

BULK TERMINALS



SUMMER 2026

international

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FROM THE EDITOR

■ BY SAMANTHA ROBINSON

Find out what's coming up in this Summer edition of *Bulk Terminals International*



Welcome to the summer edition of *Bulk Terminals International*. As usual, we have a publication packed full of all the latest news, views, innovations and partnerships that are affecting port operators across the globe.

With geopolitical tensions showing no signs of abating and trade volatility continuing, the bulk sector is facing its fair share of issues at the moment. These will come under the microscope at our forthcoming annual conference, taking place in A Coruña, Spain on 21-22 October.

Under the timely theme 'Coping with Continuing Uncertainties', Bulk Terminals A Coruña 2026 will examine the challenges facing the sector – and the practical steps terminals can take to respond. Find out more in our Welcome from ABTO CEO Simon Gutteridge on page 6, and learn all about our expert speakers on page 17. There is still time to register – make sure you don't miss out!

Safety is one subject that is never off the agenda and we report on all the latest initiatives to improve seafarer safety and wellbeing on page 43.

Also in this edition, we highlight two important commodities, with

a look at all the latest grain storage solutions and handling equipment (page 35), and examine current global trends in the iron ore trade (page 38).

Our Spotlight series takes us to India (page 52), Scandinavia (page 55) and South Africa (page 58) to see how ports are faring in those regions.

Meanwhile, our regular sections on cranes and grabs (page 22) and ship loaders and unloaders (page 28) bring you all the latest innovations that are easing port operations and reveals how ports are making big investments in state-of-the-art equipment to boost efficiency.

Elsewhere, we take a look at the next-generation bulker vessels classification societies are approving, which are high on environmental credentials and low on emissions (page 40).

This brings us neatly on to our new section on sustainability and decarbonisation (page 47), where we learn how the bulk industry is aligning itself with global net-zero goals.

And don't forget to check out all the latest industry appointments on page 61.

I hope you enjoy this issue.

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The 2026 conference will set the scene with our traditional analysis of bulk markets, continuing with a full programme focused on the concerns of operators – offering sound practical solutions to terminal operators for improving profitability, streamlining operations, improving safety, online security and ensuring environmental compliance & protection.

Uncertainties surrounding tariff regimes and geopolitical tensions will continue to have an impact on bulk trade flows, both in terms of total volumes and trade routes. In addition to the obvious economic repercussions, how will bulk terminals cope with operational challenges and the need to make strategic adaptations?

Bulk Terminals A Coruña 2026 will examine the impact these continuing challenges place on bulk terminal operations – both in the short and long term.

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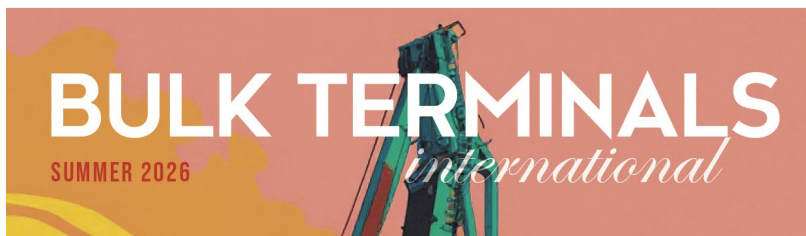


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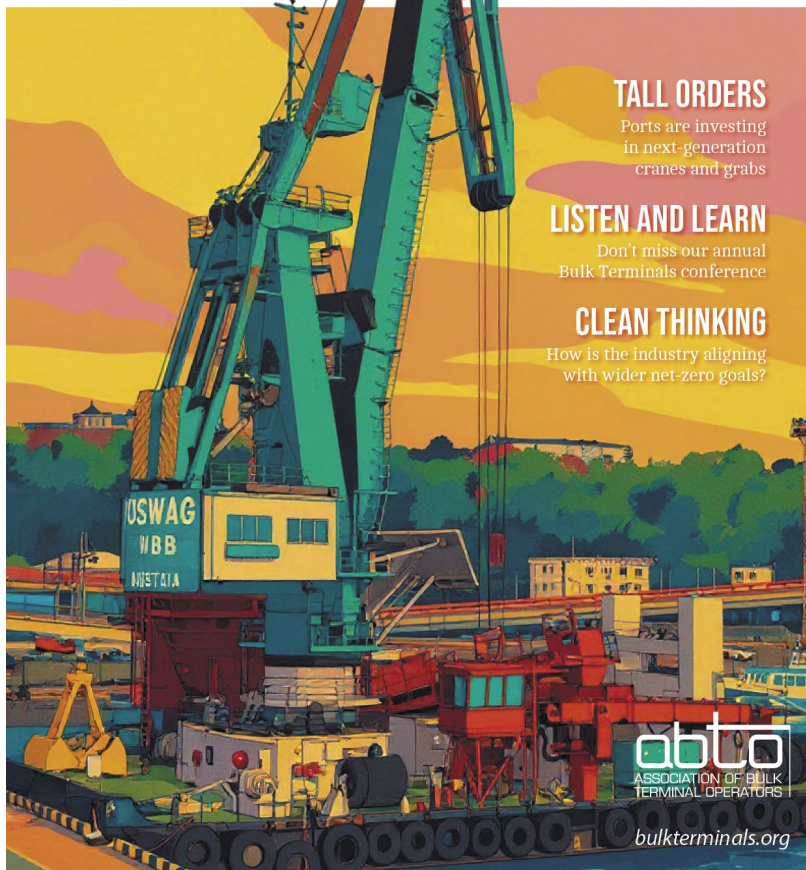


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CONTENTS

» 17



01 EDITOR'S LETTER

Find out what's coming up in this latest edition of *Bulk Terminals International*

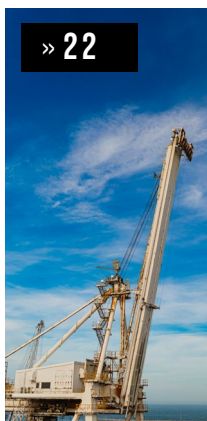
06 WELCOME

News and views from ABTO CEO Simon Gutteridge

09 WORLD NEWS ROUND-UP

All the latest industry initiatives, products and partnerships from across the globe

» 22



» 38



17 CONFERENCE

All you need to know about our upcoming annual Bulk Terminals Conference

22 CRANES AND GRABS

Ports are investing in high-performance cranes that improve efficiency and enhance productivity

28 SHIP LOADING AND UNLOADING

All the latest ship loading and unloading equipment that is transforming port operations

35 GRAIN HANDLING

Ports across the globe are spending out to improve grain handling and storage solutions

38 WORLD IRON ORE TRADE

The next decade of iron ore trade may be characterised by a wider network of high-volume corridors

40 CLASSIFICATION

Classification societies are approving state-of-the-art vessels that will be fit for the future

43 SAFETY

A look at how new initiatives are improving safety for seafarers and port operatives

47 SUSTAINABILITY AND DECARBONISATION

From battery-powered vessels to alternative fuels, the bulk industry is aligning with global net-zero aims

52 SPOTLIGHT: INDIA

New investments are enhancing India's port infrastructure and preparing it for a very busy future

55 SPOTLIGHT: SCANDINAVIA

A flurry of expansion programmes aim to boost business at Scandinavia's busy port network

58 SPOTLIGHT: SOUTH AFRICA

South African ports are seeing an increase in infrastructure investment to ensure they are fit for the future

61 ON THE MOVE

All the latest appointments across the industry

64 EVENTS

Events from around the globe

» 47



CONNECT, LEARN AND COLLABORATE

BY SIMON GUTTERIDGE, ABTO CEO

Next month, we will all be heading to A Coruña in Galicia for our not-to-be-missed annual Bulk Terminals Conference

We are delighted that the Port Authority of A Coruña will be our host port for Bulk Terminals 2026 and kind sponsors of the conference reception.

Bulk cargo represents around 30% of total traffic through the port, the most important being agri-food products. This has positioned A Coruña as the main port on the Atlantic-Cantabrian coast in the movement of cereal destined for the livestock of Galicia, western Asturias, northern Portugal and part of Castilla-León.

Other bulk goods that move through the port are coke, cement, quartz, sulphur, phosphate rock, stone and other aggregates. The trade in coal has largely disappeared. However, it enjoyed a brief resurgence as a transshipment destination in 2022 and 2023. Regional energy supply shifts triggered by the Ukraine war prompted northern European buyers (for example in Poland and Germany) to source coal via alternative Atlantic routes. There is not an immediate possibility of a renewal of the coal trade, but always an outside chance depending on events in Ukraine.

The inner harbour docks where these cargoes are handled comprise the Centenario dock, for the movement of agri-food products stored in warehouses and the export of quartz from a nearby mine, while the San Diego dock is used

for unloading cement at a concessionary company's facility.

The unloading operations of different cereals and raw materials for the manufacture of feed and compound food are carried out at the dock and operations area of the Outer Port. These are stored in the warehouses of the main operators – their volume of activity has gradually increased, turning Punta Langosteira into the 'agri-food hub' of Spain's north-west peninsula.

Port operators have made significant investments to equip Punta Langosteira with modern storage facilities, featuring mechanised systems for unloading and transporting goods from ships to warehouses via a closed-circuit network of conveyor belts and transfer towers. These investments have improved productivity and environmental performance, strengthening A Coruña's competitiveness and its position as the most important logistics hub in North West Spain for agri-food bulk cargo.

The annual ABTO Bulk Terminals conference brings together terminal operators, port authorities and bulk industry stakeholders to discuss key topics such as bulk markets, geopolitical tensions, tariff regimes, operational efficiency, resilience, cyber security, the environment and risk and safety.

This year will be no different. The annual Bulk Terminals conference always

starts with an in-depth, sector-by-sector analysis of bulk markets.

Coping with continuing uncertainties is the theme of Bulk Terminals A Coruña. First speaker and session Chairman Sean Fairley, Principal Consultant, Drewry Shipping Consultants, perfectly sets the scene for the rest of the session – and indeed the whole conference.

In his keynote presentation **Continuing geopolitical tensions and volatility of the US tariff regime impacting the global bulk trade**, Sean details the structural shift that the global trading system is undergoing. This is increasingly impacting the dry bulk shipping markets.

What is emerging is a transition from a liberal, rules-based model of globalisation towards a fragmented, policy-driven system increasingly shaped by geopolitics, tariffs, economic and national security considerations. For the dry bulk market, the implications are significant. In the short-term, global tariffs and geopolitical tensions will restrain demand. In the longer term, these tariffs will prompt a strategic redirection of trade routes, impacting dry bulk terminals.

Following the theme, Pablo Rodas-Martini, Director of Market Intelligence, Emerging & Frontier, asks **Does high steel protectionism impact the international iron ore trade?**

While iron ore trade has always been contentious, the US's imposition of high tariffs during the current administration has exacerbated tensions in the steel industry. For Pablo, the key question is whether the steel conflict is affecting the iron ore trade, given that around 98% of global iron ore production is used for steel production. In other words, are clashes 'downstream' having an impact 'upstream'? Pablo will address this question by analysing the latest available data on these two products and the latest measures taken by major countries.

Coal remains key. Tomasz Mańka, Commercial Division Director, Węglukoks SA and Chairman, Market Committee, EURACOAL presents **Coal – remains a key dry bulk commodity**. It remains one of the world's largest bulk commodities despite accelerating efforts to reduce greenhouse gas emissions.

Thermal coal continues to underpin electricity generation in many developing economies, particularly across Asia, while metallurgical coal remains essential for conventional steel production. International trade is dominated by exports from Australia, Indonesia and Russia (with ongoing European Union embargo), with China, India and Japan among the largest importers.

Tomasz expects demand to decline gradually in Europe and North America, while growing energy requirements in parts of Asia are likely to sustain seaborne trade over the medium term. Metallurgical coal is expected to remain more resilient as the steel industry transitions towards lower-carbon production methods.

Grain markets have not stood still in 2026, providing the dry bulk market with a welcome boost. In **Grain markets – conflicts and structural changes**, Harry Grimes, Head of Dry Bulk Research & Data Analytics, Arrow, reports that the seaborne grain trade has seen record tonne and tonne-mile demand so far this year. The surge has been led by the Americas, while flows elsewhere have been softer.

But which bulk terminals will Harry predict to be the winners and losers? Lately, trade wars, chokepoint disruptions

and El Niño risks have dominated the narrative, but beneath them are slower moving stories that are quietly shaping the future.

ABTO is delighted that DsG Consultants, the leading consultancy serving the bulk terminal industry, will once again join us as a conference partner. The cementitious trade sector is assuming a growing importance, with trade flows increasingly influenced by structural trends. Sylvie Doutres Ghizzo from DsG presents **Cementitious trade – factors reshaping trade flows** detailing how the trade globally is currently undergoing one of its biggest shifts in decades.

These changes are driven by decarbonisation, changing industrial production patterns and the search for alternative supplementary cementitious materials (SCMs). Consequently, Sylvie points out, terminals that can accommodate a range of cementitious materials may be better positioned than those designed solely for traditional cement imports.



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The Operations and Opportunities session at A Coruña will focus on the current challenges bulk terminal managers face.

Minimising ship-to-shore and shore-to-ship material losses is vital, for both environmental reasons and to protect the bottom line. Our

Chairman, Professor Mike Bradley from the Wolfson Centre – our longstanding partners for the annual Bulk Terminals conferences – will take a close look at the opportunities here.

Cutting corners on cost when it comes to equipment purchases has a potentially serious impact on maintaining operations. David Ingvarsson, from BRUKS Siwertell presents a series of **Case studies of CapEx and OpEx considerations in equipment purchases**.

In **A Coruña: a port of destination and a logistics distribution platform**, Irene Souto from the Port of A Coruña Authority moderates a panel discussing how a significant investment in new infrastructure has enhanced the strategic position of the port for traffic in the agrifood sector. Irene is joined by the representatives of three bulk terminals in A Coruña: Galigrain, Pérez Torres Marítima and Terminales Marítimos de Galicia.

New technologies have big role to play. Javier Sánchez from Galigrain reports on **The SMARTSTORE project – improving port logistics, storage and transformation of relevant products in Galicia through Industry 4.0 technologies**.

Since each bulk terminal has its own operational profile, this means there is no true 'one-size-fits-all' terminal operations system. Mo Dualeh from TBA present a series of **Case studies: implementing a terminal operations system**.

Reducing friction in bulk terminal equipment can yield operational and safety dividends. Jon Mentxaka from igus will talk about the application of **Lubrication-free polymers in bulk terminals**.

An investment decision is made –how then to proceed? Moving from a concept to commissioning is rarely a straight line. Consultant Hani Katerji shares practical lessons on how to maintain momentum through what is inevitably a complex investment process.

One often overlooked challenge for operators is inventory visibility. In **Improving operational decisions through inventory visibility**, Julien Pierre from Hexagon will discuss how automated bulk inventory monitoring

can help terminals move from periodic manual estimates to a more continuous and reliable view of their stock in real-time.

Cyber attacks start as an inconvenience and end up as a balance-sheet problem. So what measures can be put in place to prevent the losses that result from a cyber attack? Engage Cyber's MD Richard Hodder will open day two with an **Update on the threat – how artificial intelligence is reshaping the cyber-risk landscape for bulk terminals**, together with what measures terminals must take to strengthen their cyber defences and protect operations from attack.

Environmental matters, safety and risk mitigation are high on the list of a terminal operators concerns – from immediate problems like fires, dust and emissions to the effects of climate change.

Fires are one of the biggest threats to port and terminal safety and the seriousness of their impact can vary significantly depending on their size, reach, origin and the time it takes to put it out. In the panel **An holistic approach to fire mitigation at bulk terminals**, Neil Dalus from the TT Club will be joined by Tommy Carnebo from Dafo Vehicle and Robert Tengval from Fogmaker to discuss multiple approaches to this safety issue.

Dust suppression in dry bulk terminals is critical for worker safety as well as equipment protection. Explosions are just one consequence – if the most dramatic and with frequently fatal consequences – of paying insufficient attention to dust suppression. Community relations and environmental compliance are also major concerns for bulk terminal operators.

In the **Dust suppression panel**, Professor Mike Bradley is joined by Frank van Laarhoven from RAM Spreaders and David Ingvarsson from BRUKS Siwertell to discuss the various methods that can be employed. These include the application of misting technologies, different loading and unloading methods – such as loading socks, telescopic chutes, dust suppression hoppers and cascading chutes – and air extraction methods.

Climate risks impact in a number of ways. Extreme weather events

cause rising sea levels and increased flood risks, as well as heat stress. In **Understanding climate risks, planning adaptive responses and embedding resilience**, Dorota Jill, from the TT Club explains how planning adaptive responses and embedding resilience starts with understanding these risks. This presentation will examine the current issues and climate outlook, discussing the effects of climate change on port and terminal infrastructure and their operations and the need to embed resilience.

The Port Authority of A Coruña is proud of its green credentials. Andrés Guerra, Head of Sustainability and Strategy, Port of A Coruña Authority moderates a panel discussion on **A Coruña Green Port**, with representatives of Galigrain SAU, Pérez Torres Marítima and Erhardt Logistics Galicia. The Port Authority has focused in recent years on its strategy for transforming its activities to fit the ecological transition as part of the project 'A Coruña Green Port'. Among its objectives are to be a catalyst for energy innovation in the local industrial sector by using renewable energies that produce zero emissions and to create an energy and maritime industrial hub. The panel will discuss the progress to these objectives and how bulk terminals have contributed to their implementation.

No Bulk Terminals conference would be complete without a terminal visit. ABTO is delighted to have been invited to visit three bulk terminals in the Outer Port of A Coruña: Galigrain, Pérez Torres Marítima and Terminales Marítimos de Galicia. All adjacent to each other they offer delegates the perfect opportunity to observe their state-of-the-art operations in action

ABTO strongly believes that streamlining operations combined with achieving safety and environmental compliance is achieved by using up-to-date equipment sourced from top-quality suppliers, plus following professional best practice advice – all represented by our five generous sponsors. **The TT Club** is always in the lead with its advice on safety best practice and looking ahead to future risks. **BRUKS Siwertell** is very much at the quality end of equipment manufactures. **Igus** is a leader in the plastics technologies used in flexible cabling to deliver OPS in terminals and lubrication-free components. **RAM Spreaders** is a leader in the field of containerised bulk handling. **HEXAGON** has acquired **indurad**, the pioneers of radar technologies in bulk terminal applications. A big thank you to all five, without whose commercial support the conference would not be possible.

To register and for details of the Hotel Eurostars Atlántico conference hotel please complete the form on our website at **bulkterminals.org** If you have any questions, please drop me a line at **events@bulkterminals.org** or **call +33 (0)321 47 72 19** or **+44 (0)7733 242750**.

Together with our conference Chairman, Professor Mike Bradley, and ABTO Technical Director Ian Adams, I look forward to welcoming you to Bulk Terminals A Coruña in October.

Simon Gutteridge
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For more conference news, turn to page 17

BULK TERMINALS A CORUÑA 2026

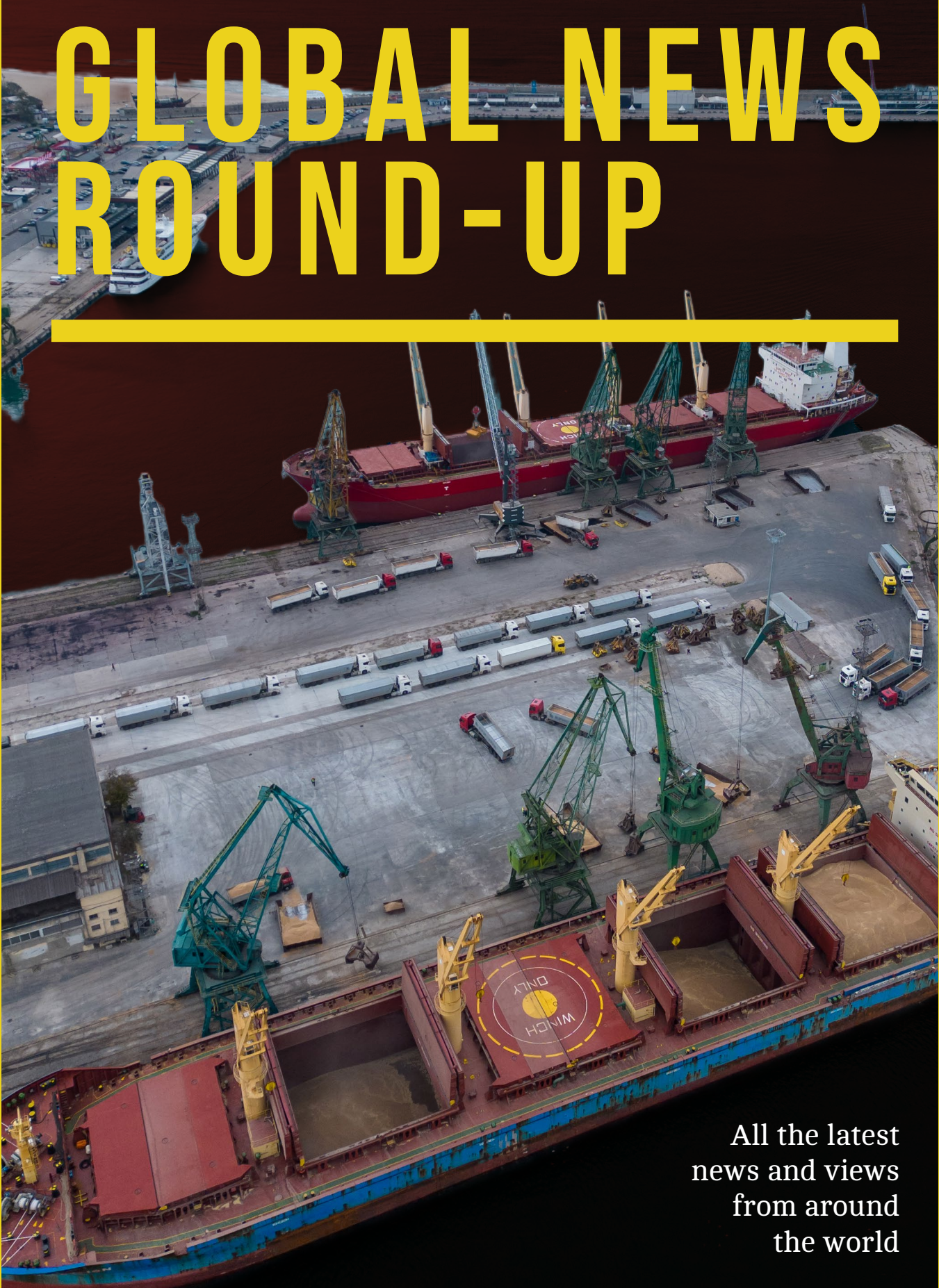


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ASSOCIATION OF BULK TERMINAL OPERATORS (ABTO)

GLOBAL NEWS ROUND-UP



All the latest
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the world

INVESTMENT ACCELERATES

Gulf states are accelerating investment in ports, pipelines and alternative transport routes as disruption to shipping through the Strait of Hormuz highlights the region's dependence on one of the world's most important maritime chokepoints.

According to Reuters, Saudi Arabia and the UAE are among countries fast-tracking infrastructure intended to provide alternatives to routes through Hormuz, with investment focusing on Saudi Red Sea ports, terminals on the UAE's eastern seaboard and pipelines capable of carrying energy exports to ports outside the Gulf.

Reuters reports that the infrastructure push could eventually involve investment running into hundreds of billions of dollars as Gulf economies seek to strengthen the resilience of their export and supply chains.

One major project already under way is the expansion of Fujairah's port network. DP World reached an agreement in principle with Fujairah Ports Authority in July for a 50-year concession to develop the Al Rugaylat container and multipurpose terminal and Dibba General Cargo terminal.

Located on the Gulf of Oman, Fujairah has direct access to international shipping routes without vessels needing to transit the Strait of Hormuz.

Al Rugaylat is planned to handle up to 2.5m teu annually, alongside 1.7m tonnes of general cargo and 190,000 vehicles, while Dibba will add up to 3.6m tonnes of annual general cargo capacity.

The terminals will be linked with Jebel Ali through DP World's inland logistics network.

Yuvraj Narayan, group CEO of DP World, says the development would provide cargo owners with "greater flexibility, more choice and stronger supply chain resilience".

Further investment is also being considered in oil pipelines capable of bypassing Hormuz. Reuters reported in August that energy companies and Gulf governments were looking at increasing capacity on existing routes and developing additional export alternatives.

HAPPINESS FALLING

Overall seafarer happiness has fallen to 6.87 out of 10 in the second quarter of 2026, down from 7.18 in Q1, according to the latest Seafarers Happiness Index (SHI) published by The Mission to Seafarers.

The decline confirms that the hoped-for recovery after a challenging start to the year has failed to take hold, marking what the report calls a transition "from acute shock to chronic strain".



