BULK TERMINALS *international*

AUTUMN 2025

THE OFFICIAL MAGAZINE OF THE ASSOCIATION OF BULK TERMINAL OPERATORS

CONFERENCE SPECIAL

All you need to know about Bulk Terminals Marseille 2025

PICKING UP THE SLACK

The next-generation cranes and grabs improving port efficiency

LESSENING THE LOAD

Ensuring ship-to-shore operations run smoothly

abto
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FROM THE EDITOR

BY SAMANTHA ROBINSON

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

Welcome to the latest edition of *Bulk Terminals International*, bringing you all the latest news, views, innovations and initiatives from across the maritime industry.

There is still time to sign up to our not-to-be missed *Bulk Terminals Marseille 2025* conference, which takes place 29-30 October. As usual, it promises to be packed with timely expert insight and analysis on a range of issues that are affecting the industry. You can read more about it in our welcome from ABTO CEO Simon Gutteridge (p6) and learn all about the sessions and speakers on p9.

The conference will be examining in detail the effect of geopolitical tensions and Trump's tariffs on the industry. Despite the turmoil, there are plenty of glimmers of hope: the value of the global bulk terminal market is expected to grow from US$19,641m in 2024 to $28,800m by 2034 – a compound annual growth rate of 3.9%. You can read more about this fascinating analysis on page 20. Global cereal production is also on an upward trajectory – in fact, the biggest rise since 2013 (see p37).

In this edition, we also take a look at the latest investments and innovations that continue to enhance port operations, from state-of-the-art ship loaders and unloaders (p31) to next-generation cranes and grabs (p24). We also take a look at a pioneering initiative in three of Europe's biggest ports – Rotterdam, Antwerp-Bruges and Hamburg – using drones to improve safety and boost efficiency (p42).

When it comes to the safety of bulk carriers, a recent INTERCARGO report finds encouraging progress, but more still needs to be done (p47).

Safety is also top of the agenda for Paul Van Gelder, CEO of HES International, who talks to us about his role and the company's future plans on p21.

Finally, we turn the spotlight on the Middle East (p54), Australia (p61) and the Great Lakes and St Lawrence (p57) to find out how ports are progressing in these regions.

I hope you enjoy reading this edition.

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- » Commissioning and Troubleshooting 'Hand's On' Pneumatic Conveying Systems

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- » Port and Terminal Operations for Bulk Cargoes
- » Measurement of the Properties and Bulk Behaviour of Particulate Materials
- » Dust Control in Processes

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- » Electrostatics in Powder Handling
- » Numerical Modelling of Solids Handling and Processing
- » Powder Handling and Flow for Additive Manufacturing

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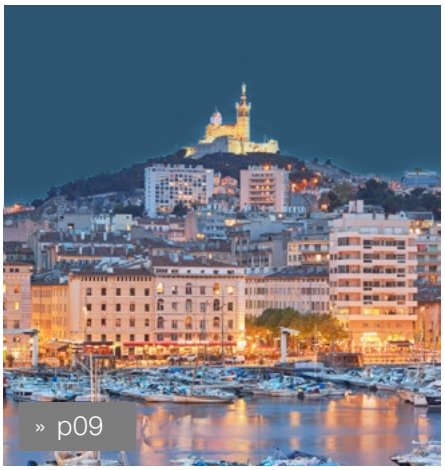
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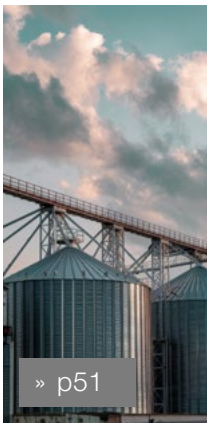
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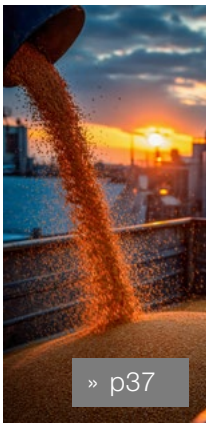
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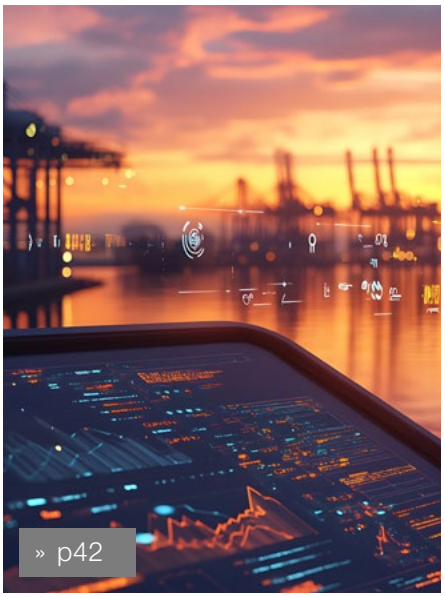
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A TIMELY THEME

BY SIMON GUTTERIDGE, ABTO CEO

As geopolitical tensions heighten, our conference theme of 'Responding to the New Age of Chaos' becomes ever-more more prescient

As we look forward to meeting in Marseille for the annual ABTO Bulk Terminals conference at the end of the month, there are some timely reminders in the recent news of the event theme: Responding to the New Age of Chaos.

