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#May 2025

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MARINETRANS WINS FLNG LOGISTICS CONTRACT

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TEESPORT'S OFFSHORE WIND FUTURE

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14th edition

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LINER SHIPPING: A TRILLION-DOLLAR ENGINE POWERING THE U.S. ECONOMY

The economic backbone of global trade logistics has long operated out of sight and out of mind for most consumers. Yet behind nearly every imported product and industrial supply lies a quietly monumental force: the Liner Shipping Industry. A recent report by S&P Global Market Intelligence, commissioned by the World Shipping Council and the Pacific Merchant Shipping Association, reveals just how fundamental this sector is to the functioning of the United States economy.

In 2023, liner shipping services transported more than $1.5 trillion in international trade to and from the United States. That figure represents approximately 30 percent of the country's total trade and an impressive 64 percent of its maritime trade. These services, which include regularly scheduled container and Roll-on/Roll-off (RoRo) vessels operating on fixed global routes, are responsible for moving both consumer goods and essential components for American manufacturing and construction. According to the report, the industry's operations directly and indirectly supported over 6.4 million U.S. jobs and contributed more than $1.1 trillion to the national gross domestic product.

The efficiency and predictability of liner shipping services have transformed international trade since their post-war expansion in the 1950s. Much like a public transit system for cargo, liner ships operate on published schedules and established routes, calling at ports around the world with high-frequency service. Today, more than 7,000 vessels provide these services, including container ships that move goods in standardized twenty-foot and forty-foot containers, and RoRo vessels that carry vehicles, construction equipment, and specialized cargo loaded on rolling trailers. This scale and structure create logistical and economic advantages. Containerized shipping allows for fast, secure, and cost-effective movement of goods across vast distances. In particular, high cargo utilization rates and economies of scale help reduce transportation costs and minimize emissions. Compared to other modes such as air or road transport, liner shipping produces substantially lower CO emissions per ton-mile, offering a more sustainable model for moving large volumes of goods.

The report from S&P Global identifies two primary sources through which the Liner Shipping Industry impacts the U.S. economy: port operations and the industrial use of imported inputs. First, port operations associated with liner shipping generate substantial direct and ripple effects. In 2023, the industry was responsible for 169,000 direct jobs at U.S. ports, encompassing cargo handling, warehousing, transportation, and support services. These jobs, in turn, generated $77.1 billion in revenues for port-related businesses. When taking into account the extended supply chain and consumer spending by those employed, the total impact of port operations reached 631,500 jobs and $117.3 billion in GDP. Moreover, these activities produced an estimated $27 billion in federal and state tax revenues.

The economic multiplier is striking. For every job directly linked to liner shipping at a port, another 2.7 jobs are supported across the broader economy. Similarly, every dollar of GDP generated through port operations is associated with nearly $2.80 in total output when including indirect and induced effects. This underscores the critical role that ports—and by extension, liner shipping—play in sustaining local and national economies.
The second and even more substantial impact of the industry arises from its role in enabling U.S. businesses to operate efficiently through the import of intermediate goods. Out of the $1.1 trillion in imports carried by liner services in 2023, $490 billion—about 44 percent—consisted of raw materials, components, and supplies used by American manufacturers and service providers in their production processes. These imports, which accounted for approximately 1.5 percent of U.S. business operating costs, directly enabled $628 billion in economic output.

When the broader economic effects are factored in, the business use of imported inputs supported 5.8 million jobs, contributed $1 trillion to U.S. GDP, and generated over $235 billion in tax revenues. In practical terms, every $1 million

spent by U.S. companies on such imported inputs led to the creation of 11 jobs and $2.1 million in GDP. These figures illuminate the deep interconnection between global supply chains and domestic economic vitality.

Overall, the Liner Shipping Industry's combined contributions to the U.S. economy are vast. In total, the industry generated $2 trillion in sales activity, delivered $1.1 trillion in GDP, and supported $442.5 billion in wages paid to American workers. These impacts were realized through 6.4 million jobs and translated into $262.5 billion in federal and state tax revenue. The data also reflect the operational breadth of the sector: U.S. ports received over 18,400 vessel calls from liner ships, while the industry maintained 1,742 weekly scheduled services, ensuring continuity and efficiency in transoceanic trade. Importantly, these findings suggest that the Liner Shipping Industry is not merely a facilitator of trade but a major pillar of the U.S. economy in its own right. By enabling the steady flow of goods, inputs, and materials, it supports everything from consumer retail to advanced manufacturing and infrastructure development. At the same time, the sector provides stable, well-paying jobs across a wide range of skill levels, from dockworkers and logistics coordinators to maritime engineers and port administrators.

The S&P Global report also highlights how the industry serves as a model for scalable, low-carbon freight transport. As global supply chains face increasing pressure to decarbonize, liner shipping's relatively lower emissions profile offers an attractive alternative to more polluting transport modes. Continued investment in fuel-efficient vessels, port electrification, and digital supply chain optimization is likely to enhance this advantage in the years ahead.

As U.S. policymakers and industry stakeholders look toward a future shaped by supply chain resilience, climate targets, and international competitiveness, the evidence is clear: the Liner Shipping Industry is a strategic asset. Its role extends far beyond the waterfront, driving innovation, sustaining employment, and underpinning the economic engine of global trade. Recognizing and supporting this sector is not just good policy—it's essential for economic growth.

Source: S&P Global Market Intelligence, April 2025, "The Liner Shipping Industry Impact on the US Economy"

AAL SHIPPING CHARTS NEW COURSE WITH RECORD-BREAKING PORT CRANE TRANSPORT

In a milestone achievement for breakbulk logistics, AAL Shipping (AAL) has successfully transported three fully assembled Konecranes Gottwald ESP 10 mobile harbour cranes from the Netherlands to ports in Mexico and Chile. The over 220,000 freight ton operation was executed aboard the Super B-Class vessel AAL Hamburg, utilising an innovative open hatch sailing configuration – a first for this vessel type.

The mobile harbour cranes, among the largest in Konecranes' portfolio, were shipped in their fully assembled state. Each crane, weighing approximately 642 tonnes and towering at 58.2 metres tall, stretches 80.3 metres in length (including jib) and spans 15.5 metres in width, with a maximum lifting capacity of 125 tonnes. Designed to service Super-Post-Panamax vessels, the sheer scale of the cranes posed a significant logistical challenge.

Two cranes were loaded in Schiedam, and the third was lifted onboard in Westdorpe. The operation called for AAL Hamburg's own onboard heavy lift cranes, with the total cargo height during lifting operations peaking at an impressive 104 metres.

To meet the complex demands of this transport, AAL developed a custom tank top stowage and open hatch sailing plan – a solution made possible by the design capabilities of the Super B-Class vessel. The open hatch sailing mode allowed the vessel to maintain a reduced air draft, essential for navigating bridge clearances along the route via the North Atlantic and the Panama Canal.

"As project cargoes like port cranes continue to grow in size, they present unique challenges for shipping, particularly in terms of deck loading and clearance restrictions," **said Yahaya Sanusi, Deputy Head of Transport Engineering at AAL.** *"With the open hatch configuration, we reduced the total air draft by more than 16 metres, enabling a safe and efficient transit through the Panama Canal – an operation that wouldn't be possible with conventional configurations."*

Following the loading phase, the jibs of the cranes were lowered onto the deck into their resting positions in preparation for the 9,900 nautical mile voyage – a journey spanning over 18,000 kilometres. By sailing through the Panama Canal, the route was shortened by approximately 2,800 nautical miles, allowing for faster delivery.

Upon arrival, the cranes were offloaded using AAL Hamburg's own heavy lift cranes, which can be combined to handle up to 700 tonnes, concluding another standout performance for the newly launched Super B-Class fleet.

"With previous Super B-Class sailings, we've demonstrated the vessels' cargo intake capabilities and the efficiency of our ECO-DECK design," **added Sanusi.** *"This shipment adds a new dimension: open hatch sailing for outsized cargoes, saving time and money for our clients."*

Konecranes also praised the successful collaboration. **Ole Kornol, Head of Project Management, MHC at Konecranes, commented:** *"Planning and executing the sea passage of three of our largest mobile harbour cranes is always a major undertaking. AAL delivered an excellent solution by stowing the cranes on the tank top deck, significantly reducing air draft and enabling Panama Canal transit. This was vital for shortening the voyage and reducing risk. The cooperation with AAL was constructive, precise, and highly professional."*

MARINETRANS WINS FLNG LOGISTICS CONTRACT

Marinetrans has secured a major logistics contract from Black & Veatch to support the construction of two Floating Liquefied Natural Gas (FLNG) vessels, with operations spanning from 2025 to 2027.

