREX RT FACTORY AND THE TTC 70 LAUNCH

CURRENT TRENDS IN CONSTRUCTION TECHNOLOGY

HIDDEN COST OF INCIDENTS

AUTONOMOUS LOGISTICS AND PORT OPERATIONS

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A NEW CHAPTER: INSIDE TEREX ROUGH TERRAIN CRANES' CRESPELLANO FACTORY AND THE TTC 70 LAUNCH

At Raimondi's Terex RT Cranes facility in Crespellano, Italy, the atmosphere was charged with anticipation, but also with something deeper: transformation. What unfolded was not merely a product unveiling, but a defining moment in the evolution of Raimondi Group and its integration of the Terex rough terrain cranes division. At the centre of this transition stood Luigi Maggioni, Chief Executive Officer of Raimondi Group, whose opening address framed the significance of the occasion with clarity and conviction.

"This is not simply a new machine for us," he said. *"This is a new business line, and it represents a new chapter for Raimondi."* His words set the tone for a launch that goes far beyond product development. It signals a shift in identity, ambition, and market positioning for a company that is rapidly reshaping its future.

Maggioni's own trajectory reflects this transformation. Having graduated from the University of Naples Federico II after studying finance, mergers and acquisitions at PricewaterhouseCoopers, followed by a seventeen-year career at ThyssenKrupp Elevator across multiple leadership roles in Europe, he brings a combination of strategic insight and operational depth.

Maggioni's decision to join Raimondi in 2024 was driven by a powerful vision: to take a respected but relatively compact Italian heritage manufacturer and evolve it into a global, multi-segment lifting solutions provider capable of competing with the industry's largest players.

A TRANSFORMATIVE STRATEGY SUPPORTED BY INTERNATIONAL VISION

Indeed, it is now becoming clear that this plan is being implemented step by step. The Raimondi company can no longer be considered only as a tower crane specialist, but is now a diversified group consisting of several product segments. Tower and luffing cranes, rough terrain cranes, and now telecrawler cranes form the pillars of this new strategy. The launch of the TTC 70 is the first visible result of this diversification, and it carries significant symbolic and strategic weight.

LUIGI MAGGIONI, CHIEF EXECUTIVE OFFICER OF RAIMONDI GROUP

EXCLUSIVE

Central to this transformation is Raimondi's integration into the Arada Group. As Maggioni explained, the transition from private ownership to becoming fully part of Arada in mid-2025 marked a crucial turning point. Arada, originally established as a master developer, has evolved into a diversified international conglomerate with activities spanning construction, infrastructure, healthcare, hospitality, and community development. Its business model is distinctive in that it not only develops land but also owns and operates entire communities, integrating services, facilities, and long-term asset management.

For Raimondi, this provides both stability and opportunity. Being part of a group with such a broad operational footprint creates natural synergies, particularly in construction and infrastructure, while also offering a platform for international growth. The Group's presence across Europe, the Middle East, the United States, and Australia aligns with Raimondi's ambition to expand its global reach and strengthen its competitive position.

Simultaneously, the integration of Terex Rough Terrain Cranes into Raimondi's portfolio represents one of the most complex and critical phases of this evolution. The acquisition, completed in November 2025, brought together two organizations with different engineering backgrounds, product lines, and strategies. Maggioni was open about the challenges involved, noting that the task is not simply operational integration, but the alignment of cultures, processes, and long-term vision.

However, within this complexity lies significant potential. With more than sixty engineers now working across the combined technical teams, the focus is on creating synergies that accelerate innovation and expand product capabilities. Early collaboration between engineering teams is already yielding results, with shared technologies and design approaches being explored across different product lines. This integration is not only about efficiency, but about building a stronger, more agile organisation capable of responding to evolving market demands.

THE TTC 70: RE-ENTERING THE CRAWLER SEGMENT

It is within this context that the TTC 70 telecrawler crane was introduced. Designed, engineered, and manufactured at the Crespellano facility, the machine represents Terex RT's return to the crawler crane segment, a category that has regained relevance in recent years due to shifting industry requirements. As highlighted in the official announcement, the launch marks a strategic milestone, reinforcing Raimondi Group's position as a multi-segment lifting solutions provider.

The concept behind the TTC70 is both simple and highly effective. It combines the mobility and stability of crawler cranes with the operational efficiency and ease of use associated with rough terrain machines. This hybrid approach addresses a clear gap in the market, particularly in applications where ground conditions are challenging and flexibility is essential.

Unlike traditional rough terrain cranes, which rely on outriggers and require fully levelled surfaces to operate at maximum capacity, the TTC 70 is mounted on crawler tracks.

This eliminates the need for outriggers and allows the crane to operate on slopes of up to four degrees, significantly reducing setup time and increasing jobsite flexibility. The lower ground pressure generated by the crawler tracks enables work on softer or uneven terrain, while maintaining stability and lifting performance.

PERFORMANCE AND TECHNICAL CAPABILITIES

From a technical perspective, the TTC 70 is positioned as a highly capable and versatile mid-capacity crane, designed to deliver performance across a wide range of applications from infrastructure and energy to general construction and material handling.

It offers a maximum lifting capacity of seventy tonnes and a maximum boom length of 36.9 metres, with a maximum tip height of approximately 39 metres on the main boom and up to 54 metres when equipped with an additional two-section jib of 8 or 15 metres. The machine operates with a width ranging from 2.9 metres in transport configuration to 4.8 metres in working configuration, ensuring both compact transportability and enhanced stability on site.

A defining feature of the TTC 70 is its three-mode telescopic boom system, which allows operators to retract the boom while carrying a load. This capability provides a clear operational advantage, reducing repositioning time and improving efficiency on dynamic jobsites. The crane also features true pick-and-carry functionality, enabling it to travel with a load, a key requirement in applications such as pipeline installation and power transmission projects.

The crawler configuration ensures low ground pressure thanks to a large contact area, allowing the crane to operate effectively on soft or uneven terrain without the need for extensive ground preparation. Stability is maintained even when working on slopes between one and four degrees, reinforcing the machine's adaptability in real-world conditions.

Powering the TTC 70 is an engine available in both Stage V and Stage IIIA configurations, delivering up to 168 kW at 2,200 rpm and supported by a 300-litre fuel tank. This ensures compliance with global emissions standards while maintaining consistent performance across different regions.

TECHNOLOGY AND OPERATOR'S EXPERIENCE

Beyond its mechanical capabilities, the TTC 70 integrates advanced technologies that enhance efficiency, safety, and usability. The Terex Operating System, known as TEOS, introduces a modern control environment with a 10-inch full-colour touchscreen, intuitive navigation, and dedicated diagnostic functions, improving information flow and operational control.

Complementing this is the T-Link telematics platform, which provides remote access to real-time operational data. This enables improved fleet management, predictive maintenance, and overall productivity optimisation, reflecting the increasing importance of connectivity in modern lifting equipment.

LUIGI MAGGIONI CHIEF EXECUTIVE OFFICER OF RAIMONDI GROUP AND MARCO SARCONE GENERAL MANAGER OF RAIMONDI 'S TEREX ROUGH TERRAIN DIVISION

EXCLUSIVE









Operator comfort has also been prioritised. The redesigned cabin is wider, tiltable, and features large glass surfaces to eliminate blind spots, creating an environment that enhances both safety and ease of operation. Integrated heating and air conditioning systems, combined with intuitive controls, ensure that operators can work efficiently in a variety of conditions.

A new-generation radio remote control system further distinguishes the TTC 70. This system allows full machine operation remotely, including the assembly and disassembly of the counterweight by a single operator. The result is a significant reduction in setup time and labour requirements, directly translating into cost savings for end users.
From a market perspective, the TTC 70 is designed to meet growing demand for versatile lifting solutions in key regions including Europe, North America, and beyond. It is particularly well suited to rental companies, contractors, and infrastructure specialists seeking machines that combine mobility, efficiency, and high performance in challenging environments.

Importantly, this launch represents only the first step in a broader product strategy. The TTC 70 serves as the foundation for a new telecrawler crane range, with additional models already planned. Initial production will remain deliberately limited, allowing for extensive testing and validation to ensure reliability and performance in real-world conditions before scaling up.

FROM HERITAGE MANUFACTURER TO GLOBAL LIFTING GROUP

The visit to Crespellano provided more than an introduction to a new machine. It offered a clear view of a company in transition, driven by a strong strategic vision and supported by significant investment in technology, engineering, and global expansion. Under Luigi Maggioni's leadership, Raimondi is reinventing its role within the lifting industry, moving from a specialised manufacturer to a diversified, internationally competitive organisation.

The TTC 70 stands as a tangible expression of this transformation. It is a machine that not only meets current market demands but also reflects a broader ambition to innovate, integrate, and lead. If this launch is any indication, Raimondi's new chapter is already well underway, and the industry will be watching closely as it continues to unfold.

EUROPE'S CRANE MARKET RESET

The European tower crane market enters a new stage of recovery, one that depends as much on political decision-making and public investment models as on the cyclical nature of construction itself. After a prolonged period of underdevelopment associated with inflationary pressures, higher interest rates, and declining activity in the private sector, the market is starting to stabilise. Looking at 2026 and beyond, the sector will see only mild growth, powered mainly by activity in infrastructure projects.

On a global scale, tower cranes will generate revenues estimated at approximately €5.5 billion by 2025, growing steadily under the influence of urbanisation, infrastructure, and energy transition projects. In Europe, however, the picture is considerably more fragmented. Depending on the nation and its construction priorities, fiscal policies, and infrastructure plans, the region is developing a multi-speed market environment where local factors dominate over cyclical construction trends.

THE UK: PRIVATE SECTOR SLOWS, PUBLIC INVESTMENTS STABILISE

The United Kingdom remains one of the most technologically advanced crane markets in Europe. The high density of tower cranes in London places it among the world's top cities in terms of lifting capacity. This does not mean, however, that there is much activity in private projects at present.

Higher borrowing costs and weak investor sentiment are hurting construction activity in the country. Numerous residential and office projects are delayed or postponed, especially in the London area, where financing conditions are more challenging. In some sectors, there has been a double-digit decline in project launches since 2023, leading to reduced demand for tower cranes.

TOWER CRANES

The infrastructure sector has become the anchor of the market. For example, the £48bn (approximately €56 billion) HS2 high-speed rail project features several hundred construction sites, all of which require considerable lifting capability. In London, the Battersea Power Station development and other high-rises being erected in Canary Wharf and City areas employ many tower cranes, including state-of-the-art luffing jib cranes manufactured by European giants like Liebherr.

GERMANY: STABLE DEMANDS THANKS TO INFRASTRUCTURE PROJECTS

Germany, one of the biggest buyers of tower cranes in Europe, continues to support the sector with public infrastructure investments despite slower growth in the residential construction market. Material prices, rising interest rates, and weakening demand have made life difficult for private developers who must build new homes.

The bright side of the story, however, is that public projects can offset these negative trends, making the crane market more stable than ever before. For instance, the Memmingen hospital project currently under way in Bavaria is estimated at several hundred million euros. At least six Wolffkran tower cranes are being used onsite continuously since 2025, helping to move hundreds of tons of concrete at once.