China has again reminded of us of her willingness to use her economic strength to get her own way, whether for purely diplomatic or economic reasons. In late September it was reported by Bloomberg and Reuters that following weeks of price negotiations between China Mineral Resources Group (CMRG), the state-owned Chinese iron ore buyer, and Australian mining giant BHP had failed to reach agreement and talks had broken down.

CMRG was reported to have instructed domestic steelmakers and traders not to buy or take any iron ore cargo from BHP – certainly if not denominated in yuan rather than dollars. China is the biggest consumer of iron ore and BHP is the world's largest supplier.

At the time of going to press, while there is some question over the extent of the restrictions – some Australian press sources are disputing the degree of earlier reports – CMRG appears to have told major steelmakers and traders to temporarily pause purchases of any dollar-denominated seaborne iron ore cargoes from BHP.

Earlier in September, the Chinese had tried to put pressure on the price negotiations by curbing imports of some BHP iron ore grades, instructing steelmakers and traders to stop purchasing its Jimblebar blend fines.

By the time of the conference, the picture with China's latest dispute with Australia should have become clear. Counterintuitively perhaps, the spot market for iron ore has actually risen. So if China is trying to drive down the contract price, then certainly in the short term she is going to have to pay more by not having a lower agreed price at which to purchase her continuing iron ore requirements.

Readers will recall the Chinese ban on Australian coal imports in 2020. China was angry with Australia for calling for an international investigation into the origins of the COVID-19 pandemic and banning Huawei from its 5G telecoms network. China was the largest buyer of Australian coal, in 2029 importing some 100 million tons. Naturally this had a big impact on the world coal market. Australia diversified quickly finding new buyers in Brazil, India, South Korea and Japan. Despite the loss of one of its largest markets, resulting in a record-low coal export volume in 2022, the impact was more than compensated by a 186% increase in coal export revenue due to surging coal prices.

Although China found new supplies in Mongolia, Russia and Indonesia she suffered an energy crisis: power cuts and a shortage in supplies for manufacturing industries.

The ban lasted two years, being listed in January 2023 and then only state-owned enterprises were allowed to purchase Australian coal for their own needs. Some commentators thought it was for economic reasons that China lifted the ban, considering her need for Australian thermal coal.

However it was more the changing political atmosphere in Australia that was behind China's decision to partially lift its ban on Australian coal – citing improving diplomatic ties, at the same time denying that its ban on coal (and other products) were 'sanctions' as such, or due to political disputes.

I guess you need to be an expert Sinologist to make sense of the linguistic gymnastics here!

Scott Morrison, the Conservative Australian Prime Minister in 2020, had a particularly rocky relationship with China. In May 2022 he suffered a shattering election defeat to Labor's Anthony Albanese, which left the Liberal-National coalition with its lowest ever number of seats.

Morrison's harsh anti-China rhetoric proved to be a major reason for his party's election loss in 2022, in which Chinese Australians largely voted for the Labor party.

Given Labor's history of being friendly to China, the change of government was an opportunity for the two countries to reset their relations.

Albanese and Xi Jinping met in November 2022 and soon after Australia's new Foreign Minister, Penny Wong, paid an official visit to China..

Pablo Rodas-Martini, Director of Market Intelligence, Emerging & Frontier follows this theme in 'The trade of iron ore in hectic times when countries are protecting their steel industries'. Although the steel trade has always been a contentious issue, the US's imposition of high tariffs has exacerbated tensions in the sector like never before. Is the heated rhetoric on steel threats having repercussions for the global iron ore trade?

To bring us bang up to date, Will Tooth, Senior Dry Bulk Analyst, SSY will examine 'Changing patterns of the coal trade'. Despite several countries around the world turning away from coal as an energy source, it remains a key dry bulk commodity. Nevertheless, trading patterns shift with a potential impact on bulk terminal throughput.

We have also previously reported China's reaction to Lithuania's decision to allow Taiwan to open a representative office under the name 'Taiwan' in 2021 – withdrawing its ambassador and demanding Lithuania do the same, blocking or delaying Lithuanian exports in Chinese customs systems and pressuring Chinese companies not to use Lithuanian-made parts, affecting supply chains across Europe. Lithuania refused to back down. She had the support of the EU, which took up a case at the World Trade Organization in 2022 over what it called China's "discriminatory and coercive" trade measures targeting Lithuania.

While the previous dispute with Australia over coal and Lithuania over Taiwan have political disputes at their centre and this latest over iron ore have more to do with economic factors, they both illustrate the Chinese desire to create a world order dominated by their values, whether political or economic.

In a vulnerable post Brexit Britain, the country's economic reliance on China – without the ability to call on the EU for support in the event of a dispute leading to trade sanctions – is believed by many to be the reason that the British Foreign Office reportedly successfully opposed the prosecution of two men accused of spying for China, believing that a courtroom discussion about China's espionage would upset Communist Party officials in Beijing.