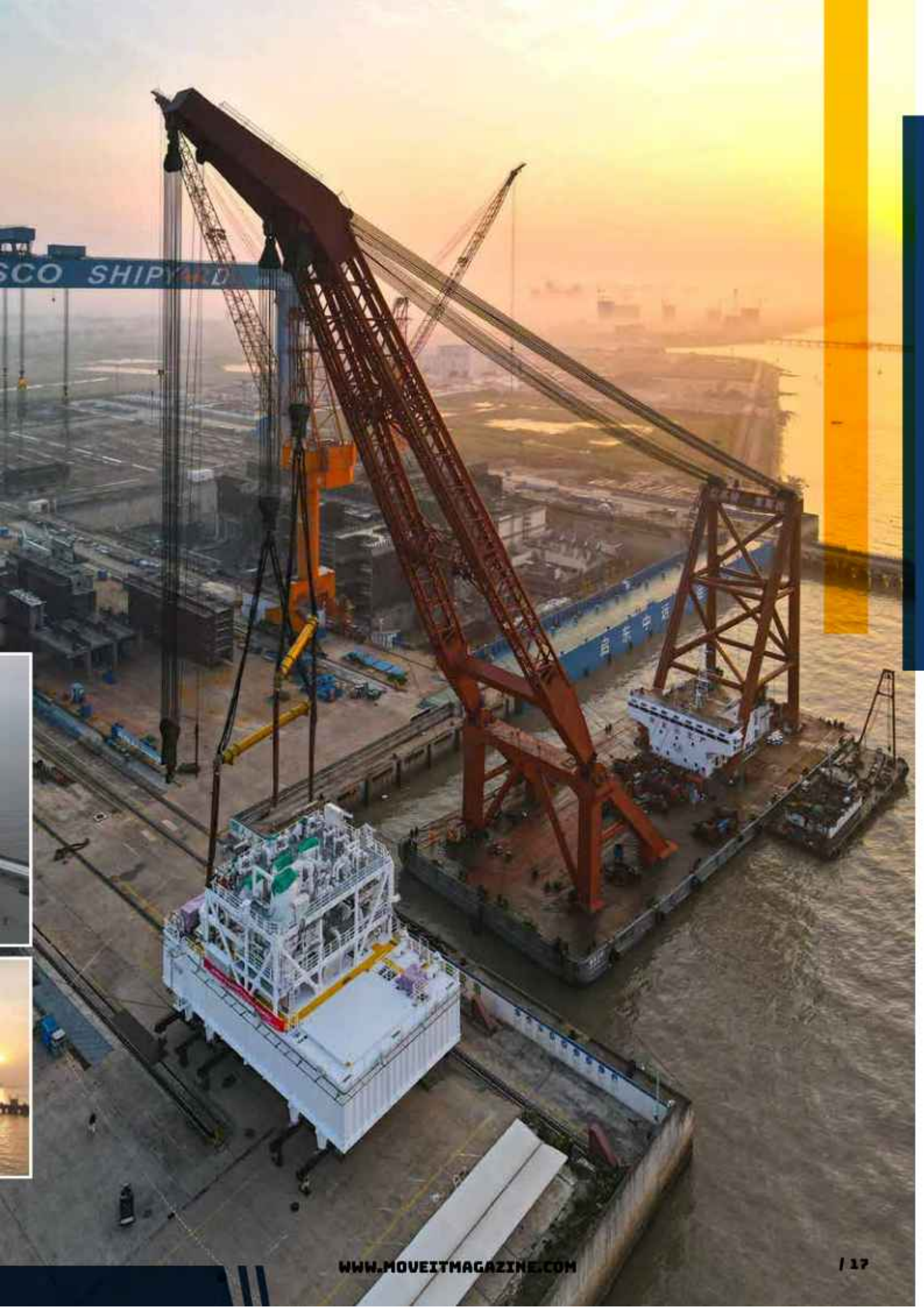
Tasked with managing the transport of critical components, heavy-lift cargo, global supply chain coordination, and on-site logistics, Marinetrans will play a pivotal role in ensuring the seamless execution of these complex offshore energy projects. The contract reinforces Marinetrans' reputation for handling high-stakes logistics in the maritime and energy sectors.

"Executing logistics for FLNG construction demands precision, real-time coordination, and industry-specific expertise," **said Reidar Evensen, Group Director, Projects & Offshore at Marinetrans.** *"Our track record in complex, heavy transport projects positions us strongly to deliver."*

Marinetrans' operations will involve synchronized shipments across multiple continents, addressing the intricate supply chain demands that come with large offshore constructions. The company's expansive global network and project management capabilities will be crucial in meeting tight delivery schedules and ensuring cargo integrity.

"The scale and complexity of these projects require dedicated resources and deep technical knowledge," **added Vidar Olsen, Project Manager at Marinetrans.** *"We are proud to bring our proven offshore logistics expertise to support Black & Veatch."*

Christina Chai, Supply Chain Director at Black & Veatch, noted, *"Partnering with a logistics specialist like Marinetrans strengthens our supply chain and underpins the success of these important FLNG initiatives."*


SCO SHIPYARD

FROM UK ROOTS TO GLOBAL LEADERSHIP: AN INTERVIEW WITH DON WILKINSON OF LGH

Move It Magazine recently sat down with Don Wilkinson, Group European Sales Director at LGH, to discuss the company's impressive journey from its roots in the UK to becoming one of the global leaders in lifting and rigging equipment rental. In this exclusive interview, Don shares insights into the company's mission, the challenges of expanding into new markets, and the future of lifting technology.

MOVE IT MAGAZINE: LGH (Lifting Gear Hire) has built a strong reputation over more than five decades. How would you describe the company's mission today compared to when it was founded in 1970?

DON WILKINSON: Our mission remains remarkably consistent with what it was back in 1970. LGH's purpose is to support customers across the globe with the safest and most reliable lifting and rigging gear. We achieve this through continuous investment in our people, our equipment, and our IT systems. Throughout our history, we have always competed on the quality of service. Across the entire Group, our goal is to meet — and ideally exceed — customer expectations. When we focus on delivering excellence, commercial success naturally follows.

MOVE IT MAGAZINE: When LGH expanded from the UK to the U.S., what were the biggest challenges you faced?

DON WILKINSON: Entering a new market is always a challenge, particularly when you're relatively unknown. Our success didn't happen overnight. It was the result of consistency and a relentless focus on delivering quality service. A strong leadership team, who fully embraced our values and mission, was key.
Initially, much of our U.S. growth came from shutdown work in coal power station maintenance. However, as the energy market shifted toward lower-maintenance, cleaner power plants, we had to be resourceful and diversify into new sectors and regions. What's important is that throughout our expansion, we maintained a tight focus on lifting gear rental — never diluting our expertise by branching into unrelated product lines. That's been critical to our success across both continents.

MOVE IT MAGAZINE: Following the success in North America, how has LGH's international presence evolved?

DON WILKINSON: Building on the U.S. success, we have expanded across Europe, opening branches in the Netherlands, Belgium, and Germany — with two more country expansions planned for this year. It's an exciting time of growth for LGH.

MOVE IT MAGAZINE: LGH serves a broad range of industries. Can you tell us more about the primary sectors you support and how your solutions vary between them?

DON WILKINSON: Absolutely. We serve industries such as construction, infrastructure, marine and offshore, pharmaceuticals, petrochemicals, nuclear, waste management, energy, and utilities. Each sector has its own unique demands, so we tailor our solutions accordingly. For example, offshore and marine projects often require specialized, high-capacity, corrosion-resistant equipment with strict certification standards like ATEX ratings.

MOVE IT MAGAZINE: In your experience, which sectors currently show the strongest demand for lifting and rigging rentals? Are you targeting any emerging markets?

DON WILKINSON: We often see across our many markets as one sector weakens, another one grows, this depends highly on government spending and capital investment. Additionally, we're seeing strong growth driven by sustainability initiatives and the digitization of infrastructure, which are opening up new opportunities.
There is growth in the renewables sector—especially offshore wind—as well as data center construction, where modular build approaches and tight lifting tolerances are critical. These emerging markets increasingly require lifting equipment, such as modular spreader beams and precision hoists, to safely manage heavy or awkward loads in confined spaces.
As part of our growth strategy, we're actively targeting sectors embracing sustainability and modularity, where renting aligns with project agility, capital efficiency, and ESG goals.

MOVE IT MAGAZINE: How do LGH's offerings differ between the UK and U.S. markets, especially regarding product range and customer expectations?

DON WILKINSON: Our core focus — being the best partner for quality lifting gear rentals — is consistent worldwide. Many of our equipment suppliers support us across all locations, and we align our IT systems and service standards globally.
Of course, market conditions differ: rental vs. buying habits, competitive landscapes, funding environments, and cultural expectations all vary by country. But the commitment to quality and service is universal.

MOVE IT MAGAZINE: Marine and offshore projects typically have very specific requirements. How does LGH adapt its rental fleet and services for this sector?

DON WILKINSON: Marine and offshore (M&O) work demands a lot. Environmental conditions, certification needs, capacity, and equipment volume must all be considered.
At LGH, we're one of the few rental providers capable of quickly mobilizing a large number of high-tonnage, quality air hoists - which is critical in the offshore sector.

MOVE IT MAGAZINE: What are some common rigging challenges contractors face in offshore or shipyard projects?

DON WILKINSON: The operating environments are extremely tough, and contractors often work under tight deadlines. They need partners who deliver reliably, safely, and without delay. At LGH, we understand that trust is critical.

MOVE IT MAGAZINE: Can you share a project where LGH's equipment made a real difference in the offshore or shipbuilding sector?

DON WILKINSON: A great example is an order for hand chain hoists that needed to be utilised for shutdown work on an offshore platform in the North Sea. The catch... the customer needed over 420 mobilised quickly! With the combined and well-executed efforts of the workshop, hire desk, sales, and asset teams, we achieved a remarkable feat of testing, certifying, and mobilising this huge quantity of chain blocks from Atherton, London, Essen, Ridderkerk, and Antwerpen, for delivery to Aberdeen before heading out to the customer. Due to our network across Europe, we were uniquely positioned to meet the requirements of the customer. No other lifting provider would be capable of achieving such a monumental task within the required timeframe.

We have also been involved in some impressive shipbuilding and ship repair work in docks across Europe. These often require high-tonnage or high volumes of air chain hoists and modular spreader beams, depending on the specific project.

MOVE IT MAGAZINE: Safety is crucial in lifting operations. How does LGH ensure the highest safety standards?

DON WILKINSON: Safety is at the heart of everything we do. Our fleet is meticulously maintained and tested to the highest standards to ensure immediate, safe use.Our motto is "LGH puts safety first" — and we back that up with internal audits, staff training, rigorous equipment testing and certification, and adherence to accreditations like FORS Silver, ISO 9001:2015, LEEA, SafeHire, Constructionline, and SafeContractor.

MOVE IT MAGAZINE: How does LGH manage equipment inspection, maintenance, and certification?