Seafarers are extraordinarily resilient, but we must not mistake resilience for unlimited capacity

While the first quarter of 2026 was defined by the sudden shock of conflict in the Persian Gulf, the second quarter shows those pressures settling into the everyday baseline of life at sea. It is the daily norms – i.e. limited shore leave, excessive workloads and stagnant real-wage buying power – that are steadily eroding crew morale.

Shore leave scores fell to 5.72, the lowest by a significant margin, with time ashore increasingly sacrificed to intense schedules, short port stays and restrictions on port and terminal access. Workload management scored 6.20, amid a relentless cycle of six-on, six-off watchkeeping, rapid turnarounds, heavy paperwork and inspections, with rest

hours, most alarmingly, recorded "just for authorities and filing".

Nevertheless, the report firmly rejects a narrative of pure negativity. The strongest categories were crew interactions at 7.49 and connectivity at 7.46, showing that seafarers continue to draw strength from crew relationships and from staying connected with family. Where companies get it right, the best operators respect sign-off dates, ensure timely reliefs, offer merit-based promotions and maintain modern tonnage. As one seafarer noted: "I am heard, my company looks after the crew."

The report also frames a deepening recruitment and retention challenge, with pay increasingly judged against the total life package available ashore rather than historical maritime wages. One respondent warned that young crew see "no advantages remaining compared with a shore job."

Demographic data shows where pressure is greatest. The average score from female respondents was 6.06, against 7.13 for men; by region and vessel type, the Middle East (4.94) and container ships (5.85) fell well below the average; and mid-career professionals aged 35 to 55 reported the lowest morale of any age group.

Ben Bailey, Director of Programme, The Mission to Seafarers, says: "This quarter's data should trouble the entire industry. Seafarers are extraordinarily resilient, but we must not mistake resilience for unlimited capacity; endurance is not the same as wellbeing. The fundamentals that crews are asking for are strikingly basic: enough rest to recover, connectivity to sustain family life, quality food, and pay that justifies the sacrifice. The brightest results prove happiness at sea is achievable."

Gert-Jan Panken, GM and Vice President of Inmarsat Maritime comments: "This report is an important reminder that seafarer wellbeing is shaped by the choices we make as an industry every day. While the overall findings show there is still much work to do, they also demonstrate that when companies invest in their people, through reliable connectivity, supportive

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leadership and an onboard environment where crews feel safe and valued, the impact is real. Technology alone is never the answer, but when combined with a genuine commitment to crew welfare and safety, it can help create a more connected, resilient and rewarding experience at sea.

"As our industry continues to evolve, we must ensure that progress is measured not only by operational performance, but by the safety and wellbeing of the people who keep global trade moving."

Thom Herbert, Idwal's Head of Global Strategic Accounts and part of the seafarer advocacy team, adds: "Idwal is proud to support the Seafarers' Happiness Index because it brings the realities of life at sea into clear view. Many of our technical team are recent former seafarers, while our surveyors spend every day working alongside crews on board, so we recognise both the resilience described in this report and the pressures behind it. Strong leadership, respectful relationships and meaningful support from shore make a tangible difference. The industry must ensure that seafarers' professionalism and commitment are valued, not simply relied upon."

The SHI continues its collaboration with Idwal, the global provider of independent vessel inspections, whose surveyors attend fifteen vessels a day. Reading seafarers' feedback alongside objective vessel-condition data aims to eliminate welfare blind spots and target social-impact investment more precisely.

HOUSTON TRADE JUMPS

Trade through the Houston Ship Channel region rose sharply during the first half of 2026, with total tonnage increasing 16% year on year.

Figures published by Port Houston show the increase was led by exports, which were up 22% through June, while imports fell 4%.

Vessel traffic has also increased. Deep-draught vessel transits through the Houston Ship Channel were 7% higher year to date through July, while barge movements increased by 6%.

At Port Houston's own terminals, general cargo volumes rose 35% during the period, although steel tonnage was down 18%.

The figures underline the continuing importance of the Houston Ship Channel to US trade and industry. The waterway serves more than 200 public and private facilities and provides access to one of the world's largest concentrations of petrochemical, energy and manufacturing operations.

Port Houston CEO Charlie Jenkins says: "Our region remains resilient through evolving global trade conditions."

He added that increasing vessel activity and steady cargo movements were helping to power industries including "energy, manufacturing and retail, crucial to our national economy".

Port Houston itself handled almost 2.6m teu through July, up 1% year on year.

MALACCA STATES PLEDGE

Indonesia, Malaysia and Singapore have reaffirmed their commitment to keeping the Straits of Malacca and Singapore free, open and safe for international shipping.

The commitment was made during the 17th Co-operation Forum in Singapore, which brought together more than 300 delegates from more than 125 countries and organisations.

The three littoral states reaffirmed the status of the waterways as straits used for international navigation and stressed the importance of respecting navigational rights and freedoms.

The Straits of Malacca and Singapore form one of the world's busiest maritime corridors and are a crucial link between the Indian Ocean, South China Sea and major Asian markets.

Discussions at the forum also covered navigational safety, environmental protection and the safe introduction of new technologies and alternative maritime fuels.

Singapore Minister for Transport Jeffrey Siow told delegates that recent events had demonstrated that open sea lanes "cannot be taken for granted".

He said safe and open waterways were global commons that should be upheld through international law and international co-operation.

The International Maritime Organization also backed the existing Co-operative Mechanism between the three states, with IMO Secretary-General Arsenio Dominguez describing it as a proven model for countries bordering strategically important waterways.

Since 2007, 15 projects have been initiated through the mechanism, while the international maritime community has contributed around US\$26m to the Aids to Navigation Fund.

GRID BOTTLENECK FEARS

Lengthy waits for electricity grid connections could become one of the biggest barriers to decarbonising UK ports, according to new findings from the Department for Transport.

The government's *Net zero ports: challenges and opportunities* call for evidence found that the majority of responding ports expect their energy requirements to increase substantially between now and 2050.

Greater demand will be driven by shore power, vessel charging, electrification of port equipment, electric vehicle infrastructure and new commercial activities.

Port companies estimated that the capacity they require could eventually reach between two and 10 times existing grid capacity, averaging around 91MW.

However, respondents reported serious difficulties obtaining timely and affordable grid upgrades.

Some ports cited connection lead times of up to 15 years. One respondent said a port that had initially been offered phased connection dates ahead of 2030 was subsequently told it could have to wait until 2039 because of wider transmission constraints.

Cost was another major concern. Estimates for shore-power and electric charging infrastructure ranged from £45,000 to more than £20m per berth.

The consultation also highlighted concerns about fragmented regulation



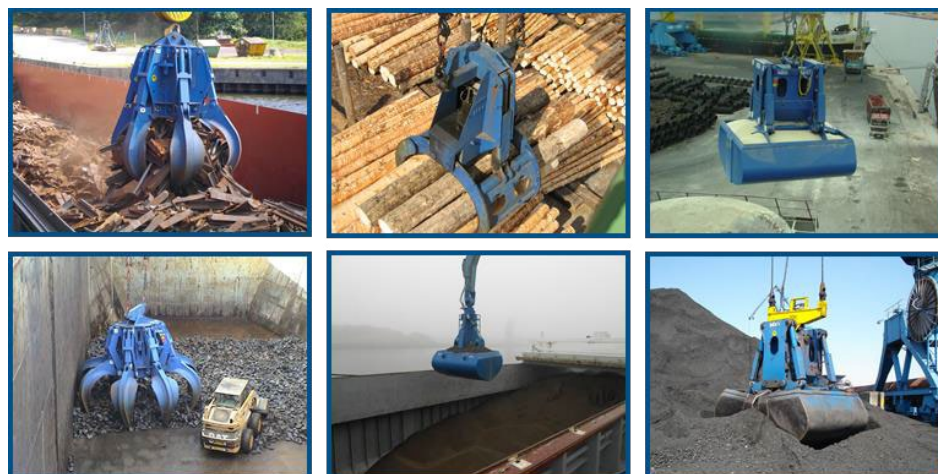
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and poor co-ordination between ports, shipping companies and infrastructure providers. Of 44 respondents answering a question about whether sufficient collaboration existed, 61% disagreed.

Despite the obstacles, respondents identified significant opportunities for ports becoming alternative-fuel bunkering and energy hubs, including new jobs, green investment and cross-modal infrastructure.

PORT CONGESTION HIGH

Global port congestion reached a new record in August, with more than 4.3m teu of container shipping capacity waiting to berth, according to maritime intelligence specialist Linerlytica.

The figure exceeded the previous nominal peak of around 4m teu recorded during the Covid-era congestion crisis in 2022.

Delays across East Asia were the principal driver, with storms disrupting vessel schedules and adding further pressure to already congested terminals.

Linerlytica calculated that the 4.3m teu represented 12.6% of the current global container fleet of around 34.4m teu. Although the absolute volume was higher than in 2022, the earlier congestion peak accounted for 15.7% of the smaller fleet operating at the time.

The company also reported growing congestion at the Panama Canal and warned that vessel shortages were placing upward pressure on both freight and charter rates.

Conditions subsequently improved slightly. In its 1 September update, Linerlytica said congested capacity had fallen to 3.92m teu, equivalent to 11.4% of the fleet.

However, terminal operations at Ningbo and Shanghai had again been disrupted by Typhoon Saudel, with delays exceeding 10 days in the most serious cases.

Prolonged congestion has wider implications for ports, pilotage, towage, landside transport and shared terminal infrastructure.

MIDDLESBROUGH MOVES

AV Dawson, owner and operator of the Port of Middlesbrough, has strengthened its position in the dry bulk market by enhancing its specialist handling capabilities and increasing the range of bulk commodities moving through the port.

As a key multimodal logistics hub on the River Tees in the North of England, the Port of Middlesbrough handles a range of cargo types including dry

bulk, break bulk and project cargo and products for the renewable energy sector. The port is now focusing more on the dry bulk sector, handling over 200,000 tonnes in the last 12 months.

The Teesside port is handling growing volumes of a variety of cargo types including ferrous sulphate, polyhalite, petroleum coke, salt and other industrial bulk products.

This diversification reflects increasing customer demand for ports that can safely, efficiently and reliably manage high-volume, specialist bulk materials within integrated supply chains.

Sustained investment in end-to-end bulk infrastructure continues to drive this growth, ensuring the port remains flexible and responsive to both inbound and outbound bulk trades. Through its dedicated dry bulk facility, the port provides a specialist environment designed for the safe handling, storage and onward distribution of cargo.

As part of its ongoing investment programme, it is enhancing its dry bulk capabilities with the construction of a new rail unloading facility. This will be capable of handling a wide range of bulk aggregates, with a throughput of up to 500 tonnes per hour.

Located adjacent to the port and immediately next to Middlesbrough Goods Yard, it provides a comprehensive multimodal solution for bulk cargo. The facility offers large-scale storage capacity for thousands of tonnes of product, provides weather-protected warehouse space for sensitive materials, operates advanced filtering and separation systems and maintains an on-site weighbridge to ensure precise weight management. Direct rail connectivity enables efficient onward distribution and supports customers' low-carbon logistics objectives.

The port is also home to a rail-linked canopy, enabling reliable, all-weather rail operations and ensuring loading and discharge can continue uninterrupted in adverse conditions. The 100-metre structure protects bulk materials from moisture and contamination, helping to maintain cargo quality while improving operational efficiency

and turnaround times. This covered environment provides customers with a dependable, year-round rail solution that supports sustainable, low-carbon freight movements.

To deliver faster, safer and more efficient bulk handling for customers, the port has invested in DockSolid grab pits positioned directly on the quayside. These weatherproof, mobile pits are used to load cargo efficiently into vessels, reducing handling steps, minimising product loss and protecting sensitive materials from the elements. By positioning the pits close to the vessel, customers benefit from quicker loading rates, reduced turnaround times, improved cargo integrity and increased throughput, helping keep operations on schedule and costs under control.

To underpin rising volumes and an increasingly diverse commodity mix, the port also operates a wide fleet of modern bulk-handling plant and equipment. This includes high-capacity cranes, capable of handling up to 3,000 tonnes per crane per day, fitted with multiple grab types, alongside forklifts and specialist machinery.

Together, these assets are designed to handle a broad range of dry bulk products safely, efficiently and at scale.

Port of Middlesbrough General Manager, Richard Hodgson says: "Our continued focus in the bulk cargo sector reflects both the scale of our investment and the confidence customers have in the Port of Middlesbrough as a long-term bulk handling partner. We've focused on building capability, from quayside discharge through to storage and multimodal distribution. This way, customers know their cargo is handled efficiently, safely and have complete peace of mind."

He adds: "Bulk cargo is a core strength of the Port of Middlesbrough. By expanding the range of bulk materials we handle and by investing in specialist infrastructure like the bulk handling facility, rail canopy and the Dock Solids, we've created a more flexible, sustainable and competitive bulk port for customers across the UK and international supply chains."

APSEZ BOOST

APSEZ, India's largest and one of the world's fastest-growing integrated transport operators, has emerged as the highest bidder and received the letter of award for the development and operation of two dry bulk berths at Paradip port in Odisha on the east coast of India.

The addition of 18mmt of new capacity will take APSEZ's total domestic portfolio to 671mmt, advancing its target of reaching one billion tonnes of cargo throughput by 2030.

Under the 30-year concession project to be executed under the public-private partnership model, APSEZ will develop CQ-I and CQ-II berths with state-of-the-art mechanised cargo handling systems, deep-draft berths and large-scale storage infrastructure.

"The Paradip concession will strengthen APSEZ's presence on the East Coast and expand our access to one of India's most important industrial and mineral-rich hinterlands. With Paradip, APSEZ's network grows to 16 ports and terminals across India's 11,000-km coastline, strengthening our ability to deliver integrated port, logistics and marine solutions through the country's most comprehensive transport infrastructure platform," says Ashwani Gupta, CEO, APSEZ.

Located in a mineral-rich hinterland amid major steel plants, Paradip is India's second-largest major port and a vital bulk cargo gateway.

The Paradip terminal will boost APSEZ's capacity to handle rising volumes of coal, limestone, and other dry bulk commodities, while expanding its reach across core industrial and manufacturing clusters in eastern and central India.

This capacity addition addresses high utilisation across India's East Coast ports amid growing cargo demand. Supported by hinterland steel expansions and government push for domestic coal, the project eases regional capacity bottlenecks to drive industrial growth.

IN BRIEF

CHURCHILL GRAIN RETURNS

Canada's Port of Churchill in Hudson Bay is loading its first grain export since 2020: 30,000 tonnes of durum wheat bound for Europe. Two more grain vessels will be loaded later in the season.

ADANI SETS RECORD

Adani Ports handled a record 50m tonnes in August, up 19% year-on-year, with dry cargo volumes rising 25%.

ENSTRUCTURE DEAL

Enstructure has completed its LOGISTEC marine-services acquisition, creating a 106-terminal North American network handling around 70m tonnes annually.

SUZANO BUY-IN

Pulp producer Suzano has acquired 10% of Imetame Logística Porto, a five-terminal development under construction in Brazil's Espírito Santo state.

GALVESTON EXPANDS

Port of Galveston has completed a \$106m cargo expansion, adding a 1,410ft berth and almost 30 acres of handling space.

BALTIC GAINS

Russian grain exporters are shifting cargo towards Baltic ports as attacks disrupt Black Sea routes. Meanwhile, requests for grain deliveries by rail to Russian Baltic ports for the 2026/27 season had reached five million tonnes, most of it intended for August and September.



MACHINE, REPAIR AND SERVICES

COMPANY NEWS



Established in 1977, MRS Greifer- und Maschinenbau Helmstadt GmbH is a leading engineering company providing design, manufacture, supply and after sales services for grab buckets up to 30m³ capacity. Our commitment to continuous research and development ensures our grabs are world leaders in terms of technology, quality and performance.

With five decades of experience in the design, manufacture, research and development of grabs, plus an extensive after-sales service backed by our team of highly skilled engineers, MRS Grabs has clients from every corner of the world.

We design grabs to fully meet the needs of our clients and the parameters within which they work, producing equipment capable of unloading all kinds of bulk cargo. Our machines include the latest features and are of optimal weight, ensuring an exemplary performance for a longer period of time. When it comes to hydraulics and other outsourced parts, we only use trusted brands so the highest quality is ensured.



Each grab is manufactured under the industry's strict quality controls, according to the QAP approved by our experts. We are only too aware that delays in shipping can result in exorbitant costs so we keep a full stock of spare parts, and our committed after-sales service team is available to see to all our customers' needs in the quickest possible time.

With grabs to handle bulk, logs, scrap, underwater dredging and more, please don't hesitate to contact us to talk through your needs.

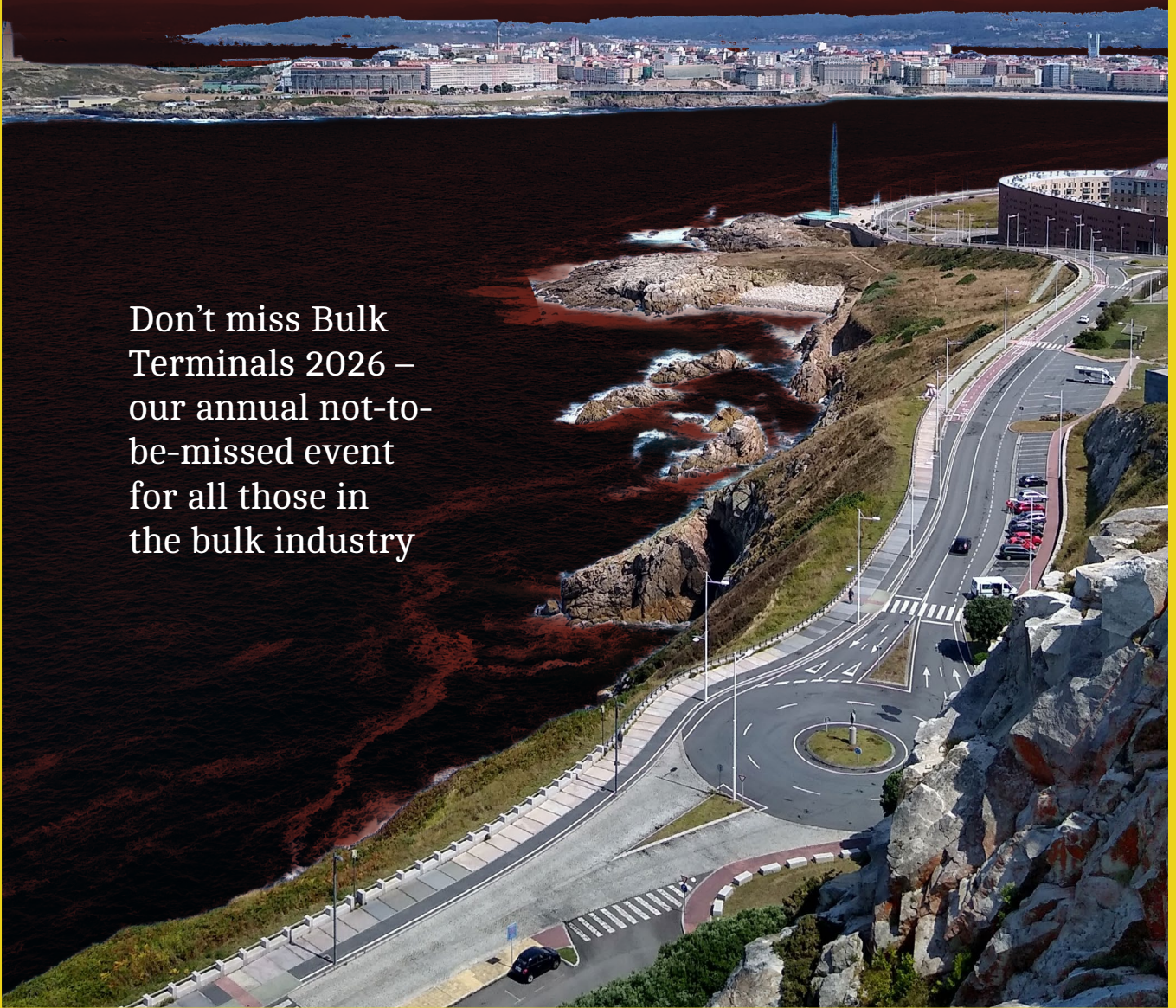


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CONFERENCE CALL

Don't miss Bulk
Terminals 2026 –
our annual not-to-
be-missed event
for all those in
the bulk industry



Geopolitical tensions, trade volatility and their impact on the global bulk sector will take centre stage at the Association of Bulk Terminals' annual conference, taking place in A Coruña, Spain, on 21–22 October.

Under the timely theme 'Coping with Continuing Uncertainties', Bulk Terminals A Coruña 2026 will bring together terminal operators, port authorities, equipment and service providers and other industry professionals to examine the challenges facing the sector – and the practical steps terminals can take to respond.

Taking place at the Hotel Eurostars Atlántico, Bulk Terminals A Coruña 2026 is the only event aimed at the entire bulk terminals industry.

Geopolitical tensions and the volatility of the US tariff regime are driving a structural shift in the global trading system, with significant implications for bulk trade. The conference will examine what these changes mean for bulk terminal operations – both in the short term and for the future.

Delegates can expect a packed programme of insight, advice and information from expert speakers on:

- » operations and opportunities for bulk terminal operators
- » protecting against cyber attack
- » minimising risk and improving safety
- » ensuring environmental protection and compliance
- » how equipment and service providers can deliver solutions to meet terminal operators' needs.

An in-depth, sector-by-sector market analysis will also provide invaluable information and advice, supported by practical case studies.

Alongside the conference programme, there will be plenty of opportunities to network with fellow industry professionals during breaks and discussions, as well as at the ever-popular Ice-Breaker Drinks in the Hotel Eurostars Atlántico bar.

The Conference Reception at the end of day one, kindly sponsored by the Port Authority of A Coruña, provides another opportunity to renew old friendships

– and make some new ones. On the afternoon of day two, delegates will also have the opportunity to visit the Outer Port of A Coruña, combining a first-hand look at port operations with further networking.



Alongside the programme, there will be plenty of opportunities to network with fellow professionals

KEY TOPICS

- » **Keynote:** Continuing geopolitical tensions and volatility of the US tariff regime impacting the global bulk trade
- » **Cementitious trade** – factors reshaping trade flows
- » **Minimising material losses** – ship to shore and shore to ship
- » CapEx and OpEx considerations in equipment purchases
- » **The SMARTSTORE project** – improving port logistics, storage and product transformation in Galicia through Industry 4.0 technologies
- » **Case studies:** Implementing a terminal operations system
Moving an infrastructure project from a concept to commissioning
- » How **artificial intelligence** is reshaping the cyber-risk landscape for bulk terminals
- » **Understanding climate risks**, planning adaptive responses and embedding resilience

WHO SHOULD ATTEND?

Bulk Terminals 2026 A Coruña is an essential event for operational and technical directors, managers, business development professionals and analysts from:

- » Bulk terminal operators
- » Port authorities
- » Mining companies, commodity producers and traders
- » Shippers
- » Shipowners, operators, charterers, managers and barge companies
- » Logistics companies, brokers and forwarders
- » Materials handling engineers
- » Equipment and service providers
- » Government and regulators
- » Terminal developers
- » Port and construction consultants
- » Finance, insurance and P&I
- » Lawyers

WHY ATTEND?

- » Understand the challenges facing the bulk terminals industry
- » Learn from industry experts
- » Better understand the needs of your customers
- » Join the discussion with industry peers, consultants and investors
- » Meet technology and service providers and discover solutions that can improve compliance, safety and efficiency
- » Build valuable industry contacts and strengthen existing relationships

HOW TO REGISTER

Online: bulkterminals.org/events/event-registration

Email: events@bulkterminals.org

REGISTRATION FEES

ABTO Members: **£1,200 + VAT**

Non-Members: **£1,400 + VAT**

Discounts available for group bookings

NEED TO KNOW MORE?

For further information, contact **Simon Gutteridge** on +33 (0)321 47 72 19 or email events@bulkterminals.org. Turn to page 6 to find out more about the conference.

MEET OUR EXPERT SPEAKERS

CONFERENCE CHAIR Professor Mike Bradley, BSc Hons, PhD, Professor of Bulk and Particulate Technologies, The University of Greenwich; Director, The Wolfson Centre for Bulk Solids Handling Technology; Chairman, Solids Handling & Processing Association (SHAPA) and ABTO Members' Advisory Panel.

After doing an apprenticeship with BAE Systems, Mike took a first degree at Thames Polytechnic and after working in Flight Automation Research Laboratory at BAE, he returned to Thames Polytechnic to do a PhD in Design Methods for Pneumatic Conveying systems. After his PhD, he joined the Wolfson Centre as a consultant, then Manager and finally Director in 2000. He became Professor in 2006. He also co-founded WorkSafe Design, developing advanced PPE for infectious disease protection.