Another important factor contributing to crane demand is the government's commitment to upgrading German transport infrastructure. Road and railway renovation programmes require heavy lifting capacity that can be provided by sophisticated and high-end crane systems, some of which use advanced control and management software, an area of expertise in which European manufacturers such as Liebherr excel.

FRANCE: PREDICTABILITY AS STRENGTH

France is known as the most reliable and predictable construction market in Europe thanks to the structured nature of its investments and the stable implementation of large-scale projects that do not depend on cyclical factors. The Grand Paris Express stands as the best example of what the country's government can achieve when planning a construction project.

The €35bn project aims to provide 200 kilometres of metro tracks and dozens of new stations for the Paris Metropolitan Area. Such large-scale developments require a simultaneous deployment of many tower cranes in a highly confined space.

In this context, experienced manufacturers who have already demonstrated their ability to cope with the challenges of French projects gain an advantage. In addition to Raimondi Cranes, whose products are known in Europe for their advanced lifting technology, companies like Liebherr are often involved in these complicated projects, delivering high-performance cranes equipped with the most advanced management and performance monitoring features.

ITALY: INCENTIVE-DRIVEN ACTIVITY, UNSUSTAINABLE LONG-TERM MODEL

The Italian crane market has become extremely active over the past few years, mostly thanks to the Superbonus renovation incentive programme initiated by the government, which generated €100bn worth of building activity in the country. This incentive led to increased demand for residential renovations, which created an opportunity for tower cranes.

As the programme is gradually winding down, the market will inevitably enter a less active stage, with crane purchases becoming less dependent on public initiatives and more oriented towards underlying economic trends. This means that although crane demand might fall slightly, it will also become much more sustainable.

Italy, despite its changing construction market, remains an important contributor to the global crane industry. Raimondi Cranes is still one of the key companies supplying tower cranes in numerous markets outside Italy, whereas Liebherr and other major European manufacturers can balance regional volatility by delivering equipment for large high-rise projects all over the world.

SPAIN: THE FAST-GROWING CONSTRUCTION MARKET

Spain becomes another success story as the crane market experiences a prolonged growth supported by the influx of EU funds, infrastructure investments, and a renewed commitment from developers. After the lengthy post-crisis downturn, the market has finally managed to recover. Several large infrastructure projects contribute significantly to this growth, including the €7 billion Madrid Nuevo Norte urban renewal project. Another reason for the rise in crane demand is the rapid growth in logistics and industrial construction around the key urban centres of Madrid and Barcelona.

In addition, Spain is developing its transport infrastructure and expanding logistics hubs in response to growing needs. All of these developments create great opportunities for tower crane manufacturers. Jaso is among companies enjoying higher demand, whereas major European manufacturing groups continue to supply state-of-the-art cranes to the country.

A NEW TYPE OF MARKET DEVELOPMENT

The current situation in the tower crane market shows that Europe has entered a new stage of development. Contrary to previous decades, the sector is no longer growing on the basis of cyclical construction. Instead, it relies on various government decisions, infrastructure plans, and economic conditions in different countries.

All of the markets mentioned above represent different aspects of the same trend. Each case study shows the impact of national priorities, political decisions, and other economic indicators on crane demand. On the technical side, manufacturers are focusing on innovations that can help them cope with growing demand for high-performance cranes and sophisticated lifting solutions.

Major European companies such as Liebherr, Raimondi Cranes, Wolffkran, Jaso and others are doing just that by leveraging their experience in the crane market and incorporating modern software technologies into their products.

Despite not being the fastest-growing market globally, Europe is still a challenging destination for tower cranes due to the country's high technical demands and advanced regulations.

JASO CRANES CONQUER THE CHACAO CANAL

Tower cranes working in the middle of a canal battered by torrential rain, seismic conditions and winds reaching 160km/h sounds like something out of an extreme engineering documentary. But for Jaso Tower Cranes and its Chilean distributor Heavy Duty, this has been reality since 2019 on one of South America's most ambitious infrastructure projects, the Chacao Bridge in Chile.

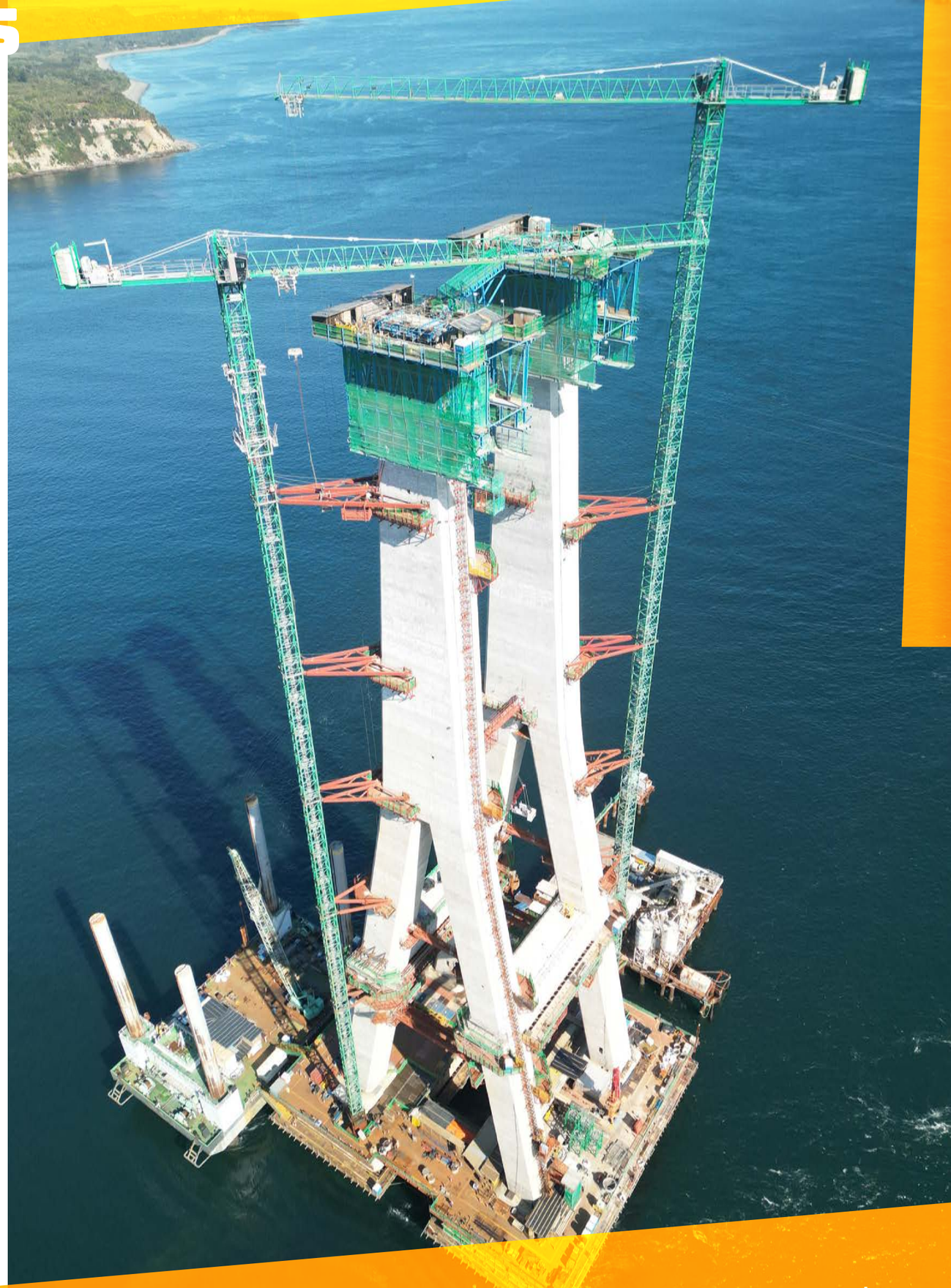
Once completed, the 3km-long suspension bridge being built by Hyundai Engineering & Construction will become the longest suspension bridge in South America, creating a permanent connection between Chiloé Island and the Chilean mainland. The project is a major engineering milestone for the region, but constructing such a structure in one of Chile's most hostile marine environments has required extraordinary planning, expertise and lifting solutions.

Since the early stages of construction, a fleet of Jaso cranes has been at the centre of operations, supporting the complex construction of the bridge's massive central pylons in conditions many considered impossible for tower crane operations. One of the greatest technical challenges came at the very beginning of the project: how to erect two large tower cranes in the middle of the Chacao Canal. The location, exposed to violent winds, strong currents and constant tidal movement, had initially been considered unfeasible for this type of installation.

To overcome this, Heavy Duty engineered a specially designed support structure welded directly onto the central bridge pile liners, creating a stable base capable of supporting the cranes during the first stage of the works. The operation demanded meticulous engineering and precise execution, with every stage affected by the constantly changing marine conditions.
The first machines mobilised for the project were two 24-tonne Jaso J360.24 Low Top Tower Crane cranes from Jaso's Low Top range. These cranes were selected to support the construction of the main central bridge pylon foundation.
The first crane was erected to an initial height of 57.5m and equipped with a 55m jib delivering a 5-tonne tip load capacity. Once operational, it was then used to assemble the second crane, installed at a height of 44.6m with a shorter 35m jib capable of lifting 12 tonnes at the tip.
The execution of these installations was a major achievement for everyone involved. Operators and engineers had to contend with relentless environmental challenges, including torrential rainfall, rapidly changing tides, and wind speeds reaching 160km/h. Added to this were the seismic conditions of the region, placing additional demands on both the equipment and the expertise of the project teams.

As construction advanced into the second phase, the scale of the lifting operation increased dramatically. The cranes currently working on the central bridge pylon are expected to reach heights of 188m and 176m respectively, using only five tie-backs extending up to 17.5m long.
In total, five Jaso cranes have been deployed on the project since 2019, including two J360.24 Low Top cranes, two Jaso J380PA Luffing Crane units and one Jaso J80PA Luffing Crane. Working in one of the most challenging construction environments in the world, the cranes continue to play a vital role in delivering this landmark infrastructure project.

The Chacao Bridge is not only a symbol of Chilean engineering ambition, but also a clear demonstration of how advanced lifting technology and specialist expertise are pushing the boundaries of what is possible in modern infrastructure construction. For Jaso and Heavy Duty, the project further reinforces their capability to deliver tower crane solutions for highly complex heavy construction projects across the globe.



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WOLFF CRANES AT LONDON TV CENTRE

Following its earlier involvement in the initial redevelopment phase, Wolffkran has returned to support Phase 2 of the project, which has been underway since early 2024. Acting on behalf of developer Mitsui Fudosan UK and construction manager Multiplex Construction, the company has supplied five jib cranes to support the complex build, located adjacent to the London Underground.

At the centre of the development are two residential buildings: The Ariel, a 23-storey tower comprising 167 apartments, and Scenery House, a nine-storey structure delivering 180 units. Four WOLFF 355 B cranes were installed between July and August 2025, with three supporting the lower-rise structures and one dedicated to the tower core. This crane was initially erected to a freestanding height of over 77 metres to facilitate slipforming operations, later climbing to more than 95 metres during the 20-week construction of the core.