DON WILKINSON: We are relentless in our testing and maintenance protocols. Every piece of equipment is rigorously tested, inspected, and certified to ensure it's in top condition before rental. Service and maintenance are core activities that support our reputation for quality.

MOVE IT MAGAZINE: How have technological advancements, such as digital load monitoring impacted LGH's operations?

DON WILKINSON: We have long-term partnerships with leading manufacturers of load measuring equipment, including load cells, load links, and tension meters from Crosby

Straightpoint. Our close partnership ensures we have visibility of the latest technology, and we consistently invest in new and innovative equipment that benefits our customers. We view continuous innovation by our suppliers as a positive.

MOVE IT MAGAZINE: Are there any innovations currently underway that could benefit sectors like marine, construction, or energy?

DON WILKINSON: Yes, absolutely. We are working more closely than ever with our sister company, Rotrex Winches which has allowed us to expand our product and service offering to include winch hire, sales, testing, design, and maintenance. We have also recently expanded our lifting services by introducing in-house lifting plans and will soon be offering inspection as a service.

MOVE IT MAGAZINE: Any upcoming initiatives or developments LGH is particularly excited about?

DON WILKINSON: Yes, we're excited to announce that, as of May, we're bringing the Rotrex Winches brand back under the LGH name, reintroducing LGH Winches. This move aligns us under a globally recognised brand while maintaining our expertise in winching solutions. It also allows us to strengthen our position as a unified brand, creating growth opportunities as we expand across Europe. For our long-standing customers, this isn't just a rebrand—it's a homecoming. The LGH Winches name has a deep legacy, dating back to our acquisition of NIM Winches in 1993, and we've continued to deliver excellence under the Rotrex brand since 2007.

This transition brings several advantages: increased market presence, enhanced service offerings, and improved buying power, which ensures we stay competitively priced. It also streamlines operations and reinforces customer confidence in our consistent quality and service.

We're excited for this next chapter and the opportunities it will bring for our customers and partners.

HEAVY LIFT SUPPORTS FUEL UPGRADE

As part of a major upgrade to a sustainable fuel production unit, two oversized reactors each with complex dimensions and substantial weight were successfully transported from Malaysia to Thailand in a carefully orchestrated operation led by deugro Thailand, in close coordination with local teams from deugro Malaysia and deugro Singapore.

With a combined volume of 1,155 cubic meters, the reactors were among the heaviest and most dimensionally challenging pieces handled in the region. One reactor alone weighed 341 metric tons and measured 39.0 x 4.9 x 4.0 meters. The units were received at Port Klang, Malaysia, where they were loaded, stowed, and secured in just one day aboard the multi-purpose heavy lift vessel BBC Seine, following detailed method statements and securing calculations. The vessel, equipped with three onboard cranes—two rated at 250 metric tons and one at 80 metric tons—was sourced by deugro's in-house Chartering department. The heaviest component required tandem lifting using a specially arranged 400-metric-ton shackle, making it the heaviest cargo ever handled by deugro Thailand.

"Components of this size always require thorough analysis of every step in the handling process to ensure efficient execution and the highest safety standards," **said Mohd Syafiq Zainal Abidin, Senior Project Executive Operations at deugro Malaysia.** *"Our teams personally supervised each stage to ensure everything proceeded as planned."*

A key challenge was the port selection for discharge. Due to weight limitations at Laem Chabang Port in Thailand—and its only suitable terminal being fully booked—deugro arranged an alternative solution at the Port of Map Ta Phut. The decision was finalized just before the vessel departed Port Klang, successfully maintaining the project schedule and avoiding significant extra costs.

After traveling 950 nautical miles, both reactors arrived safely at the Port of Map Ta Phut, where they were delivered on time in line with the client's tight timeline.

"We can proudly say that deugro Thailand successfully handled its heaviest cargo component to date," **said Rajvinder Singh, Head of Sales Thailand and Project Director.** *"Thanks to the seamless cooperation between our client, partners, and our teams in Malaysia and Singapore, we delivered this critical cargo safely, efficiently, and on budget."*

CTS EXECUTES MASSIVE HEAVY LIFT

Founded over 25 years ago, CTS has grown into a leading specialist in exceptional transports, earning its reputation for quality service and a customer-first approach. With a commitment to excellence, the company has positioned itself as a key player in the lifting, handling, and industrial assembly sectors.

One of the latest milestones in CTS's impressive portfolio is the successful handling and RO-RO (Roll-On/Roll-Off) loading of two enormous STS Liebherr cranes, each weighing a massive 1,370 tonnes. This high-profile project was carried out on behalf of their valued customer, TM SRL, and is a testament to CTS's ability to manage complex, heavy-lift operations.

The project began with the meticulous handling of the cranes and their subsequent RO-RO loading onto the transport vessel. Once on board, the cranes were carefully transported to the TMT terminal in Trieste. Upon arrival, CTS's expert team facilitated the precise RO-RO unloading process, ensuring the cranes were safely positioned on the quay at the terminal.

The operation was made even more challenging by the constraints of the TMT terminal's landing quay. With limited space to maneuver such colossal machinery, CTS relied on Scheuerle 96 SPMT (Self-Propelled Modular Transporter) axles to safely and efficiently execute the load-out. This specialized equipment, combined with the expertise of the CTS team, ensured the cranes were delivered and positioned with the highest level of precision.

CTS continues to demonstrate its leadership in the field, consistently taking on projects that demand the utmost in skill, planning, and equipment. This successful project not only highlights the company's capabilities but also reinforces its role as a trusted partner in the heavy lifting and transport industry.

ITI ORDERS CHILE'S LARGEST HARBOR CRANE

Iquique Terminal Internacional S.A. (ITI) is raising the bar for container operations in Chile with the acquisition of the Konecranes Gottwald ESP.10—the largest mobile harbor crane in the Konecranes portfolio. Scheduled for delivery in April 2025, the state-of-the-art crane will enhance ITI's ability to handle the world's largest container vessels.

Super-post Panamax vessels present unique handling challenges due to their massive scale, carrying container stacks up to nine levels high and spanning 22 rows across. To meet these demands, ITI—a subsidiary of global logistics leader SAAM Terminals—selected the Konecranes ESP.10, a Generation 6 mobile harbor crane engineered for maximum reach and lifting power.

With a specially designed 10-meter tower extension, the ESP.10 raises the boom pivot point, allowing it to work seamlessly with nine-high container stacks. Its extended working radius enables it to handle fully loaded containers in the outermost rows, delivering the precision required for today's high-capacity vessels.

Operator Visibility and Efficiency Enhanced

At a height of 43 meters, the crane's tower cab offers a commanding, unobstructed view of the working area—greatly improving safety and operational accuracy. To streamline access to this elevated control position, ITI has opted for a spacious elevator solution that can accommodate up to three people.

"This Generation 6 Konecranes Gottwald mobile harbor crane will be an excellent addition to our existing Konecranes fleet," **said Rodrigo Pommiez Aravena, General**

Manager of ITI. *"We are very happy with the technology and look forward to boosting our operational capabilities so we can effectively serve super-post Panamax vessels."*
In addition to its physical capabilities, the ESP.10 is outfitted with the latest handling tools: two telescopic twin-lift spreaders, rotating spreader control, and motor grabs for bulk handling. Operational performance and maintenance planning are enhanced by the Konecranes TRUCONNECT Expert Module, which provides real-time data visualized through the YourKonecranes web portal.

A Strategic Choice Inspired by Regional Success

The decision to invest in the ESP.10 was influenced by successful crane operations at Super Terminais in Manaus, Brazil. *"ITI saw our ESP.10 cranes in action and were very impressed with the performance,"* **said Alfredo Canibano Ramos, Regional Sales Manager at Konecranes.** *"It's rewarding for us to expand our footprint in Chile with our largest container-handling crane—one that will also be the largest mobile harbor crane in the country."*

MAMMOET SUPPORTS FIRST LARGE-SCALE CCU PLANT

Mammoet is playing a pivotal role in the decarbonization of the cement industry by providing safe and efficient solutions for the construction of the first large-scale Carbon Capture and Utilization (CCU) plant at the Lengfurt site of Heidelberg Materials, one of the world's largest manufacturers of building materials.

Mammoet was called upon by Linde Engineering to develop a lifting and installation concept for several large components crucial to the plant's construction. The confined space and multiple contractors on site required precise coordination of workflows, interfaces, and construction schedules.

To facilitate this, Mammoet conducted a comprehensive feasibility study a year before the project's execution. This study evaluated various solution options, enabling the team to develop a strategy that would ensure safe and timely installation.

3D ENGINEERING DRIVES SAFE AND EFFICIENT OPERATIONS

Mammoet's expertise in 3D engineering proved invaluable. Using its proprietary Move3D platform, Mammoet's team created a detailed 3D model of the existing cement plant. This model allowed them to visualize complex processes, space requirements, and potential obstacles within the tight construction site.

The use of 3D technology not only streamlined the planning phase but also enabled all stakeholders to gain a clear understanding of the planned movements, making it easier to coordinate efforts and avoid conflicts during installation.

The team decided that a 750t crawler crane would be the most efficient and flexible solution for lifting and installing the large components. With 3D planning, they were able to minimize the crane's track size, reducing the impact of the lifting operations on the site's limited space.

Mammoet's detailed plan covered every aspect of the project—from the delivery of large components to crane setup and heavy lifts. Early involvement allowed Mammoet to recommend layout adjustments that would accommodate installation re-

quirements and integrate space planning into the overall construction logistics. These adaptations ultimately led to a smoother, safer execution that saved both time and costs for the customer.