Kent Busk, Managing Director, Seaport Group

As Managing Director of Seaport Group, Kent and has worked across Europe, the Middle East, Asia, Africa, and the Americas for more than 28 years, delivering projects in infrastructure, logistics, ports, terminals, automation, productivity improvement, and large-scale transformation programmes.

Daniel Carrera Villar, Chartering & Operations Manager, Erhardt Logistics Galicia

Daniel has built his entire professional career in the maritime transport and logistics industry. He has led operations across multiple business areas, from ship chartering and port agency services to the end-to-end management of complex logistics projects. He currently leads Erhardt Logistics' Chartering and Operations business in Galicia and Portugal.

Tommy Carnebo, Training Manager and BEV Risk Specialist, Dafo Vehicle AB

Tommy has more than 20 years of experience as a professional firefighter and has specialised in battery-electric vehicles and alternative fuel safety since 2016. He works internationally with vehicle manufacturers, terminal operators, emergency services, authorities and other industrial stakeholders. His work focuses on fire risk assessment, early detection, fire suppression, emergency preparedness and the development of practical safety procedures for vehicles and machinery operating in high-risk environments.

Neil Dalus, Risk Assessment Manager, TT Club

Neil is in the TT Club's Loss Prevention Team. He joined TT Club in 2023 and has extensive experience managing port and port related infrastructure and assets, having 20 plus years engineering experience, which includes Local Authority, consultancy and 11 years in the port industry in various technical and engineering leadership roles.

Sylvie Doutres Ghizzo, Associate & Joint Managing Director, DsG Consultants

Co-founder of DsG Consultants in 2011, Sylvie Doutres Ghizzo has more than 35 years of experience as senior consultant in the port sector. Specialized in port intelligence, trade flow analysis, and industrial dry bulk supply chains, she advises public and private stakeholders across Europe and the Mediterranean.

Mo Dualeh, EMEA Sales Manager, TBA

Mo has worked as an enterprise technology professional for over twenty years across the EMEA region, primarily with Deloitte & other US Tech Corporations. He has been with TBA (a division of Konecranes Software) for three years and is responsible for Business Development and Sales of the CommTrac TOS (Terminal Operating System) throughout Europe, the Middle East, and Africa.

Martin Fernandez Prado, Dr Architect, MAUD Harvard University, PADE – IESE, Executive Chairman, Port Authority of A Coruña

Martin has been the Executive Chairman of the Port Authority of A Coruña since 2020. His main achievements since arriving there have been granting the financing of the railway infrastructure to the Outer Port with Next-Gen funding and starting the process of transforming the waterfront of the Inner Port.

Roque González Nogueira, Director Supply Chain and Terminals, Galigrain SAU

Roque has been Director General Supply Chain and Terminals at Galigrain for nine years. Before that he was JLL (Jones Lang LaSalle Incorporated), a commercial real estate services and investment management company, working on both the Wealth Management and Retail sides of Capital Markets.

Harry Grimes, Head of Dry Bulk Research & Data Analytics, Arrow

Harry leads Dry Bulk Research & Data Analytics at brokerage ARROW, building both qualitative and quantitative insights into dry bulk shipping and commodity markets. Before ARROW, he worked at a commodity trading house and a hedge fund, covering risk and market analysis in freight, coal, iron ore, agriculture, gas and LNG.

Andrés Guerra, Head of Sustainability and Strategy, Port of A Coruña Authority

Andrés has more than 35 years of experience in sustainability, environmental management, strategy, risk management, and maritime and port operations. He holds a Degree in Physics from the Complutense University of Madrid, specialising in Earth and Space Physics, and has complemented his scientific background with postgraduate studies in atmospheric research, environmental management, and civil protection and emergency management.

Simon Gutteridge BA Law (Hons), FIMarEST, Chief Executive, ABTO

Simon has 40 years experience as a maritime associations, media and events specialist. His background in association management, event production and as a commissioning editor of legal publications is reinforced by a strong background in advertising, sponsorship and revenue stream optimisation. He has an excellent knowledge of maritime, trade, energy, defence, foreign affairs, political and legal matters.

Richard Hodder, Managing Director & Principal Cybersecurity Consultant, Engage Cyber

Richard is a cybersecurity consultant specialising in securing critical infrastructure, operational technology (OT) and maritime systems. With over 20 years of hands-on experience across IT and OT environments, he has delivered projects for some of the world's largest industrial, energy, and maritime organisations, including offshore wind farms, shipping lines and global manufacturing plants.

David Ingvarsson, Sales Manager – Europe, BRUKS Siwertell

David is an experienced sales manager who has worked in both the mechanical and industrial engineering industries. His experience covers both project type sales and through distributors. He is a strong programme and project management professional skilled in HVAC, heat exchangers, boilers, district heating & cooling systems.

Dorota Jilli, Senior Underwriter, TT Club

Dorota joined the TT Club in 1998. She has held various underwriting roles and is now a Senior (Portfolio) Underwriter in the Europe region with specific responsibility for Central Europe and the Mediterranean. She works with the TT Club membership across a wide range of regions and risk areas specific to the transport and logistics industry and is an Associate of the Chartered Insurance.

Hani Katerji, Director, Hani Katerji Consulting BV

Hani is the founder and director of Hani Katerji Consulting BV, a boutique management consulting firm based in Amsterdam. Over the past decade, he has helped commercial and strategy leaders in the sustainable port infrastructure companies unlock over €500m in investment decisions for projects across Europe and the Middle East.

Jon Mentxaka, Product Manager for Spain at igus

Jon is a Mechanical Engineer with more than 22 years of experience in industrial engineering, product management and business development. Throughout his career, he has worked across a wide range of industries including aerospace, automotive, renewable energy, cranes, construction machinery and other demanding industrial applications.

Tomasz Mańka, Director of Commercial Division, Węłokoks SA and Chairman Market Committee, Euracoal

Tomasz is a manager with over 29 years of professional experience in the field of foreign trade on the international coal market, including 14 years of experience in work and management in foreign companies belonging to the Węłokoks Group.

He has extensive experience and knowledge in the field of international trade and logistics, including maritime. He is Chairman of the Euracoal Market Committee in Brussels and an Associate at the Coal Industry Advisory Board established by the IEA.

Julien Pierre, Business Development Manager, Hexagon

An experienced professional in the mining technology space, Julien is currently serving as Business Development Manager for Radar Solutions (former indurad) at Hexagon. His role supports mining and bulk material handling operations in applying advanced sensing and monitoring technologies to improve safety, operational awareness and decision making.

Pablo Ramilo Méndez, Director, Erhardt Logistics Galicia and Director, Terminales Marítimos de Galicia

Pablo leads Erhardt Logistics' operations in Galicia and the northwestern Iberian Peninsula. With more than 30 years of experience in the logistics sector, he has built his entire career around operations management, business development and team leadership. He is also a member of the Erhardt Logistics Steering Committee, contributing to the company's strategic direction and continued growth.

Jorge Rico Caramés, Commercial Director, Pérez Torres Marítima SL (PTM)

Jorge studied Civil Engineering at the University of A Coruña and Business Administration at the IESE Business School. He worked at Pérez Torres Marítima (PTM) for twelve and half years. Jorge has been the Commercial Director at PTM since May 2023. Prior to that he was Deputy Manager on the agency and stevedoring side of the business for nine and half years.

Pablo Rodas-Martini, Director of Market Intelligence, Emerging & Frontier LLC

Pablo is a maritime expert and influencer who writes high-quality, technical content for European maritime companies. He is Vice President and Director of Market Intelligence at Emerging & Frontier LLC. Previously, he was Chief Economist at the Central American Bank for Economic Integration (CABEI) and an adviser to the Inter-American Development Bank.

Javier Sánchez, Innovation Manager – Bulk Logistics and Port Operations, Galigrain

Javier works in the Innovation Department focusing on the development and implementation of practical digital solutions for bulk terminal activities. His work centres on improving efficiency, traceability and operational performance through the application of Industry 4.0 technologies in real port environments. He is actively involved in projects aimed at optimising cargo handling, storage and value-added processes within the agrifood supply chain.

Irene Souto, Head of Port and Business Development, Port of A Coruña Authority

Irene is a civil engineer and graduate in law, specialised in maritime administration and port management. She has completed an executive program for women in senior management at ESADE and a program in Organizational Leadership at Harvard Business School. Since 2007, she has been part of the senior management team at the Port Authority of A Coruña, where she currently leads the Commercial, Port & Business Development Department.

Robert Tengval, Key Account Manager, Fogmaker

Robert has gained a clear view of how customers seek better fire protection for their investments. What previously mainly applied to buses or trucks now applies to all vehicles, especially if these vehicles are used for bulk materials handling. Protection is needed to safeguard employees, machines and the products they handle every day. To this end, Robert is working towards the goal of providing fire protection that is always active without human intervention and that simultaneously alerts its surroundings if an accident occurs.

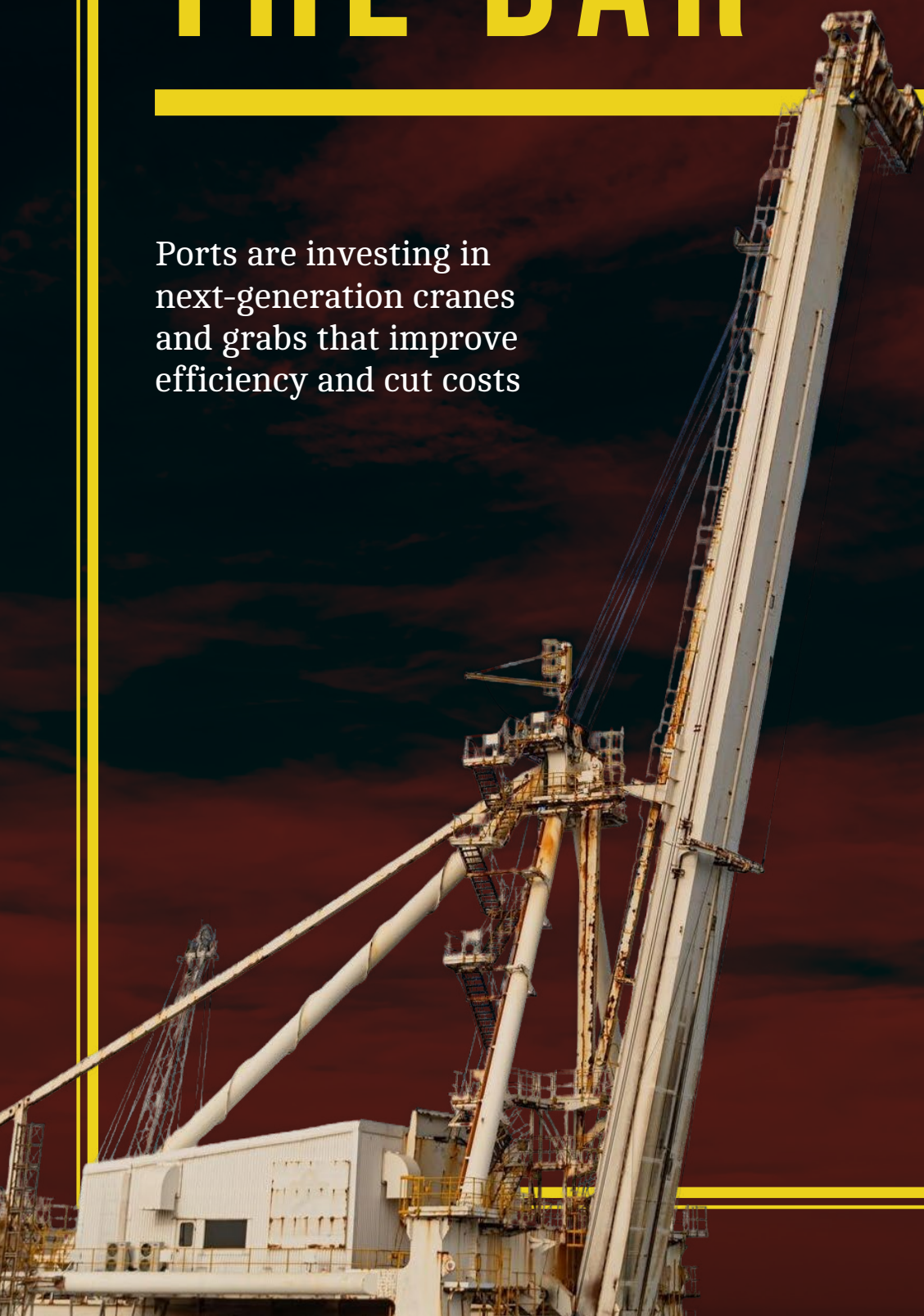
Frank van Laarhoven, Senior Sales Manager Europe, RAM Spreaders

Before joining RAM, Frank studied electrical engineering and gained experience in the overheight crane industry before moving into the port sector in the 1990s. He advanced to a senior management role with a spreader manufacturer and later transitioned into sales. Since joining RAM, Frank has been instrumental in supporting customers worldwide.



RAISING THE BAR

Ports are investing in
next-generation cranes
and grabs that improve
efficiency and cut costs



LIEBHERR

Four-rope grab

Liebherr Maritime Cranes has introduced its new CBG 310 transshipment crane, building on more than a decade of operational experience with the company's CBG 300 and promising increased capacity, faster handling and reduced maintenance requirements.

Designed specifically for demanding bulk transshipment operations, the four-rope grab crane is the direct successor to the CBG 300. Among the most significant improvements is a maximum hoisting speed of 130m/min, an increase of 44% compared with its predecessor. Liebherr says the higher speed will enable faster handling cycles, helping operators to increase throughput and reduce vessel turnaround times.

Lifting capacity has also been increased to up to 45 tonnes on the hook. A standard boom length of 30m has been retained for floating applications, while an outreach of up to 32m is available for land-based installations.

Operator comfort has been addressed in the redesign, with the CBG 310 featuring an enlarged 7m³ cabin intended to improve both visibility and working conditions during long shifts. Maintenance requirements have also been reduced through the replacement of hydraulic hoses with integrated piping within the slewing column.

One of the first operators to adopt the new crane is global dry bulk logistics and floating terminal specialist Rocktree, which is replacing two CBG 300 units after 11 years of continuous operation.

The existing cranes are installed on eccentric arms and Rocktree will retain this configuration when the CBG 310s are installed. The arrangement allows the company to preserve the established vessel geometry while benefiting from the increased speed, capacity and responsiveness of the new equipment. Rocktree will be the first operator to install CBG 310 cranes on eccentric arms.

"Moving to the CBG 310 allows us to build directly on our operational experience while achieving a clear

improvement in handling speed and lifting capability," says Giovanni Colotto, Managing Director and Head of Fleet at Rocktree.

The new crane also incorporates a number of Liebherr digital and operator-assistance technologies. Its Litronic control system is designed to provide precise and consistent crane movements, while SmartGrip automatically adjusts grab behaviour during operation to optimise filling and reduce material loss.

Safety is supported by Liebherr's LiCAS Collision Alert System, which monitors distances between neighbouring Liebherr cranes and warns operators when potentially unsafe conditions arise. This is particularly relevant in floating transshipment operations where cranes may be working in confined areas.

According to Liebherr, the development represents an evolution of an established design rather than a completely new handling concept, allowing operators familiar with the CBG 300 to retain its basic handling philosophy while benefiting from improved performance.

'The CBG 310 is designed for operators who expect more from a proven concept,' says Tim Ladendorf, Head of Sales Ship Cranes, Port and Transshipment Solutions at Liebherr-Rostock GmbH. 'It delivers a clear step forward in capability while preserving the handling philosophy that crews know and trust.'

Increasing capacity

The Port of Lake Charles has expanded its bulk cargo handling capabilities with the installation of two new Liebherr rail-mounted cranes at Bulk Terminal 1 – a major infrastructure investment that enhances operational efficiency, throughput capacity and service to customers across multiple industries.

The new Liebherr rail-mounted cranes will substantially increase loading and unloading capacity at the terminal, enabling the Port to handle higher cargo volumes while reducing vessel turnaround times. The enhanced

equipment also positions the Port to better serve existing customers while supporting future growth opportunities in the bulk commodities sector.

"This investment reflects our commitment to providing world-class infrastructure for our customers," says Port Executive Director Richert Self. "Adding a second rail-mounted crane substantially increases our operational capability and reinforces the Port of Lake Charles' role as a premier gateway for commerce along the Gulf Coast."

The dual-crane installation represents one of the Port's latest strategic investments in modernising its cargo-handling infrastructure as it celebrates its 100th anniversary this year. Ranked among the nation's top-10 ports by tonnage, the Port continues to invest in facilities designed to meet growing demand from domestic and international markets.

The cranes are designed to handle a wide variety of bulk commodities while offering the reliability and productivity expected at one of America's leading deepwater ports. The additional lifting capacity strengthens the Port's ability to accommodate increasing cargo volumes generated by Southwest Louisiana's expanding industrial, manufacturing, and energy sectors.



Béjaïa boost

Algeria's Port of Béjaïa has expanded its cargo-handling fleet with the arrival of a new Liebherr crane offering a lifting capacity of up to 124 tonnes.

The investment forms part of a continuing programme to modernise the port's equipment and improve operational performance as cargo volumes develop. The new crane is intended to strengthen the port's ability to handle goods efficiently and reduce handling times.

Béjaïa is an important commercial port on Algeria's Mediterranean coast and handles a varied mix of cargo. The new equipment adds to an established fleet of Liebherr cranes at the facility and continues a long-standing relationship between the port and the German manufacturer.

The acquisition also sits within wider efforts to modernise Algerian port infrastructure and improve the competitiveness of the country's maritime gateways. By adding further high-capacity lifting capability, the Port of Béjaïa aims to increase the reliability and flexibility of its cargo-handling operations while supporting future growth in throughput.

KONECRANES

Mobile move

PD Ports has strengthened cargo-handling capacity at the Port of Hartlepool with the arrival of a new Konecranes Gottwald ESP.6 mobile harbour crane.

The 390-tonne crane, which was assembled and tested in Antwerp before delivery to the north-east England port, offers a maximum lifting capacity of 125 tonnes and a working radius of up to 49m. The new machine adds significant heavy-lift capability to Hartlepool's existing equipment fleet and is intended to give the port greater flexibility as customer and cargo requirements evolve.

The ESP.6 joins a Sennebogen 875M material handler already operating at Hartlepool as part of PD Ports' continuing investment in the facility.

The port handles a diverse cargo mix, ranging from dry bulk commodities to project cargo and equipment for the offshore renewables sector.

Hartlepool's location also gives it lock-free access to the North Sea, while a cluster of energy and industrial businesses is based around the port. PD Ports says the latest equipment investment will help ensure that the site has the infrastructure and handling capability needed to support future growth.

The arrival is the latest stage in the development of Hartlepool's cargo-handling fleet and provides the port with a high-capacity mobile crane capable of being deployed across bulk, breakbulk, project and specialist lifting operations.

Three for Tartous

DP World has completed delivery of three new mobile harbour cranes to the Port of Tartous in Syria as the first major equipment milestone in an US\$800m programme to modernise the Mediterranean facility.

The first of the three Konecranes MHC ESP.7B mobile harbor cranes arrived on 29 June, with DP World initially announcing that the remaining units would follow by August. The operator confirmed on 17 August that delivery of all three machines had been completed.

Together, the cranes are expected to increase cargo-handling capacity at Tartous by around 40%, supporting faster vessel turnaround and higher volumes of containerised, bulk and breakbulk cargo. DP World said each of the initial cranes was capable of handling approximately 2m tonnes of cargo annually.

The equipment forms part of the company's 30-year concession to develop and operate Tartous. The wider programme includes infrastructure upgrades, digitalisation, dredging and quay-wall refurbishment as DP World seeks to improve the port's efficiency and ability to accommodate larger vessels.

Further cargo-handling equipment, including forklift trucks and reach stackers, is due to be deployed later in

2026. DP World also plans nine additional light-duty mobile harbour cranes during 2027 and early 2028, followed by a new quay crane in 2028.

Located on Syria's Mediterranean coast, Tartous is positioned to serve trade flows linking the Eastern Mediterranean with markets in the Middle East, Europe and North Africa. The new mobile harbour cranes give the port additional flexibility across its mixed cargo base while representing the first visible stage of a much broader modernisation programme.

Fahad Al Banna, Chief Executive Officer, DP World Tartous, says: "This milestone represents much more than the delivery of new equipment. It reflects our long-term commitment to supporting Syria's economic recovery by rebuilding critical trade infrastructure. A modern port reduces the cost of doing business, attracts investment and creates skilled jobs."



This reflects
our long-term
commitment to
supporting Syria's
economic recovery
rebuilding
critical trade
infrastructure

Japan entry

Konecranes is proceeding with its strategic plans to expand its global presence by acquiring a majority 70% interest in Mitsubishi Electric FA Industrial Products (MFK) belonging to Mitsubishi Electric Corporation. The cash

acquisition would enable Konecranes to enter Japan, one of the world's largest wire rope hoist markets, at scale and take a strong position in the country's wire rope hoist, geared motor and service market. The value of the acquisition is not being disclosed.

MFK is market leader within wire rope hoists in Japan and has a substantial distributor network across the country. Its portfolio complements Konecranes' current offering and consists of hoist equipment, hoist parts, hoist maintenance and geared motors. The planned acquisition enables a wide range of synergies and further development of the business in the region. Currently, Konecranes has only a limited local presence in Japan.

The company has been growing its sales over the past years and generates approximately E90m in annual sales. A significant majority of the company's sales comes from Japan and the rest mainly from other Asian countries. The company has a total of 15 sales offices in nine regions around Japan, and it currently employs approximately 400 people with its main site located in Fukuoka, Japan.

"I am very pleased with this planned acquisition. MFK's technologies, products and personnel strengthen our global footprint and give us a more significant presence in the attractive Japanese market under a world-leading and

well-known brand. MFK will benefit from being part of a global leader, and for Konecranes MFK is a very good strategic fit and brings clear synergies. This important acquisition continues Konecranes' long-term growth focus where acquisitions play a significant role," says Konecranes' President and CEO Marko Tulokas.

The transaction is expected to be completed in early 2027 and is subject to obtaining the necessary regulatory approvals and closing conditions.

SENNEBOGEN

Cutting costs

Sennebogen has expanded its port-handling range with the new 880 G, a 280-tonne material handler developed for demanding ship-loading and unloading duties. The machine is aimed particularly at Handysize vessels, while longer equipment configurations allow it to work ships up to Panamax size.

The new model offers working ranges from 23m to 38m and can be supplied with either a 500kW diesel engine or a 460kW electric drive. This choice reflects the growing split in terminal investment between flexible mobile diesel equipment and fixed or semi-fixed electric machines for sites with suitable shore power.

The model employs a

combination of long reach and Sennebogen's Green Hybrid energy-recovery system. Energy generated as the boom is lowered is stored and made available during the next lifting movement. The manufacturer says the system can cut operating costs by as much as 50%, depending on the application.

The 880 G has also been designed around operator visibility and maintenance access. Sennebogen says the machine can be configured for different quay geometries and cargoes, allowing terminals to match reach, attachment and powertrain to their vessel mix rather than adopting a single standard layout.

MANTSINEN

Next generation

Mantsinen has launched a new generation of its 90-series material handler together with the GEN3 control system, promising greater lifting performance and a digital platform designed to support future automation and service functions.

The new Mantsinen 90 offers reach of up to 28m and is available in diesel and electric configurations. According to the Finnish manufacturer, lifting capacity has increased by up to 40% compared with earlier generations, while handling rates can reach around 800t/h depending on material and operating conditions.

GEN3 is a central element of the redesign. The control architecture brings machine functions, diagnostics and operator information together on a new platform and has been developed with future digital services and safety features in mind.

The market response to the new Mantsinen 90 has been positive, with the first machines already sold and successfully introduced into operation. This confirms the demand for a next-generation material handling solution that combines high lifting capacity with modern control technology," says Patrik Starck, Sales Director at Mantsinen Group.



LIEBHERR: PORTAL CRANES FOR BULK TERMINALS

COMPANY NEWS

Bulk terminals live by cycle time. Every grab, every slewing movement and every minute at berth affects throughput, vessel rotation and customer satisfaction. For cargoes such as clinker, cement and agribulk, equipment must deliver high-intensity performance with reliability, safety, and sustainability.