Geopolitical tensions

With the news spotlight more on Gaza, Russia's attack on Ukrainian ports and terminals have received less coverage than they might otherwise have.

Hans-Kristian Pedersen, Mediterranean and Black Sea Analyst at Risk Intelligance A/S (whose colleague Louis Borer is presenting at Bulk Terminals Marseille later this month) recently posted: "Recent Russian attacks on Ukrainian ports like Chornomorsk and Izmail signal a continuation of threats to commercial shipping in the Black Sea...

"The recent attacks in August, against Ukrainian port infrastructure at Chornomorsk and Izmail, do not in of themselves indicate a significant change in the threat picture to commercial maritime operations in the Black Sea. Both Chornomorsk and Izmail have been targeted by Russian attacks before and therefore the recent attacks do not constitute any new scenario in relation to merchant shipping.

"The attacks emphasise the ongoing threats concerning the ports. It can be argued that Russia, by attacking Ukrainian port cities, is aiming at disrupting Ukraine's ability to obtain income from grain and other exports via the Black Sea."

Louis Borer, Senior Analyst at Risk Intelligence opens the markets session with 'Geopolitical tensions impacting the global bulk trade'. Both on land and at sea, the international geopolitical context has deteriorated significantly since the war in Ukraine and the war in Gaza.

The substantial increase in the threat at sea in several maritime areas and strategic choke points through which international maritime trade flows results in not just in rerouting and delays, but possible changes in the choice of unloading and loading terminals.

Timely sessions

Sean Fairley, Principal Consultant, Drewry continues with a look at the 'Impact on bulk markets of the US tariff regime', an update on the fallout of the Trump Administration's launch of tariff regimes, resulting in retaliation and the new era of trade wars that has sent shock waves through the markets.

For the dry bulk market, the implications of the trade wars are potentially significant. In the short-term global tariffs will restrain demand. In the longer term, these tariffs will prompt a strategic redirection of trade routes, impacting dry bulk terminals.

Sylvie Doutres Ghizzo, Associate & Joint Managing Director, DSG Consultants will for the first time at our conference give us an 'Overview of cementitious trade', which as well as cement and clinker includes other binders and supplementary materials such as granulated slag and fly ash.

Over the past five years, two major factors have reshaped cementitious trade flows and consequent terminal activity: the industry's drive toward decarbonisation and the geopolitical and economic turmoil around the Mediterranean Rim.

Lisa Schmidt, Secretary General, International Biomass Torrefaction and Carbonisation Council (ITBC) introduces

another first for the conference in her presentation 'Circular biocarbon – the easiest pathway to substitute fossil carbon in all coal applications'.

While biocarbon is primarily used as a coal substitute for energy with numerous technology providers in the market, the number of industrial-scale plants is rapidly growing as it is increasingly applied in processing industries and as an intermediary for further processing.

Cara Hatton, Dry Bulk Analyst, SSY, explains that while Trump's trade war has added a fresh round of uncertainty to the already turbulent few years, especially for the prospects of the seasonal fourth quarter US-China soybean trade, structural changes appear to be taking place in global grain markets' affecting terminal throughput.

Our regular coverage of bulk markets improving – or at least maintaining – profitability, streamlining operations, improving safety, online security, plus ensuring environmental compliance and protection will be examined against the backdrop the volatile environment bulk terminal managers now have to operate in.

Marseille will examine the impact these latest challenges place on bulk terminal operations – both in the short and long term.

An additional challenge port and terminals will have to face in the not-so-distant future is the impact on their infrastructure of rising sea levels caused by climate change. This is a subject we have wanted to address for some time and will also be covered.

Opportunities for interaction

The Annual ABTO Bulk Terminals Conferences are designed for all those involved in the transportation, storage and handling of bulk commodities. As well as terminals and ports we welcome equipment and service suppliers, professional advisors and academics to the conference.

Indeed, ABTO feels strongly it is only through the interaction with these others that bulk terminals will achieve increased the operational efficiencies, better security, safety and environmental compliance they need to achieve.

There will be plenty of opportunities for that interaction. Ample time is provided to network during the course of the conference during breaks and discussions.

Additionally, there is the relaxed and convivial atmosphere of Ice Breaker Drinks in the bar of the Raddison Blu for arrivals on the evening before the event starts and then the Conference Reception at the end of day one.

Both of these provide the perfect opportunity renew old friendships and make new ones. A further valuable networking opportunity is afforded by our traditional terminal visit on the afternoon of the second day. Our thanks to SEA-invest Caronte for hosting delegates on a tour of its terminal, Marseille Fos.

ABTO could not stage the annual Bulk Terminals conference without the support of our sponsors: igus, indurad, RAM Spreaders, the TT Club and BRUKS Siwertell. Each of these will present an operational, environmental or safety perspective

A big thank you to them, our host port of Marseille Fos and conference partner DSG Consultants.

ABTO is delighted that DSG Consultants is our conference partner for Bulk Terminals Marseille 2025. DSG Consultants is the leading consultancy in France serving the bulk terminal industry. The consultancy advises and assists companies operating in the port sector or the dry bulk sector, during the different phases of their development.