SUCCESSFUL HEAVY LIFTS WITH FLEXIBLE CRAWLER CRANE

One of the most challenging and complex lifts was the installation of the 100t absorber column. The column was first positioned in a pre-dressing area using a tandem lift before being swung almost 180 degrees and moved about 20 meters to its final installation position. The column, which measured 55 meters in length, had to be carefully guided behind a building, requiring precise maneuvering before it could be bolted onto the foundation in the steel structure.

Following this, Mammoet's team installed other key components, including the 67t stripper column, four tanks weighing 72t each, and a 178t heat exchanger. The flexibility of the crawler crane proved essential, allowing it to safely handle a range of components of varying sizes and weights, all while minimizing the need for intermediate transport across the construction site.

A key adjustment was made to the crane's configuration just before the project began, allowing for pre-installation and parallel construction of the steel structure. This change led to further time savings and increased overall efficiency.

The success of the project can be attributed to several factors, including Mammoet's early involvement, 3D engineering capabilities, on-site engineering oversight, and close collaboration with the project team. The solution-oriented and trust-based approach between Mammoet, Heidelberg Materials, and Linde Engineering made for a highly successful, smooth operation, delivering the CCU plant on time and within budget.

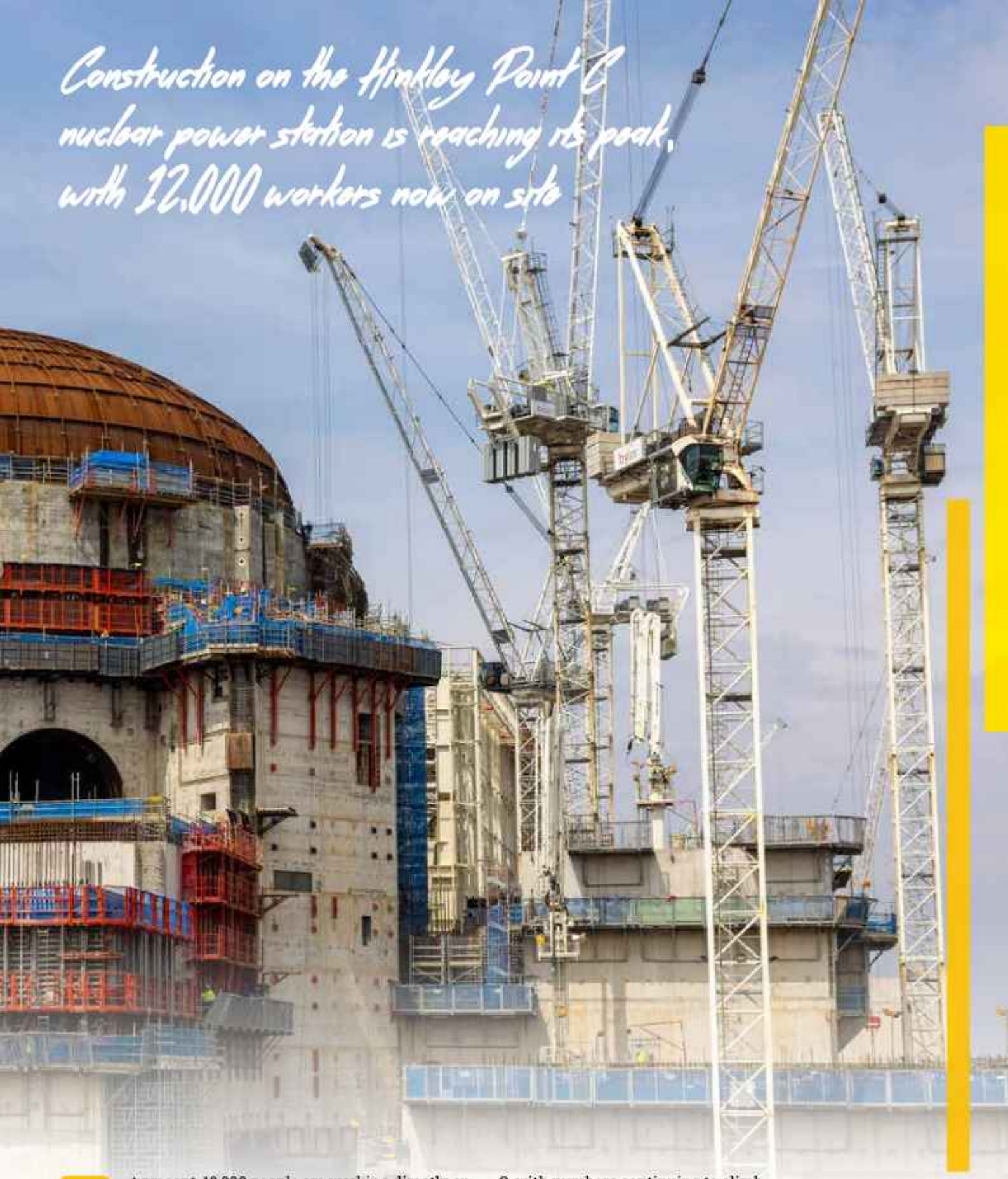
CAP2U: A STEP TOWARDS SUSTAINABLE CEMENT PRODUCTION

The Carbon Capture and Utilization (CCU) plant is part of a joint venture under the name 'Capture-to-Use' (Cap2U), established by Heidelberg Materials and Linde Engineering. The plant, which is being built at the Lengfurt cement plant, will capture and liquefy carbon dioxide to help the cement industry reduce its carbon footprint and contribute to sustainable building materials production.

The successful collaboration and innovative approach displayed in the CCU plant project highlight Mammoet's role in supporting the decarbonization efforts of the cement industry. Through their safe, efficient, and flexible lifting solutions, Mammoet continues to help industries transition towards a more sustainable future.

HINKLEY POINT C DRIVES SKILLS, JOBS, AND GROWTH ACROSS BRITAIN

As the construction of Hinkley Point C—the UK's first new nuclear power station in a generation—reaches a critical peak, its 2025 Socio-Economic Report reveals a transformative national and regional impact. This large-scale infrastructure project is not only powering Britain's clean energy future but is also generating widespread economic benefits, creating jobs, and equipping thousands with vital skills.



Construction on the Hinkley Point C nuclear power station is reaching its peak, with 12,000 workers now on site

At present, 18,000 people are working directly on the project across the UK, with around 12,000 on-site in Somerset and another 3,000 expected to join within the next year. An additional 8,000 people are supporting the build through the wider supply chain, spanning locations including Bristol, Somerset, Wales, and other regions nationwide. In total, over 26,000 workers are now helping deliver Hinkley Point C, with numbers continuing to climb.

The strength of this British supply chain—comprising more than 4,000 businesses—has positioned the UK to capitalise on future nuclear and infrastructure opportunities. Many of these companies are now well-placed to contribute to Sizewell C and upcoming small modular reactor (SMR) projects.

LEDWOOD, BASED IN PEMBROKE DOCK IN WEST WALES, HAS EXPANDED AS A RESULT OF ITS CONTRACTS AT HINKLEY POINT C

LEWIS HAMILTON FROM EXENTEC HARGREAVES IN BURY SAYS HE'S "PROUD" TO BE CONTRIBUTING TOWARDS THE BUILDING OF HINKLEY POINT C

The report highlights how several businesses have grown their workforce and capabilities through their involvement in Hinkley Point C, paving the way for further contracts and long-term resilience.

Beyond business, the project's legacy is equally visible in the South West's workforce. More than 14,000 people have received training in the project's Centres of Excellence, gaining new qualifications that enhance their career prospects. This training drive includes 1,500 apprentices to date—70% of whom are from the South West. Additionally, 35% of the workforce comes from the UK's most deprived areas, underlining the project's reach in fostering inclusive growth.

The region is now emerging as a hub for nuclear and engineering expertise. Bristol alone boasts around 3,500 nuclear-related jobs, with a new nuclear centre due to open later this year at Aztec West. Bridgwater, the town closest to the project, is experiencing productivity levels 10% higher than its neighbours, while the number of medium-sized companies in the area has grown at a rate ten times higher than the South West average.

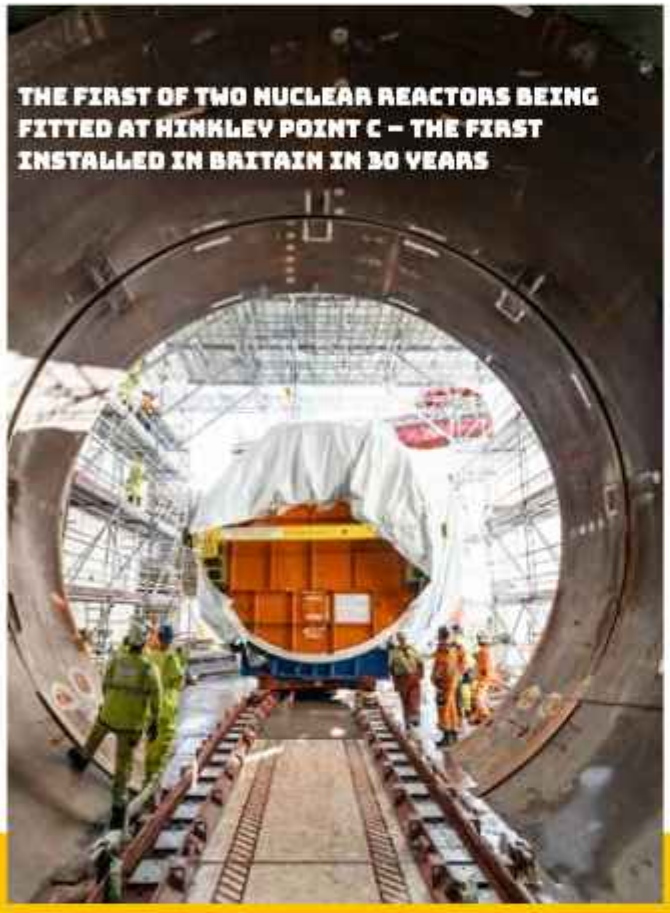
19-YEAR-OLD LETTY SMITH SAYS SHE IS "PRETTY MUCH GUARANTEED" A JOB AFTER HER HINKLEY POINT C APPRENTICESHIP

TURNBULL IN NAILSEA HAS GONE FROM 8 EMPLOYEES TO 230 - THANKS TO ITS CONTRACTS WITH HINKLEY POINT C

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

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

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



THE FIRST OF TWO NUCLEAR REACTORS BEING FITTED AT HINKLEY POINT C – THE FIRST INSTALLED IN BRITAIN IN 30 YEARS

ENGINEERING FIRM BERRY AND ESCOTT IN BRIDGWATER HA...