To avoid costly downtime associated with tie-ins, a freestanding configuration was selected, combining multiple tower elements to achieve the required height and stability. Once the core was completed, the crane erected a larger WOLFF 630 B unit positioned on top of the structure, which then dismantled its predecessor before continuing work on the reinforced concrete tower.

The Television Centre in West London's White City has long been a landmark of broadcasting history. Originally built in the 1950s as a major production hub for the BBC, the site has undergone a significant transformation over the past decade into a vibrant mixed-use development combining residential, hospitality and public spaces.

LIFTED BY!

The project's proximity to the Hammersmith and City Line imposed strict oversailing regulations, requiring all cranes to be positioned at the rear of the site. Operating within a defined safety zone, both tower and mobile cranes were restricted to 75 percent of their nominal lifting capacity, while foundations had to be significantly reinforced. Despite these limitations, the cranes' high lifting performance ensured efficient operations, supported by steep jib angles and compact working radii that prevented slewing over railway tracks.

Careful planning also defined the dismantling strategy. One crane has already been removed through mutual disassembly, while the remaining units will require mobile crane support. The dismantling of the 100-metre-high WOLFF 630 B will involve a 650-ton mobile crane, presenting additional logistical challenges due to restricted space and the curved road layout surrounding the site. The crane's luffing jib will need to be assembled in the air, highlighting the complexity of operations.

Assembly phases were equally demanding, with work carried out near occupied residential buildings under strict noise and environmental constraints. Weekend operations and precise coordination were essential to maintain safety and minimise disruption, particularly given the proximity to live railway infrastructure.

Wolffkran's extensive experience in urban construction environments proved critical to the project's success. Tight deadlines further added pressure, with less than three months between planning and the first crane installation. The company's ability to rapidly deliver a tailored crane and logistics solution, combined with close collaboration across all stakeholders, ensured the project could progress efficiently despite its many constraints.

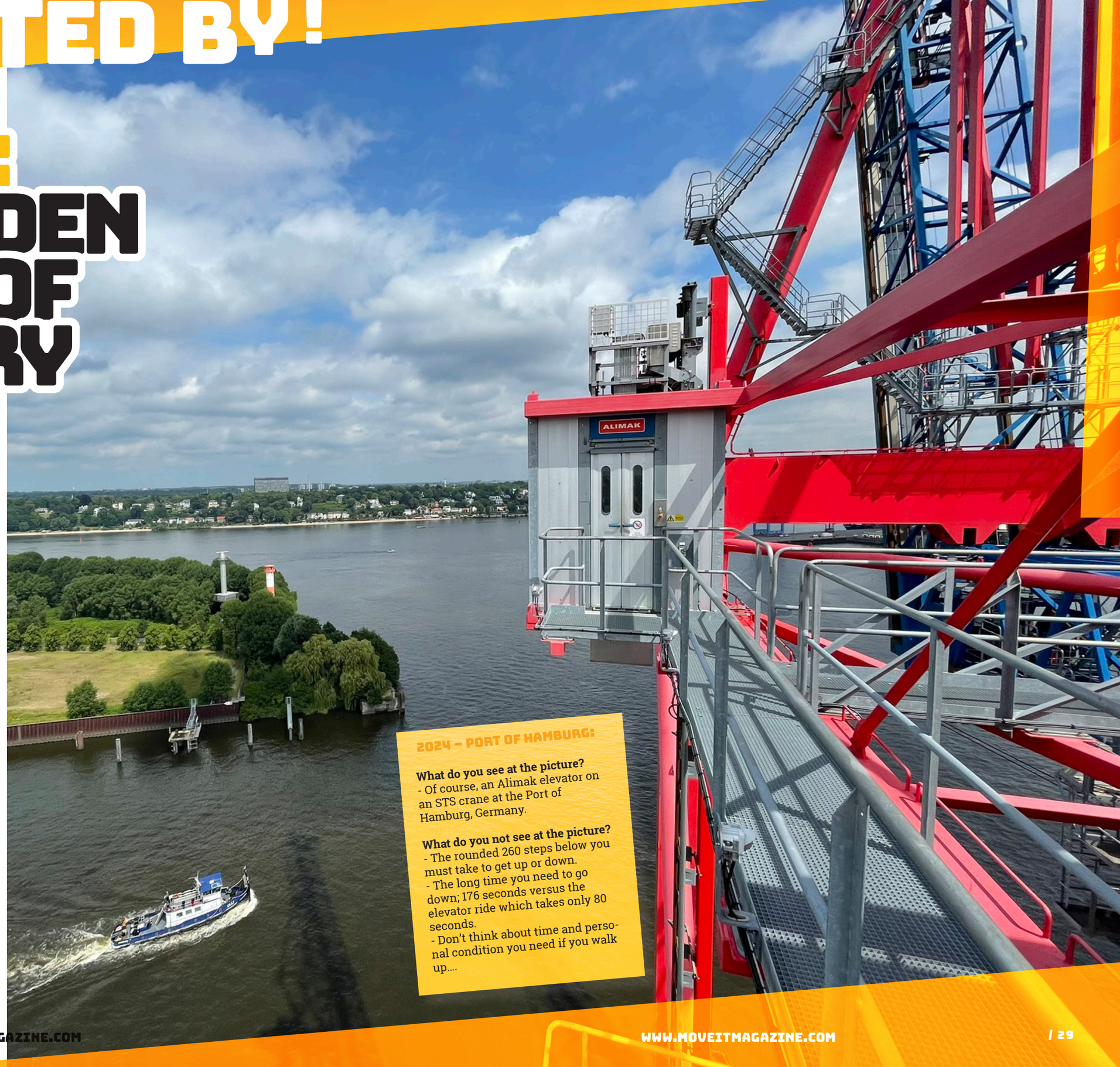
LIFTED BY!

ALIMAK: THE HIDDEN ENGINE OF INDUSTRY

In the world's busiest ports and most demanding industrial sites, efficiency is often measured in seconds. An additional minute wasted during the inspection, a slow climb to a crane cabin, or restricted access to critical equipment may disrupt the whole process. Yet, while the spotlight typically falls on cranes, vessels and cargo volumes, one essential element remains largely unseen: how people actually reach these towering structures safely and quickly.

This is where Alimak's expertise comes into play. For more than 75 years, the Swedish manufacturer has quietly shaped the way industries operate at height, developing vertical access solutions that have become integral to sectors ranging from construction and mining to ports, shipyards and offshore energy. Its elevators and hoists are rarely the centrepiece of a project, but without them, much of the world's industrial infrastructure would simply not function as efficiently, or as safely, as it does today.

The story of Alimak begins in 1948, when Alvar Lindmark decided to solve a practical problem: how to move people and materials vertically in increasingly complex and hazardous environments. What followed was not just a series of product developments, but the creation of an entirely new approach to industrial access.



2024 – PORT OF HAMBURG:

What do you see at the picture?
- Of course, an Alimak elevator on an STS crane at the Port of Hamburg, Germany.

What do you not see at the picture?
- The rounded 260 steps below you must take to get up or down.
- The long time you need to go down; 176 seconds versus the elevator ride which takes only 80 seconds.
- Don't think about time and personal condition you need if you walk up....

LIFTED BY...

1948 - ALIMAK IS FOUNDED IN SKELLEFTEÅ, SWEDEN, IN 1948 BY ENGINEER AND TECHNICAL INVENTOR MR. ALVAR LINDMARK (1917–1975).

By the 1950s, the company had introduced one of the first steel construction passenger hoists, offering a safer and more robust alternative to traditional systems. A decade later, its pioneering work in rack-and-pinion technology would redefine the industry. Unlike conventional elevators, these systems could operate without shafts or machine rooms, opening the door to installations on structures that had never previously been considered accessible.

Today, this breakthrough still defines the identity of Alimak.

What distinguishes Alimak is not simply the technology it developed, but the environments in which that technology performs. Its systems are designed to operate where conditions are at their most unforgiving, where salt-laden air corrodes exposed metal, where dust and vibration are constant, and where reliability is not just expected but essential.

Nowhere is this more evident than in ports and shipyards. In these settings, vertical access is not a convenience; it is a critical link in the operational chain. Towering cranes dominate the skyline, often rising 40 to 60 metres above the quay. Reaching them used to involve long, physically demanding climbs that cost valuable time and introduced unnecessary risk. Alimak's industrial elevators have fundamentally changed that equation, turning what was once a slow and strenuous process into a matter of minutes.

The impact is subtle but profound. Faster access means quicker inspections, more efficient maintenance and reduced downtime. In high-throughput cargo environments, whether handling containers or breakbulk shipments, those gains translate directly into improved productivity.

The presence of Alimak's solutions at the ports has gradually increased together with their expansion and technological development. Its systems can now be found installed on ship-to-shore cranes, gantry cranes, bulk handling equipment and within shipyard infrastructure. What makes these installations particularly valuable is their adaptability. Because Alimak's rack-and-pinion systems do not rely on traditional elevator shafts, they can be integrated into both new builds and ageing assets, allowing operators to upgrade existing infrastructure without extensive structural modifications.

This flexibility has proven especially important in shipyards, where access is required across a wide range of structures, from dry docks to towering Goliath cranes. Here, the ability to move personnel, tools and equipment quickly between levels not only improves efficiency but also reduces fatigue and enhances safety, an increasingly important consideration in labour-intensive environments.

Beyond the maritime sector, Alimak's footprint extends across virtually every major industrial segment. Its elevators operate deep within mines, inside cement plants and power stations, on offshore platforms and in large-scale construction projects. Each environment presents its own challenges, yet the underlying requirement remains the same: reliable vertical access that can withstand continuous use under demanding conditions.

Part of what allows Alimak to meet these challenges is the longevity of its equipment. It is not uncommon for installations to remain in operation for 25 years or more, a reflection of both robust engineering and a design philosophy centred on lifecycle performance rather than short-term output. In industries where downtime is costly and replacement is complex, this durability represents a significant advantage.

Supporting this installed base is a global network that spans more than 100 countries. With over 23,000 units in operation, Alimak has accumulated decades of operational knowledge, enabling it to understand the nuances of different industries and environments. Its service offering—ranging from maintenance and modernisation to training and technical support—ensures that systems continue to perform long after installation.

Increasingly, this support is being enhanced through digital tools. Platforms such as My Alimak allow operators to monitor equipment performance in real time, providing insights that can improve maintenance planning and operational efficiency. In complex environments like ports or large industrial plants, where multiple units may be in operation simultaneously, this level of visibility is becoming an important part of asset management.