Our host

We are very grateful for the support of the Port of Marseille-Fos, our host port for this year's conference.

As the leading port in France, generating 43,500 jobs in the Bouches-du-Rhône department Marseille Fos is a global port with an infrastructure able to handle all types of traffic: hydrocarbons, liquid bulk, general cargo, passengers – and of course dry bulk.

Thanks to its location which make it ideal for North-South and East-West trade – plus its excellent road, rail, river and pipeline connectivity – it is the gateway to Europe at the southern end of the French logistics corridor of Lille – Paris – Lyon – Marseille.

The Port of Marseille Fos is made up of two harbours, each with very distinct features. The eastern harbour located in Marseille is a local port for goods and passengers.

The western harbour is located in the industrial port area of Fos-sur-Mer, accessible to the largest ships and dedicated to major intercontinental flows. The western harbour is where bulk terminal activity is located.

The solid bulk sector in Marseille Fos handles both the import and export of agri-food products such as cereals, as well as industrial bulk such as fertilisers, construction materials, clinker, iron or bauxite ores, alumina, peat, etc.

Delegates will be able to take a closer look at the port's operations with SEA-invest Caronte, which is hosting a tour of its terminal at Marseille Fos.

How to register

To register and for details of the Radisson Blu Marseille Vieux Port conference hotel please complete the form on our website **https://www.bulkterminals.org/index.php/events/event-registration**

If you have any questions, please drop a line to **events@bulkterminals.org** or call +33 (0)321 47 72 19.

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

To find out more about our expert speakers, turn to page 9. Meanwhile, enjoy this Autumn edition of *Bulk Terminals International*.

Simon Gutteridge
Chief Executive
ce@bulkterinals.org
bulkterminals.org

CONFERENCE CALL

Don't miss our *Bulk Terminals Marseille 2025* conference, which promises to be an outstanding event packed full of expert insight

We are delighted to be heading to the Port of Marseille Fos for this year's ABTO Bulk Terminals conference, which takes place on 29 and 30 October at the Radisson Blu Hotel Marseille Vieux Port.

Our *Bulk Terminals Marseille 2025* conference will feature a packed programme of presentations, panels and case studies for delegates and experts from across the industry to share ideas and information.

The theme this year is 'Responding to the New Age of Chaos'. As we have seen, geopolitical tensions plus the fluid situation surrounding the imposition of the tariffs imposed by President Trump will have a serious impact on bulk trade flows at whatever level they settle at – both in terms of total volumes and the effect on trade routes. In addition to the obvious economic repercussions, bulk terminals will be presented with operational challenges and the need to make strategic adaptations.

Register now for Bulk Terminals 2025 at: **bulkterminals.org/index.php/events/event-registration**

WHO SHOULD ATTEND?

Bulk Terminals 2025 is the essential event for operational and technical directors, managers, business development and analysts from:

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

WHY ATTEND?

- Understand the challenges the bulk terminal industry faces
- Learn from the experts
- Appreciate the needs of your customers
- Join the discussion with industry peers, consultants and investors
- Meet technology suppliers and find out how they can improve your compliance and efficiency.

TWO DAYS OF EXPERT INSIGHT

Bulk Terminals 2025 has an insightful range of topics planned over the two days of the conference, presented by experts in the industry.

BULK MARKETS

- **Geopolitical tensions impacting the global bulk trade**
  Louis Borer, Senior Analyst, Risk Intelligence A/S
- **Impact on bulk markets of the US tariff regime**
  Sean Fairley, Principal Consultant, Drewry
- **The trade of iron ore in hectic times when countries are protecting their steel industries**
  Pablo Rodas-Martini, Director of Market Intelligence, Emerging & Frontier LLC
- **Changing patterns of the coal trade**
  Will Tooth, Senior Dry Bulk Analyst, SSY
- **Circular biocarbon – the easiest pathway to substitute fossil carbon in all coal applications**
  Lisa Schmidt, Secretary General, International Biomass Torrefaction and Carbonisation Council (ITBC)
- **Overview of cementitious trade**
  Sylvie Doutres Ghizzo, Associate & Joint Managing Director, DsG Consultants
- **Grain markets**
  Cara Hatton, Dry Bulk Analyst, SSY

OPERATIONS

- **Challenges making the transition to new bulk traffics**
  Sylvie Doutres Ghizzo
- **Efficiency versus flexibility – how to choose in a time of turbulence in trade patterns?**
  Professor Mike Bradley
- **Case study: Operating a multi-bulk terminal**
  Sylvie Collange, Chief Executive Officer, SEA-invest Caronte Terminal, Marseille Fos

- **Business development playbook for dry bulk terminals**
  Firas Ezzeddine, Chief Commercial Officer, HES Med Terminals
- **Smart berth planning – benefits of minimising idle time**
  Jan Cantow, Co-Founder, Heyport
- **Leveraging smart diagnostics and predictive analytics to streamline maintenance and ensure operational continuity**
  Richard Habering, Head of Business Unit, igus Smart Plastics
- **Real-time volume and quality tracking from warehouse to terminal**
  Dr Christian Augustin LLM, Managing Director and Julien Pierre, Regional Sales Manager, indurad GmbH

ENVIRONMENT

- **Implications for bulk terminals when a deep-sea port powered by 20th century fossil fuel makes the transition to 21st century carbon free energy**
  Mark Lazzaretto, Solid Bulk Sector Manager and Industry & Decarbonisation Manager, Port of Marseille Fos
- **Particulate emission control**
  Frank van Laarhoven, Senior Sales Manager Europe, RAM Spreaders
- **Port and terminal resilience to climate adaptation**
  Anthony van der Hoest, Global Solutions Director – Resilient Ports and Maritime Transportation, Arcadis.