KEY FIGURES

THE HINKLEY POINT C 2025 SOCIO-ECONOMIC REPORT SHOWS:

- 26,000 workers across Britain are now helping to build the new power station as it hits peak construction, with numbers expected to rise
- Over 14,000 people have already been trained in the project's new Centres of Excellence, giving them new skills and better jobs
- 35% of the workforce are from Britain's most deprived areas
- 1,500 apprentices trained so far with 70% from the South West
- British supply chain of over 4,000 businesses is ready to support the next new nuclear project at Sizewell C and future SMR projects
- £5.3bn spent with South West suppliers, driving growth in the region
- £17m of grants have been awarded to local community projects

COMETTO'S BLADEMAX1000 MAKES A SOARING DEBUT IN GERMANY

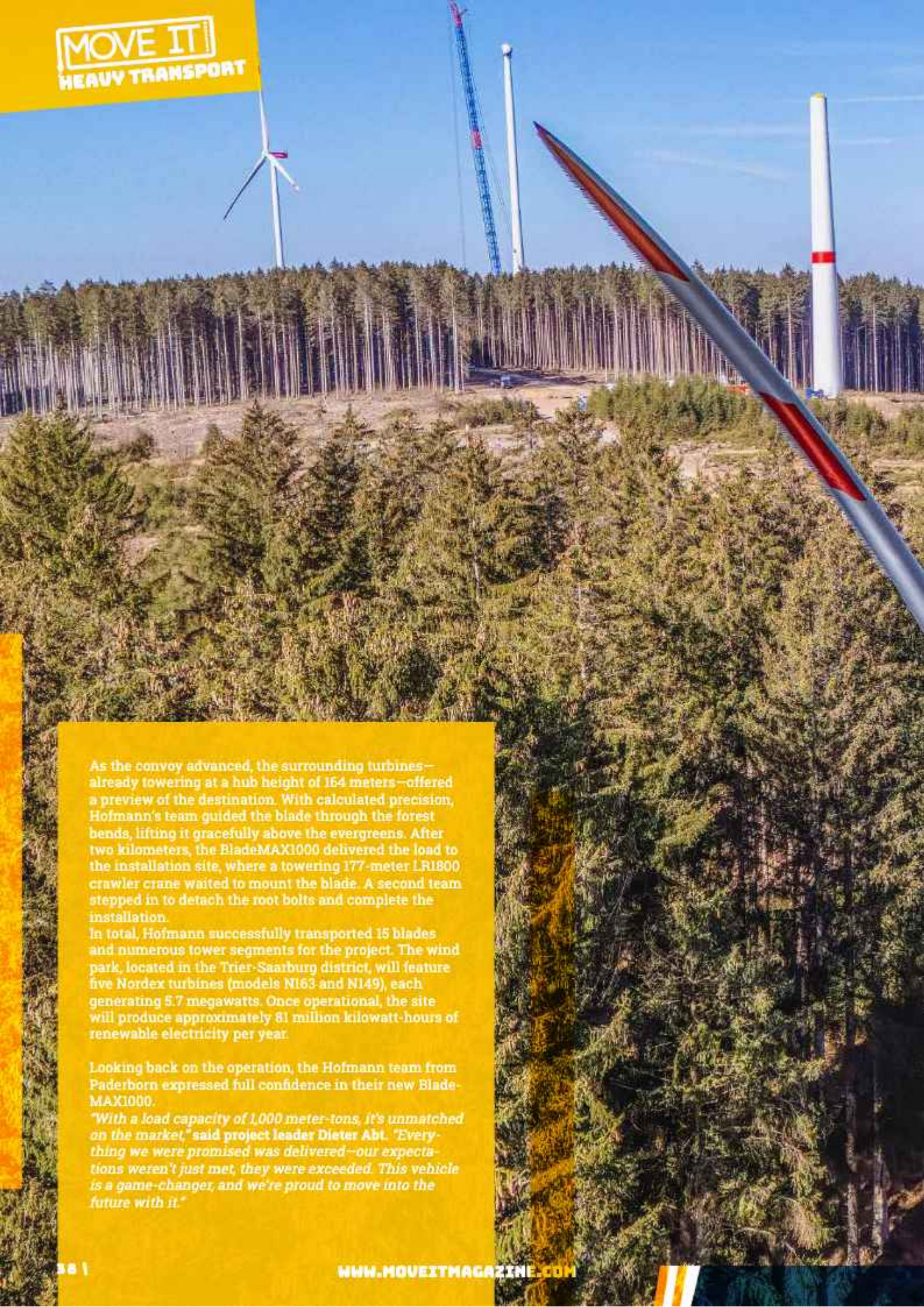
Transporting XXL wind turbine blades is no ordinary feat it demands raw power, surgical precision, and engineering. In the densely forested region of Rhineland-Palatinate, Germany, narrow rural roads and sharp bends added extra layers of complexity to a recent wind energy project. But it was here, amid the woods near the village of Zerf, that Cometto's BladeMAX1000 blade lifter made its impressive debut.

At the heart of the operation stood Hofmann, a seasoned heavy transport specialist. Their challenge: to deliver massive 81-meter-long wind turbine blades through a labyrinth of forest paths to the new "Zerfer Schneeberg" wind park. Between sawmill halls and stacks of timber, the blades awaited their journey to the installation site. With skies clear and blue, the 12-axle Cometto MSPE self-propelled combination was ready. The BladeMAX1000 was mounted and primed for action.

"All systems go," confirmed the team, as operator Sven Wolter activated the SPMT unit. As the convoy joined the B407 federal road, the BladeMAX1000 lifted the colossal blade high above the treetops, creating a surreal scene that left residents and motorists reaching for their phones to capture the moment. Navigating the winding paths and sudden inclines of the forest road tested both the equipment and the crew. But it was precisely here that Cometto's patented Stability Control System (SCS) demonstrated its full potential. The SCS automatically distributed balance across all four support groups and 48 electronically steered wheels, delivering unmatched stability and eliminating blade oscillation—even at a 60-degree tilt into the wind.

"Thanks to the SCS, the operator can concentrate fully on maneuvering, while the system handles the balance," **said Joachim Kolb, Cometto Sales Manager.** *"No comparable vehicle offers this level of control."*


HOFMANN
HOFMANN
HOFMANN
COMETTO



As the convoy advanced, the surrounding turbines—already towering at a hub height of 164 meters—offered a preview of the destination. With calculated precision, Hofmann's team guided the blade through the forest bends, lifting it gracefully above the evergreens. After two kilometers, the BladeMAX1000 delivered the load to the installation site, where a towering 177-meter LR1800 crawler crane waited to mount the blade. A second team stepped in to detach the root bolts and complete the installation.

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

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

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

EDWARDS MOVI MASTERS MULT TRANSPORT OF 476,700-POUN TRANSFORMER

Transporting a 476,700-pound transformer over more than a hundred miles across snow-covered terrain, steep gradients, and multiple transfer points is a challenge only a few can meet. Edwards Moving & Rigging, the Kentucky-based heavy-haul and rigging specialist, once again demonstrated why they are among the elite in the industry by executing a complex turnkey multimodal transport that combined precision engineering, specialized equipment, and seamless logistics.

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FROM ROAD TO RAIL: A TRUE END-TO-END SOLUTION

The project began in New York with a transformer measuring 306 feet in length, 16 feet 6 inches in width, and 16 feet 10 inches in height. The total Gross Vehicle Weight tipped the scale at 929,306 pounds—an immense load that demanded not only physical power, but logistical finesse.

Prior to the move, Edwards worked with bridge engineering firms to ensure infrastructure could support the massive load. Their planning paid off when the team encountered snow-covered roads and challenging hilly terrain during a night-time overland leg. The company's skilled operators, paired with a highly adaptable Aspen Custom Trailer, played a pivotal role. The trailer's expandable axle system allowed it to widen to 20'6" for optimal weight distribution across a critical bridge and then contract to 14'6" to pass beneath overhead obstacles—demonstrating the kind of foresight and adaptability that defines success in this sector.