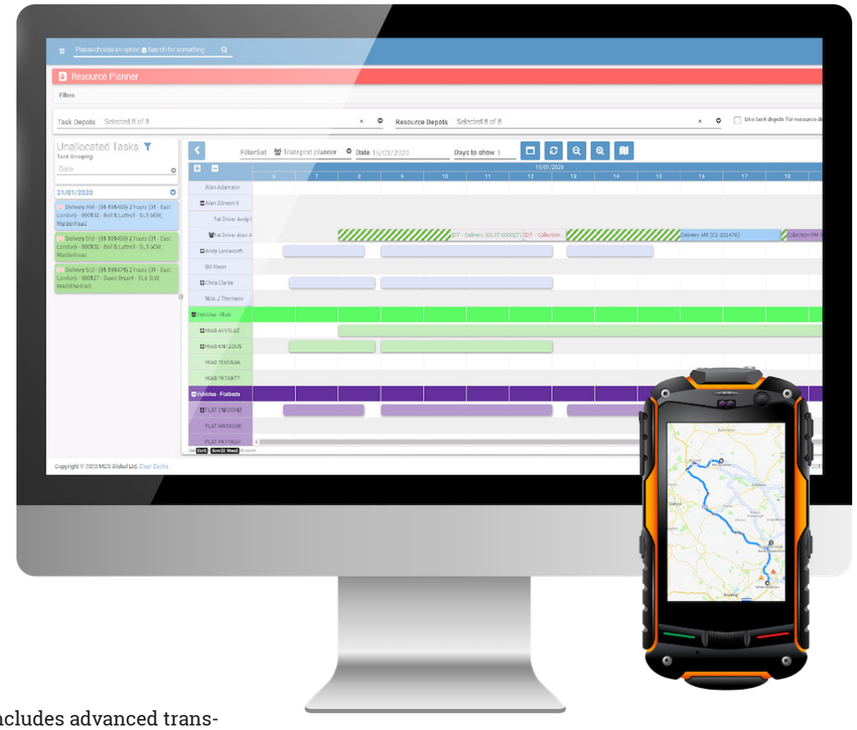
While innovation has always been central to Alimak's development, the company's approach to sustainability is rooted less in headline technologies and more in long-term thinking. By designing equipment that lasts for decades, it reduces the need for frequent replacement and minimises resource consumption over the product lifecycle. In sectors under increasing pressure to balance performance with environmental responsibility, this emphasis on durability is both practical and relevant.

More than seventy-five years after its founding, Alimak remains closely aligned with the vision that first defined it: enabling safe and efficient work at height. From the earliest construction hoists to today's advanced industrial elevators, the company has continually refined its technology to meet the evolving demands of modern industry.
Its contribution may not always be visible, but it is deeply embedded in the infrastructure that supports global trade and industrial activity. In ports, shipyards and heavy logistics operations, where access and efficiency are inseparable, Alimak's solutions have become an essential, if often overlooked, part of the equation.
And as these industries continue to grow in scale and complexity, the need for reliable vertical access is only set to increase, ensuring that Alimak's role remains as relevant as ever.

1953 - THE FIRST PASSENGER HOIST CONSTRUCTED OF STEEL.

MCS HELPS RENTAL FIRMS CUT FUEL COSTS

MCS Rental Software is supporting equipment rental companies in managing rising fuel costs through digital tools that improve visibility, efficiency, and cost control across operations.



The company's platform includes advanced transport planning features such as route optimisation and multi-drop scheduling, helping businesses reduce mileage, lower emissions, and minimise fuel expenditure without impacting service levels.

MCS has also expanded its telematics integrations, enabling rental firms to monitor fuel consumption, engine hours, and idle time in real time. This data allows companies to identify inefficiencies and make more informed operational decisions.

In addition, the software supports improved customer engagement by enabling rental providers to advise clients on more fuel-efficient equipment usage, helping reduce unnecessary consumption while strengthening customer relationships.

"Fuel efficiency has become a critical factor in maintaining profitability for rental businesses," **said Guy van der Knaap, Group CEO at MCS Rental Software.** *"By combining route optimisation, telematics insights, and accurate fuel cost tracking, MCS enables our customers to make data-driven decisions that minimise waste and maximise value. We're proud to help rental companies not only control costs but also operate more sustainably in an increasingly challenging market."*

According to MCS, integrating transport optimisation with telematics insights allows rental businesses to better manage costs while supporting sustainability goals, as fuel efficiency becomes increasingly important in today's market.

INNOVATION

CURRENT TRENDS IN CONSTRUCTION TECHNOLOGY AND MACHINERY – THREE AREAS SHAPING THE FUTURE OF THE INDUSTRY

Construction is an industry defined by precision, safety, and the ability to operate and move at scale. It's also an industry under increasing pressure to modernise. From net-zero commitments and tightening safety regulations to the need for a younger, more digitally minded workforce, the landscape is changing fast.

Three developments in particular illustrate how technology is reshaping operations: the rise of fleet-wide telematics programmes, the arrival of advanced digital safety systems, and the remote operation of tower cranes. Each reflects not just a product innovation, but a broader trend towards smarter, safer, and more connected lifting and transport operations.

TELEMATICS AS CORE INFRASTRUCTURE

For many years, telematics in construction plant and crane fleets amounted to little more than piecemeal reporting, siloed systems that offered fragments of information from different machines and manufacturers. The result was a patchwork of dashboards and data feeds that, while occasionally useful, rarely provided the kind of integrated intelligence capable of driving meaningful operational change.

Select Plant Hire, part of the Laing O'Rourke group, has sought to change that approach with the launch of a fleet-wide telematics programme designed to unify every category of plant into a single ecosystem. Cranes, telehandlers, excavators, MEWPs and dumpers are all connected into one platform, giving operators, site managers and commercial teams a consistent view across the fleet.

The strategy is being implemented in three stages. The first phase focuses on integration, connecting every asset, eliminating data silos and building unified dashboards across operations. The second phase accelerates the use of insights in daily decision-making, helping reduce idle time, optimise fleet allocation and establish measurable benchmarks for safety, utilisation and carbon reduction. The final phase moves towards transformation, where AI and machine learning are deployed to predict incidents, forecast costs and provide automated operational insights.

Steve Thorley, Senior UK Product Manager at Select, explains: *"At Select, our fleetwide telematics programme is moving the conversation away from reporting and towards insight and learning. The real value isn't in the dashboards or reporting; it's in the insights that will change tomorrow's operations based on what we see today."*

The benefits are already becoming tangible. One of the first targets for Select has been idle fuel burn, a major operational cost and growing sustainability concern. By applying machine learning to machine data, the company can distinguish between productive fuel use and wasted idle time. Early modelling indicates reductions of 15 per cent or more in idle fuel consumption within just three months of deployment, directly impacting both project costs and carbon targets.

Telematics is also delivering new insights into operator performance and training requirements. By analysing how machines are being used, site managers can identify where eco-driving courses or targeted operational training may improve efficiency. Commercial teams, meanwhile, gain clearer visibility of cost attribution, helping separate wasted fuel consumption from productive machine operation.

Perhaps the greatest value lies in learning at scale. Every idle hour recorded, every completed check and every detected incursion contributes to a growing operational dataset. Applied across projects and regions, predictive models can begin identifying recurring patterns and forecasting outcomes with greater accuracy than ever before.

Select's vision is straightforward: just as no site would operate without a lift plan, no project should run without telematics insights embedded into daily operations. Telematics is no longer simply about reporting the past, it is increasingly shaping tomorrow's decisions.

SAFETY INNOVATION: THE BUDDIE SYSTEM

Safety remains the cornerstone of construction, and while the industry has made significant progress over recent decades, the interaction between people and plant continues to represent one of the highest-risk areas on any jobsite. A new generation of digital safety systems is now emerging to address this challenge, combining wearable technology, sensors and AI to help predict and prevent incidents before they occur.

One of the most promising developments is The Buddie System, developed in Australia with UK and US variants currently in development. Designed as a comprehensive workforce protection tool during lifting operations, the system integrates wearable devices with machinery and site systems to create real-time alerts whenever communication is lost between ground personnel and crane operators.

Terminology varies across regions, dogmen in Australia, slingers in the UK and riggers in the US, but the challenge remains the same. In the event of an incident, communication between lifting personnel and crane operators can be lost in seconds.

One example repeatedly seen across lifting operations involves tag lines becoming entangled around ground personnel as loads are hoisted. In such situations, workers may be unable to communicate over the radio. With The Buddie System, a firm pull on the TBS emergency lanyard instantly activates an alarm that transmits directly to the crane operator, warning them to stop operations immediately.

The system has been specifically designed to address scenarios involving incapacitated or injured workers, radios losing signal or battery power, and personnel becoming trapped in machinery or crane loads.

Importantly, the technology is not only focused on protecting ground crews. Developers are already working on the next phase of the system, which will allow crane operators themselves, particularly those working in isolated tower crane cabs, to initiate emergency alerts directly from the cab. This could become a major advancement in crane rescue procedures, especially in situations where operators suffer sudden illness or are unable to communicate effectively by radio.

The devices are capable of wireless communication over distances exceeding 1km in built-up environments. A single crane unit can pair with up to ten lanyards, while multiple alarm systems can operate simultaneously across large construction sites.

The Buddie System also reflects a broader shift taking place across the industry. Similar technologies are

INNOVATION

beginning to emerge across Europe, including AI-enabled camera systems capable of recognising workers entering danger zones and smart wearables featuring biometric monitoring. What differentiates TBS is its integrated approach, functioning not as a standalone add-on but as a fully connected site safety platform.

For lifting operations, the implications are considerable. As heavy loads move through increasingly congested jobsites, every lifting operative effectively gains a digital presence visible to machinery systems, helping reduce blind-spot incidents and improving situational awareness. In an industry where reputations increasingly depend on measurable safety performance, these technologies may soon move from optional innovations to standard client expectations.

OPERATOR TRANSFORMATION: REMOTE-CONTROL TOWER CRANES

Tower crane operation has always required exceptional concentration, technical skill and physical resilience. Yet operating from isolated cabs high above construction sites presents obvious challenges. A new UK innovation is now addressing those issues directly, and potentially redefining the future role of the crane operator.

Radius Group, in partnership with Skyline Cockpit, has developed what is being described as the world's first remote-control tower crane system. The technology allows operators to manage lifting operations from a ground-level control centre rather than from the crane cab itself.

Using a sophisticated multi-camera arrangement, operators receive a full 360-degree view of the construction site displayed on large high-resolution screens within a specially designed control cockpit. Advanced control systems replicate the crane's functions, allowing lifts to be carried out with the same precision as conventional cab operation.

The advantages are significant. Operators are no longer required to climb to height or spend extended shifts in confined crane cabs, improving both safety and overall wellbeing. Working conditions are considerably improved, while emergency response becomes far easier should an operator become ill during operations.

Visibility is also enhanced. Camera systems can provide clearer and less obstructed views than operators often achieve from elevated cabs, particularly on congested urban sites. The system could also help address workforce shortages by making crane operation accessible to a broader pool of talent, including individuals unable to work comfortably at height. Commercial benefits are equally important. Eliminating climbing time improves operational efficiency, while crane analytics and operational data can be continuously transmitted through internet and cellular systems, offering further insight into machine usage and project productivity.

The development aligns closely with wider trends across heavy industry, particularly in mining, where remote operation from centralised control hubs has already become increasingly common. Construction and lifting operations now appear to be moving in a similar direction.

For the UK lifting sector, the significance is considerable. Skyline Cockpit represents not only a genuine world-first developed in Britain, but also raises important questions about the future role of crane operators. Tomorrow's lifting professionals may increasingly find themselves operating from digital control centres rather than isolated cabs hundreds of metres above site.

The lifting industry is now firmly at the forefront of construction's digital transformation. Telematics is evolving from a simple reporting tool into a core operational infrastructure for decision-making. The Buddie System demonstrates how safety is shifting from reactive processes towards proactive digital protection. Meanwhile, remote tower crane operation through Skyline Cockpit points towards a future where operator roles, site safety and accessibility are fundamentally transformed.