CYBER SECURITY, SAFETY AND RISK

- **Update on the latest cyber threats**
  Richard Hodder, Managing Director & Principal Cybersecurity Consultant, Engage Cyber
- **Marseille Port's response to cyber threat**
  Paul Franquart, Chief Information Security Officer, Port Authority of Marseille Fos
- **Minimising risk, increasing safety**
  Géraldine Savin, Senior Claims Executive, TT Club

FIND OUT MORE ABOUT OUR EXPERT SPEAKERS

Dr Christian Augustin LLM, Managing Director, indurad GmbH
After completing his Masters in Philosophy and History in 2006, Christian worked for an innovative start-up for the creation of new metallic structures and provided consultancy services to other OEM companies for product development and market placement. In 2009, he co-founded indurad, with responsibility for solution development; sales, partner and subsidiary handling in the Americas and Asia; as well as QHSEC.

Louis Borer, Senior Analyst, Risk Intelligence A/S
Louis Borer worked for more than six years for the French Ministry of the Armed Forces in the field of GEOINT and maritime arms trafficking, then as a senior analyst in maritime counterterrorism. He has also worked on maritime security issues for various think tanks such as the Asia Centre and is also a reserve captain in the French Navy.

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 and ABTO Members' Advisory Panel
After doing an apprenticeship with BAE Systems, Mike took a first degree at Thames Polytechnic and after a while 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 failed to reach escape velocity from The Wolfson Centre, becoming first a consultant, then Manager and finally Director in 2000. He was elevated to the status of Professor in 2006.

Jan Cantow, Co-Founder, Heyport
Jan brings over a decade of hands-on experience in port logistics and maritime operations. Jan began his career managing container trucking and intermodal transport before spending seven years as a vessel coordinator at the Port of Hamburg, where he mastered berth planning, cargo flows and stakeholder engagement.

Sylvie Collange, Chief Executive Officer, SEA-invest Caronte Terminal, Marseille Fos
Sylvie has held various executive positions with the Sea Invest Group since 2005. Currently, she is CEO of Sea Invest Caronte multi-bulk terminal in Martigues (Marseille Fos). The terminal focuses on high value-added industrial bulk products with dedicated and customised facilities, including silos and warehousing. Before her current role, she was CEO of Carfos terminal (a previous part of the Sea Invest Group).

Sylvie Doutres Ghizzo, Associate & Joint Managing Director, DSG Consultants
Sylvie has more than 35 years of experience as senior consultant in the port sector. Specialising in port intelligence,

trade flow analysis and industrial dry bulk supply chains, she advises public and private stakeholders across Europe and the Mediterranean. DSG Consultants is particularly recognised for its expertise in cement and supplementary cementitious materials (SCMs) trade flows and Euro-Med port markets.

Firas Ezzeddine, Chief Commercial Officer, HES Med Terminals
Firas is responsible for commercial and business development activities at HES. He led the acquisition of the Darse 1 concession in Fos-sur-Mer and now oversees customer engagement, market development, and project growth initiatives in the dry bulk terminal sector. He built his career in strategy across consulting and corporate roles, including positions at Roland Berger and Philips before joining HES International.

Sean Fairley, Principal Consultant, Drewry
Sean has more than 25 years of experience in the shipping industry, in finance and consultancy, working in locations such in London, Amsterdam and Singapore. Prior to joining Drewry, other roles included as Senior Credit Officer at DVB Bank and Shipping Credit Analyst at MRC Business Information Group.

Paul Franquart, Chief Information Security Officer, Port Authority of Marseille Fos
Paul is an IT engineer and the qualified authority in information systems security at the Port of Marseille-Fos, responsible for managing ISS projects in collaboration with the Ministry of Transport and the National Agency for Information System Security. He oversees the application of laws and regulations relating to the security of port information systems, drafts security policies and procedures, and manages audits and penetration tests.

Richard Habering, Head of Business Unit igus Smart Plastics, igus GmbH
Richard's career began in 2000 in sales for chainflex® cables, followed by his role as Product Manager for ReadyChain from 2002 to 2004, driving customised system solutions. Since 2018, he has been heading the Business Unit Igus® smart plastics, shaping the future of condition monitoring (iSense) and predictive maintenance.

Cara Hatton, Dry Bulk Analyst, SSY
Cara has worked as a Dry Bulk Analyst at SSY since January 2023, covering all sectors of the dry bulk market. In this role, she writes regular reports, presents on shipping markets and forecasts dry bulk trade.