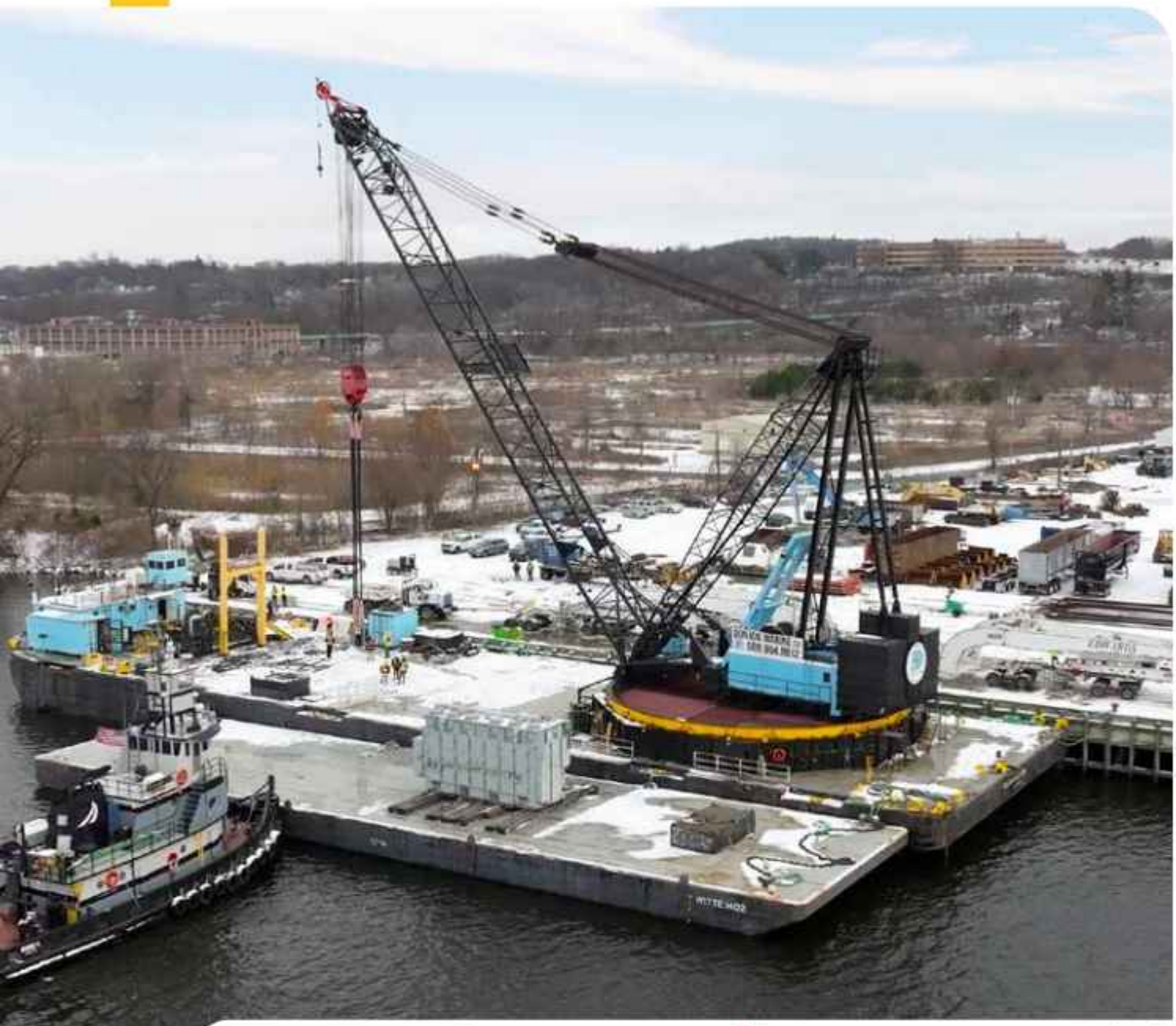
PRECISION PLANNING AT EVERY STAGE

Equally vital was coordination with local municipalities, which helped clear the way for a smooth port arrival. Once at the waterfront, the transformer was carefully transferred onto a barge using a high-capacity crane, initiating the next phase of its journey south by water.

Timing became everything as the barge's arrival in Mobile was scheduled during the year-end holiday window. Coordinating with rail and crane teams to ensure a seamless transload onto a 12-axle railcar required flawless timing and communication. Edwards' team delivered with precision, ensuring the transformer reached its final destination—a major OEM facility—on schedule and without incident.

SETTING THE BAR IN HEAVY HAUL

This complex, multimodal transport underscores what Edwards Moving & Rigging brings to the table: cutting-edge equipment, expert teams, and the ability to execute under the most challenging conditions. Whether navigating icy roads, collaborating across multiple jurisdictions, or hitting precise holiday deadlines, Edwards once again proved why they are a trusted leader in the specialized transport industry.



GOLDHOFER UNVEILS TRANSPORT POWER

With sunny skies setting the scene at BAUMA 2025 in Munich, Goldhofer drew international attention with an impressive showcase of innovative solutions in heavy-duty transport. One standout exhibit was the combination of the E-PowerPackand PST/SL-E split with hydraulic widening, which became a major attraction throughout the show.

Live demonstrations held every two hours highlighted the system's capabilities. The PST/SL-E solution, with a 45-ton axle load and variable width ranging from 3,000 mm to 5,100 mm (extendable to 6,800 mm), proved itself ideal for transporting oversized loads with unmatched versatility.

The E-PowerPack, delivering 250 kW (340 hp), impressed with its power, operational efficiency, and reliable running time. Its direct power transmission enabled precise load positioning, while the updated control system—including a bright LED display and integrated inclinometer—reflected Goldhofer's customer-focused approach to innovation.

Goldhofer also unveiled the updated RA 3-100 (4+7) transport system for tower sections. Capable of handling up to 100 tons with a 2,000 mm stroke, the RA 3-100 combines strength with stability, thanks to its 2,950 mm-wide chassis. Air suspension axles ensure smooth transport, even on narrow routes.

Designed for efficiency, the RA 3-100 features a low-maintenance structure and user-friendly, lightweight clamping units. Its 4-point pick-up system allows for one-man loading and unloading—no crane needed. According to Dennis Leschensky, Director of Sales Europe/North Africa, customer reactions were "overwhelmingly positive," further validating the system's design.

Also on display was the »STARLINE« series, with its new »STEPSTAR« low-loader taking center stage. With a 790 mm ride height and 10-ton axle load, the trailer is tailored for faster mobilization and reduced route restrictions—qualities that led to an immediate sale to Upek GmbH during the show.

The »STARLINE« series features Goldhofer's high-quality components, intelligent load securing options, and »TRAFFIDECK GO« flooring, ensuring both safety and longevity. *"Our vehicles are designed to meet the needs of our customers while delivering maximum efficiency,"* **said Robert Steinhauser, Vice President of Sales.**

Another highlight was the »ARCUS« P 5, fitted with »CARGOPLUS« tires and boasting the lowest loading height in its class—just 735 mm. Its maneuverability and flexibility were widely praised, with fleet manager Tim Bohnet of Bohnet GmbH calling it "indispensable" for daily operations.

Goldhofer's BAUMA presence wasn't just about machinery. The company hosted a lively stand party on Wednesday after Bavaria Day, drawing a record crowd in traditional German dress. Guests enjoyed an evening of networking, music, and celebration—highlighting Goldhofer's strong global community.

"Our customers' enthusiastic response confirms our commitment to delivering cutting-edge, value-added solutions," **said CEO Matthias Ruppel.** *"BAUMA 2025 proved that Goldhofer continues to shape the future of heavy-duty transportation."*

HY2GEN SECURES €47 M TO ACCELERATE RENEWABLE HYDROGEN ROLLOUT ACROSS EUROPE AND THE AMERICAS

Global renewable hydrogen producer Hy2gen AG has successfully closed a new funding round worth €47 million, reinforcing its position at the forefront of the green hydrogen economy. The round was led by Hy24—widely recognized as the world's leading low-carbon hydrogen asset manager through its Clean Hydrogen Infrastructure Fund—joined by engineering powerhouse Technip Energies and founding investor BenDa, the family office of Hy2gen's Chairwoman Dana Kallasch.

This fresh injection of capital will be instrumental in propelling Hy2gen's international pipeline of renewable hydrogen and derivative projects towards Final Investment Decision (FID), paving the way for the construction of large-scale facilities. The company, which designs, builds, and operates production plants for green hydrogen, green ammonia, e-SAF, e-methane, and e-methanol, is focused on decarbonizing hard-to-abate sectors such as shipping, aviation, and chemical manufacturing using Power-to-X technology.

Hy2gen's project portfolio spans multiple continents and includes several flagship developments. In Canada, the 300 MW "Courant" project—a renewable ammonia and ammonium nitrate facility with an estimated capital expenditure of €2 billion—is nearing

the final stages of design, with construction targeted to begin by 2027. In Germany, Hy2gen has already achieved a key milestone with the "Atlantis" plant, which began producing renewable hydrogen in 2023. Meanwhile, in Norway, the "Iverson" project aims to generate 200,000 tons of renewable ammonia annually by harnessing the country's vast hydropower resources. Additionally, Hy2gen is working with H2V in France's Fos-Marseille industrial basin on a 390 MW project intended to supply 75,000 tons of e-SAF annually for the aviation sector. This project, which carries a capex of approximately €1.5 billion, represents a critical step in Europe's push to decarbonize its transport infrastructure.

According to Cyril Dufau-Sansot, CEO of Hy2gen, the continued backing from strategic and financial investors is a clear vote of confidence in the company's approach to scaling up renewable hydrogen production. Reflecting on the momentum built since its previous funding round in 2022, he expressed optimism that the company is well-positioned to lead the industrial rollout of clean fuels. He noted that Hy2gen has matured significantly in recent years—moving from small-scale operations, such as its facility in Werlte, Germany, to advancing several billion-euro projects that are set to shape the future of clean energy infrastructure.

Hy24's CEO and co-founder, Pierre-Etienne Franc, emphasized the importance of resilience and scalability in today's industrial and geopolitical context. He commended Hy2gen's ability to balance complex challenges such as securing offtake agreements while maintaining unique access to renewable resources. Franc reiterated Hy24's commitment to backing strong, entrepreneurial ventures that are capable of delivering impact at scale.

Arnaud Pieton, CEO of Technip Energies, echoed this sentiment, affirming that his company would continue leveraging its deep engineering expertise and the capabilities of its subsidiary Rely, which specializes in integrated green hydrogen and Power-to-X solutions. For Pieton, the partnership reflects a shared ambition to deliver practical, affordable decarbonization at industrial scale.

Dana Kallasch, Chairwoman of Hy2gen's Supervisory Board and long-term investor through BenDa, hailed the funding round as a pivotal step in realizing a sustainable future. She underscored that the financial resources raised will not only accelerate project development but also signal Hy2gen's growing importance in global climate strategy. Her continued support, she noted, reaffirms a long-standing commitment to building a climate-resilient energy sector.