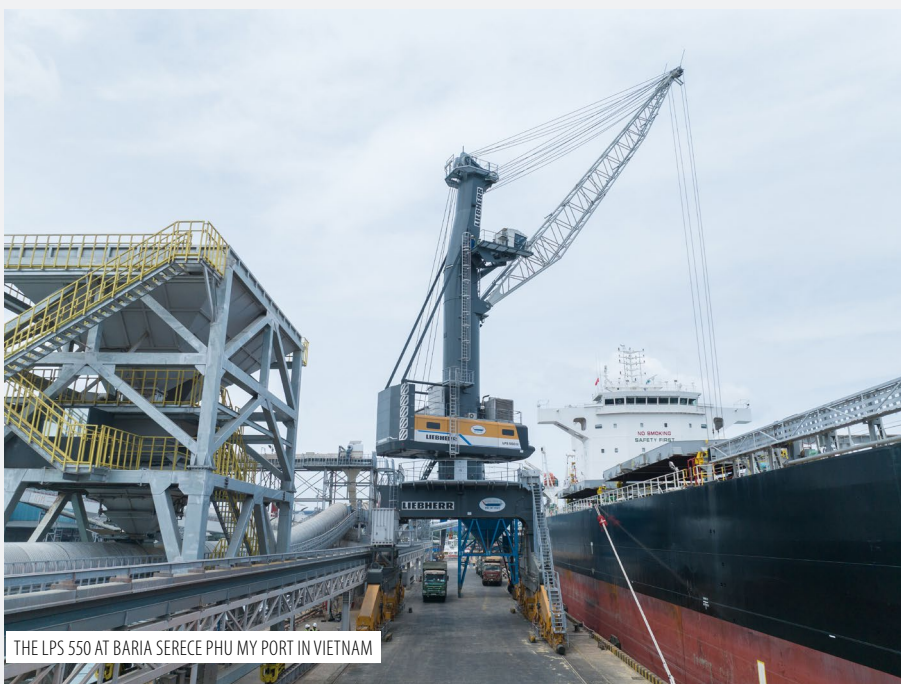
Rail-mounted portal cranes fit these needs well. They travel on quay rails while keeping ground access clear for hoppers, trucks and conveyors. This preserves apron space and integrates cleanly with fixed terminal infrastructure. It is especially valuable on narrow or constrained berths.

Liebherr Maritime Cranes addresses these requirements with the LPS series, rail-mounted portal slewing cranes engineered for bulk handling. Two recent projects show why this form factor, paired with electrification, is resonating with operators: Nuh Çimento's Hereke port in Türkiye and Baria Serece's Phu My Port in Vietnam.

HEREKE, TÜRKIYE: A GENERATIONAL UPGRADE WITH LPS 420

Nuh Çimento runs one of Türkiye's largest cement export operations. At its private port in Hereke, the terminal handles around five million tonnes of dry bulk per year and serves more than 40 export markets. The site features a 595 metre berth for vessels up to 80,000 DWT, a 300 metre underground conveyor tunnel and automated loading systems designed for continuous high throughput. Into this environment, Liebherr delivered an electric LPS 420 portal crane. It replaces an LPS 400 that had operated since 1999.

The LPS 420 offers a 124 tonne lifting capacity and handling rates up to 1,500 tonnes per hour. Slewing uses Liebherr's



THE LPS 550 AT BARIA SERECE PHU MY PORT IN VIETNAM

closed hydraulic circuit for smooth, energy-efficient rotation under load. The Litronic control system provides precise handling for materials like clinker and cement. The crane's electric drive reduces local emissions and fuel consumption. These attributes align with tighter environmental standards and energy economics in bulk ports.

Commissioning was completed on schedule under Liebherr supervision. The customer praised easy installation and operator familiarity. The machine felt like a continuation of proven workflows, with more power and less effort. The upgrade keeps the portal concept that matches the quay and conveyor layout and moves to a modern electric platform with faster cycles and lower maintenance.

Hereke also illustrates the maturity of the LPS platform. The LPS 400 there was the first Liebherr portal slewing crane ever delivered. Liebherr now references more than 130 LPS cranes in global service. This matters for terminals that value proven design lineages and sustained support.

PHU MY, VIETNAM: SPACE, SPEED AND STABILITY WITH LPS 550

On the Thi Vai River, Baria Serece Phu My Port links Vietnam's industrial heartland to global markets. The terminal has two berths totalling 620 metres and can receive vessels up to 100,000 DWT. To boost discharge performance for agribulk and fertilisers, the operator selected the LPS 550 portal slewing crane. The rail-mounted unit pairs a 144 tonne lifting capacity with a 48-metre boom. Its high-voltage electric drive is complemented by a diesel backup for continuity during grid interruptions. Performance tests confirmed handling rates up to 1,250 tonnes per hour, surpassing initial expectations.

For operators, the LPS 550's value is multi-dimensional. A four-rope grab system and advanced hydrostatic drive sustain

simultaneous hoisting, slewing and luffing. This yields cycle-time gains under real-world loads. High-visibility cabins, integrated digital displays, and camera systems support precision and safety. Storm anchors and a robust portal design ensure stability in challenging conditions. In its first year, the crane logged about 4,000 operating hours, often up to 22 hours per day, directly cutting vessel time at berth.

The portal undercarriage is central to Phu My's application. By travelling on rails and keeping the space beneath the portal open, the crane preserves quay access for trucks and service traffic. It enables direct integration above conveyor lines and reduces re-handling and congestion. As Liebherr states, engineering at Baria Serece was driven by space, cycle time, and reliability. The portal configuration and four-rope grab concept address each of these drivers.

Baria Serece previously operated five Liebherr TCC 300 cranes. This history underscores a partnership focused on reliable cargo handling. The LPS 550 extends that relationship by delivering high-cycle bulk performance with an electrified backbone.

ELECTRIFICATION AND CONTROL: THE COMMON THREAD

Across Hereke and Phu My, electrification is a practical lever for uptime, cost control, and environmental performance. At Nuh Çimento, the electric LPS 420 lowers local emissions and fuel use while improving cycle consistency under abrasive bulk. At Baria Serece, the LPS 550's high-voltage electric drive, paired with diesel backup, maintains resilience during power variability. In both deployments, electric architectures combine with hydraulic or hydrostatic slewing and Litronic or advanced control systems. The result is smooth, precise motion. Faster grabs, clean rotations, and reliable luffing sequences.

Portal cranes also integrate naturally with conveyors and hoppers. On narrow quays, preserving ground space beneath the portal is decisive in maintaining vehicle access and safety buffers during peak hours.



TAKEAWAYS FOR BULK TERMINAL PROFESSIONALS

- » **Cycle time:** Verified figures show up to 1,500tph for LPS 420 and up to 1,250tph for LPS 550. These rates reflect sustained high-intensity cycles with four-rope grabs and simultaneous motion profiles.
- » **Layout fit:** Rails and portal geometry keep the quay clear and tie directly into conveyors. This avoids logistics penalties from blocked ground access and suits constrained berths.
- » **Lifecycle economics and sustainability:** Electric drives reduce local emissions and fuel consumption. Modern controls improve working conditions. Backup systems at Phu My and proven lineage at Hereke enhance resilience and asset longevity.

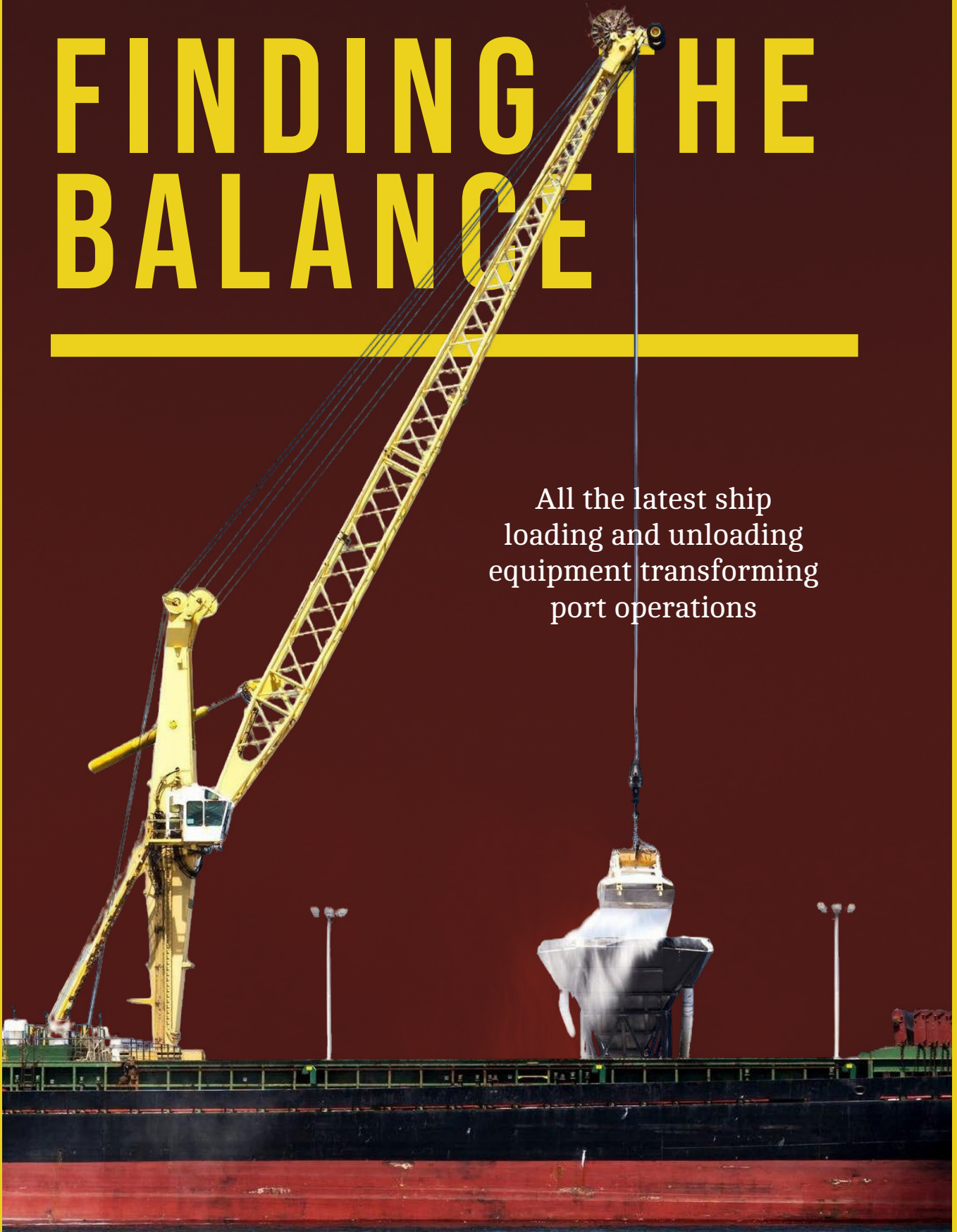
The two projects show why electric portal cranes are a strong match for bulk terminals that demand high throughput without sacrificing quay access or environmental performance.

Shorter vessel times, cleaner operations, and high equipment availability are measurable outcomes.

For more information, visit:
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FINDING THE BALANCE

All the latest ship
loading and unloading
equipment transforming
port operations



ON-BOARD HANDLING

Norwegian shipowner Arriva Shipping is extending its use of vessel-mounted cargo-handling equipment after positive experience with the Sennebogen 875 E installed aboard the self-unloading vessel *Nor Viking*.

The Ølen-based family company operates a specialised fleet carrying bulk cargo and timber throughout Northern Europe. Its eight self-unloading vessels, with capacities of up to 8,000dwt, are designed to give customers flexibility at ports where shoreside cargo-handling infrastructure may be limited or unavailable.

Nor Viking, the largest vessel in the fleet to date, entered service in 2022 with a Sennebogen 875 E material handler permanently integrated into the ship. Mounted on a traversable gantry between the cargo hatches, the machine can move along the vessel to reach different areas of its approximately 11,500m³ cargo holds, enabling the ship to load and discharge without relying on port cranes.

The arrangement is intended to overcome one of the main challenges faced by self-discharging vessels: providing sufficient reach and lifting capacity while integrating heavy cargo-handling machinery safely into the vessel structure.

Equipment must also withstand the corrosive marine environment and provide operators with clear views into both the holds and the quayside working area.

The 875 E aboard *Nor Viking* is powered by a 390kW electric motor supplied from the vessel's onboard electrical system. Sennebogen says the electric drive reduces service requirements, extends maintenance intervals and removes the need for refuelling the handler, while also lowering emissions during port operations.

The machine is also equipped with Sennebogen's Green Hybrid energy-recovery system, which recovers energy as the boom is lowered and makes it available for the next lifting cycle. The manufacturer says the system



can reduce operating costs by up to 35%.

A 26m reach allows the handler to work into deep and difficult-to-access parts of the cargo holds. Its elevating Skylift cab can be raised or lowered to improve the operator's view as cargo levels change.

The machine can be fitted with a clamshell bucket for bulk commodities or exchanged for a timber grapple and other attachments, giving the vessel flexibility across different cargoes.

For Arriva Shipping, the principal advantage is independence from shoreside equipment. *Nor Viking* can call at smaller ports without dedicated cranes and carry out its own cargo operations, potentially widening the range of terminals available to the vessel and reducing dependence on local handling infrastructure.

The concept is now being repeated. Following its experience with *Nor Viking*, Arriva Shipping has commissioned two additional sister self-unloading vessels, both of which are also due to be equipped with Sennebogen 875 E material handlers.

SIWERTELL SUSTAINABILITY

Bruks Siwertell has been awarded the 2026 JCE Sustainability & Innovation Award by JCE Group for the development of the Siwertell Edge ship unloader concept.

The award recognises the outstanding work carried out by the Design and Calculation team within Port Technology in developing a new-generation mechanical ship unloader specialised for grain handling applications.

Siwertell Edge has been developed through advanced engineering and simulation work with a clear focus on combining operational performance, sustainability and commercial competitiveness. The solution introduces a standardised and lightweight design concept while maintaining high unloading efficiency and operational reliability.

According to the jury, the project demonstrates how technical excellence and sustainable innovation can be combined into a future-proof and commercially attractive offering.

The Siwertell Edge concept contributes to sustainability

improvements through reduced material usage, lower CO₂ footprint and high energy efficiency throughout the product lifecycle.

At the same time, the solution strengthens Bruks Siwertell competitiveness within an important and growing market segment.

The original concept behind Siwertell Edge was initiated and developed by Zoltan Habony and Kristoffer Enggren, whose innovative thinking laid the foundation for the project.

Through cross-functional collaboration across the organisation, the concept has evolved into a commercially ready product platform.

"This award reflects the strong engineering competence, innovation capability and teamwork that exist throughout our organisation. Siwertell Edge represents an important step forward in combining operational performance with long-term sustainability," says Malin Pekberg, Marketing Manager.

OFFSHORE ORDERS

MacGregor has received several orders for Offshore Load Handling service projects during the first half of 2026. By securing these vital modernisation and upgrade contracts, the company has solidified its integrated agreements and reaffirmed its position as a key global partner for complex offshore operations.

The recently won offshore load handling related modernisation orders

“

We see a clear market trend where safety and precision are prioritised higher than ever

highlight MacGregor's capability to provide value throughout the entire lifecycle of a vessel. These initiatives provide specialised engineering, extensive upgrades and modernisations designed to enhance the operational performance of the global fleet currently in service.

"Securing these contracts is testament to our commitment to next-generation offshore technology," says Tomas Hakala, SVP, Global Services at MacGregor.

"We see a clear market trend where safety and precision are prioritised higher than ever and we remain the partner of choice for these complex requirements."

A key highlight of these recent modernisation and upgrade contracts includes the total rebuild of a customer's crane control systems. This project replaces obsolete components with the newest technological advancements currently featured on MacGregor's latest newbuild cranes.

Additionally, the asset will be equipped with a brand-new, highly functional operator cabin boasting an advanced human-machine interface and enhanced operational features.

NEW ADDITION

Sennebogen has expanded its port-handling range with the new 880 G, a 280-tonne material handler developed for demanding ship-loading and unloading duties.

The machine is aimed particularly at Handysize vessels, while longer equipment configurations allow it to work ships up to Panamax size.

The new model offers working ranges from 23m to 38m and can be supplied with either a 500kW diesel engine or a 460kW electric drive. This choice reflects the growing split in terminal investment between flexible mobile diesel equipment and fixed or semi-fixed electric machines for sites with suitable shore power.

For bulk operators, the most relevant feature is the combination of long reach and Sennebogen's Green Hybrid energy-recovery system. Energy generated as the boom is lowered is stored and made available during the next lifting movement.

The manufacturer says the system can cut operating costs by as much as 50%, depending on the application.

The 880 G has also been designed around operator visibility and maintenance access. Sennebogen says the machine can be configured for different quay geometries and cargoes, allowing terminals to match reach, attachment and powertrain to their vessel mix rather than adopting a single standard layout.



SHIP LOADING & UNLOADING

GENMA DELIVERY

Bulk materials handling specialist GENMA has completed the commissioning and delivery of two high-capacity ship loaders for a customer in Indonesia, with the new equipment now entering production operations.

The two fixed ship loaders, each with a rated capacity of 2,500 tonnes per hour, have been installed at a terminal in South Kalimantan, one of Indonesia's major centres for dry bulk exports. The equipment was specifically designed to suit the operating conditions at the terminal and has been installed on nearshore concrete piers.

According to GENMA, the fixed configuration was selected both to provide efficient loading operations and to help reduce the construction requirements – and associated costs – of the terminal infrastructure.

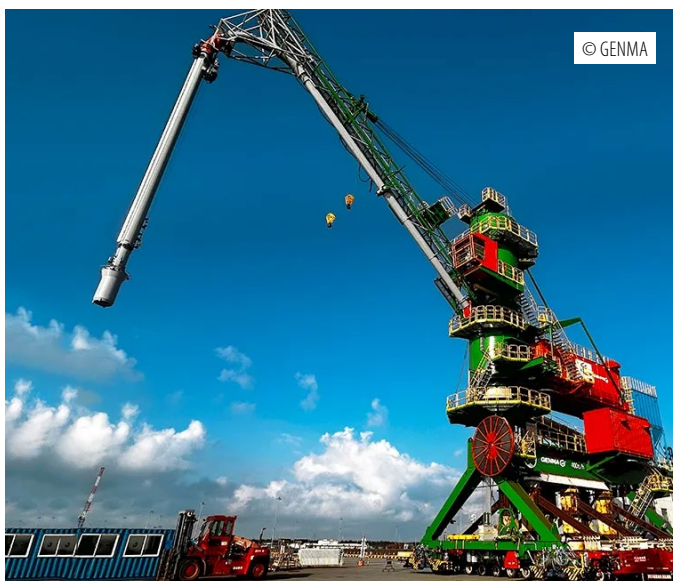
Each loader incorporates a rotary discharge chute, allowing the equipment to accommodate different vessel sizes. The two machines can also operate in coordination, providing the terminal with additional flexibility when handling bulk cargo.

Safety and automation have also been incorporated into the design. The loaders feature safety interlocking systems as well as remote monitoring, enabling operating conditions and equipment performance to be monitored while supporting continuous loading operations.

The project has now completed its commissioning stage and the two loaders have formally entered service. GENMA said it would continue to provide technical support for the equipment to help ensure its long-term reliability.

The installation provides the South Kalimantan terminal with a combined nominal loading capacity of 5,000 tonnes per hour when both machines are operating, adding significant shiploading capability to the facility.

The project also represents another installation for GENMA in Indonesia, where large-scale coal and other dry bulk exports require high-capacity loading equipment capable of maintaining rapid vessel turnaround.



SAMSON
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CAMBERED BOOM OR TELESCOPIC BOOM SHIPLOADER?



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THE RIGHT ANSWER DEPENDS ON MORE THAN LOADING CAPACITY.

Selecting a mobile shiploader is a strategic decision that influences efficiency, energy consumption, material quality and long-term operating costs.

There is no one-size-fits-all solution.

READ THE FULL EDITORIAL

Learn more about how to select the right mobile shiploading solution for your operation.



Read on page 32

YOUR OPERATION IS UNIQUE

Material characteristics and loading philosophy are just as important as the shiploader.

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SAMSON: CAMBERED OR TELESCOPIC? HOW TO CHOOSE THE CORRECT MOBILE SHIPLOADER

COMPANY NEWS

The selection of a mobile shiploader is influenced by a number of factors, including the commodity being handled, terminal infrastructure, environmental requirements and operational philosophy. While both cambered boom and telescopic boom shiploaders are proven technologies, each offers distinct advantages that can make one solution more suitable than the other depending on the application.

Understanding the differences between the two approaches can help terminal operators evaluate which technology best aligns with their operational objectives, both today and in the future.

Boom design and operational differences

One of the key differences lies in the boom structure itself. Cambered boom shiploaders offer greater structural strength and can accommodate proprietary dust-free loading chutes. This becomes particularly important when considering blocked chute load cases in accordance with ISO 5049-1 and FEM II standards. When handling high bulk density materials, the loads generated under these conditions can be significant, requiring both the boom

structure and luffing system to be designed accordingly.

Telescopic shiploaders do not offer the same load carrying capability due to the inherent limitations of the telescoping boom section. However, they provide the advantage of increased vessel coverage from a single machine position, reducing non-loading time associated with repositioning and allowing more of the hatch area to be reached without moving the shiploader.

Material, dust and energy consumption

Another important consideration is the material fall height into the vessel hold. The geometry of a cambered boom shiploader significantly reduces the drop height compared with a telescopic design. This can be particularly beneficial when handling materials susceptible to degradation, such as pellets, granules or lump products.



Greater fall distances can increase breakage, generating additional dust and reducing the amount of saleable product. The lower discharge height also translates into reduced conveyor lift requirements and, consequently, lower power consumption for a given capacity and material.

Feeding arrangements and terminal infrastructure

The method of feeding the shiploader can also influence equipment selection. Telescopic shiploaders generally require a higher feed point, meaning an inclined conveyor or similar arrangement is needed to elevate material to the feed boot. This is well suited to terminals with fixed gallery conveyors and trippers, or operations utilising mobile link conveyors where the final conveyor incorporates sufficient inclination or luffing capability.

Where material is delivered to the quay by truck or front-end loader, a cambered boom shiploader can often be configured with integrated feeders and receiving hoppers, enabling the entire loading operation to be carried out by a single machine and reducing the need to reposition and align multiple pieces of equipment.

Mobility and power options

In terms of mobility, both technologies can be supplied with wheel arrangements at all four corners of the chassis, allowing a variety of travel modes including inline, radial and parallel movement.

Telescopic shiploaders can also be supplied with simplified wheel arrangements, using front wheel steering for radial movement while larger relocations are carried out using a towing dolly or dedicated tug unit.

Both types can be powered from shore supplies, onboard generator sets, or a combination of the two, providing flexibility to suit different port infrastructures and operating requirements.



Matching the equipment to the commodity

Commodity characteristics are another important factor. When handling heavier materials such as iron ore, careful consideration must be given to the structural and power requirements of the machine. Telescopic shiploaders are typically best suited to materials up to approximately 1.6 t/m³ bulk density and capacities around 1,000 m³/h, although this will vary by manufacturer and application.

The bespoke nature of a cambered boom shiploader allows the structure and drive systems to be engineered for more demanding applications, making them suitable for higher density materials and greater loading capacities.

Lighter commodities such as coal and grain, meanwhile, often fall within the operating range where telescopic shiploaders can offer operational advantages through increased vessel coverage and reduced repositioning.

Barge loading applications

Many of the same principles also apply to barge loading operations. While shiploaders can often be utilised for both applications, dedicated barge loaders are also available. These machines can receive material from a variety of sources and load barges via a slewing and luffing fixed-length boom.

Selecting the right partner

There is no universal solution for every application. Careful evaluation of the material, terminal infrastructure and operational objectives is essential to selecting the most effective mobile shiploading system.

With more than 50 years of experience supplying wheel mobile shiploaders worldwide, SAMSON Materials Handling is one of the few manufacturers able to offer both cambered boom and telescopic boom solutions. This enables operators to evaluate the advantages of each technology and select the equipment best suited to their specific requirements. For rail mounted shiploading applications, SAMSON's sister company, SCHADE Lagertechnik, provides a complementary range of rail travelling systems.

As with any major capital investment, the most effective solution is one that balances throughput requirements, material characteristics, environmental considerations and long-term operational performance.

For more information, visit:
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CASE STUDY: RENEWING AND REVITALISING

At the Indian Farmers Fertiliser Cooperative (IFFCO) Paradeep terminal, operational reliability is essential for maintaining efficient bulk material handling. The terminal's Siwertell 790-D screw-type ship unloader plays a critical role in handling materials such as rock phosphate and sulphur, supporting continuous production flows.

After more than 12 years of operation and over 18,000 running hours, key components in the vertical conveyor system had reached a point where replacement was necessary. To maintain performance, ensure reliability, and minimise operational risk, IFFCO initiated a comprehensive upgrade of the vertical conveyor.

The vertical conveyor is a core component of the ship unloader, and its performance directly impacts unloading capacity and operational stability. In this case, several components had remained in service since the original commissioning, making their replacement both technically demanding and operationally sensitive.