What unites all three developments is the transition from isolated machines to fully connected ecosystems, systems that gather data, enhance safety and empower operators and site teams alike. For contractors, fleet operators and crane companies, the question is no longer whether these technologies will shape the industry, but how quickly they can be integrated into everyday operations.

These innovations are not concepts waiting in the wings. They are already here, and they are actively reshaping how construction will be delivered in the years ahead.

SMARTER DRIVETRAINS FOR SAFER CRANES

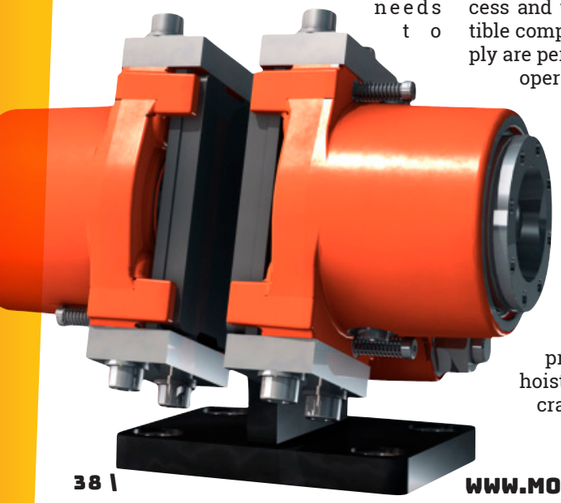
Move It Magazine interviews Christian Klein, the Director of Product Management – Heavy Duty Clutches & Brakes at Regal Rexnord, about integrated drivetrains, braking innovation and the technical evolution of modern crane systems.

Crane systems are becoming ever bigger and faster and, more importantly, automated. As a result, the technical specifications of the drivetrain parts required become increasingly high. Reliability is no longer an option; in certain industries, even a short shutdown can lead to serious losses.
Regal Rexnord decided to take a step forward from selling discrete components and offer integrated drivetrain systems. Here is Christian Klein's view on what this means for the industry.

MOVE IT MAGAZINE: Tell us about your role and involvement in crane applications ?

CHRISTIAN KLEIN: I am responsible for the development of large scale braking and clutch systems for various types of technologies, namely hydraulics, electromagnetics, pneumatics, and mechanics.

In crane and lifting applications, brakes are used to ensure the safety of operation. Often, these systems provide the last barrier against failures that can happen somewhere else in the crane. In case of a failure in one of the other components, the brake needs to safely lock the load. This is why engineering and reliability become vital in this application.



MOVE IT MAGAZINE: How much does the crane and lifting industry mean to your company?

CHRISTIAN KLEIN: This is definitely a major sector. What makes us special in comparison with other companies is that we provide the whole drivetrain system, which includes motors, couplings, gearing, braking system, limit switches and controls.

From the OEM's side, this means less work to coordinate the installation process and the ability to choose compatible components. All the parts we supply are perfectly compatible in terms of operational specifications.

MOVE IT MAGAZINE: How do all those components come together to make up a crane drivetrain?

CHRISTIAN KLEIN: You can divide cranes in two components: their structural frame and hoisting system. All the technologies we provide refer to the latter, as the hoisting system is the part of the crane that moves and performs all operations.

The drivetrain usually starts from an electric motor and drive that controls its movements. The gearbox transfers high-speed rotations of the motor to generate necessary torque that drives the drum of the hoist. The cable is wound up and down around the drum to lift up the load.

Braking systems are an integral part of the crane operation. There are two types of brakes we use, namely service and safety. Service brakes are used in standard operation scenarios and activate every time the crane stops or changes its motion direction. As for the safety brake, it should work in emergency situations and stop the entire weight of the cargo.

Besides, there are limit switches on the crane, which prevent its overreach within the set limits and provide additional safety protection.

MOVE IT MAGAZINE: What are the most important trends impacting the market for drivetrain technologies?

CHRISTIAN KLEIN: One of the main trends is the demand for maximum availability. In some applications, such as in port handling, the loss of just a few hours can cost tens of thousands. Therefore, it is highly desirable to implement prediction maintenance systems that help foresee the problems and avoid unplanned downtime.

Today, we integrate sensors and IoT capabilities into the brakes we produce and in the hydraulic units. Thus, it becomes possible to monitor the operational conditions of the crane and detect problems beforehand.

Another important trend is the increasing tendency to electrify the cranes. Customers want to replace the traditional hydraulic solutions with electromechanical ones to reduce the number of maintenance procedures and improve environmental impact.

MOVE IT MAGAZINE: How do increasing capacities affect the technical specifications of the parts in the drivetrain?

CHRISTIAN KLEIN: The load capacities of cranes vary depending on the application. For instance, in steel applications, cranes lift hundreds of tonnes of material. To provide such capacity, the braking systems have to perform with increased torque capacity, as well as the actuation system.

At the same time, it is crucial to develop more convenient ways of installing and maintaining such complex machinery. Therefore, we try to create more and more assembled systems that can be installed without much hassle. Also, we concentrate on the problem of power density and develop products with maximum performance in minimal volumes.

MOVE IT MAGAZINE: What are the most crucial technical requirements for motors, couplings and gearing?

CHRISTIAN KLEIN: When we talk about motors, the highest priorities are reliability and torque density. These devices must have high torque output and operate without interruptions in a compact size. Space is extremely limited in cranes, so you cannot use oversized motors.

Also, we do not underestimate the significance of coupling components. Coupling compensates for the possible misalignment and protects other parts of the system from shock loads. Otherwise, these forces would cause fatigue and other damages of the structure.

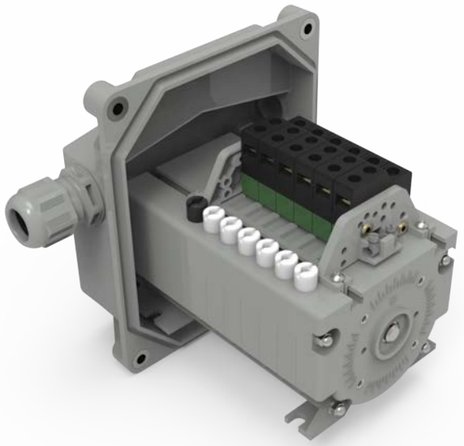
Gearing components must withstand constant high loads and transfer torque effectively. We try to balance two opposite qualities, such as high capacity and minimal volume. Our task is to increase power density without changing the existing sizes and dimensions.

MOVE IT MAGAZINE: Why do you think all the parts of the drivetrain should be considered a system?

CHRISTIAN KLEIN: From our experience, we believe that considering the parts separately can be harmful. In this case, the components can be oversized or undersized because they were not selected in consideration with other parts of the system.

That is why we develop the entire drivetrain as a single system. We conduct numerous calculations including the analysis of the braking torque or torsion vibrations in order to find the optimal size of the parts.

This approach helps us to improve the performance of the system and decrease the expenses at the same time.



MOVE IT MAGAZINE: What innovations are helping to reduce downtime?

CHRISTIAN KLEIN: We have developed our innovative electromechanical thruster technology, which replaces traditional hydraulic systems in braking devices. First of all, it improves energy efficiency, using only a small fraction of the energy required by hydraulics.

Besides, we have eliminated a hydraulic fluid, which greatly reduced the risks of leakage and failure, improving the reliability of the product. Also, we added the capability to monitor the components remotely with our monitoring devices. Thus, technicians have the opportunity to conduct inspections when it is actually needed.

MOVE IT MAGAZINE: In which kinds of crane applications do you specialise?

CHRISTIAN KLEIN: We deal with a variety of crane applications: from overhead cranes to tower and port cranes. Our solutions can be implemented in ship-to-shore and container handling cranes, for instance. Different types of cranes require different solutions.

Our vast portfolio allows us to select a suitable combination of parts for almost any crane system.

MOVE IT MAGAZINE: Who are your main customers?

CHRISTIAN KLEIN: Our main customers are crane OEMs that order new cranes. Besides, we work closely with end users in the aftermarket, namely with port operators who use our solutions after buying them from OEMs.

In fact, sometimes, the end users' opinion influences the decision regarding crane technologies. They tend to specify their reliability and maintenance requirements.

MOVE IT MAGAZINE: What do you think are the defining features of the next generation of crane technology?

CHRISTIAN KLEIN: The key features include integration, electrification, and intelligent design. We observe an evident tendency to electrify the whole drivetrain and reduce the use of hydraulics. In addition to this, the components will become more and more interconnected, communicating with one another.

Moreover, monitoring technologies will evolve and allow for better maintenance strategies based on collected data. Also, we expect to see an emphasis on increased power density of braking components.

HIDDEN COST OF INCIDENTS

In an industry where operational efficiency and uptime are critical, safety is often approached through regulatory compliance. However, according to Richard Phillips, mechanical engineer at Casper, Phillips & Associates Inc., meeting minimum standards is no longer sufficient. Across ports and terminals worldwide, the true cost of crane related incidents suggests that a more proactive and data driven approach is essential.

Many accidents involving ship to shore container cranes remain out of public view. Within insurance data, however, a clear pattern emerges. Regulatory requirements represent a baseline, but they do not fully reflect operational risk. The financial impact of recurring incidents highlights where improvements are needed.

Insurance claims provide a useful benchmark. When stack collisions account for around ten percent of total claim costs, the issue becomes significant. At that level, it is not a marginal concern but a major operational risk. Understanding where losses occur allows operators to prioritise safety investments and implement systems that address the most frequent incidents.

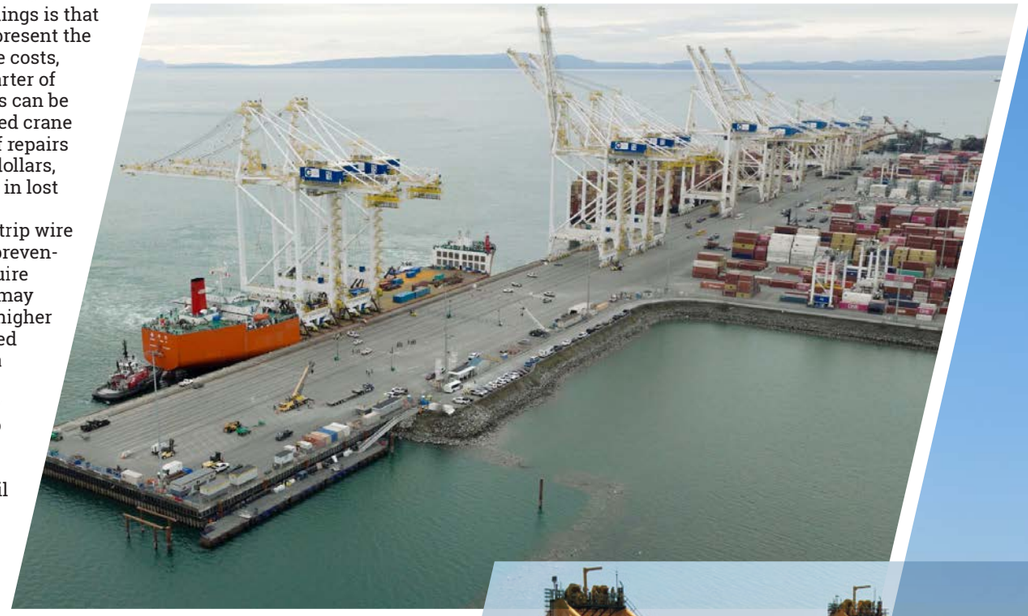
CONTAINER CRANES

Data driving change

A recent report from TT Club, International Cargo Handling Coordination Association, and Port Equipment Manufacturers Association reinforces this view. Based on data from more than two thousand insured operations, including over four hundred ports and terminals, the report offers a detailed picture of crane related risks.