Richard Hodder, Managing Director & Principal Cybersecurity Consultant, Engage Cyber
Richard specialises in securing critical infrastructure, operational technology (OT) and maritime systems. With more than 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.

Mark Lazzaretto, Solid Bulk Sector Manager and Industry & Decarbonisation Manager, Port of Marseille Fos
A food science engineer, Mark has held the position of Industry and Decarbonisation Head at the Port of Marseille Fos, in addition to be being the Dry and Liquid Bulk lead for the past four and a half years. With his team, he is in charge of developing dry and liquid bulk traffics supporting the decarbonisation strategy and commercially developing industrial projects within the port's industrial area.

Hervé Martel, CEO & Chairman of the Executive Board, Port of Marseille Fos
Hervé has been a General Engineer of Bridges and Roads since 1989. He holds a DEA in Transport Economics and a Master's degree in Public Management. He began his career at the Port of Réunion and has held various management positions, including at the Autonomous Port of Paris, the Departmental Directorate of Equipment of Seine-et-Marne, and the office of the Minister of State, Minister of Ecology, Sustainable Development and Planning.

Julien Pierre, Regional Sales Manager, indurad GmbH
Julien has been Regional Sales Manager at indurad since 2023, following a one-year tenure as Inside Sales. He is a graduate of RWTH Aachen University, holding an MS in Management, Business and Economics (2017-2021) and an MS in Mineral Resource Engineering, with a focus on mineral processing, recycling, and sustainability.

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 (IDB).

Géraldine Savin, Senior Claims Executive, TT Club
Géraldine is a French qualified lawyer with two Master's degrees in French Law from France and an LLM in International Trade and Maritime Law from the UK. She began her career in the maritime industry in 2008 at a cargo recovery agency, focusing on casualty claims management. She later joined TT Club as a Claims Executive.

Lisa Schmidt, Secretary General, International Biomass Torrefaction & Carbonisation Council
Lisa brings along a broad experience in communications

strategy and brand development from various industries. She holds a master's degree from the University of Vienna in cultural studies and an MBA from WU Executive Academy Vienna. In 2023 she completed an executive programme for 'Circular Economy and Innovation' at the Vienna University of Applied Sciences.

Will Tooth, Global Head of Research, SSY
Will has been a Senior Analyst on the dry bulk research desk at SSY since May 2024, having spent the previous three years in a trading and research lead role at a dry bulk futures focused fund. Overall his career spans 11 years in the commodities space, including time spent in risk at Engelhart and as an analyst at MSI, a maritime research consultancy.

Anthony van der Hoest, Global Solutions Director - Resilient Ports and Maritime Transportation, Arcadis
Prior to joining Arcadis, Anthony was Commercial Director for South Europe and Africa at Van Oord – one of the largest dredging firms in the world. Before that, he was a Director at MTBS – a port finance, port strategy and master planning boutique consulting firm. In that role he was responsible for business development, as well as project delivery and management.

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, he has been instrumental in supporting customers worldwide, not only through sales but also by assisting with commissioning projects and delivering both practical and theoretical on-site training as part of RAM's after-sales service.

EXPAND YOUR EXPERTISE

The Wolfson Centre for Bulk Solids Handling Technology, run by our Conference Chairman Professor Mike Bradley, offers a range of courses on a variety of topics for those in the industry. These upcoming short two- and three-day courses for engineers in the bulk material handling industry focus on creating a properly designed, fully functioning handling system to keep your plant safe and reliable reducing downtime as well as extending the life of equipment. Each course is held at the Wolfson Centre premises in Chatham, Kent, UK.

Overview of Particulate Handling Technology:
8 – 10 October 2025; includes optional practical workshop
An introduction to the storing and handling of bulk materials, equipment selection and design methodologies for safe and reliable plant. Topics covered include hoppers and silos, material characterisation, feeders, discharge aids, dust control, sampling and segregation.

PNEUMATIC CONVEYING COURSES
Pneumatic Conveying of Bulk Materials
29-31 October 2025
Basic course. Identification of components of pneumatic conveying systems, system selection and design techniques. This course includes an optional practical workshop.

Pneumatic Conveying System Design
19-20 November 2025
Advanced course. An in-depth exploration of detailed calculations for design of pneumatic pipelines and specifying plant

Troubleshooting and Commissioning Pneumatic Conveying Systems
10-11 December 2025
A hands-on practical course in the pilot plant at the Wolfson Centre premises in Chatham, Kent. It provides a look at the practical challenges of starting up systems on site and making sure they work as the designer intended.

REGISTER YOUR PLACE

To book onto these courses, please register at:
tinyurl.com/WolfsonCourses
Discounts are provided for group bookings of two or more.

MACHINE, REPAIR AND SERVICES

COMPANY NEWS

Established in 1977, MRS Greifer 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.