The project was further complicated by a limited maintenance window between vessel operations. The available shutdown period was significantly shorter than standard requirements, placing high demands on planning, coordination, and execution.

To ensure adherence to OEM standards and enable a rapid return to service, IFFCO chose an EPC (Engineering, Procurement and Construction) solution delivered by Bruks Siwertell, including full technical supervision.

Bruks Siwertell executed the project through a complete EPC delivery, combining engineering expertise, component supply, and on-site supervision. Installation was carried

out by a qualified local contractor, working under the close guidance of experienced Bruks Siwertell service engineers.

Extensive pre-assembly work was conducted ahead of the shutdown period to reduce downtime. Conveyor tubes, screw sections, and associated components were prepared in advance, enabling efficient installation once access to the equipment was secured.



The work was executed with careful planning, clear scheduling and strong technical guidance

The scope of work included dismantling of existing vertical conveyor components, installation of new transport tubes and screw assemblies, installation and alignment of bearings, handling and installation of the vertical gearbox, and complete system alignment.

Throughout the project, strict adherence to original design specifications and quality standards

ensured technical accuracy and long-term reliability.

"Following the replacement of the vertical conveyor components, the screw unloader is operating smoothly without vibration and is performing almost like a new machine," says BK Raul, Chief Manager (Mechanical), IFFCO Paradeep.

The presence of OEM expertise during critical installation and alignment phases was a key success factor. With structured planning, clear scheduling, and strong technical guidance, the project was completed within the tightly constrained timeframe.

"The Bruks Siwertell supervision team provided excellent technical support. The work was executed with careful planning, clear scheduling and strong technical guidance," adds Raul.

Following installation, the system underwent full commissioning. The vertical conveyor performed as expected during trials, allowing the ship unloader to be returned to operation without delay.

The result is a significantly improved machine, both in terms of performance and reliability. The ship unloader is now operating smoothly and efficiently, handling rock phosphate at unloading rates of approximately 1400–1500t/h, even under challenging conditions such as high moisture content.

Through the replacement of critical components and execution under OEM supervision, IFFCO has effectively extended the operational life of its equipment while restoring near-original performance levels.

"Overall, the replacement of the vertical conveyor components and the supervision provided by Bruks Siwertell have significantly improved the performance and reliability of the ship unloader," concludes Raul.

REAPING THE BENEFITS



Ports across the globe are
investing in improved grain
handling and storage solutions

EGYPTIAN ORDER

Bruks Siwertell has secured an order for two Siwertell Port Mobile Unloaders (PMUs) for grain-handling operations in Egypt, as the company continues to develop its equipment offering for the agricultural bulk sector.

Announced in August, the order represents another important contract for the company's mobile unloading technology in one of the world's largest grain-importing markets.

Built on Siwertell's continuous screw conveyor technology, the PMU combines enclosed conveying with gentle material handling, minimising dust emissions and product degradation while delivering industry-leading energy efficiency throughout the unloading process.

The PMU also offers superior reach and digging forces compared with many conventional mobile unloading solutions, enabling efficient cargo recovery across a wide range of vessel sizes and geometries. These capabilities are particularly valuable when handling more demanding bulk materials, such as soybean meal, where efficient material recovery and continuous unloading performance are essential.

The customer selected the Siwertell PMU for its ability to increase unloading capacity without extensive investments in fixed infrastructure. Its design enables efficient deployment while providing the flexibility to support future terminal expansion and changing operational requirements. By combining operational flexibility with high performance across a broad range of dry bulk commodities, the PMU offers a future-ready solution for evolving terminal requirements.

"The global grain market continues to evolve, placing increasing demands on terminal operators to improve efficiency while maintaining the flexibility to adapt to future needs," says Per Hansson, Operations Director, Bruks Siwertell.

"The Siwertell PMU aim to address exactly these challenges. By utilising proven continuous screw conveying technology, it provides operators with a reliable, environmentally sustainable solution that can be deployed with significantly lower infrastructure

requirements than many conventional alternatives. We are delighted to support another customer in strengthening its grain handling capabilities."

As international grain trade continues to grow, terminal operators are increasingly seeking solutions that can expand capacity while reducing environmental impact and investment complexity. The Siwertell PMU addresses these requirements through a combination of operational reliability, energy efficiency, superior cargo recovery and swift deployment, making it well suited for both new terminals and capacity expansion projects.

CONSTANȚA COMPLETION

A €23m expansion of the Canopus grain terminal at the Port of Constanța in Romania has been completed, increasing storage capacity to 180,000 tonnes.

The investment by Canopus Star Constanța includes six new storage silos, each with capacity for 11,000 tonnes, together with five 825-tonne buffer silos.

Handling infrastructure has also been substantially upgraded, with a new cargo receiving station for river barges, equipment for one of two new truck unloading stations and new belt conveyors and bucket elevators connecting the additional facilities with the existing terminal.

Three weighing stations have also been installed on the vessel-loading line.

The expanded terminal can receive grain from both barges and trucks through two unloading stations, each providing a handling capacity of 400 tonnes per hour. Cargo is transferred to seagoing vessels using two existing shiploaders, each capable of loading at up to 800 tonnes per hour.

Canopus Star is a joint venture between Romanian logistics group Transport Trade Services (TTS) and Cargill Agricultura and specialises in handling agricultural commodities.

Construction started in January 2025 and was completed in July this year. Around 35% of the €23m investment was funded from the company's own resources, with the balance provided through bank financing.

The expansion further strengthens Constanța's position as a major gateway for agricultural commodities moving between the Danube, Black Sea and international markets.

ESTONIAN ADDITION

A new grain terminal has become operational at Muuga Harbour in Estonia after being constructed in less than two months to meet the country's peak harvest season.

The project brought together agricultural trading company Linas Agro, Bulk & Tank, Best-Hall Baltic and the Port of Tallinn and has added almost 30,000 tonnes of grain storage capacity at the harbour.

Construction began on 1 June and the terminal was fully operational by 31 July, ready to receive grain during the busiest weeks of the harvest.

The facility includes two new 4,000m² storage halls supplied by Best-Hall Baltic, together with supporting grain-handling infrastructure.

Bulk & Tank managed the development from start to finish, including securing the site lease, obtaining permits and financing, managing contractors and overseeing construction.

Port of Tallinn says the rapid completion of the terminal demonstrated what could be achieved when experienced partners worked together towards a common objective under an exceptionally tight timetable.

A project of this scale requires partners that can make fast decisions and find practical solutions as circumstances evolve," says Urmas Peterson, Member of the Management Board of Bulk & Tank.

According to Peterson, the success of the project was driven by close cooperation and a shared commitment to meeting the customer's needs. "What started as a concept on paper quickly became reality. From the very beginning, every decision was made with the end user in mind and with the goal of ensuring the best possible service experience."

Bulk & Tank founder Mikko Laaksonen recalls that when discussions first began

in spring 2026, the timeline appeared highly ambitious.

"Building two large storage facilities and all the required infrastructure within a few months seemed challenging at first. However, thanks to committed partners and efficient project management, the objective was achieved in full."

The development provides additional export infrastructure for Estonia's agricultural sector and increases grain storage flexibility at Muuga, the country's largest cargo port.

Linas Agro is part of Lithuania-headquartered Akola Group, one of the largest agricultural and food production groups in the Baltic region.

ONWARD INVESTMENT

Agribusiness and food group Bunge is continuing a multi-year programme of investment in its grain terminal at the Port of Montreal, modernising equipment and operations at a facility dating back to the 1960s.

The terminal is the only facility at the port capable of both receiving and shipping grain by vessel, rail and truck, providing operational flexibility throughout the year.

Its programme of continuous investment and operational improvement recently earned Bunge the Port of Montreal's Rudder Award for commercial performance.

According to the port, targeted improvements have optimised truck unloading, while strengthened technical and engineering support has increased equipment reliability. The terminal has consequently been able to accommodate growing cargo volumes while maintaining safe and reliable operations.

Ariannis Morales, Terminal Manager at Bunge, says: "The investments we make year after year contribute directly to that performance."

Modernising an ageing terminal while maintaining operations presents particular challenges, but Morales says consistent maintenance had enabled the facility to continue performing strongly.

"The investments made are intended to modernise the facility, simplify daily operations and ensure better availability of spare parts," she says.

The terminal's multimodal capability also allows grain receipts to continue when winter closes the St Lawrence Seaway.

"We never stop receiving grain," Morales says. "When the Seaway closes, rail deliveries take over. Then, when navigation resumes, marine operations gradually begin again."

Bunge says investment will continue as it seeks further improvements in terminal performance.

BREAKING BOTTLENECKS

DP World has completed a C\$9m infrastructure upgrade at its Fraser Surrey terminal in British Columbia, Canada, unlocking up to 2m tonnes of additional annual export capacity and improving the movement of agricultural bulk cargoes including grain.

The project removed a marine bottleneck that had restricted vessel access to the terminal for almost 60 years.

Approximately 1,400 in-river piles and associated marine infrastructure were removed, improving vessel manoeuvrability and reducing the need for complex navigation.

All work was completed in accordance with applicable environmental requirements and regulatory oversight.

DP World said grain exports would be among the main beneficiaries of the additional capacity, alongside steel, project cargo and other bulk and breakbulk commodities.

The project was delivered in partnership with Transport Canada and the Vancouver Fraser Port Authority, with the Canadian Government contributing C\$2m.

Doug Smith, CEO of DP World in Canada, says the scheme demonstrated "what can be achieved when industry and government work together to remove barriers to trade".

"By eliminating a critical constraint at DP World Fraser Surrey, we are enabling

more efficient cargo movement, supporting Canadian exporters and strengthening the resilience of supply chains across the West Coast," he added.

The additional capacity is expected to support around 100,000 extra labour hours annually, equivalent to approximately 50 full-time jobs.

DP World is also investing C\$13.3m in expanding rail capacity at Fraser Surrey. The project will almost double usable track length from approximately 7,200m to nearly 13,000m and support the movement of up to 4m tonnes of grain annually through the adjacent Fraser Grain Terminal.

DIRECT ACCESS

A new grain transloading facility at the Port of Baltimore's Seagirt Marine Terminal is set to provide US farmers with direct access to international shipping markets.

Developed through a partnership between Ports America Chesapeake and Frey Commodities, the four-acre facility includes three grain silos and a conveyor system and is designed to handle soybeans, corn, wheat and other agricultural commodities.

Under the new handling system, farm trucks will be able to enter Seagirt and discharge grain directly on to a conveyor, which transfers the commodity into the silos.

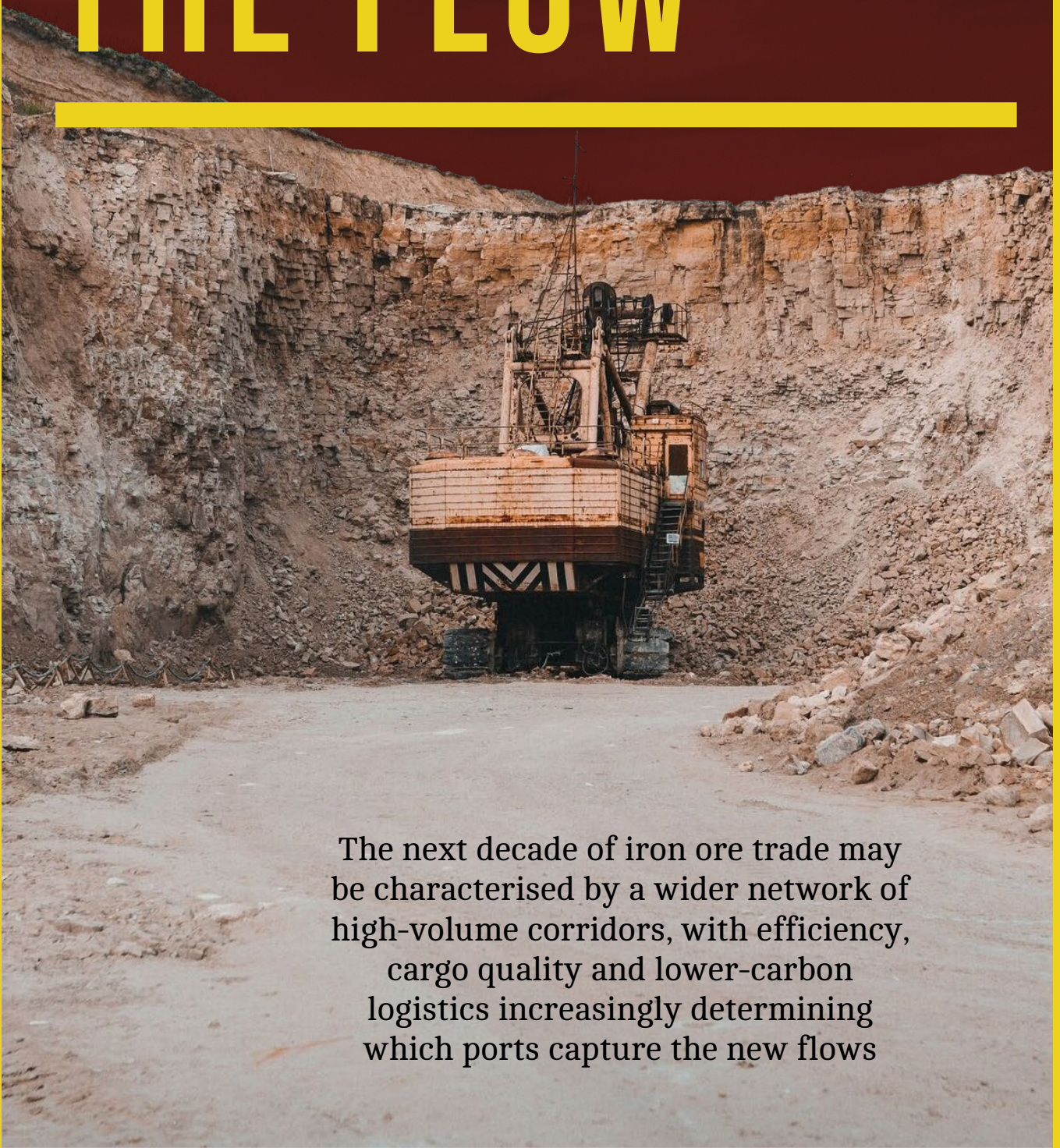
Ports America Chesapeake can then remove the grain from storage as required and transfer it into containers for export.

Maryland Department of Agriculture Secretary Kevin Atticks says that the development was "a critical step in connecting our grain and soybean producers with the global marketplace".

"By streamlining the supply chain and providing direct access to the Port of Baltimore, we are reducing costs for our farm families and ensuring they remain competitive," he added.

The project gives farmers an additional route to international markets while adding a new agricultural cargo stream to Baltimore's container operations.

GOING WITH THE FLOW



The next decade of iron ore trade may be characterised by a wider network of high-volume corridors, with efficiency, cargo quality and lower-carbon logistics increasingly determining which ports capture the new flows

Global seaborne iron ore trade in 2026 remains dominated by the long-established Australia-to-China and Brazil-to-China routes, but the forces shaping the next phase of the market are becoming clearer. An industry forecast filed with the US Securities and Exchange Commission projects global seaborne iron ore shipments at about 1.799bn tonnes in 2026, up 1.9% year-on-year, while iron ore discharge to mainland China is projected at 1.361bn tonnes, up 2.5%. On those forecasts, China would still account for roughly three quarters of seaborne iron ore arrivals.

Australia remains the pivotal supplier. The Australian government's June 2026 Resources and Energy Quarterly reported that iron ore export volumes rose 6% year-on-year in the March quarter. After two decades of rapid expansion, Australian output is expected to level off within the next two years as new mines and expansions largely replace exhausted operations. Even so, iron ore is forecast to remain Australia's largest resources and energy export over the outlook period.

Producer results underline the scale of the trade. Rio Tinto reported Pilbara iron ore sales of 85.3m tonnes in the second quarter of 2026, up 7% year-on-year, taking first-half sales to 157.7m tonnes, up 5%. BHP recorded annual Western Australia Iron Ore production of 291.2m tonnes on a 100% basis, while Fortescue delivered record FY2026 iron ore shipments of 201.3m tonnes, breaking through 200m tonnes in a financial year for the first time. These flows keep Western Australian bulk terminals among the most intensively utilised iron ore export systems in the world.

The volume outlook is relatively resilient, but the earnings picture is softer. Australia's Office of the Chief Economist expects rising supply from Africa, Brazil and Australia to put downward pressure on iron ore prices. Australian iron ore export earnings are forecast to fall from A\$117bn in 2025–26 to A\$108bn in 2026–27 and

to A\$77bn in real 2025–26 terms by 2030–31.

The demand outlook is more nuanced. The World Steel Association's April Short Range Outlook forecasts global steel demand growth of just 0.3% in 2026 to 1.724bn tonnes, followed by a 2.2% rise in 2027 to 1.762bn tonnes. Chinese steel demand is forecast to contract by 1.5% in 2026 before remaining broadly flat in 2027, reflecting the country's property-market adjustment and increasingly mature steel market.

That makes growth outside China increasingly important. India remains the world's fastest-growing major steel market, with worldsteel forecasting demand growth of 7.4% in 2026 and 9.2% in 2027. India has substantial domestic iron ore resources, so rising steel production does not translate automatically into equivalent seaborne ore imports, but the scale of its expansion will increase raw-material movements and could reshape both iron ore and metallurgical coal trades.

Southeast Asia is another area to watch. The Australian government expects falling steel output in China to be offset over time by higher production in India, Southeast Asia and the Middle East, with world steel production reaching around 2bn tonnes by 2031. For bulk terminals, this points towards a more geographically diverse network of receiving ports rather than the extraordinary concentration of iron ore discharge volumes seen in China.

Brazil remains the other established heavyweight in the long-haul trade. Brazilian government trade data show that the value of iron ore and concentrate exports in January-July 2026 reached about US\$15.84bn, 2.8% higher than in the corresponding 2025 period. Alongside Australia's continuing high volumes, Brazilian supply remains fundamental to Capesize employment and to the ore mix available to Asian steelmakers.

On the supply side, new African production has the greatest potential

to alter tonne-mile patterns. Guinea's Simandou development introduces a major new source of high-grade ore into the seaborne market. As volumes build, West Africa-to-Asia voyages should add long-haul cargo to the Capesize market and establish a significant new export corridor alongside Australia and Brazil.

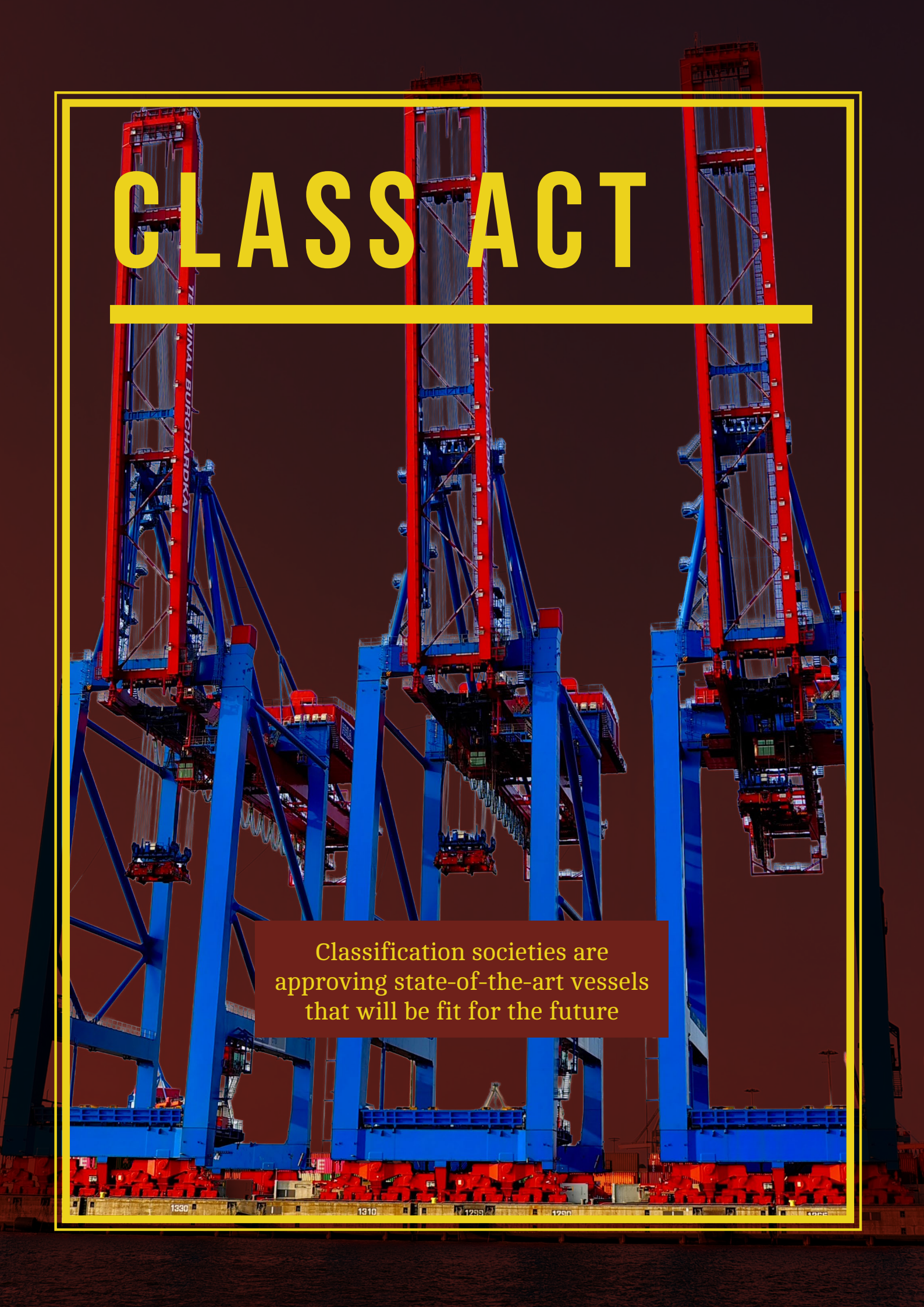
Quality is also becoming more important. Decarbonisation of steelmaking favours ores that can reduce energy use and emissions or feed lower-carbon processes. Higher-grade products from Brazil, Canada and emerging West African projects could therefore command increasing strategic importance even if lower-grade Australian ores continue to dominate overall volumes.

For terminals, the implications extend beyond headline tonnage. Export ports must support large stockpiles, blending requirements, rail throughput and high-capacity ship loading, while import terminals face pressure to improve dust control, automation and berth productivity. A greater emphasis on cargo quality can also increase the need to segregate grades and manage blending accurately.

The immediate market remains recognisable: Australia and Brazil supply, China buys and Capesize vessels carry the majority of long-haul ore. But the 2026 figures reinforce the direction of travel. China still dominates seaborne demand, yet its steel market is maturing; India and other developing Asian markets are expanding; and additional high-grade supply from Africa is entering the global trade.

For bulk terminal operators, that gradual diversification matters. The next decade of iron ore trade may be characterised less by one explosive growth route and more by a wider network of high-volume corridors, with efficiency, cargo quality and lower-carbon logistics increasingly determining which ports capture the new flows.

CLASS ACT

The background of the slide is a photograph of a port. It features several large gantry cranes with blue vertical supports and red horizontal beams. At the bottom of the image, a ship's deck is visible, filled with numerous red shipping containers. The entire scene is framed by a thick yellow border.

Classification societies are approving state-of-the-art vessels that will be fit for the future

FUTURE FUELLING

Lloyd's Register has awarded Approval in Principle to Oshima Shipbuilding for a 64,000dwt Ultramax bulk carrier concept designed to keep several future-fuel pathways open.

The design can accommodate ammonia, methanol and methane/LNG options and also includes provision for onboard carbon capture and storage. The approval was formally presented at Oshima's headquarters in Japan in January.

The concept reflects a central challenge for owners ordering bulk carriers with operating lives measured in decades: the fuel and emissions rules that will apply later in a vessel's life remain uncertain. A multi-ready design is intended to reduce the risk of locking an owner into a single pathway while allowing later conversion as fuel availability, regulation and economics develop.

LR's review provides an independent assessment of the feasibility of the concept at this stage of development, while detailed class approval would still be required for a vessel proceeding to construction.

Sung-Gu Park, North East Asia President at Lloyd's Register, says: "The maritime industry is navigating a period of profound uncertainty as operators evaluate future fuel pathways, infrastructure development and evolving global regulatory expectations.

"Oshima's approach, embedding flexibility for ammonia, methanol, LNG, and onboard carbon capture from the outset, provides shipowners with a practical and future resilient solution as they plan their decarbonisation strategies.

"We look forward to continuing our partnership with Oshima Shipbuilding and working together to help accelerate the safe and scalable adoption of next generation technologies across the global fleet."