One of the most striking findings is that boom to vessel collisions represent the largest category of insurance costs, accounting for roughly a quarter of all claims. The consequences can be severe. In one case, a damaged crane boom required six months of repairs costing around two million dollars, alongside six million dollars in lost revenue.

Many terminals still rely on trip wire systems for boom collision prevention. These systems can require intensive maintenance and may not react quickly enough at higher gantry speeds. More advanced electronic systems provide a stronger level of protection, using warning zones to slow movement and stop zones to prevent impact. These systems can also prevent crane to crane collisions, detect rail obstructions and support stack profiling.



Designing for extremes

Cranes must also be prepared for extreme events. In seismic regions, specialised engineering solutions are required. Casper, Phillips & Associates Inc. has developed a crane base anti seismic isolation system based on non-linear time history analysis, designed to protect structures during major earthquakes. Systems such as this are already in use in seismic zones.

Environmental conditions vary from site to site, and crane design must reflect this. A standard approach is no longer sufficient for a global industry operating in diverse conditions.

Specification matters

The specification stage is where crane safety is truly defined. This is when operational, environmental and safety requirements are set out. If specifications only reference regulatory minimums, manufacturers will typically deliver only what is required.

Original equipment manufacturers work within commercial constraints. Additional safety systems increase costs, and without clear instruction from the purchaser, they are often excluded to remain competitive.

This creates a critical gap. If a feature is not specified, it is unlikely to be included.

One example is the consideration of parking wind conditions. Cranes must sometimes move to a safe position under wind loads higher than normal operating limits. Enhancing gantry drive and braking capacity to manage these conditions can reduce the risk of uncontrolled movement. Wind related incidents account for approximately eleven percent of global crane claim costs.

Another key feature is hoist emergency brakes. These systems prevent single points of failure in critical components. Without them, mechanical failures such as gearbox or coupling damage can lead to load drops.

Raising industry standards

Organisations such as Port Equipment Manufacturers Association play an important role in advancing best practices. By sharing data and industry insight, they help improve understanding of risks and technological developments across the sector.

Engineers remain central to this process, contributing not only to design but also to the development of safety systems and standards. Their expertise, combined with industry wide data, provides a strong foundation for improving crane safety.

For crane purchasers and operators, the message is clear. Safety should not be limited to compliance. It requires a deeper understanding of risk and a willingness to go beyond minimum requirements.

The specification document becomes a key tool. It defines not only what a crane can do, but how safely and reliably it will operate over time. Decisions made at this stage have lasting consequences for both performance and risk exposure.

As the industry evolves, the focus is shifting. The question is no longer what is required, but what is necessary to ensure safe and efficient operations.

RIKON BUILDS TURKISH PORT PRESENCE

RIKON continues to strengthen its foothold in Turkey's port sector with the completion of another major portal crane delivery project. Following the successful supply of cranes to Isdemir Port for OYAK Group, the Latvian manufacturer has now completed the commissioning of two additional portal cranes at the Port of Riga for one of Turkey's top 100 industrial enterprises.

The cranes will once again be transported fully assembled aboard a heavy-lift vessel — a delivery method that has become a key advantage for RIKON's customers, eliminating lengthy on-site assembly and allowing rapid integration into terminal operations upon arrival.

The latest cranes are destined for a specialised terminal handling up to 14.5 million tonnes of cargo annually and accommodating vessels of up to 110,000 DWT, underlining the scale and strategic importance of the project.

Despite one of the coldest winters Latvia has experienced in nearly two decades, RIKON's teams maintained uninterrupted assembly operations at the Port of Riga to ensure the delivery schedule remained on track. Working in difficult winter conditions, the company completed the project while maintaining strict assembly and quality standards.

The delivery includes two RPS-1100 portal cranes, each weighing approximately 430 tonnes. Designed for intensive port operations, the cranes combine high lifting performance with long-term durability and reduced maintenance requirements.

A standout feature of the RPS-1100 design is its classic lattice-style portal structure, engineered for a service life of up to 40 years. The design remains highly valued by port operators due to its strength, reliability and ease of maintenance.

RIKON has also focused on reducing operational costs through the use of standard high-quality bearings available on the open market, avoiding the need for expensive custom-made slewing bearings. This allows the slewing bearing arrangement to be replaced within just a few days, significantly reducing downtime and spare part lead times.

The cranes are capable of operating in both hook and grab modes with lifting capacities of up to 50 tonnes. Adapted to demanding environmental conditions, the units are designed to withstand wind gusts of up to 43 m/s and temperatures ranging from -10°C to +50°C.

Successive deliveries to major Turkish operators continue to reinforce RIKON's growing reputation as a strategic partner for port infrastructure projects across the region.

LIEBHERR CRANE TRIO FOR JAXPORT

Jacksonville Port Authority has placed a third new Liebherr ship to shore container crane into operation, completing a major investment programme aimed at expanding cargo handling capacity at Florida's busiest container port.

The latest crane entered service at the Talleyrand Marine Terminal after successfully moving its first container. The unit is the third of three new Liebherr cranes added to JAXPORT over the past year, following the commissioning of two cranes earlier this year at the Blount Island Marine Terminal.
The crane is equipped with a 100 foot lift height and can reach across 17 containers on a vessel deck, allowing the port to efficiently handle larger container ships and increasing operational productivity across its terminals.

The additions form part of a multi year US$93 million modernisation programme focused on upgrading JAXPORT's crane fleet and strengthening the port's long term cargo handling capabilities. The initiative includes US$53 million in state funding provided over the past two years for crane purchases and infrastructure upgrades.
Eric Green said the investments demonstrate the port's continued focus on supporting economic growth and maintaining efficient cargo operations for customers and the wider community.

Located in the southeastern United States, JAXPORT is Florida's leading container port by volume and also ranks as the nation's third largest vehicle handling port. The port benefits from a 47 foot deepwater shipping channel, two way vessel traffic and direct access to major inland transport networks.
According to the port authority, cargo activity through Jacksonville's seaport supports more than 258,800 jobs and contributes approximately US$44 billion annually to the regional and state economy.

The arrival of the three Liebherr cranes further strengthens JAXPORT's ability to manage growing cargo volumes while positioning the port to accommodate future trade demand and larger container vessel calls in the years ahead.

KÜNZ AND ABB WIN TRAPAC CRANE ORDER

Künz GmbH and ABB have secured a major contract to deliver nine rail mounted stacking cranes for the expansion of TraPac LLC's terminal in Los Angeles, reinforcing both companies' position in the global container handling sector.

The order forms part of a wider terminal expansion programme at TraPac, aimed at increasing yard capacity and supporting long term growth in container throughput. The addition of nine rail mounted stacking cranes will play a central role in enhancing operational efficiency and accommodating rising volumes at the facility.

Manufacturing of the cranes will take place at Künz production facilities in Europe, with assembly carried out in Poland. This approach will allow the units to be delivered fully erected, commissioned and tested, with delivery scheduled between 2027 and 2028.

Under the scope of the contract, Künz will supply the complete steel structure of the cranes, including the integration of all mechanical components. ABB, acting as long standing technology partner, will provide the electrification and control systems, ensuring high levels of performance and reliability in terminal operations.

The collaboration between Künz and ABB is built on decades of joint projects across container terminals worldwide. By combining Künz' expertise in structural design and mechanical engineering with ABB's advanced control and electrification technologies, the partnership continues to deliver high performance crane solutions tailored to modern port requirements.

The TraPac project represents another step in Künz' expansion strategy in the United States, with a particular focus on the West Coast. The region remains a key market for container handling infrastructure, offering significant opportunities for long term growth.

David Moosbrugger, managing director of Künz, highlights the importance of the contract in strengthening the company's international position. *"The contract at TraPac on the U.S. West Coast underlines our capability in the international container industry. With innovative technical solutions and a consistent focus on quality and reliability, we continue to position ourselves successfully in highly competitive global markets,"* he says.

As terminal operators continue to invest in capacity and efficiency, projects such as this underline the ongoing demand for advanced yard crane solutions capable of supporting the next phase of growth in global container logistics.

AUTONOMOUS LOGISTICS ENTERS REAL PORT OPERATIONS

Autonomous logistics have taken a significant leap forward with the implementation of P-CAL at the Port of Tyne. The P-CAL project is the latest initiative of the North East Automotive Alliance (NEAA) in collaboration with the innovative company Oxa.

With the support of Oxa and a large number of other partners, the project was launched under the guidance of the United Kingdom government as part of the UK government's CAM Pathfinder program. The objective of the program was to showcase how connected and automated mobility (CAM) technologies could help in developing innovative solutions for logistics and transportation. In comparison with earlier projects like 5G CAL and V-CAL, which were aimed at validating the technology through proof-of-concept testing, the main objective of the current project was to test the technology in a live port environment. The presence of several critical elements such as traffic density, weather conditions, and human interaction required simultaneous management of different elements in order to ensure successful deployment.

The P-CAL project involved designing a new autonomous terminal truck operation system in a live port environment with the aim of achieving a higher degree of autonomy for cargo transport operations. The project involved the use of a fully autonomous terminal truck as well as secure communications between different components of the vehicle including the terminal operating system. The system had to communicate with the crane system to coordinate different logistics operations. Cybersecurity was one of the most important aspects of the project as well. *"P-CAL marks an important milestone in the evolution of autonomous technology from pilot projects to live operations,"* **said Paul Butler, CEO of NEAA.**

Collaboration was at the heart of this project. In addition to NEAA, some of the other collaborators for this project included Nissan, Newcastle University, and ANGOKA. These organizations helped in developing and implementing the system in the designated area of the Port of Tyne. The system was tested in a specially-defined operational domain. *"This project has marked an important milestone for the Port of Tyne and will help us become a future-ready logistics hub,"* **said Graeme Hardie, Operations Director, Port of Tyne**.

Apart from showcasing the potential of the autonomous system, this project will allow stakeholders to gain operational efficiencies in terms of productivity and safety. With the automation of mundane and repetitive tasks, employees will be able to perform more complex and high-value operations in the port. Besides, with real-time data generation, there is always room for optimization in logistics operations. *"Automation technology allows us to transform existing fleets of work vehicles into a digital workforce that can operate autonomously and generate insights,"* **explained Paul Newman, CEO, Oxa.**

Cybersecurity was an important aspect of the project since it involved testing the system in a critical infrastructure facility. *"P-CAL has demonstrated the importance of having dedicated digital infrastructure that enables safe and trusted operations,"* **noted Shadi AR, CTO, ANGOKA.**

As the testing period comes to an end, the next step would be to scale up the solution. Apart from extending the operational space of the autonomous vehicle, the next step would be to incorporate multiple vehicles in the operational space and manage them along with human operators and standard machines.