With a projected electrolysis capacity of around 2 GW and project investments surpassing €5 billion, Hy2gen is advancing with strong momentum. This latest capital raise confirms its role as a major player in the renewable hydrogen transition—one that is ready to move from planning and certification to construction and delivery.

TEESPORT'S OFFSHORE WIND FUTURE

PD Ports announces plans for one of the UK's largest offshore wind hubs on the River Tees

PD Ports has unveiled its ambitious plans to transform a 180-acre site on the River Tees into one of the UK's largest offshore wind manufacturing and installation hubs—the Teesport Offshore Gateway.

This major development aims to place Teesside at the heart of the UK's clean energy transition, offering critical infrastructure to support offshore wind energy projects.

The multi-million-pound proposal includes the creation of a deep-water quay of up to 1km in length, enabling unrestricted access to the North Sea for both fixed-bottom and floating wind installations.

Strategically located within PD Ports' Teesport complex—the UK's sixth largest port—the site offers direct links to road and rail, backed by a skilled local workforce and established industrial infrastructure. The new facility is designed to host original equipment manufacturers (OEMs), assembly and marshalling operations, and a wide range of supply chain services supporting the offshore renewables sector.

While the project is in its early stages, with development subject to a variation of existing consents, PD Ports estimates an investment in the region of £200 million.

The site already holds planning and marine consent (pending amendments) to expand an existing berth into a 15.5-metre-deep quay—sufficient to handle all current and next-generation offshore wind installation vessels.

"As the UK and the wider world turns its attention to large-scale renewable energy sources, we see both an opportunity and a responsibility," **said Frans Calje, CEO of PD Ports.** *"Teesport and the River Tees have everything needed to operate what we believe will be one of the largest offshore wind manufacturing and assembly hubs on the east coast."*

"This development not only aligns with the UK Government's clean energy goals but will also drive job creation, training, and long-term economic growth for coastal communities."

Beyond offshore wind, the new quay will future-proof the port by opening additional capacity for bulk and container cargo, complementing PD Ports' existing facilities at the Teesport Container Terminal and Tees Bulks Quay.

PD Ports is actively engaging with industry leaders, developers, government, and OEMs to guide the site's strategic direction. Early input from stakeholders will help shape detailed designs to meet future industry demands and identify collaboration and funding opportunities.

As the UK accelerates toward its Net Zero targets, the Teesport Offshore Gateway is poised to become a vital link in the offshore wind supply chain—reinforcing Teesside's industrial heritage while delivering on tomorrow's energy needs.

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DEME FINALIZES €900 MILLION ACQUISITION OF OFFSHORE WIND CONTRACTOR HAVFRAM

DEME has officially completed its acquisition of Norwegian offshore wind contractor Havfram, following the initial announcement on April 9, 2025. The transaction, valued at approximately €900 million, met all customary closing conditions. Through its wholly-owned subsidiary DEME Offshore Holding NV, the company acquired 100% of Havfram Wind Holdco AS shares from Sandbrook Capital and the Public Sector Pension Investment Board (PSP Investments). This strategic acquisition aligns with DEME's ambition to reinforce its presence in the offshore wind energy sector. Havfram, headquartered in Oslo, specializes in transport and installation services for offshore wind infrastructure. The company is currently constructing two next-generation wind turbine installation vessels, scheduled for delivery in late 2025 and early 2026. These vessels are already contracted for operations beginning in the second half of 2026. Havfram's robust orderbook, worth around €600 million, includes major projects supporting the construction of some of the world's largest offshore wind farms through 2030. As part of the integration, Havfram's operations and team will be absorbed into DEME's Offshore Energy segment, continuing to operate under the DEME brand from Oslo. Clients are assured of consistent service and uninterrupted project planning. DEME is financing the acquisition through a combination of internal resources and external funding. The move is expected to further strengthen DEME's competitive edge in turbine and foundation installations within the fast-growing global offshore wind market.

MEI RIGGING & CRATING REBRANDS AS MEI INDUSTRIAL SOLUTIONS

MEI Rigging & Crating has officially rebranded as MEI Industrial Solutions, marking a new chapter in the company's evolution as a full-service industrial partner. The updated name reflects MEI's national expansion and its growing role in serving complex industrial sectors across the U.S.

"This change is about alignment," **said Doug Dayton, CEO of MEI Industrial Solutions**. *"As we've grown—adding talent, expanding coast to coast, and taking on more high-impact projects—we needed a name that truly reflects the scope of what we do."*

Founded in 1990, MEI has grown through strategic acquisitions and steady organic development. Today, it operates 23 locations across 19 states, supporting industries such as data centers, semiconductors, life sciences, electric vehicles, automotive, and advanced manufacturing.

The rebrand includes a new visual identity and an updated website, offering visitors a clearer view of the company's expanded services in rigging, machinery moving, millwrighting, mechanical installation, crating, export packing, and industrial storage.

Despite the new name, MEI emphasizes that there will be no change in ownership or services. *"We're still the trusted team our customers know,"* **added Dayton**, *"but now with a name that better tells our story and supports where we're headed."*

SARENS SUPPORTS PATIMBAN TOLL PROJECT

Sarens is playing a key role in the construction of the Patimban Access Toll Road, a strategic infrastructure project under Indonesia's National Strategic Plan. Designed to enhance connectivity between Patimban Port and the Cikopo-Palimanan section of the Trans-Java Toll Road, the new link is expected to drive regional economic growth of over 4%and create millions of jobs over the next decade.

Located in Subang Regency, West Java, the project is currently progressing through Work Package 3, which involves constructing over 4 kilometres of pavement. The toll road will boost freight transport, support industrial activity around Cikarang, Cibitung, and Karawang, and improve access to international markets via Patimban Port.

Sarens, a global leader in heavy lifting and engineered transport, is supporting main contractor PT. Hutama Karyawith lifting operations critical to the construction phase. The company is supplying a Terex A600 rough terrain crane (60t capacity) and a Zoomlion ZCC550 crawler crane (55t capacity), both selected for their mobility and suitability for the site's constraints.

The equipment was transported from Sarens' Cilegon yard, requiring a full day of mobilisation. The team faced challenges due to weather and restricted laydown access but overcame them through rigorous planning and safety assessments, ensuring smooth and timely delivery.

Sarens has a strong presence in Southeast Asia, with previous projects including the installation of a 103-ton deodorizer unit at Balikpapan Port and a cooling tower for the GDS data center in Johor Bahru, Malaysia.

LANNUTTI GROUP ORDERS 400 NEW FLOATMAX INLOADERS FROM FAYMONVILLE

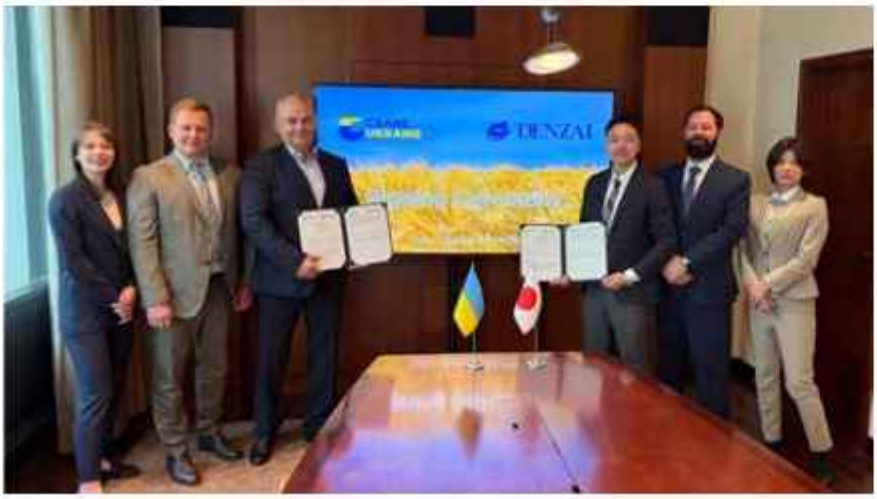
The Italian logistics powerhouse Lannutti Group has confirmed a major fleet renewal, placing an order for 400 FloatMAX inloaders from Faymonville to support its flat glass transport operations. This milestone deal further cements Lannutti's long-standing relationship with the Belgian trailer manufacturer, which dates back to 1993.

Valter Lannutti, owner of the group, emphasized the importance of reliable, cutting-edge transport equipment: *"Faymonville's FloatMAX inloaders meet all our expectations in terms of technical innovation and operational efficiency."*

The Lannutti Group, operating across eight European countries with a workforce of 2,000, has steadily grown its fleet to approximately 1,500 vehicles. The latest addition of 400 FloatMAX inloaders will enhance its capacity while ensuring the highest standards in safety and performance.

Key features of the FloatMAX include a weight-optimized design, excellent load distribution, and robust full-metal coating for corrosion protection—elements that align with Lannutti's demand for durability and efficiency in specialized glass logistics.