Dr Junichi Man, Managing Director of Oshima Shipbuilding, says: "As future fuel options diversify and global regulations continue to evolve, flexibility is becoming increasingly important for

shipowners. By enabling compatibility with ammonia, methanol, LNG, and onboard CO₂ capture systems (OCCS), our concept offers a practical and future-ready solution.



The maritime industry is navigating a period of profound uncertainty

CLASSNK APPROVALS

ClassNK has granted Approval in Principle (AiP) for an ammonia-fuelled Panamax bulk carrier equipped with an IMO Type B independent fuel tank installed on the exposed deck.

The design was developed by Japan's Planning and Design Center for Greener Ships and, according to ClassNK, represents the world's first AiP for a ship using this particular exposed-deck Type B tank arrangement.

Ammonia is attracting interest as a marine fuel because it contains no carbon and therefore produces no CO₂ at the point of combustion, although its toxicity and handling characteristics create some challenges. Type B tanks can offer cargo-space and outfitting advantages for the large fuel volumes required by ammonia-fuelled ships.

ClassNK reviewed the concept against its alternative-fuel guidelines and relevant ship construction rules, including requirements covering installation, control and safety devices.

Panamax AiP

ClassNK has issued an Approval in Principle (AiP) for an ammonia-fuelled Panamax bulk carrier equipped with an IMO Type B independent fuel tank developed by Japan's Planning and Design Center for Greener Ships. This marks the world's first AiP for a ship with Type B tanks installed on the exposed deck. The certification demonstrates its feasibility from regulatory and safety perspectives.

As decarbonisation becomes a major challenge for the shipping industry, ammonia, which emits no CO₂ during combustion, is expected to be utilised as a zero-carbon marine fuel. Traditionally, IMO Type C tanks have been the mainstream choice for ammonia-fuelled ships and other alternative fuel ships due to their advantages in productivity and cost. Meanwhile, for the large-capacity fuel tanks required on ammonia-fuelled ships, IMO Type B tanks are gaining recognition as an alternative, offering superior cargo efficiency and outfitting flexibility.

ClassNK has been involved in projects aiming for zero-emission ships using ammonia fuel in terms of safety assessment, and has issued its Guidelines for Ships Using Alternative Fuels as a necessary standard to minimise the risks related to ammonia-fuelled ships for the ships, crews and environment by stipulating requirements for installation, controls and safety devices.

DNV UPDATE

DNV has drawn attention to revised interpretations covering permanent means of access used for structural inspections. A revised interpretation of SOLAS Regulation II/1/36, introduced in MSC.1/Circ.1572/Rev.2 (Annex, paragraph 1.4), provides clearer expectations for the inspection and maintenance of Permanent Means of Access (PMA) on oil tankers and bulk carriers built on or after 1 January 2006.

The amendments were triggered by a reported near-miss involving poorly maintained inspection platforms, and they reinforce the requirements for how PMA should be checked, documented

and followed up on board. The revision places greater emphasis on systematic inspection routines and proper record-keeping, and it intends to ensure that PMA remains safe and fully functional throughout the vessel's service life.

Key changes for crews and owners

1. Additional inspection requirements
 - » All means of access arrangements, including portable equipment and associated fittings, are to undergo annual inspection.¹
 - » Each inspection is to be recorded in Part 2 of the Ship Structure Access Manual (SSAM).
 - » Before any examination of a space that uses PMA, a condition check of the permanent access equipment must be carried out and recorded for the specific space.

¹) Clarifications on annual inspections: Following discussions after MSC 108, it has been clarified that the wording "annually inspected" in MSC.1/Circ.1572/Rev.2 does not require cargo tanks on oil tankers to be opened every year solely for inspection of PMA. In accordance with SOLAS Regulation II-1/3-6, inspections of PMA are to be carried out when the space is accessed for surveys, meaning when internal spaces are examined and access is practicable. Major flag states have confirmed their acceptance of this interpretation.

2. Updated inspection procedures

- » Where damage or deterioration is identified, including coating breakdown or material wastage, an assessment shall be carried out to determine whether the condition affects the safe use of the access arrangement.
- » If the condition is assessed as substantial damage, details shall be recorded in Part 2 of the SSAM.

3. Enhanced inspection records

- » Inspection records for means of access shall include the date of inspection, name and title of the inspector, confirmation or signature of the inspector, sections of the access arrangements inspected, verification of safe condition or details of deterioration or substantial damage, and a description of any repairs carried out.
- » Inspection records shall be made available to classification surveyors prior to surveys.

Amendments to the Ship Structure Access Manual (SSAM)

Ship operators shall update the SSAM in accordance with the new provisions introduced in MSC.1/Circ.1572/Rev.2. In addition to the above-mentioned MSC amendments, IACS has also introduced a revised template for the SSAM, Rec 90 SSAM. See references below and a link to the IACS recommendations.

The updated SSAM is not required to be resubmitted for approval. DNV surveyors will verify the revised manual during subsequent surveys. DNV has no objection to the use of the Planned Maintenance System (PMS) for the maintenance and inspection of PMA, subject to agreement with the Administration. It is recommended that this is noted in the SSAM and that records are maintained in the PMS.

Recommendations

DNV recommends that owners and operators assess the impact from the new IMO amendments on PMA.

This includes updating and maintaining the SSAM in accordance with the new provisions introduced in MSC.1/Circ.1572/Rev.2.

The updated manual is not required to be resubmitted for approval. DNV surveyors will verify the revised manual during subsequent surveys.

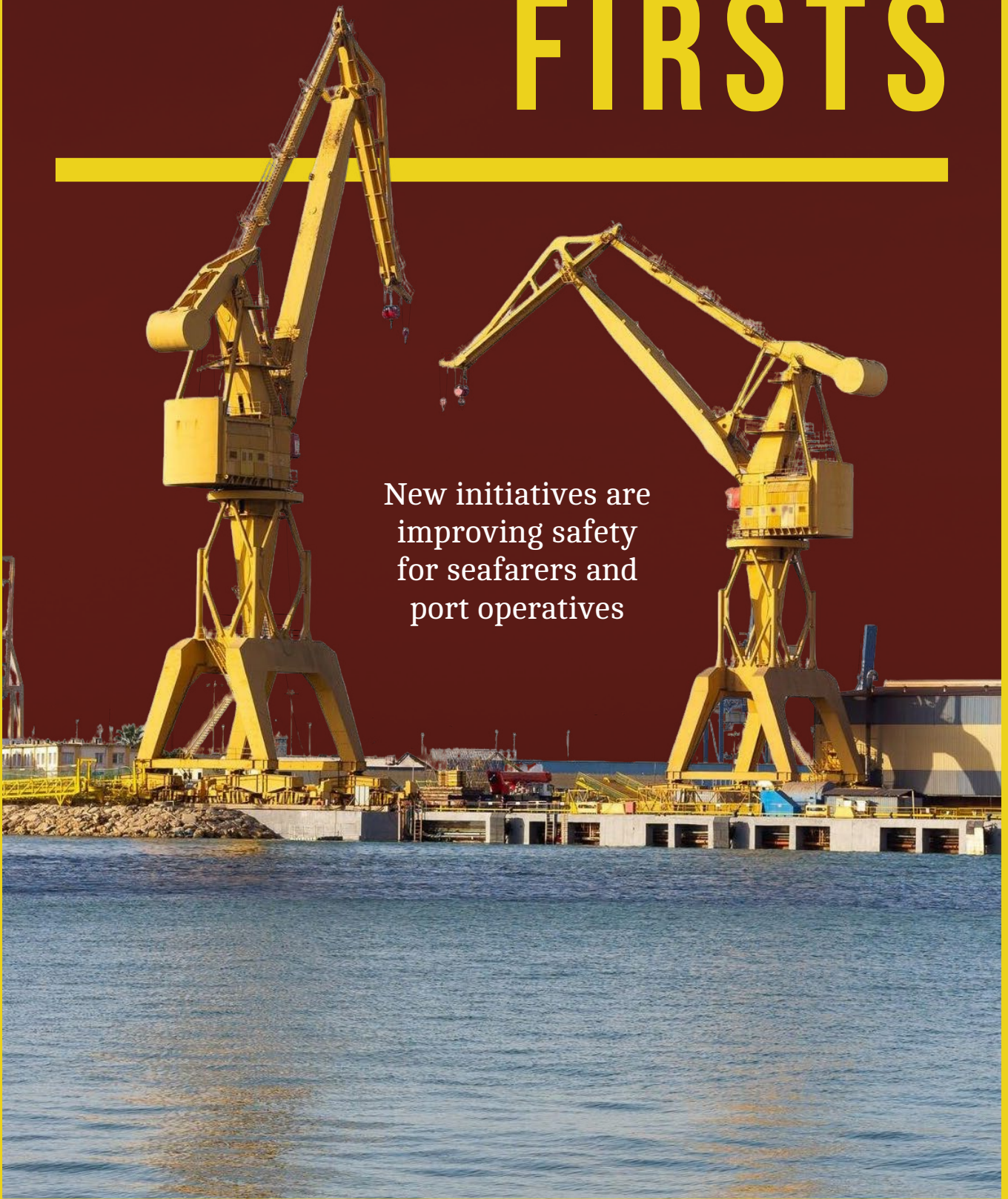
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The revision places greater emphasis on systematic inspection routines and proper record-keeping



SAFETY FIRSTS

New initiatives are
improving safety
for seafarers and
port operatives



RISKS CHANGING

Bulk carrier safety continues to show steady long-term improvement, says INTERCARGO, but the nature of risk facing seafarers is becoming more complex and multi-layered.

The organisation's *Bulk Carrier Casualty Report 2026* covers the 10-year period from 2016 to 2025. Over that period, the global bulk carrier fleet grew from around 10,400 vessels in 2013 to 13,669 by December 2025. Against that backdrop of significant expansion, 17 bulk carriers of 10,000 dwt or above were lost, representing 1.63m dwt in total, with 71 seafarer lives lost. The rolling 10-year average of annual losses has fallen consistently throughout the period.

This progress reflects sustained improvements across the industry, including enhanced ship design, improved crew training, operational experience and strengthened regulatory compliance. However, the findings also underline that while traditional accidents are declining, persistent and emerging risks remain, requiring continued vigilance and collaboration across the sector.

While overall losses have declined, the causes of the most serious incidents remain consistent:

- » **Cargo liquefaction** remains the leading cause of loss of life, accounting for 37 fatalities (over 50% of the total). The concentration is stark: vessels in the 50,000–59,999 dwt range account for just four of the 17 losses but 52.1% of all lives lost, reflecting the particular danger of nickel ore and similar high-risk cargoes on these routes.
- » **Groundings** remain the primary cause of vessel losses, responsible for 41.1% of cases. Losses are concentrated in vessels aged 15–19 years, underlining the importance of navigational discipline and passage planning as ships age.
- » **Flooding incidents**, although fewer in number, account for nearly half of all lives lost

These figures underline the importance of practical implementation of existing

safety frameworks, particularly the IMSBC Code.

In parallel with operational safety, the report acknowledges the increasing complexity of the global operating environment.

Between 2024 and 2025, five bulk carrier casualties in the Red Sea and Gulf of Aden were linked to missile, drone and uncrewed vessel attacks, resulting in fatalities and injuries. These incidents are recorded separately from the statistical analysis but reflect a wider challenge facing international shipping.

INTERCARGO reiterates its strong support for the principle of freedom of navigation and the need to protect seafarers working in high-risk regions.



The steady reduction in bulk carrier losses over the past decades reflects the industry's continuous efforts to improve safety

Since this report's data period closed, the industry has been reminded once again of the human cost of cargo risk. In early 2026, the *MV Devon Bay* was lost while carrying nickel ore, with two seafarers lost their lives and four remained missing. The incident

falls outside the 10-year analysis, but precisely reinforces the priorities this report identifies.

Commenting on the report, John Xylas, Chairman of INTERCARGO, says: "The steady reduction in bulk carrier losses over the past decades reflects the industry's continuous efforts to improve safety. Behind these numbers are real lives, and every incident reinforces the importance of learning and acting together.

"The risk environment is no longer defined by traditional operational challenges alone. INTERCARGO will continue to work with its members and partners to turn insight into action, so that improvements in safety are accelerated."

With global dry bulk trade continuing to grow, INTERCARGO emphasises that maintaining and improving safety standards requires ongoing collaboration between all stakeholders, including shipowners, charterers, shippers, ports and regulators.

The continued decline in vessel losses demonstrates that industry efforts are making a difference. At the same time, recent incidents serve as a reminder that progress must be sustained. INTERCARGO's casualty analysis directly informs its broader programme of technical guidance and operational standards development for the dry bulk sector, most recently exemplified by its newly published *Ship to Ship Transfer Guidelines for Bulk Carriers*.

DNV DATA

DNV's review of Port State Control (PSC) performance for the first quarter of 2026 recorded 64 detentions of DNV-classed vessels, up from 52 in the same period of 2025.

Container ships, bulk carriers and general cargo vessels together accounted for 83% of the detentions, with most recorded in the Paris and Tokyo MoU regions.

Enforcement remains firmly on the fundamentals:

- » Effective safety management system
- » Sound maintenance practices
- » Crew familiarity with critical systems

The detention statistics and newly announced inspection campaigns indicate that shortcomings in ISM implementation and fire safety remain the most significant compliance challenges for operators.

Early awareness and targeted preparation are therefore essential, DNV says, to sustaining strong PSC performance amid an increasingly dynamic regulatory and geopolitical environment.

FIRST REFUGE

Adani Ports and Special Economic Zone (APSEZ), which handles nearly 27% of India's port cargo volumes, has opened India's first Port of Refuge (PoR), addressing a long-standing gap in the country's maritime emergency infrastructure and creating a structured mechanism to handle maritime emergencies and vessels in distress.

A PoR, as defined by the International Maritime Organization, is a designated location where ships can seek shelter to stabilise conditions, protect life and limit environmental damage. While such frameworks are standard in major maritime economies, India had not formalised one until now.

The move comes as India, with a coastline of more than 11,000 kilometres and located along key global shipping routes, seeks to strengthen its emergency response capabilities.

APSEZ will designate two sites as PoR: Dighi Port on the west coast, supporting traffic across the Arabian Sea and routes to the Persian Gulf; and Gopalpur Port on the east coast, serving vessels in the Bay of Bengal and routes towards the Malacca Strait, one of the world's busiest maritime trade corridors. The facilities will provide salvage and wreck removal, firefighting, pollution containment and emergency coordination services through specialised equipment and trained response teams.

"This milestone marks a significant step in strengthening India's maritime safety ecosystem," says Ashwani Gupta, CEO at APSEZ. "Ports connect economies – but a Port of Refuge protects lives. By establishing dedicated PoR

infrastructure, we are elevating India's maritime preparedness and setting a new benchmark for world-class coastal safety. At APSEZ, we believe world-class infrastructure must be matched by world-class responsibility."

SAFETY CHECK

Maritime software provider NAPA has launched NAPA Checklist, a new product that replaces paper and static PDF checklists with a guided digital workflow.

NAPA Checklist walks crew through each procedure in the correct order, records every action automatically with a timestamp and the name of the person who completed it. Completed tasks feed directly to NAPA Logbook, eliminating duplicate data entry.

Through NAPA Fleet Intelligence, shore teams can build and publish updated checklist templates to one vessel or the entire fleet in minutes and monitor completion status across all vessels in real time.

In 2024, total ship losses fell to a record low, down approximately 75% over the decade, while reported incidents rose roughly 10% to 3,310. The human element is present in 78.8% of investigated casualties, and almost half, 43.6%, of the corrective actions relate to procedures: a step missed, taken out of order, or signed off when it was not completed.

At the same time, more than half of seafarers (54%) report a heavier workload driven by the energy transition and growing regulatory demands. As the paperwork keeps growing but the working day stays the same, the pattern points to cognitive overload rather than human error.

NAPA Checklist is designed to address this directly. The correct, current procedure is built into every task, execution is guided, and the record is written as the work happens. Completed checklists then feed back into NAPA Logbook and shoreside NAPA Fleet Intelligence platform automatically, removing a second round of data entry.

This lifts the cognitive load of remembering every compliance

procedure detail and gives the crew their time and attention back.

NAPA Checklist has two components:

- » The NAPA Checklist App is a mobile-first application used on board, presenting each checklist as an automated and guided workflow in the correct order with the current approved procedure built in.
- » Then the NAPA Checklist Editor sits inside NAPA Fleet Intelligence, where shore-based safety and compliance teams create and update templates and publish them to one vessel or the entire fleet in minutes and can also monitor live shipboard data in real-time.

This ensures every ship always runs the current and approved checklists following compliance. The status (complete, in progress, overdue) is visible fleet-wide from shoreside without calling the ship. And timestamped, named records are available instantly for class and port state control inspections.

The product can be configured for mandatory checklists, required under ISM and SOLAS, as well as an operator's own internal Safety Management System (SMS).

NAPA Checklist guides the crew through each step in order, carries the current procedure into the task, and records the work as it happens. That cuts duplicate admin and feeds one shared record. It is also connected, not standalone.

As part of the NAPA Safety Solutions suite, alongside NAPA Stability, NAPA Emergency Computer, NAPA Logbook and NAPA Fleet Intelligence, it runs on a shared ship-to-shore data layer, from the stability model set at the shipyard through to the logbook. The result is one consistent, shore-visible record instead of another siloed system.

Esa Henttinen, EVP Safety Solutions, NAPA, says: "The safety gains of the past decade were largely structural: better ship design, better stability, better emergency response. The data tells us the next decade is won in daily operations, where most incidents start.

"The human element sits behind nearly four out of five investigated

casualties, and NAPA Checklist is built on a simple premise: take away the cognitive load that does not need a person and give attention back to work that does.”

ANALYSIS ACCESS

Inmarsat Maritime has launched a new Maritime Safety Data Hub, providing the maritime industry with unique insights as well as direct access to the comprehensive analysis of risks shaping global shipping.

Drawing on a unique dataset combining three years of Global Maritime Distress and Safety System (GMDSS) data with an industry-first analysis of 106,975 maritime safety broadcasts transmitted in 2025, the new platform offers unprecedented visibility into the conditions influencing maritime risk.

It moves beyond reporting individual incidents to identify patterns, trends, and the evolving impact of environmental hazards, operational pressures, and geopolitical instability on safety at sea.

Analysis of the 106,975 maritime safety broadcasts found that weather accounted for 84.6% of all urgent messages, with storms representing 75% of identified weather hazards. By linking safety broadcasts to GMDSS distress calls, the study identified several instances where distress calls came from areas where a weather warning had been delivered.

This highlights the importance of safety broadcasts in helping vessels anticipate weather hazards and thereby avoid needing to make distress calls.

Inmarsat’s findings, carried out in partnership with the data analysts at supply chain consultancy SeaFocus, are particularly significant as shipping faces increasing exposure to extreme weather, longer voyages, evolving trade routes and growing operational complexity.

While weather warnings cannot be interpreted as the cause of maritime incidents, the analysis demonstrates a clear temporal relationship between meteorological hazards and periods of elevated operational risk.

John Dodd, Director of Maritime Safety, Inmarsat Maritime, comments: “By bringing weather information together with distress data, the Inmarsat Maritime Safety Data Hub introduces a powerful new layer of maritime intelligence. The unique insights made available through this research will help the industry better understand the factors shaping maritime safety – and move from simply reacting to incidents to exploring the conditions, patterns, and emerging risks that surround them.

“The value of maritime safety information lies in giving ships and shipping operators the time to make informed decisions. Whether the threat is extreme weather or geopolitical instability, early awareness enables crews to take action that protects lives, vessels, and cargo.”

Inmarsat received a similar number of GMDSS calls in 2025 (741) as in 2023 (788) and 2024 (801), with the three-year trend remaining broadly consistent with historical averages. Each of these GMDSS calls has a direct link to maritime safety and lives at sea, hence reiterating the importance of safety services.

In 2025, continued disruption in the Red Sea, sanctions affecting global tanker operations, and heightened tensions around the Persian Gulf and Black Sea altered traditional shipping routes and increased operational complexity.

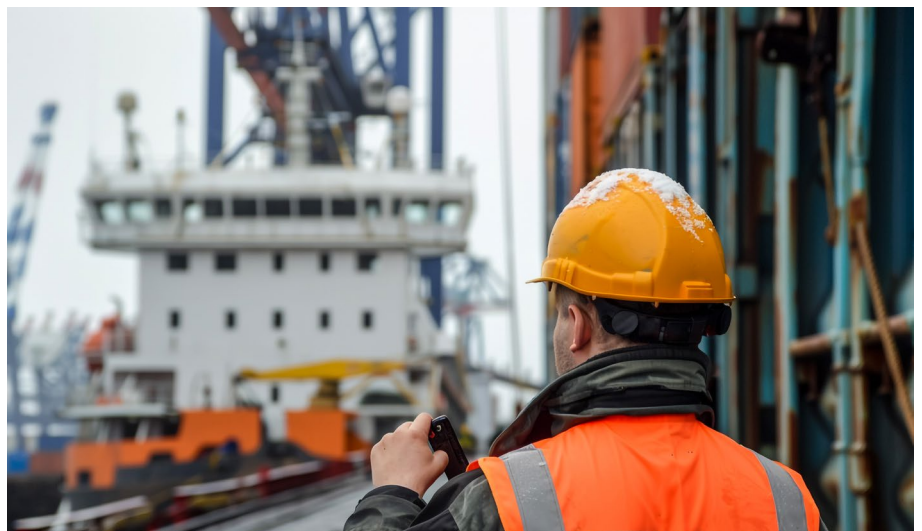
Electronic interference also emerged as a significant threat to commercial

shipping, as GPS spoofing, signal jamming, and other navigational disruptions increased in strategically important trade corridors – particularly in the Middle East.

As in the previous two years, tankers made the highest number of GMDSS calls (203) – almost twice as many as bulk carriers in second place (105). Alongside traditional concerns such as weather, machinery failure, and navigational incidents, the tanker segment faced an evolving threat landscape characterised by sanctions regimes, electronic interference, and the rise of shadow fleets operating outside of established regulatory frameworks.

Container ships, responsible for the fifth-highest number of distress calls among vessel types (54), were also subject to GPS spoofing. In addition, to avoid the risk of physical attacks in the Red Sea, major operators diverted their vessels around the Cape of Good Hope, adding up to two weeks to voyages and thereby increasing fuel consumption, crew workload, and vessel exposure.

The interactive Maritime Safety Hub puts all this intelligence directly into the hands of industry stakeholders. Users can explore trends, investigate the factors shaping maritime safety, filter data by vessel type, region, and incident category, and download the insights most relevant to them.



COMING CLEAN

New initiatives and
investments are aligning
the bulk industry with
global net-zero aims



BATTERY POWER

CSL and Adbri have announced the commencement of operations of *MV Yampu*, the world's first battery-powered self-unloading bulk carrier, representing a major milestone for Australian manufacturing, maritime innovation and lower-emission supply chains.

Purpose-built by CSL, the 125m vessel will transport limestone from Adbri's Klein Point quarry on South Australia's Yorke Peninsula to the company's Birkenhead cement manufacturing in Adelaide, helping secure a critical raw material for the supply of locally manufactured cement used in homes, schools, hospitals, roads and major infrastructure projects across South Australia and Victoria.

For more than a century, limestone from Klein Point has underpinned cement manufacturing in South Australia. *MV Yampu* represents the next chapter in that story, combining world-first technology with a resilient local supply chain that supports jobs, manufacturing and economic growth.

The vessel's batteries are recharged while docked at Adbri's Birkenhead facility, allowing *MV Yampu* to operate on battery power around 40 per cent of the time. Compared with the vessel it replaces, *MV Yampu* is expected to reduce diesel consumption by more than half a million litres a year, representing a significant step forward in maritime decarbonisation.

With a capacity of 11,900dwt, the vessel is expected to transport 2.7 million tonnes of limestone each year. *MV Yampu* is designed to operate on 100% battery power in the future.

Louis Martel, CSL's Chief Executive Officer, says: "*MV Yampu* represents a significant step forward in our decarbonisation journey and demonstrates how practical innovation can deliver real environmental benefits while meeting the demands of commercial operations.

"Every improvement in cargo handling, every enhancement to onboard systems, and every operational innovation has been implemented with one goal in mind: helping our crews

perform their work safely, efficiently and sustainably.

"Ultimately, this vessel showcases how smart design can improve performance."

Paul Headd, Adbri's Chief Executive Officer, says: "Every day, the limestone carried by *MV Yampu* will help produce the cement used to build homes, hospitals, schools, roads and major infrastructure projects across South Australia and Victoria. Being able to do that while further reducing emissions helps Adbri remains at the forefront of lower-carbon cement manufacturing in Australia.