In conclusion, this project has proven to be successful and its results are likely to shape future deployments of similar solutions across ports, logistics hubs, and industrial areas. With the backing of organizations such as Zenzic and Innovate UK, this collaborative initiative has shown how effective collaboration between government and industries can result in successful projects.

EDF TAKES CENTER STAGE AT JDL EXPO

The exhibition for major projects, industrial markets and human connections

From September 16 to 18, 2026, JDL EXPO returns to Beaune with a stronger ambition than ever: becoming the leading business event for industrial, energy and major infrastructure markets in France and across Europe.

This year, a strong signal confirms this new momentum: EDF officially joins JDL EXPO 2026.
A partnership that perfectly reflects today's industrial reality. France has entered a new industrial era. Nuclear energy, power grids, large infrastructure projects, wind farm renewal, inland waterway transport and heavy industrial maintenance are all driving massive future demand for lifting, handling, heavy transport and technical logistics solutions.

The Seine-Nord Europe Canal project, future EPR2 nuclear reactors, major port developments, high-voltage electrical networks, France 2030 industrial projects, energy infrastructure and emerging environmental markets already represent billions of euros in investments.

And behind each of these projects lies the same reality: equipment, expertise, skilled people and companies capable of meeting extraordinary technical challenges.

THAT IS PRECISELY THE DNA OF JDL.

Today, JDL EXPO remains the only exhibition capable of bringing together construction companies, industrial groups, key accounts, energy operators, heavy haulage specialists, rental companies, lifting and handling experts, manufacturers, ports, logistics operators and major project contractors in one single venue.

A true meeting platform connecting the industries shaping tomorrow's France. And the equipment already announced for this edition clearly sets the tone.

For the first time at JDL, Zoomlion will showcase a high-capacity tower crane on an impressive stand — an arrival that is expected to attract significant attention across the entire tower crane industry. The famous electric mobile tower cranes from Spierings will also be present, alongside ultra-high access platforms reaching up to 110 meters from Ruthmann and Pagliero.

Major access and lifting brands have already confirmed their participation, including JLG, Skyjack, France Élévateur, Genie, Socage and Hinowa.
The mobile crane sector will also be strongly represented with Liebherr, Manitowoc, Tadano, Sany, Zoomlion and Terex, including heavy-duty cranes with lifting capacities up to 700 tons.
Visitors will also discover Faymonville-Cometto modular trailers and SPMTs, Movers heavy handling systems, specialized industrial equipment and many other innovations.
In total, more than 600 machines and pieces of equipment will be displayed in Beaune to meet the needs of industrial, energy and major project markets.
But JDL would not truly be JDL without the unique atmosphere that has built its reputation over the past fifteen years.

Business is taken seriously here… but people always come first.
A strong emphasis is placed on hospitality, networking and the friendly spirit that makes the exhibition so special. Companies come to develop business opportunities, meet customers, discover innovations and strengthen partnerships — but also to share moments together within a profession that continues moving forward despite economic uncertainty and the scale of today's gigantic projects.

The exhibition aisles, live demonstrations, spontaneous discussions over coffee or drinks and unexpected reunions are all part of the JDL spirit.
And once again this year, the famous Gala Evening promises to be one of the highlights of the event. More than 1,000 guests are expected for an elegant, festive and warm evening featuring cocktails, red carpet, live entertainment, humor, networking and the prestigious JDL d'OR Awards ceremony.

A major new feature for 2026: for the very first time, industry professionals themselves will be able to vote to reward the equipment, innovations and companies truly making a difference in the field. The new People's Choice Award will give the profession a direct voice.

ANOTHER NOW UNMISSABLE FEATURE IS THE JDL TV STUDIOS

As the only audiovisual trade media platform dedicated to our industry, JDL TV will welcome business leaders, industrial companies, SMEs, manufacturers, transport specialists, rental companies and field experts for three days of interviews, debates, reports and discussions focused on the markets of tomorrow.

Hosted by Marion Savoy, discussions promise to be lively, passionate… and sometimes refreshingly direct. At a time when companies are increasingly looking for concrete business opportunities, JDL EXPO remains faithful to its philosophy while expanding its vision to support the major projects markets of the future: an accessible, human and dynamic exhibition where everything is designed to encourage meetings, partnerships and business development in a professional… yet never cold atmosphere.

Because in the end, JDL is not simply an exhibition.

It is about markets.
Opportunities.
Reconnections.
And above all… one great professional family.

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NEWS!

FOGMAKER GROWS IN US

Fogmaker International AB has taken a decisive step in its global growth strategy with the launch of Fogmaker USA Inc., strengthening its presence in North America and bringing the company closer to one of its most important markets.

Until now, Fogmaker has operated across the United States and wider North American region through a well established partner network. While that network remains a key part of its commercial approach, the creation of a dedicated US subsidiary marks a shift towards a more direct market presence, enabling closer engagement with customers and faster response times.

The new entity will serve as a bridge between the US market and Fogmaker's headquarters in Sweden, particularly in areas such as manufacturing, research and development, and technical support. By establishing local operations, the company aims to enhance service levels while maintaining the engineering standards and innovation that define its product offering.

Fogmaker USA will focus on meeting increasing demand for advanced fire suppression systems across a wide range of industries. The company's solutions are designed to protect both operators and equipment in high risk environments, where fire incidents can have severe safety and financial consequences. Reducing downtime and limiting damage remains central to its value proposition.

Sustainability is also a core consideration. Fogmaker's fire suppression liquid, Eco 1, is fully PFAS free and has achieved GreenScreen certification at silver level, aligning with growing industry expectations around environmentally responsible technologies. As regulations tighten and customers place greater emphasis on environmental performance, such credentials are becoming increasingly important in procurement decisions.

Fogmaker's systems are among the most widely certified in the industry and can be adapted to suit a broad range of applications. The company is active across eight different business segments, giving it the flexibility to serve diverse sectors within the US market, from construction and mining to transport and material handling.

Lars Alrutz, CEO of Fogmaker International AB, describes the move as a significant milestone in the company's long term vision. *"We are thrilled about this new subsidiary and the opportunities it represents. It will allow us to better serve our valued customers in the USA. It is a significant step towards achieving our vision of creating safer environments globally,"* he says.

Mikko Vuojolainen, general manager of Fogmaker USA Inc., highlights the operational benefits of a local presence. *"I am very enthusiastic about this opportunity and look forward to building a strong presence for this world class product in the American market, serving the market with short lead times and improved customer service,"* he adds.

The launch of Fogmaker USA reflects a broader trend within the industry, where manufacturers are investing in regional operations to strengthen customer relationships and improve responsiveness. For Fogmaker, it represents not only geographic expansion, but also a commitment to delivering safety driven solutions more efficiently and effectively at a local level.

REACHING OUT TO THE MIDDLE EAST

Dr Ross Moloney, CEO of LEEA (Lifting Equipment Engineers Association) offers members and end users LEEA's support throughout the Middle East crisis.

Mindful of the economic impact our members are facing, LEEA is constantly monitoring the situation in the Middle East and will be ramping up its activity to reassure our members, particularly those in the Middle East, that we are thinking of them and will offer support in any way we can.

Against the scale of human suffering and economic damage occasioned by the current conflict in the Gulf, the tribulations faced by lifting equipment engineers may not rank high but they are real, nonetheless. We think of our many members, and their families as they maintain the cycle of inspection, assessment and maintenance in such difficult circumstances. The Strait of Hormuz currently moves between being open and closed. Even if and when there is a durable ceasefire, it will be a while before normal service resumes. It is suggested that reconstruction of damaged refineries, terminals, port installations and other infrastructure will take several years and of course much of the repair will depend on the availability of lifting equipment. The effects of the conflict are of course being felt worldwide, as the interruption to shipping drives up the price of fuels and other raw materials. There are reports that in China, the costs of importing materials has risen by 30% and even though they are not impacted in terms of oil imports.

If disruption continues then the critical point is expected to arrive around July this year, but even if peace breaks out, price increases are only beginning to work through the many complex and extended supply chains on which we depend.

Lifting equipment is a tight, small margin sector. Much of the lifting equipment that keeps economies moving uses materials that are energy-intensive in manufacture – electro-arc smelting and subsequent heat-treating of steels, annealing of copper wire for motors. Some are made directly from petrochemical products – the polyesters that go into straps, ropes, slings, webbing and personal safety equipment for example are a particular concern.

Polyethylene, the principal polymer concerned, is created from feedstocks such as Naptha and ultimately from petroleum or natural gas, in a high temperature process. It has to be remelted to create filaments before these are spun into yarn, and woven into a textile – steps which may occur in different countries or even continents, with the increased cost of shipping to be factored in.

Polyethylene comes in many different grades for uses ranging from clothing to food packaging, and manufacturers of the specialised engineering polymers that our equipment uses may be in competition for feedstocks and raw materials with other sectors. Additionally, large users of these materials may outbid smaller, more 'niche' users – it is far from unknown for diversion of consignments while they are on the high seas. All of this implies price increases and the possibility of availability issues. Similar stories can be told about many of the products and materials used in our sector.

This has insidious implications for our clients, the end-users of lifting equipment. Faced with generalised cost increases, lower margins and possibly depressed levels of business, firms will seek to control costs where they can. There may be considerable temptation to accept or specify goods of a lower specification, a less well-assured quality or even a more dubious provenance.

End users may also be tempted to economise in another direction: improving cash-flow by allowing 'slippage' in assessment and inspection cycles. Enevitably, this is going to put pressure on our members as individuals and companies. This may manifest as a squeeze on margins and a reluctance, or even refusal, to accept price increases on goods and materials. Or it may be that end users start applying pressure on existing partners or seek new contractors, who are willing to be complicit in a lowering of standards or other 'economies' that are just the right side of legal. LEEA's message to end users is to please be mindful of the pressures our members are under, because they are having to buy materials at a significantly higher price. We would advise avoiding the potential consequences of opting for lowest cost by working alongside our members as partners to gain long term advantage, rather than penalise them for short term gain. Producing compliant, trusted, long term solutions is valuable – and with that value comes a fair price.

Most LEEA members are SMEs and family owned businesses that have nurtured lifelong trading relationships. Above all they uphold the gold standard that underpins the LEEA logo. Price reflects their quality, their processes, their people and their paperwork. This is not only about value but it's about reliability, best practice and, crucially, safety.

We need to remember that if something appears too cheap to be true, it usually is, and abandoning well developed trading relationships with high quality manufacturing partners is a false economy. So, during a time of short supply and high prices, we urge caution when it comes to leaving behind well-developed trading relationships. Your high quality manufacturing partners are under pressure – stick with them and they will stand by you. Quality must always be valued over short-term expediency.

LEEA's message to any members finding themselves in a difficult position, please talk to us. We can help in terms of such things as training and in offering technical advice. Possibly the most influential thing we can do as an Association is to facilitate discussion of the issues, anonymised as necessary, sharing member experience of the problems and solutions or remedies.