MRS GREIFER

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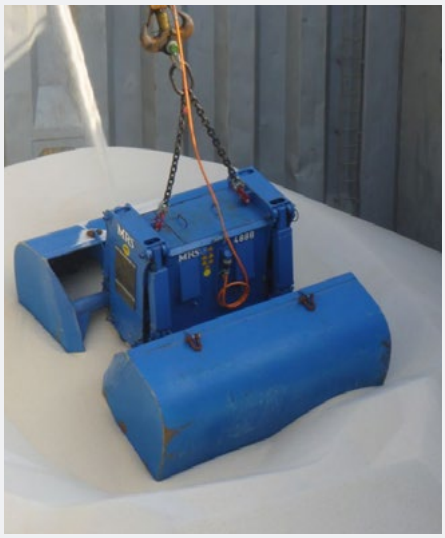

GLOBAL NEWS ROUND UP

News from around the world, plus the latest analysis of bulk terminals market growth

The Port of Marseille Fos has awarded the concession to operate the Fos multibulk terminal, formerly known as the 'Fos Ore Terminal', to the operator HES Fos, a subsidiary of HES International BV, one of the leading European operators of port infrastructure for dry and liquid bulk products.

As a result of a competitive tendering procedure, HES Fos is now in a position to be able to support the further development of the infrastructure for dry bulk traffic on the Mediterranean coast.

Located in the western basins of the port of Marseille Fos, the multi-bulk terminal covers 35 hectares, with a gradual extension of the surface area of up to 66 hectares. It has three berths totalling 880 linear meters and a permissible draught of 12.50 to 16.70 metres, as well as a 150-metre-long barge berth.

With a minimum duration of 30 years, the concession covers the organisation, operation and maintenance of the terminal, as well as the investments in infrastructure that are dedicated to non-food solid bulk or blending of these products. In addition, HES Fos is committed to modernising the facilities and developing traffic in a logical and sustainability way.

By signing this concession, HES and the Port of Marseille Fos ensure the continuity of operations at this essential terminal and preserve the valuable expertise present on site, both key priorities for the port. HES is also proud to safeguard the jobs of the dockers and on-site staff, reinforcing its commitment to the local community and workforce.

"This new concession with HES Fos reflects our ambition to make the multi-track terminal a key element for competitiveness and decarbonisation," says Hervé Martel, Chairman of the Board of the Port of Marseille Fos.

"It meets our industrial customers and shippers expectations and is fully in line with our strategy to develop port hubs. By entrusting this infrastructure to an experienced operator, we are choosing a solid partner to provide a unique facility on the French Mediterranean coast, a facility that will be at the heart of the Fos-Etang de Berre region's reindustrialisation projects, in particular the major projects in the metallurgy/siderurgy sector, Marcegaglia and Gravithy"

"We are very pleased to have been chosen as the operator of the Darse 1 terminal in Fos-sur-Mer," says Jeroen van der Neut, Chief Operating Officer at HES. "This decision is fully in line with our development strategy in the major European ports to offer our customers flexibility between the two main gateways to the continent.

"This strategic step positions HES as a key player in advancing the ambitions of the Port and industrial stakeholders in the south of France. We would like to warmly thank the dockworkers' union, the port and the French authorities for their trust in HES and their collaboration over the past few months, which has made it possible to reach this important milestone."

BIMCO OVERVIEW

BIMCO has issued its *Container Shipping Market Overview & Outlook* for September 2025, finding that demand is bolstered by trade lanes not bound for the US.

With few exceptions, the US tariff increases presented on "Liberation Day" are now implemented in full. In addition, several commodity specific tariff increases have increased. Due to weaker US import volumes, volumes to North America have seen negative year-on-year growth since April. BIMCO expects that market conditions could be weaker rest-of-year and forecast that North America import volumes will be contract 2% in 2025 while returning to growth in 2026.

Cargo volume growth into most regions outside of North America has so far proven resilient and we expect that global volumes will grow 2.5-3.5% in both 2025 and 2026

In 2025, BIMCO expects ship demand to grow faster than cargo volumes as long head-haul trades are growing faster than the average. That is particularly true for Asian exports to Sub-Saharan Africa, South & Central America and Europe & Mediterranean regions.

However, it must be remembered that demand remains elevated due to Cape of Good Hope routings. Suez Canal transits remain 90% lower than before the Houthis began attacking ships in the Red Sea. Should conditions change and ships fully return to normal routings, BIMCO expects ship demand to end 10% lower than BIMCO's forecast.

BIMCO has increased its supply growth estimate to 7.3% for 2025 while lowering it to 3.1% for 2026. Slow recycling activity has led us to increase the underling fleet growth estimate while a slight increase in sailing speeds also increase the 2025 supply estimate. The faster growth during 2025 has conversely caused the relative growth rate in 2026 to end lower than previously forecast.

BIMCO expects that market conditions and freight rates could weaken further during the rest of 2025. So far, time charter rates and second-hand ship prices have been remarkably unaffected by the lower freight rates, but it expects that could change starting in the fourth quarter of 2025. As it forecast stable supply/demand growth, it expects that freight rates could stabilise in 2026.

FIRE UNDER CONTROL

A large fire that broke out on the woodchips route at Transnet Port Terminals' (TPT) Richards Bay Bulk Terminal last month affected two conveyor belts.

"The sprinkler system and the terminal's swift emergency response minimised damage to only 80 metres, and the rest of the structure was spared," TPT said in a statement.