"The *Yampu* strengthens our supply chain, supports local jobs and demonstrates that reducing emissions and maintaining a strong Australian manufacturing sector can go hand in hand."



This shows
how smart
design
improves
performance

The vessel's name, *Yampu*, was selected through an Adbri employee naming process and comes from the Narungga and Kurna languages of South Australia, meaning 'dolphin', reflecting a strong connection to the marine environment and local communities.

Owned and operated by CSL and crewed by Australian seafarers, *MV Yampu* was purpose-built to service Adbri's coastal limestone trade, connecting Klein Point and Birkenhead as part of an integrated supply chain that supports cement manufacturing and construction materials production.

RAISING STANDARDS

Lloyd's Register is working with ArcelorMittal to develop a common Global Operating Model for the steelmaker's international dry-bulk terminal network, with safety, reliability and governance at the heart of the project.

The model is intended to establish consistent group-wide standards across a ArcelorMittal Global Ports' portfolio of terminals operating in different countries and regulatory environments. It aims to reduce variability, strengthen safety and reliability, improve portfolio-level visibility, reinforce ESG, biodiversity and sustainability practices, and support disciplined digital implementation.

LR will design a practical framework for terminals with varying asset ages, operating maturity and local practices. The Global Operating Model will combine a controlled Operations Manual, structured SOP library, checklist-based controls, and self-audit and assurance tools focused on shift execution, evidence capture, measurable compliance and continuous improvement.

The documentation will also embed environmental stewardship, biodiversity, emissions and resource-efficiency awareness, responsible waste and runoff management, community and stakeholder interfaces, and clear evidence requirements for governance, assurance and future reporting.

The model is intended to move ArcelorMittal's portfolio beyond site-by-site standardisation towards a group-level performance, governance and control system. It will enable common KPI definitions, consistent reporting, cross-terminal benchmarking, clear escalation logic and structured improvement planning.

Daniel Campos, Global Lead of Ports Advisory, Lloyd's Register, says: "Our focus is on creating an operating system that is practical, verifiable and scalable. The model is designed to give ArcelorMittal a repeatable way of running high-standard terminal operations across its global network, while enabling a clear pathway

towards digital portfolio control, performance visibility and assurance.”

George Georgandis, Senior Business Development Manager, Lloyd’s Register, adds: “Early engagement with ArcelorMittal at a critical point in its Global Ports infrastructure evolution has allowed LR Ports Advisory to jointly shape a strategic operating model that supports safer execution, greater efficiency, ESG-aligned governance and long-term performance across port assets.”

“Our terminals operate across very different geographies, regulatory environments and maturity levels, which makes consistency, comparability and disciplined execution essential,” says Deepak Sachdeva, Head of Global Ports at ArcelorMittal.

“Establishing a Global Operating Model will help us raise safety and reliability standards across our portfolio, strengthen governance, auditability and insurance defensibility, and ensure that ESG and sustainability requirements are embedded into our operating documents, frontline controls, assurance templates and evidence-based management processes from the outset.

“This will give us a practical platform to manage performance, risk and long-term value creation with greater transparency and discipline across the global ports portfolio.”

The collaboration will create a replicable blueprint for organisations that own, operate, or manage multi-site port and logistics assets worldwide,

helping embed consistent execution, ESG and sustainability controls, and reliable operational data to support safety, performance, assurance and strategic decision-making.

SA AGREEMENT

Transnet and Agence Française de Développement (AFD) have signed a €300m agreement supporting the decarbonisation and modernisation of South Africa’s freight system.

The loan supports the Transnet Freight Decarbonisation and Corporate Sustainability Program, which aims to strengthen Transnet’s operational sustainability and advance the decarbonisation of South Africa’s freight sector.

It focuses on improving its operational efficiency, enabling a transition to a low-carbon operating model aligned with the South Africa’s JET-IP, and enhancing the company’s long-term financial sustainability.

“Transnet remains committed to modernising its rail and port infrastructure and operations to improve service quality, reliability and competitiveness, while advancing sustainable growth as part of its Reinvent for Growth strategy. This funding will assist in achieving these objectives by enhancing energy efficiency and accelerate reforms,” says Transnet Group Chief Executive, Michelle Phillips.

This loan deepens a long-standing partnership that traces its roots back

to 2009, when AFD financed the expansion of Transnet’s Cape Town Container Terminal.

“We are particularly pleased with this operation as it reflects the shared priorities of both institutions. Transnet is a strategic actor in South Africa’s low-carbon transition and it is a key enabler to the competitiveness of the economy. The investments in freight rail recovery, port modernisation and transition minerals export corridors are a demonstration that South Africa’s economic competitiveness and decarbonisation goals are inseparable,” says Marie-Hélène Loison, AFD’s Regional Director for Southern Africa.

This partnership is also remarkable for its innovative structure. Unlike traditional project finance, where loan proceeds are allocated to specific investments, Transnet retains the flexibility to deploy funds across a widely defined programme, allowing it to respond dynamically to its evolving business needs.

Disbursements of this loan are conditional on Transnet achieving certain mutually-agreed milestones, including:

- » Modernisation of core transport operations to improve service quality and reliability. This will be achieved through the rehabilitation of 550km of rail along the Cape and Container corridors -- improving reliability and enabling a shift of freight from road to lowercarbon rail transport
- » Enhancement of Transnet’s strategic business diversification (explore green hydrogen and transition minerals logistics to replace anticipated decline in coal volumes)
- » Preparation for procurement of 30MW of renewable energy, to support the pathway to net-zero emissions
- » Strengthening of Transnet’s ESG capacities.

These milestones are intended to reduce emissions intensity across Transnet’s operations, strengthen the climate resilience of priority corridors, and deliver governance improvements that reinforce Transnet’s longterm climate change resilience.



(L-R) JOHN BURNS, PORTS OPERATIONS SPECIALIST, LLOYD’S REGISTER; PARESH GRIGANI, PORT PROFESSIONAL, ARCELOR MITTAL GLOBAL PORTS; SMARK WARKEN, TECHNICAL MANAGER, ARCELOR MITTAL GLOBAL PORT; GEORGE GEORGANDIS, SENIOR BUSINESS DEVELOPMENT MANAGER, LLOYD’S REGISTER; DEEPAK SACHDEVA, HEAD OF ARCELOR MITTAL GLOBAL PORTS; AND DANIEL CAMPOS, GLOBAL LEAD OF PORTS ADVISORY, LLOYD’S REGISTER © LLOYD’S REGISTER



BRONZE AWARD

Sea Pioneer Shipping Corporation has been recognised with the Bronze Award in the Climate Change Leader category at the ESG Shipping Awards 2026.

The award acknowledges a structured fleet optimisation initiative undertaken between 2024 and early 2026. Over this period, Sea Pioneer divested four older vessels and introduced seven next-generation newbuildings – three Kamsarmax bulk carriers and four tankers.

Rather than pursuing short-term second-hand acquisitions, the company deliberately committed capital to newbuilding projects with extended delivery horizons, embedding climate considerations directly into its investment and fleet development strategy.

The new vessels incorporate advanced propulsion systems, optimised hull designs, and improved engine performance, delivering measurable efficiency gains:

- » **Tanker newbuildings** – 14-16% combined Energy Efficiency Existing Ship Index (EEXI) and Specific Fuel Oil Consumption improvement, translating to a fleet-wide technical efficiency gain of approximately 10.6%
- » **Bulk carrier newbuildings** – 17-19% combined improvement, translating to a fleet-wide gain of approximately 12.9%

These gains directly support compliance with International Maritime Organization decarbonisation frameworks, including EEXI and Carbon Intensity Indicator, and reduce long-term exposure to carbon-related regulatory risk.

This recognition reaffirms Sea Pioneer's commitment to integrating decarbonisation within its strategic decision-making and to building a fleet equipped to meet the environmental demands of a rapidly transforming maritime sector.

BUNKERING FIRST

In one of the first times worldwide, a bunker vessel has supplied ethanol to a sea-going vessel. Container ship *Eco Levant*, operated by X-Press Feeders, was bunkered with ethanol in Rotterdam in a first for the port.

The vessel has been operating on a blend of ethanol and methanol since the bunkering. The fuel blend consisted of 90% ISCC EU-certified biomethanol and 10% ISCC EU-certified second-generation ethanol and was safely bunkered under controlled operational conditions.

Ethanol and methanol were bunkered separately on the sea-going vessel, with both fuels delivered separately by a single inland bunker vessel, and the batches blended on board the receiving vessel. Tankmatch, a leading barge operator and expert in methanol bunkering, supplied the methanol and ethanol with its bunker barge *MTS Experience*.

X-Press Feeders operates a fleet of more than 100 vessels and serves more than 180 ports worldwide. Shivendu Gadkar, Head of Fleet Efficiency and Performance at X-Press Feeders, says: "Maritime fuels continue to evolve. At X-Press Feeders, we believe it's essential to continue to evaluate workable solutions and develop them further

– solutions that contribute to reducing our fleet's emissions."

Matthijs van Doorn, Commercial Director at the Port of Rotterdam Authority, says: "This milestone demonstrates that Rotterdam is ready for a wide range of alternative fuels. Together with all parties in the port, we aim to enable the bunkering of all alternative, low-carbon fuels in the future, promoting greater sustainability for international shipping. This will allow us to fulfil our ambition to become the leading bunker port for sustainable fuels."

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This milestone demonstrates that Rotterdam is ready for a wide range of alternative fuels

PORT MILESTONE

The Port of Dover has achieved its ambitious goal of carbon net-zero emissions (Scope 1 and 2) for 2025, at least five years ahead of any other UK port target, and 25 years ahead of the UK Government's maritime target.

Its emissions for Scope 1 and 2 have fallen by a huge 98.3% from 2007, with residual emissions being offset through a local regenerative farming scheme issued under the UK Carbon Code of Conduct.

The announcement comes shortly after external verification of the Port's 2025 emissions was received, (against ISO 14064 and the GHG Protocols Corporate Accounting and Reporting Standard). The Short Straits counts for 8% of all UK maritime emissions, so this news is a significant step forward for the future of maritime decarbonisation.

Doug Bannister, CEO of the Port of Dover says: "We are proud to be celebrating this milestone moment, which has seen our carbon emissions reduce drastically from nearly 14,000 tonnes 18 years ago. Since setting our goal four years ago, people from across the Port have all contributed to this incredible result. Our brilliant in-house environment team has implemented modern and forward-thinking assets, sustainable processes and progressive behaviours across all areas of the Port to get here.

"We are not stopping here. We want Dover to be a global leader, putting the UK on the global stage as home to the world's first high-volume Green Shipping Corridor here on the Short Straits. This sustainability drive is an essential part of our Port of Dover 2050 Masterplan, helping to protect the UK's competitiveness and drive economic growth in an efficient and sustainable manner."

The Port's longer-term ambitions require strong partnerships with industry and government, and the Port is already working hard with both. Its Scope 1 and 2 achievements have, nevertheless, all been accomplished through its own drive and determination to champion

sustainable maritime trade and travel. Some specific examples include:

- » Purchasing sustainably sourced HVO (Hydrotreated vegetable oil) to operate machinery.
- » Installing 1.5MW of on-site solar generation.
- » General energy efficiency improvements, such as purchasing renewable electricity and using LED lighting and heating controls.
- » Residual emissions being offset through an approved local regenerative farming scheme, which has produced carbon credits under the UK Carbon Code of Conduct.

The Port also recently achieved recertification under the EcoPorts environmental management standard (PERS) for the fourth time, which is the only port-specific environmental management classification.

NET-ZERO PLAN

Australia has launched a national plan aimed at accelerating the decarbonisation of its ports, shipping and wider maritime sector.

The Maritime Emissions Reduction National Action Plan (MERNAP) identifies seven priority areas covering the relationship between energy, ports and shipping, domestic commercial vessels and maritime skills and training.

Among its priorities are investment in port infrastructure and operations

to support decarbonisation, reducing regulatory barriers for emerging maritime technologies and developing the skills required to operate new fuels and equipment.

The Australian Government says action in the near term would help the sector remain competitive while reducing the cost and disruption associated with the longer-term transition to lower emissions.

MERNAP complements a number of existing programmes, including the A\$1.1bn Cleaner Fuels Program, the Green Fuel Bunkering Strategy and a A\$100m investment in a Clean Energy Precinct at the Port of Newcastle.

The Newcastle development is expected to support the production, storage, distribution and export of clean-energy products including hydrogen and ammonia.

Australia's maritime sector employs nearly 29,000 people and contributes A\$3.8bn to the country's economy annually.

Infrastructure and Transport Minister Catherine King says recent events in the Middle East had demonstrated "how critical it is to build resilience and sustainability within our maritime industry".

She added: "In a nation where our maritime sector is responsible for 99 per cent of our international trade, the MERNAP is a vital piece of our journey toward a sustainable future."



THINKING BIG

New investments are
boosting India's port
infrastructure and preparing
it for a very busy future



HALDIA FACILITY

Adani Ports and Special Economic Zone (APSEZ) in Gujarat has commissioned the Haldia Bulk Terminal on the Hooghly River, West Bengal, describing it as India's first fully automated dry-bulk facility and setting a new benchmark for mechanised cargo handling on the country's eastern seaboard.

The terminal has installed capacity of four million tonnes a year and is designed primarily for coal and other dry-bulk commodities. Its equipment package includes two mobile harbour cranes, two stacker-reclaimers, 2.1km of conveyor systems and a 2,000-tonne railway wagon-loading system. A dedicated 1.54km rail line links the terminal directly with the wider network, allowing cargo to move from ship to rail with less intermediate handling.

APSEZ says the automated arrangement eliminates jetty dumping, reducing cargo loss and helping to improve cleanliness, safety and operating efficiency. The terminal has an 8.5m draught and a 193m berth, while the concession runs for 30 years.

The project is significant not simply because of its capacity, but because it demonstrates the direction of Indian bulk-terminal investment: greater mechanisation, direct rail evacuation and tighter control of dust, spillage and material loss. Prime Minister Narendra Modi formally commissioned the facility earlier this year as India continues to expand port and logistics capacity.

APSEZ milestone

APSEZ has crossed 500m tonnes of annual cargo, reinforcing the scale of India's rapidly expanding private port sector.

The milestone spans a network spanning 19 ports and terminals handling dry bulk, liquid bulk, containers and other cargoes, including Mundra, Dhamra, Dahej and the newly commissioned Haldia Bulk Terminal.

Gautam Adani, Chairman, Adani Group, says: "APSEZ crossing 500 million tonnes is a signal of our decades-long confidence in the India growth story. Over the years, we have built



not just ports, but an unparalleled interconnected transport and logistics platform spanning ports, rail, roads, trucking, warehouses, and cargo gateways."

While APSEZ took 16 years to reach its first 100 million tonnes, each subsequent 100 million tonnes has been added faster than the last. With this milestone, APSEZ remains firmly on course toward its next major ambition of handling 1 billion tonnes of cargo by 2030.

PARADIP EXPANDS

Paradip Port Authority on the east coast of India has taken another major step towards fully mechanised cargo handling, signing concession agreements for three berth projects with a combined investment of ₹1,580.36 crore.

The projects form part of the port's plan to move from its current 80% level of berth mechanisation to 100% by 2030. They comprise a 5m-tonne-a-year South Quay mechanisation project valued at ₹498.69 crore, an 8m-tonne multipurpose berth project worth ₹630.67 crore and a 10m-tonne captive CQ-III mechanisation project involving investment of around ₹451 crore.

All three are being developed under concession arrangements and are intended to increase cargo-handling efficiency, cut vessel turnaround times and reduce logistics costs while providing cleaner and safer operations.

The port also inaugurated seven infrastructure projects worth ₹427.80 crore and marked the achievement of an 18.5m deep-draught capability. Paradip is already one of India's most important bulk gateways, serving coal, iron ore, fertiliser raw materials and other commodities, and the latest programme underlines the scale of investment being directed at mechanised handling on the east coast.

Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal says the development of Paradip is part of the wider transformation underway in India's maritime sector.

"India has embarked on an unprecedented phase of maritime modernisation," he says. "Over the past 12 years, we have strengthened our ports, waterways, shipping and maritime capabilities, making the sector a powerful engine of growth."

KAMARAJAR ACCESS

Kamarajar Port in Tamil Nadu has completed its Capital Dredging Phase VI project, giving the Indian gateway an operational draught of 18m and allowing it to receive fully laden Capesize vessels carrying cargo parcels of up to 170,000dwt.

The ₹440 crore programme makes Kamarajar the second major port in India, after Visakhapatnam, to offer an 18m draught. The deeper access is especially significant for a port where coal is a major traffic stream and where reducing the need for lightering or part-loading can lower the unit cost of bulk imports.

Kamarajar handled 49.08m tonnes in the latest reported financial period, including 25.72m tonnes of coal. The port has dedicated coal berths and rail connectivity serving power and industrial customers throughout the region.

The dredging has a direct operational impact as larger parcels can be moved per call, improving vessel economics and potentially reducing congestion and emissions per tonne carried.

BERTH BOOST

India's Ministry of Ports, Shipping and Waterways has approved the redevelopment of Berth No. 9 at New Mangalore Port on the west coast for liquid bulk cargo under a public-private partnership model.

The project will replace legacy infrastructure with a modern facility capable of handling crude oil, petroleum products and LPG.

Draught at the berth is to increase from 10.5m to 14m, with the design allowing for a future deepening to 19.8m. That would enable the port eventually to accommodate vessels of up to 200,000dwt, including very large gas carriers.

The redevelopment is being taken forward on a Design, Build, Finance, Operate and Transfer basis, with the private partner responsible for designing, financing, building, operating and transferring the facility.



Chennai Port Authority has recorded new milestones in barytes and pig iron handling

For New Mangalore, which already handles a broad mix of dry and liquid bulk commodities, the project will improve the economics of larger vessel calls and strengthen the port's role in serving refinery, energy and industrial customers on India's west coast.

CHENNAI MILESTONES

Chennai Port Authority has strengthened its bulk cargo handling capabilities with the introduction of three new harbour mobile cranes, while also recording new milestones in barytes and pig iron handling.

The three cranes, deployed by BL Transport, each have a lifting capacity of

100 tonnes and a maximum outreach of 51m. They can also operate in tandem to provide a lifting capacity of up to 170 tonnes.

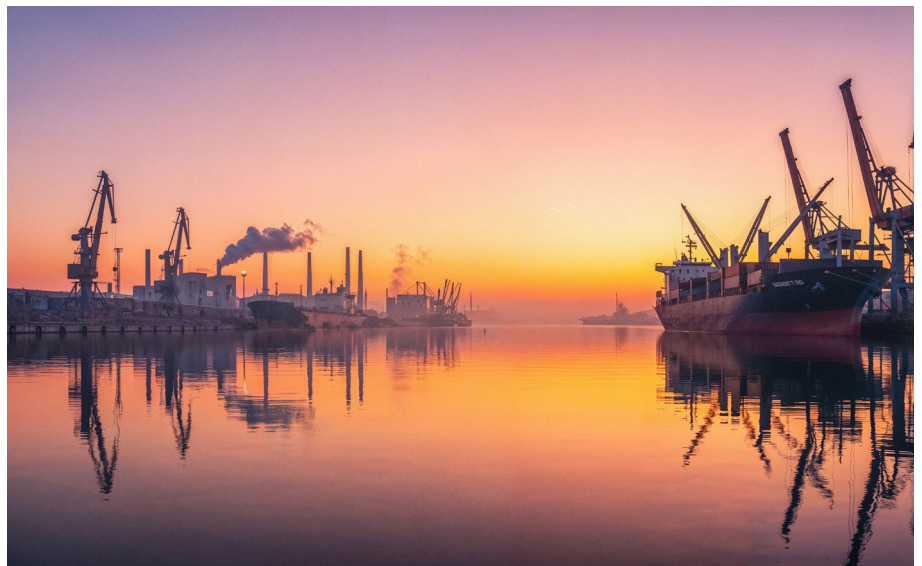
The equipment was inaugurated by Chennai Port Authority Chairperson Sachin S Kurve as part of ongoing efforts to improve infrastructure and expand the Indian port's bulk, breakbulk and project cargo handling capabilities.

The development coincided with a new single-day record for barytes exports. On 30 July, Chennai handled 46,000 tonnes of barytes aboard MV Nafisa Jahan at Jawahar Dock-II, beating the previous record of 45,200 tonnes set in May 2022.

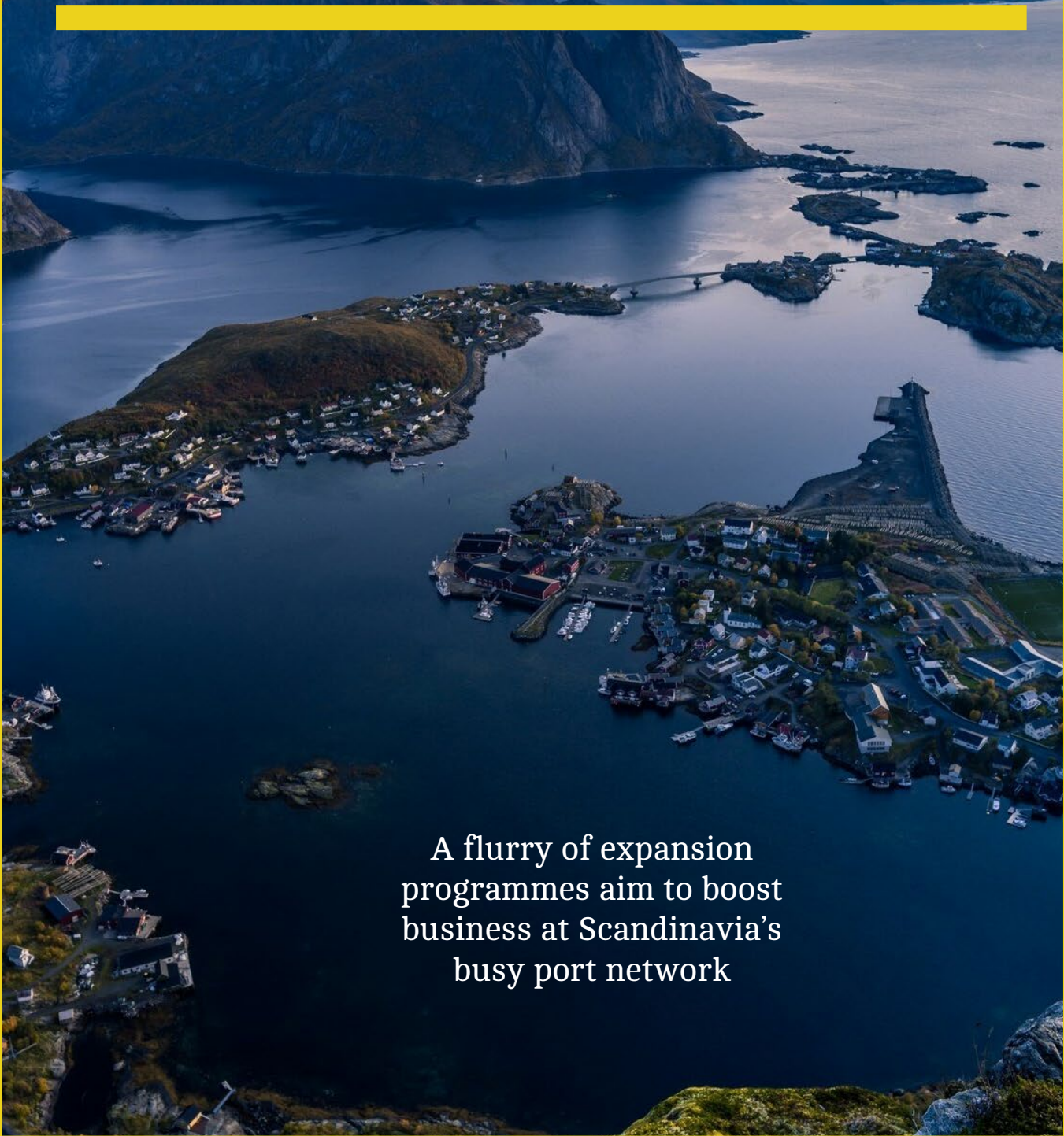
The port also handled 13,208 tonnes of pig iron aboard MV Agia Charis at Jawahar Dock-IV, marking the introduction of a new cargo commodity at Chennai.

The pig iron shipment benefitted from Chennai Port Authority's Non-Containerised Cargo Concession Scheme 2026-27, which provides eligible customers with wharfage concessions of up to 80%, alongside loyalty bonus incentives.

Chennai Port Authority said the combination of new handling equipment and commercial initiatives would support the continued expansion of its bulk, breakbulk, project and container cargo business on India's east coast



GOING FOR GROWTH



A flurry of expansion programmes aim to boost business at Scandinavia's busy port network

MALMPORTEN PROGRESS

Sweden's Malmporten project in the Port of Luleå has moved into a major delivery phase after the Swedish Maritime Administration and Port of Luleå selected a contractor for extensive dredging works designed to transform access to one of northern Scandinavia's most strategically important bulk ports.