LEEA is an association dedicated to supporting our members and a trade body to support end users in the market place. We hope that a cessation of the conflict comes soon and that our innovative and agile LEEA members will play their part in contributing to the Lifting Industry's vital role in keeping the global economy moving.

MAMMOET WINS BECCS STOCKHOLM HEAVY LIFT CONTRACT

Mammoet has secured the heavy lifting contract from Saipem for the construction of the Beccs Stockholm carbon capture project in Sweden, marking another major step forward for large scale decarbonization infrastructure in Europe.The Beccs Stockholm facility, owned and operated by Stockholm Exergi, is expected to become one of Europe's first major carbon capture and removal plants. Once operational in 2028, the site will capture and permanently store 800,000 tonnes of biogenic CO annually from Stockholm Exergi's combined heat and power plant. The project is supported by the European Innovation Fund and the Swedish government.Under the contract, Mammoet will perform the lifting of approximately 23 components weighing between 50t and 280t, alongside two major units weighing around 1,500t each. The stripper and absorber units will be installed using Mammoet's PTC 140 DS, one of the world's largest land based ring cranes.The 3,200t class crane, capable of lifting up to 5,000t, will work in combination with a 1,250t crawler crane to upend the massive components from a horizontal position delivered by barge before final installation. Additional crawler cranes ranging from 300t to 800t capacity will support assembly operations and secondary lifts on site.According to Pieter van der Weele, Senior Project Manager at Mammoet, strict scheduling will be critical to the project's success. The company has only four weeks to assemble the 150m tall PTC crane, followed by a four week installation window and a six week dismantling period to release the construction area for the next phase of plant development. The PTC 140 DS is scheduled to arrive in Stockholm in April 2027, where its assembly near the city centre is expected to become a major visual milestone for the landmark carbon capture project.

LIEBHERR CRANE ADDED TO CRAZY HORSE PROJECT

An additional Liebherr 1000 EC-H tower crane is set to support ongoing construction at the Crazy Horse Memorial, enhancing lifting capacity on one of the world's most ambitious sculptural projects.
The crane will be supplied by Morrow Equipment, continuing a long-standing collaboration with Liebherr and the project team. Selected during CONEXPO-CON/AGG 2026, the new unit will strengthen operations on the challenging terrain of South Dakota's Black Hills.
Carved into Thunderhead Mountain, the Crazy Horse Memorial is designed to reach 172 metres in height and 195 metres in width. The project, led by the Crazy Horse Memorial Foundation, aims to honour Native American heritage while creating one of the largest mountain sculptures in the world.
The additional 1000 EC-H crane will support lifting operations in higher sections of the monument, where precision and stability are critical. With a maximum lifting capacity of 50 tonnes and a reach of up to 80 metres, the crane is well suited to demanding, high-altitude conditions.
"The Liebherr 1000 EC-H provides the performance and dependability we need for such a unique environment," **a project spokesperson said.** *"Its stability and precision are essential to our daily operations on the mountain."*
The new addition ensures continued efficiency and safe handling of materials as construction progresses on this decades-long landmark project.

BUCHANAN EARNS INDUSTRY HONOURS

Buchanan Hauling & Rigging has received two major industry awards from the Specialized Carriers & Rigging Association and the Specialized Carriers & Rigging Foundation as the company celebrates 30 years in business.
The company secured the SC&RA Job of the Year Award in the loads under 290,000 lbs category, recognising excellence in safety, planning, innovation and execution on a complex transport operation.
In addition, Buchanan received the SC&RF Workforce Ambassador Award in the large company workplace category for its commitment to workforce development and supporting the future of the specialised transport and rigging sector.
The awards highlight the company's ability to manage technically demanding heavy haul projects while continuing to invest in employee development and industry growth initiatives.
Company representatives said the recognition reflects the dedication of the workforce and its focus on maintaining high safety standards and operational quality across all projects.
Over the past three decades, Buchanan Hauling & Rigging has built a strong reputation in the heavy transport sector through specialised hauling and rigging services across a wide range of industries.
The latest honours reinforce the company's standing within the North American heavy haul market and underline the importance of both operational performance and long term workforce investment in the specialised transport industry.

AI LOW RISK AMID WORKFORCE SHORTAGE

The heavy lifting sector is entering a period of strong expansion, but workforce challenges are emerging as a critical constraint. The market is forecast to reach $44.6 billion by 2034, driven by steady annual growth of 5.8 percent, according to Boston Consulting Group.
Despite increasing digitalisation, the impact of artificial intelligence on employment remains limited. Research from McKinsey Global Institute indicates that fewer than 5 percent of roles in physically demanding and complex environments, such as heavy lifting, are at risk of full automation. Instead, AI is expected to support operations, particularly in planning and design, rather than replace core field activities.
At the same time, the sector faces a significant demographic shift. By 2031, approximately 41 percent of the current workforce will need to be replaced due to retirements. This comes as demand for specialised skills continues to rise across infrastructure, offshore wind and mining projects.
The contrast is clear: while AI poses minimal threat to jobs, the real challenge lies in finding enough qualified workers to sustain growth. Companies must therefore accelerate recruitment and training efforts to bridge the widening gap between supply and demand.
As the industry evolves, human expertise will remain central, with technology acting as an enabler rather than a substitute. The ability to attract and develop talent will ultimately determine whether the sector can fully capitalise on its projected growth trajectory.

BOSS & BME BUILD ARLINGTON RACE CIRCUIT

Bennett On-Site Services and Bennett Motor Express have completed a complex infrastructure build for the inaugural Java House Grand Prix of Arlington in Texas. Working across downtown Arlington, crews transformed a 2.73-mile route into a race-ready circuit linking areas around AT&T Stadium and Globe Life Field. The scope included installing pedestrian bridges, grandstands, pit lane suites and key spectator areas across the 14-turn track. One of the most critical lifts involved positioning the Horseshoe Club seating structure over Turn 7. Using a Grove GMK7550 and a Grove GMK6300L in tandem, crews lifted the 202,000-pound structure with precision despite challenging wind conditions. While crane operations progressed during the day, BME teams worked overnight to transport and install more than 2,800 concrete barriers and over 200 fencing racks. Dedicated logistics coordination ensured smooth execution while minimising disruption to the city. *"The infrastructure behind a street race of this calibre requires partners who can operate at the highest level,"* **said Jonathan Bailey of Penske Entertainment**. Following the event, both teams returned to dismantle the temporary structures and restore the city.

PRECISION TOWER CRANE DISMANTLING IN LONDON

A complex high-rise dismantling project in London, carried out by King Lifting, highlights the precision and planning required for crane operations in dense urban environments.

A Jost JTL 168.8 luffing jib tower crane, positioned 113 metres above ground near Canary Wharf, was safely dismantled using a carefully engineered lifting strategy. The constrained site, surrounded by high-rise buildings and busy transport routes, required meticulous preparation and coordination.

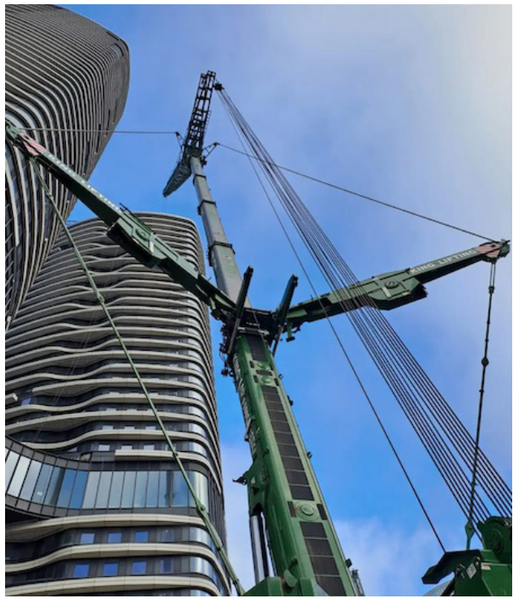
Detailed CAD modelling played a central role in planning, allowing engineers to determine optimal crane positioning, lift sequencing and clearance requirements. The primary lifting was carried out using a Liebherr LTM 1650-8.1 with an 80.5-metre luffing jib, supported by an Liebherr LTM 1090-4.2 for auxiliary operations.

Given the limited footprint, bespoke solutions were required, including specially designed outrigger mats to manage ground conditions and hybrid assembly methods to safely build and dismantle the crane components.

Urban constraints added further complexity, with every lift carefully choreographed to avoid nearby structures, overhead lines and street-level activity. Systems such as the Y-Guy were closely managed to ensure safe clearance throughout the operation.

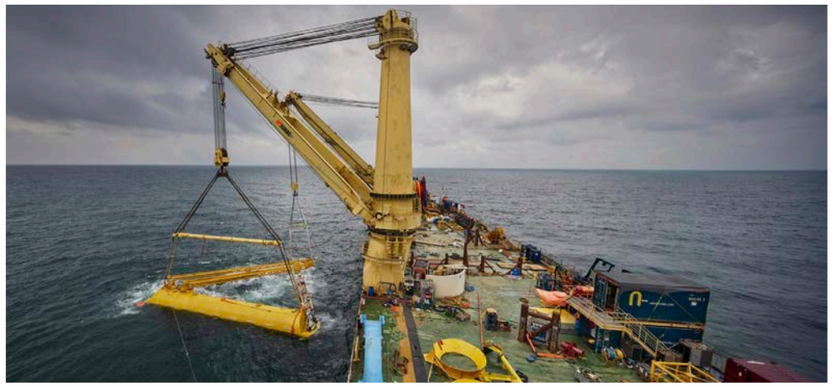
Despite challenges including weather and evolving site conditions, the project was completed on schedule.

"A key factor in the success of this project was the close collaboration between all teams involved," **said Adam Catchpole.** *"Clear communication and precise coordination ensured that each phase was carried out safely and efficiently."*



COREMARINE AND JUMBO WIN FLNG PROJECT

CoreMarine and Jumbo Offshore will deliver a major contract covering the transport and installation of mooring systems and floating LNG units in Argentina. Awarded by Southern Energy S.A. (SESA), the project involves the installation of soft-yoke (SSY) mooring systems and the hook-up of the Hilli Episeyo and MKII FLNG vessels in the Golfo San Matías. The wider development is backed by a consortium including YPF, Pan American Energy, Pampa Energía, Harbour Energy and Golar LNG. The companies will deliver the project through an integrated model covering engineering, transport, offshore installation and hook-up. Jumbo Offshore will handle transport and installation of the SSY systems, while CoreMarine will execute diving, construction and final hook-up activities. The offshore campaign will include complex simultaneous operations such as heavy lifting, piling, riser installation and saturation diving, supported by multiple vessels and specialist assets. *"Projects like this are at the top end of offshore construction complexity,"* **said Ben Fitzgerald, CEO of CoreMarine.** *"Our objective is not just to deliver two FLNG installations, but to support long-term capability in the region."* **Brian Boutkan, Commercial Director at Jumbo Offshore, added:** *"This award reflects the strength of our collaboration, combining transport and installation expertise with offshore engineering capabilities."* Installation of the Hilli Episeyo is scheduled for 2027, followed by the MKII FLNG in 2028, representing the first use of SSY technology in Argentine waters and a significant milestone for the country's offshore energy sector.



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