Faymonville's Managing Director, Alexander Fickers, views the agreement as a testament to mutual trust: *"This significant order underlines our role as a long-term partner and innovation leader in the inloader sector."*



LIEBHERR CRANES POWER RAPID RISE OF NKT TOWER 3 IN SWEDEN

Construction has reached new heights in Karlskrona with the completion of NKT Tower 3, now standing as the second tallest tower in Scandinavia at 200 metres. Built in just 90 days, the remarkable speed of the project was made possible thanks to the deployment of two high-performance Liebherr luffing jib cranes – the 542 HC-L 12/24 Litronic and the 258 HC-L 10/18 Fibre. The tower, constructed by Skanska, will play a key role in NKT's high-voltage submarine cable factory – the world's largest of its kind – supplying wind turbines and solar parks with essential components. With a total weight of 28,000 tonnes, NKT Tower 3 represents a major milestone in modern engineering. Given the ambitious construction schedule, Liebherr provided a tailor-made crane solution through close collaboration between its Tower Crane Center (TCC) and Tower Crane Solutions (TCS). Both cranes were sourced from Liebherr's rental fleet to meet the tight deadline. *"To secure 24/7 operation, we moved key spare parts such as a new fibre rope and various modules directly onto site in advance so that time isn't lost if these are needed,"* **explained Stefan Gröber, Head of TCC Used & Rental.** Liebherr's TCS team also supplied detailed calculations for optimal tie-in geometries, coordinated tower bracing, and ensured correct power supply and rope length configurations. The solution included pre-planned climbing steps and structural data for foundation loadings and tension forces, ensuring the cranes met all project requirements. The tower's rapid construction was driven by a four-shift system that allowed continuous operation. Both cranes – the 258 HC-L Fibre and the 542 HC-L Litronic – climbed to final working heights of 213 metres and 210 metres respectively. Over the course of three months, the structure rose at an average of 2.6 metres per day. The completed tower occupies just 23 m² of ground space but boasts a total volume of 112,445 m³ – equivalent to 45 Olympic-sized swimming pools.

PUTAILAI AND BLUE SOLUTIONS JOIN FORCES

In a strategic move to accelerate the development of next-generation energy solutions, Shanghai Putailai New Energy Technology Co., Ltd. (Putailai) has signed a Joint Development Agreement (JDA) with Blue Solutions, a global pioneer in solid-state battery systems.

The partnership aims to jointly develop materials and production equipment for 4th-generation solid-state lithium-metal batteries. Drawing on Putailai's expertise in battery materials and automation equipment, and Blue Solutions' longstanding technological leadership in solid-state batteries, the collaboration is set to deliver innovations tailored to the growing demand for high-performance, safe, and durable energy storage—particularly in electric mobility.

Since 2023, Putailai has expanded globally, including localized services in Europe, while Blue Solutions has entered multiple development partnerships across mobility and consumer segments. As the only manufacturer of commercial solid-state battery systems since 2011, Blue Solutions brings unmatched experience in integrating battery technologies into transportation and stationary storage.

The JDA focuses on two key areas: material innovation and equipment development. Putailai will supply Blue Solutions with customized components such as binders and active materials, while both companies will co-develop and adapt manufacturing equipment to meet the requirements of large-scale solid-state battery production.

"This agreement marks a major milestone in our international growth strategy," **said William Chen, CEO of Putailai.** *"Together with Blue Solutions, we aim to set new industry standards for safety, efficiency, and scalability."*

Richard Bouveret, CEO and Chairman of Blue Solutions, added, *"With this partnership, we combine our leadership in lithium-metal solid-state batteries with Putailai's material and manufacturing expertise to deliver cutting-edge solutions ready for market adoption."*

MARRAFFA INVESTS IN ENERPAC JS-250 JACK-UP SYSTEM

Italian heavy lift and transport specialist Marraffa S.r.l has strengthened its capabilities with the acquisition of an Enerpac JS-250 jack-up system, set to be deployed in a series of upcoming bridge launching projects. This marks the company's first investment in an Enerpac heavy lift system, offering a compact and powerful alternative to cranes for lifting operations up to 1,000 tonnes.

Known for its expertise in heavy lifting, specialised transport, and industrial handling services across Italy and beyond, Marraffa continues to focus on innovative, safe, and space-efficient lifting solutions. The addition of the JS-250 system aligns with the company's commitment to operational flexibility and advanced engineering solutions.

"The Enerpac Jack-Up system is an important addition to our heavy lift fleet and in keeping with our commitment to providing creative and cost-effective solutions," **said Pasquale Marraffa, Head of Purchasing at Marraffa S.r.l and Werent S.r.l.** *"It gives us the flexibility to take on projects in space-restricted construction sites, as well as the stability to lift loads up to 1,000 tonnes even during windy conditions where we couldn't use a crane."*

The Enerpac JS-Series Jack-Up System is a synchronised lifting and lowering solution designed for safety and efficiency. Each tower in the system features self-contained hydraulics, eliminating the need for extensive cabling and ensuring cleaner, less cluttered work areas. Loads are lifted in increments using stacked steel barrels, creating a secure lifting tower that mechanically supports the load throughout the operation.

The JS-250 model also incorporates advanced computer-controlled synchronisation, enabling precise and simultaneous elevation or descent of all towers—crucial for heavy, delicate, or high-risk lifting scenarios.

CMA CGM LAUNCHES NEW LNG MEGASHIP

Bureau Veritas Marine & Offshore (BV) has announced the successful delivery of the CMA CGM SEINE, a 24,000 TEU dual-fuel container ship built by Hudong-Zhonghua Shipbuilding. This marks the first in a four-vessel series, with BV handling classification and BV Solutions Marine & Offshore (BVS) providing advisory services.

The vessel represents a major milestone in low-carbon shipping. Powered by a WinGD W12X92DF-2.0 dual-fuel engine with the Intelligent Control by Exhaust Recycling (iCER) system, the CMA CGM SEINE meets IMO Tier III standards and significantly cuts methane emissions. Its 18,600 m³ LNG bunker tanks use GTT's Mark III membrane technology to enhance both environmental and operational performance.

At 399.9 meters long and 61.3 meters wide, the ship boasts a capacity of 23,876 TEU. It incorporates advanced systems like SmartEye for intelligent monitoring, TotalCommand for automated berthing, and VFD technology for enhanced energy efficiency. Real-time engine performance is tracked via WinGD's Data Collection Monitoring system.

BV's involvement extended throughout the construction process, advising on fire safety enhancements, conducting a gap analysis to meet updated rules, and issuing the Engine International Air Pollution Prevention (EIAPP) certificate. BVS also performed CFD simulations to address LNG tank sloshing risks, ensuring structural safety.

The delivery of the CMA CGM SEINE underlines CMA CGM's commitment to sustainable shipping and reinforces BV's role in supporting the industry's transition to cleaner technologies.

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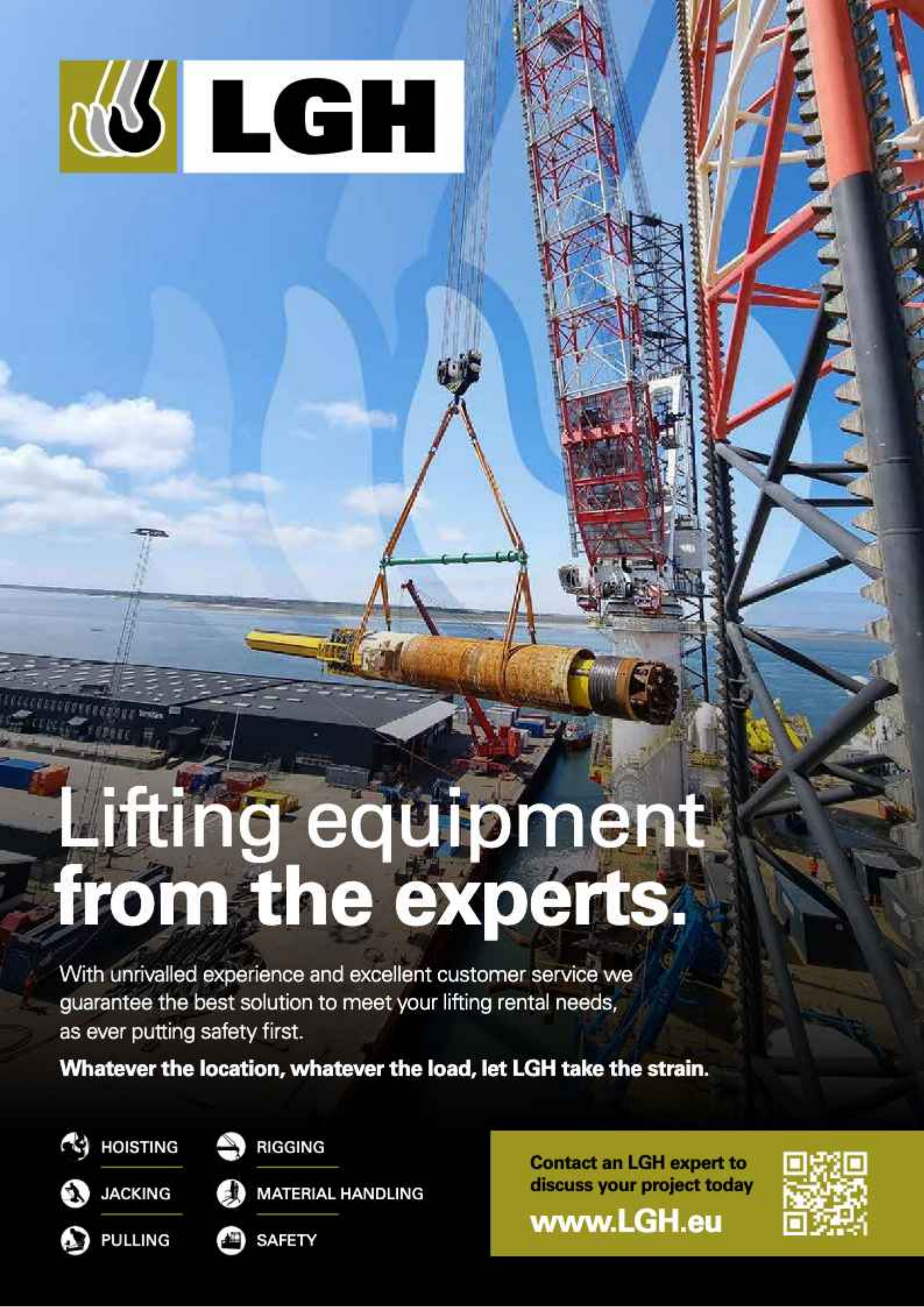
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