The programme involves the removal of around 14 million cubic metres of material and will deepen and widen the approach so ships with draughts of up to 14.7m can call. Larger vessels will be able to load greater cargo parcels, improving the economics of moving iron ore, steelmaking inputs and other heavy industrial cargoes.

The timing is particularly important for northern Sweden. New and expanding low-carbon steel, mining and industrial projects are expected to generate substantial raw-material and product flows, making port capacity a strategic part of the region's industrial transition.

Port of Luleå also points to an environmental benefit from larger vessel calls: carrying more cargo per voyage can reduce fuel consumption and emissions per tonne transported. Combined with new landside investment, the dredging is intended to position the port for a much larger role in northern European bulk logistics.

New rail link

Port of Luleå has also inaugurated a new railway connection linking the harbour more efficiently with the Swedish Transport Administration's rail network, strengthening the landside leg of the port's expansion programme.

The new link is intended to increase capacity and improve the route into and out of the port as industrial traffic grows. Green Cargo operated a train over the connection during the August inauguration.

The investment forms part of a wider railway expansion at Luleå designed to support future mineral, steel and industrial flows. For a port whose competitive position depends heavily on rail-fed bulk cargo, the new connection



is as important as improvements at the quay. By combining deeper marine access with stronger rail capacity, Luleå is attempting to remove bottlenecks across the whole transport chain rather than simply adding berth space. That integrated approach will be vital if the port is to support the large volumes anticipated from northern Sweden's industrial transition.

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HES Bulk Terminal Maasdelta is implementing a four-year masterplan

HES GROWTH

HES Bulk Terminal Maasdelta is expanding its covered storage capacity at the Port of Rotterdam in the Netherlands as it adapts its facilities to changing dry bulk markets and moves former coal storage areas into alternative uses.

The multipurpose dry bulk operator is implementing a four-year masterplan to construct a total of 350,000m³ of additional covered storage at its Laurens haven and Europoort terminals.

Once the programme is completed, total covered storage capacity at HES Bulk Terminal Maasdelta will reach 800,000m³. Significantly, the new multipurpose sheds are being constructed on storage areas previously used primarily for steam coal.

The investment is intended to support growth in agricultural products, minerals, building materials and biomass as HES responds to changes in market and customer demand.

The two Rotterdam terminals offer deep-water access and connections to the European hinterland by inland waterway, rail and road. Handling facilities include mechanical and

pneumatic equipment as well as floating cranes and weighing towers.

The terminal currently offers 210,000m² of open storage alongside its covered facilities and handles commodities including minerals, agribulk, biomass, iron ore and coke. Services include transshipment, storage, weighing, blending, screening and temperature control and measurement.

HES says that further land and berth capacity remains available for future expansion.

GOTHENBURG BOOST

Energy products and dry bulk both increased at the Port of Gothenburg in Sweden during the first half of 2026.

The port handled 11 million tonnes of energy products between January and June, up 19% year-on-year, while dry-bulk throughput rose 7% to 165,000 tonnes.

Dry-bulk growth was driven mainly by forest products including paperboard and pulp. The figures underline the diversified nature of Scandinavia's largest port, where bulk, energy and unitised cargoes share extensive rail and marine infrastructure.

Overall, cargo volumes at the Port of Gothenburg showed positive development during the first half of 2026. Container volumes remained at record levels, while rail, RoRo, new vehicles, energy products and dry bulk all increased compared with the corresponding period in 2025.

AARHUS OMNITERMINAL

Construction of the new omniterminal at Denmark's Port of Aarhus is moving into a visible phase, with work advancing on 430m of new quay designed to give Denmark's largest commercial port more flexible cargo-handling capacity.

During the summer, sand filling at the site was largely completed and casting began on the first part of the quay structure. The development is intended to support a broad cargo mix rather than a single traffic stream, adding adaptable waterfront capacity as the port grows.

Work on the 430m of new quay is expected to be completed around the

turn of the year. Once the project is finished, the Omniterminal will have been expanded by approximately 180,000m² of new port area.

PORI FUEL SAVE

Finnish stevedore Ahtauskone says a SENNEBOGEN 870 E material handler operating at the Port of Pori on the west coast of Finland consumes around 20% less fuel than the comparable machine it replaced.

The saving equates to about 5,600 litres of fuel and around 15 tonnes of CO₂ a year, according to the operator. The machine handles a varied cargo mix, with peat the largest volume, followed by scrap and crushed stone, and can achieve handling rates of around 1,000t/h for scrap.

Pori's operating environment adds another layer to the comparison. Wind, snow and low winter temperatures place heavy demands on hydraulics, engines and operator comfort, so fuel economy is only useful if it can be achieved without sacrificing reliability or productivity.

NEW ODENSE AREAS

Odense Port in Denmark is strengthening its dry bulk operations with the development of two new raw materials areas at its inner harbour, responding to growing demand from infrastructure and construction projects across Funen and the wider Danish market.

The port handles a range of dry bulk commodities, with Norwegian granite,

base gravel and sand accounting for a significant proportion of its raw materials traffic. Demand has increased in recent years, driven by railway projects on Funen, major industrial construction schemes and forthcoming infrastructure developments.

At Munkebo, Odense can accommodate vessels carrying up to 38,000 tonnes of Norwegian granite, with extensive hinterland areas available for storage and transshipment.

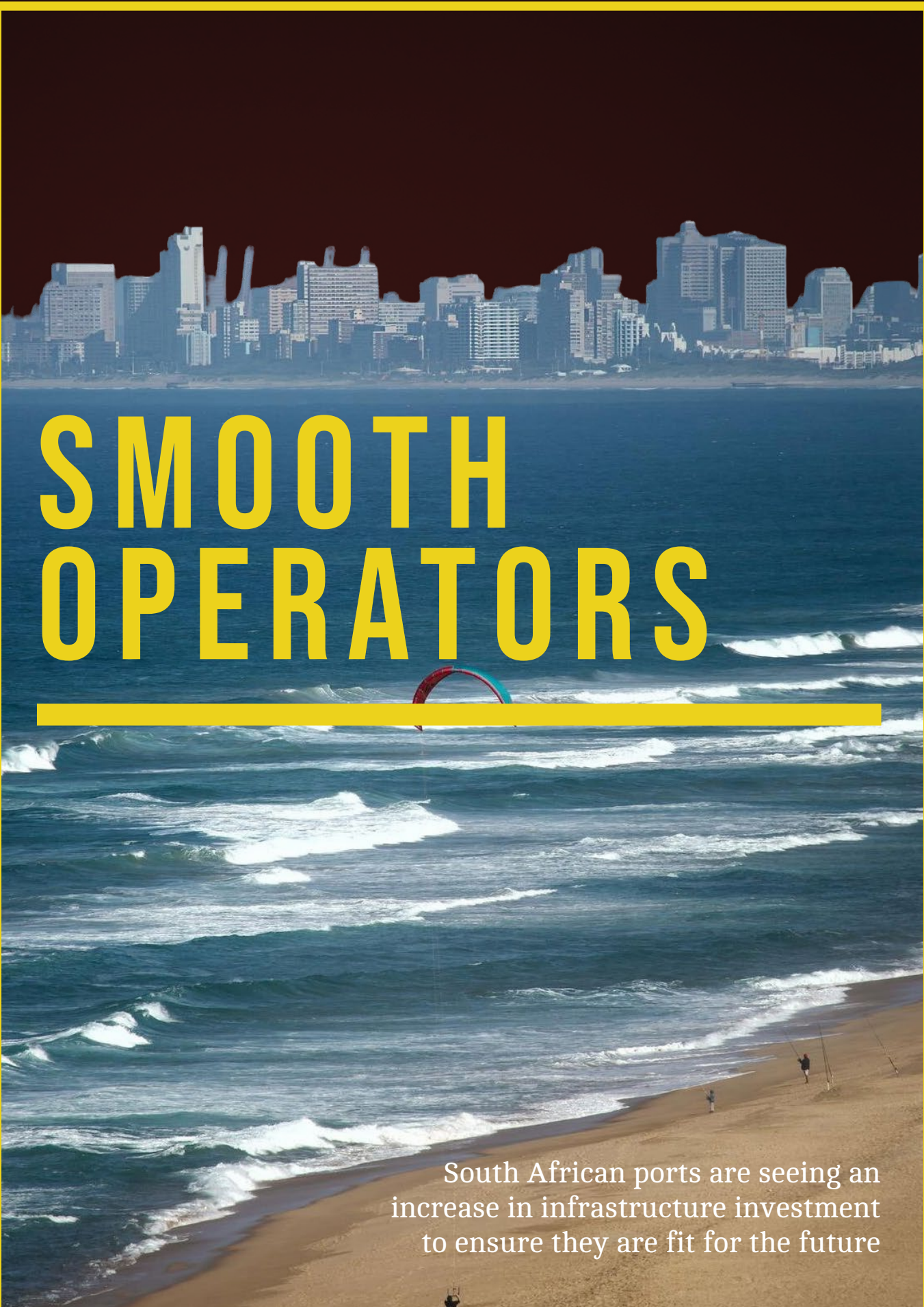
The inner harbour, meanwhile, provides a useful alternative for cargo destined for projects in and around Odense, allowing raw materials to be transported further inland by sea and reducing the need for onward road transport.

The two new bulk cargo areas have been asphalted specifically for handling commodities including sand, gravel and stone. The surface enables materials to be scraped and collected efficiently, minimising product loss and helping to improve handling operations.

Bulk products can be discharged using cranes and conveyor belts before being transferred to storage areas and subsequently loaded on to trucks for delivery.

The new areas became available to receive bulk products earlier this year. Odense Port says its continuing investment in bulk facilities is being driven by customer requirements and expectations of sustained demand from infrastructure and green energy projects.





SMOOTH OPERATORS

South African ports are seeing an increase in infrastructure investment to ensure they are fit for the future

PREFERRED BIDDERS

Transnet National Ports Authority (TPNA) has selected preferred bidders for two major concessions in the Maydon Wharf precinct at the Port of Durban, unlocking more than R1bn of private investment and bringing a substantial modernisation programme to one of South Africa's most important agricultural cargo areas.

The larger of the two awards will see the BAL SA & Africa Global Logistics Consortium develop and manage a multi-purpose terminal focused on agricultural dry bulk and compatible cargo. The consortium has committed R810m in capital expenditure. A separate fresh-produce and breakbulk concession awarded to African Port Logistics and Infrastructure, trading as KHOLD, is expected to attract a further R250m.

The brownfield projects will run under 25-year concession arrangements, with private operators financing, designing, constructing, operating and maintaining the upgraded facilities before transferring them back to TNPA at the end of the term.

TNPA says the programme will increase handling capacity for agricultural dry bulk and fresh produce, strengthen food-security supply chains and improve Durban's competitiveness as an export gateway. It also forms

part of a broader policy shift towards terminalisation, automation and private-sector participation across South Africa's ports.

The Maydon Wharf scheme is important because it links infrastructure investment with operational reform. The challenge will be turning the capital commitments into higher berth productivity, cleaner cargo handling and more reliable links between farms, inland storage and the waterfront.

Maydon tender

Transnet Port Terminals is tendering for a three-year cargo-handling services package at Maydon Wharf and the adjacent agri-bulk terminal in Durban, covering both equipment and operators.

The requirement includes six front-end loaders, 14 dumper trucks, four tipper trucks, four pushers and a specially adapted excavator. The equipment will be used across a broad cargo mix including ferrochrome, chrome, manganese, metallurgical coke, coal and grains.

The tender is significant because it shows the scale and diversity of bulk activity that must be supported at Maydon Wharf while the wider concession and terminal-modernisation programme is being implemented.

PRIVATE PARTICIPATION

Transnet has launched the formal market process for private-sector participation at the Richards Bay Dry Bulk Terminal, one of South Africa's most important mineral export facilities.

A Request for Qualification issued earlier in the year begins the selection of a partner that can bring capital, operating expertise and technology to the terminal. Richards Bay handles commodities including chrome and magnetite and forms a critical part of the country's mining export chain.

Transnet says the partnership is intended to improve reliability, strengthen operational performance and support future capacity growth while the state retains strategic oversight of the asset. Its latest planning material points to an ambition to transform Richards Bay Dry Bulk Terminal into a higher-performing multi-user export hub, with capacity potentially rising from about 18.5m tonnes to 26.9m tonnes.

PORT RECOVERY

South Africa's commercial ports recorded a 9% year-on-year increase in vessel traffic in the 2025/26 financial year as Transnet reported improving operational momentum across the national port system.

Transnet National Ports Authority recorded 8,630 vessel arrivals, up from 7,912 in the previous year. Cargo throughput across the country's eight commercial seaports also rose by 4.2% to approximately 304m tonnes.

The figures provide a more positive backdrop for the investment and concession programme now under way at ports including Durban and Richards Bay. Improved co-ordination between the port authority and terminal operators is credited with contributing to the recovery.

Transnet Group Chief Executive, Michelle Phillips, says: "The overall strong growth performance signal improved domestic economic landscape, including gains from the Transnet recovery initiatives and improvements in port and rail efficiencies. This growth in vessel activity and cargo volumes



signals that Transnet's interventions are yielding measurable results. Alongside this welcomed volume increase, Transnet remains focused on sustaining operational improvements, accelerating port infrastructure investment and implementing structural reforms to support trade growth and cargo movement through South Africa's ports."

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Transnet
remains
focused on
sustaining
operational
improvements

NEW BULK EXPORT CAPACITY

Transnet is continuing preparations for a major manganese export development centred on the Port of Ngqura, part of a wider strategy to consolidate South Africa's manganese flows into a modern high-capacity corridor.

Current planning envisages a new bulk terminal at Ngqura with around 12m tonnes a year of initial capacity, supported by upgrades to rail capacity from the Northern Cape. Transnet's longer-term strategy has previously identified scope to increase the corridor towards 16m tonnes a year as demand grows.

The proposed private-sector participation structure is intended to synchronise investment in rail infrastructure, rail operations and port operations rather than treating the terminal as an isolated asset. That integrated approach is important in manganese logistics, where bottlenecks

hundreds of kilometres inland can determine the utilisation of expensive ship-loading capacity.

South Africa is already one of the world's dominant manganese suppliers, but export growth has been limited by logistics performance. A successful Ngqura corridor would create a more scalable route for mineral exports while allowing older facilities in Gqeberha to be rationalised.

DURBAN PORT DELAYS

Operational delays at the Port of Durban are impacting Cape Town Port operations, adding to frustrations felt by local exporters.

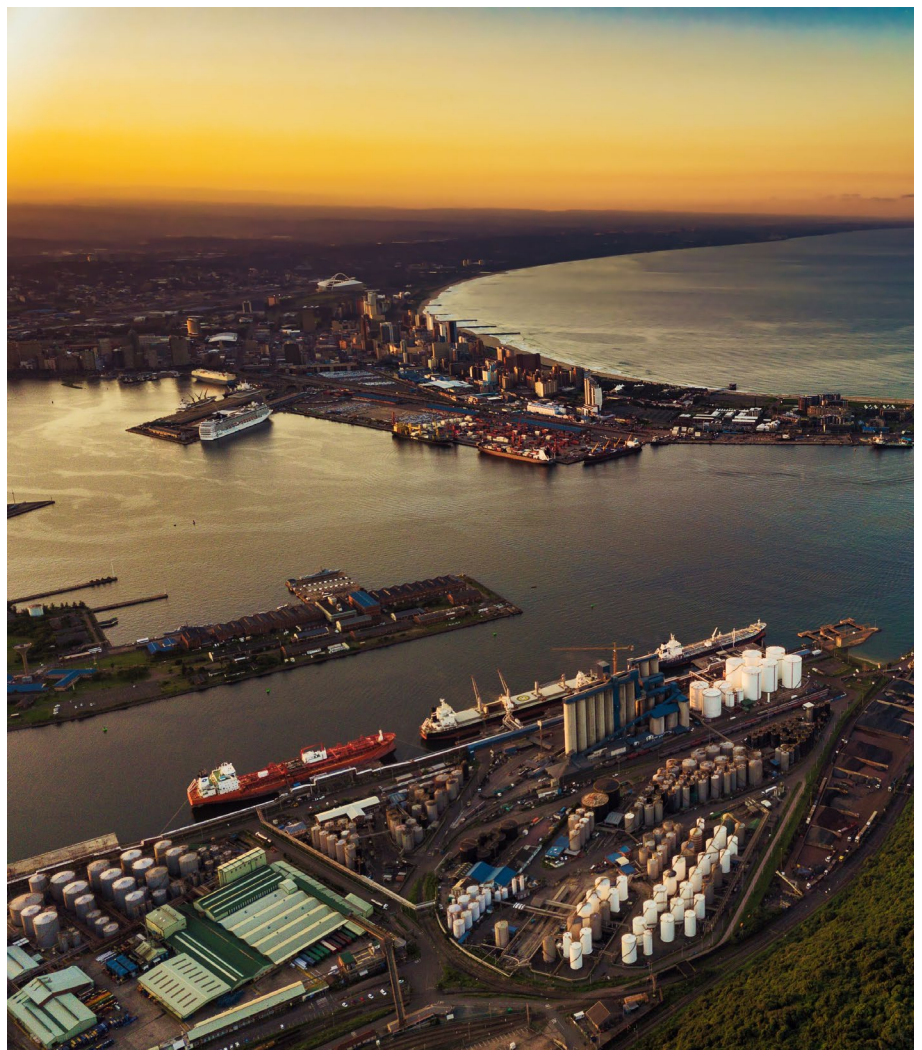
Durban Port currently has a vessel bottleneck due to problems at its Gateway Terminal, which is operating under severe capacity constraints

following the appointment of an international private terminal operator.

International Container Terminal Services Inc (ICTSI), a global port management company based in the Philippines, is reportedly battling severe equipment shortages, specifically straddle carriers needed to lift, move and stack shipping containers.

As container ships bypass Durban or sit anchored outside the Port, regional shipping schedules across South Africa's overall port network are being disrupted, directly cascading into Cape Town's berth availability and equipment allocation.

ICTSI was appointed to manage and modernise Durban Gateway Terminal (previously Durban Container Terminal) in a joint venture with Transnet Port Terminals.



ON THE MOVE

All the latest appointments across the industry.
Got a promotion you would like to announce? Let
us know by emailing editor@bulkterminals.org





Julia Prescott CBE has been appointed Chair of the Port of Tyne, succeeding Lucy Armstrong after almost a decade in the role.

Prescott took up the position on 1 July, having served on the port's board since October 2019 and as Deputy Chair since July 2021.

She brings extensive experience in infrastructure investment, finance and major project development to the role. Prescott co-founded infrastructure investment business Meridiam in 2005 and helped develop it into an international investment firm before stepping down in 2023.

Her appointment comes as the Port of Tyne continues to deliver its long-term Tyne 2050 strategy, with investment focused on areas including the green economy, maritime innovation and regional regeneration.

Prescott says she is looking forward to working with the board, executive team and regional stakeholders to deliver the port's ambitions for development, sustainability and operational excellence.



Bintulu Port Holdings has appointed Anuar Ismail as its new Group Chief Executive Officer.

Anuar, 57, succeeds Datuk Ruslan Abdul Ghani and joins the Malaysian port group following a career of more than three decades with national energy company Petronas.

Most recently Head of State Relations at Petronas, Anuar has held a series of senior positions including Head of Integrated Hydrocarbon Management at Malaysia Petroleum Management and Head of Sarawak Assets at Petronas Carigali.

His international experience includes serving as Chairman and Country Head of Petronas South Sudan, while earlier roles took him across Africa, the Middle East and Asia.

Anuar holds a Bachelor of Science degree in Electrical Engineering from Case Western Reserve University in the US.



Svitzer has appointed Rodrigo Torras as Managing Director of its operations in Argentina, where he will oversee more than 100 crew members working across six ports.

Torras brings more than 20 years of international experience to the role and has previously served as CEO and managing director of port operations at major Latin American ports, including Cartagena and Buenaventura in Colombia and Buenos Aires and Bahía Blanca in Argentina.

The appointment marks a return to Svitzer for Torras, who previously served as Managing Director of the company's Americas Terminal Towage cluster, covering operations in the Bahamas, Canada, Costa Rica, Peru and St Eustatius.

Daniel Reedtz Cohen, Managing Director for Svitzer Americas, says: "I'm certain that in this new role, Rodrigo will generate sustainable value for Svitzer and our clients, and propel growth in a market as complex and vibrant as Argentina."



Sarah McCoy has been appointed Chief Executive Officer and Executive Director of the Virginia Port Authority.

McCoy was confirmed in the role following unanimous approval by the authority's Board of Commissioners. She had served as interim CEO and Executive Director since January.

She joined the Virginia Port Authority 12 years ago and previously served as General Counsel from 2017 to 2022 before becoming Chief Administrative Officer, overseeing areas including legal strategy, human resources, risk management, procurement, contracts and corporate governance.

McCoy has also played a key role in the Port of Virginia's US\$1.4bn Gateway Investment Program. The programme includes increasing cargo and rail capacity at Norfolk International Terminals, deepening and widening the Norfolk Harbor shipping channels and converting Portsmouth Marine Terminal into a heavy-lift facility.

Board Chairman Bill Kirk says McCoy had the vision and skills to lead the port into its next decade, following an international search for candidates.



Paul Foreman has taken over as Chief Executive Officer of PD Ports, succeeding Frans Calje after almost 10 years at the helm.

Foreman formally moved into the top job on 1 September, having previously served as the company's Chief Operating Officer. He was appointed following a competitive recruitment process.

The leadership change comes as PD Ports looks to accelerate growth, optimise customer services and continue investment across its UK port and logistics operations.

As operator of Teesport, PD Ports has a particularly strong connection with the bulk sector, handling commodities and industrial cargoes alongside its container and logistics activities.

"I am excited to lead this business, which as operator of the largest port in the North East is so key to the prosperity of Teesside, driving economic growth and providing employment and opportunities for so many hard-working people," says Foreman.

At the same time, Executive Chairman Jerry Hopkinson has moved into the role of Non-Executive Chairman.



South Carolina Ports has appointed Patrick McCrory as Chief Operating Officer.

McCrory will lead a team of more than 500 people responsible for the port authority's container terminals, ro-ro and breakbulk operations, intermodal activities and two rail-served inland ports.

He joins from Palmetto Railways, where he has served as President and CEO. During more than a decade with the short-line railroad, he held a series of senior leadership posts and oversaw major operational expansions and a US\$450m capital development portfolio.

McCrory also brings direct terminal experience from CSX Intermodal Terminals and APM Terminals, where he began his career as a stevedore at Wando Welch Terminal.

SC Ports President and CEO Micah Mallace says McCrory's experience across rail operations, ports and logistics will support the authority's plans to grow cargo volumes and improve reliability.

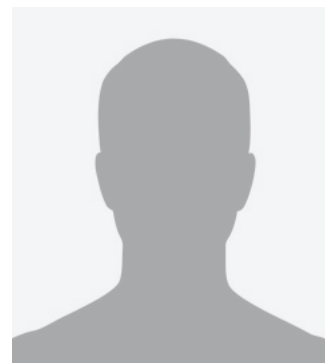


Bristol Port has appointed Chris Needham as Operations Director as part of a pair of senior leadership changes that took effect in September.

Needham joins the business following a career in the British Army, bringing extensive experience in operations, planning and leadership to the role.

At the same time, Hamish Cormack has been promoted to Chief Operating Officer. Alongside his oversight of port operations, Cormack will support co-ordination across departments and lead the continued digitisation of the business as Bristol Port prepares for its next phase of growth.

The appointments strengthen the senior team at one of the UK's major cargo gateways. Bristol Port handles a diverse range of trades through Avonmouth and Royal Portbury docks, including dry and liquid bulks, breakbulk, project cargo, automotive traffic and containers.



Adani Ports and Special Economic Zone has appointed Niraj Bansal as CEO-Ports.

Bansal succeeds Pranav Choudhary, who left the position at the end of May to pursue opportunities outside the Adani Group.

A former Indian Revenue Service officer, Bansal spent more than 27 years in government service before taking voluntary retirement as Commissioner of Income Tax.

His maritime credentials include five years at Jawaharlal Nehru Port Trust, where he served as Deputy Chairman and Chairman-in-charge between 2014 and 2019.

According to Adani Ports, JNPT underwent significant reforms during his tenure and achieved record performance, including handling 66m tonnes of cargo in FY2017-18 – at the time the highest figure in the port's history.

Bansal takes responsibility for port operations at one of India's largest integrated transport and logistics businesses. Adani Ports operates a network of strategically located ports and terminals handling commodities including containers, crude oil, coal and other dry and liquid bulk cargoes.

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