To maintain export operations, a vessel at the berth was diverted to the Durban Multipurpose Terminal for loading export woodchips, the company added.

"All teams are currently on site repairing the damaged belt to ensure operations resume before the end of the week," TPT says.

An investigation is underway to determine the cause of the fire.

The Richards Bay Bulk Terminal is part of a network of 16 sea-cargo and three inland terminals managed by TPT) supporting South Africa's bulk and breakbulk trade across the country. The terminal primarily handles bulk commodities such as coal.

DAY OF CELEBRATION

The international shipping industry, which carries more than 80% of global trade and uses more ocean space than any other sector, is stepping up action to protect the ocean.

This year's World Maritime Day, observed globally on 25 September, focused on the sector's impact on the marine environment and what it can do to reduce pollution, curb greenhouse gas emissions and prevent biodiversity loss.

Secretary-General of the International Maritime Organization (IMO) Arsenio Dominguez says: "IMO has, for many decades, worked to strike the right balance to ensure that the shipping industry is not the problem but the solution. Whether it is through international regulations to protect the environment and support seafarers, technical support to Member States, or bringing together all the key stakeholders – governments, industry, academia, civil society – we always find a way to global solutions."

Dominguez called for the maritime community to build on the momentum of recent global progress.

This includes the imminent entry into force of the Agreement under the United Nations Convention on the Law of the Sea (UNCLOS) on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement, commonly known as the High Seas Treaty), as well as commitments made at the UN Ocean Conference held in Nice in June and ongoing negotiations for a global agreement on plastic pollution.

In his statement, United Nations Secretary-General António Guterres said: "IMO has, for many decades, worked to strike the right balance to ensure that the shipping industry is not the problem but the solution. Whether it is through international regulations to protect the environment and support seafarers, technical support to Member States, or bringing together all the key stakeholders – governments,

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In his statement, Guterres said: "On this World Maritime Day, let us reaffirm our obligation to safeguard the ocean and those who depend on it. Let us deliver on the Nice outcome, invest in resilient maritime industries … and ensure that the blue economy is a driver of inclusive sustainable development."

Under the theme 'Our Ocean, Our Obligation, Our Opportunity', IMO has highlighted actions and progress achieved this year, including:

- **Tackling marine plastic pollution:** adoption of the 2025 Action Plan to Address Marine Plastic Litter from Ships in April, aiming to reduce the contribution from shipping and fishing vessels to marine plastic litter.
- **Protecting biodiversity**: in April, IMO initiated the development of a new legally binding global regulatory framework on biofouling management to combat the spread of invasive aquatic species that may be carried on ships.
- **Decarbonisation**: the draft IMO Net-Zero Framework was approved in April, including regulations for a new global fuel standard and GHG emissions pricing mechanism for ships. The measures are to be discussed for adoption in October 2025.
- **Air pollution**: the Mediterranean Sea became an Emission Control Area (Med SOx ECA) under the MARPOL Annex VI treaty in May. The sulphur content in fuel oil for ships operating in the area is now limited to 0.1%, significantly reducing air pollution and delivering major benefits to both human health and the marine environment.

» **Ship recycling**: the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships entered into force in June, aiming to ensure that ships at the end of their operational lives are recycled safely.
» **Underwater Radiated Noise (URN)**: extension of the GloNoise Project to support Member States' implementation of IMO's revised guidelines for the reduction of URN as well as the action plan on preventing URN.

Engaging young people

This year, IMO partnered with the Universal Postal Union (UPU) and the United Nations Educational, Scientific and Cultural Organization (UNESCO) to inspire young writers worldwide to reflect on the importance of protecting the world's seas and oceans.

The theme for the 54th edition of the International Letter-Writing Competition for Young People encouraged young participants to give voice to the ocean, exploring its beauty, the challenges it faces and our collective responsibility for preserving it.

The 2025 winners were: Reyyan Demiriz (Türkiye) for first prize, with Phạm Đoàn Minh Khuê (Viet Nam) taking second place and Kanlanfe Ingrid Ouali (Burkina Faso) receiving third prize.

IEA WARNINGS

Stricter environmental regulations and slower global economic growth will soften marine fuel demand in the coming years, the International Energy Agency (IEA) said in its recently released annual report.

Red Sea disruptions resulting in shipping companies take longer routes resulted in a jump in marine fuel sales.

But demand for those fuels could flatline at around five million barrels per day (bpd) in 2024-2030, because of weak underlying shipping growth and rising costs from tougher maritime environmental standards, the IEA said.

Last April, member states of the International Maritime Organization (IMO), the United Nations' shipping agency, agreed on a carbon pricing mechanism to help the shipping industry reach net-zero emissions by 2050.

Pending final approval in October 2025, the mechanism will require ships to pay a penalty for above-target greenhouse gas emissions from 2028.

Tariffs will create a harsher environment for global trade and shipping, potentially affecting bunkers disproportionately, and this could accelerate the ongoing disconnect between economic growth and maritime trade, the IEA said.

Attacks on vessels in the Red Sea that forced some to avoid the Suez Canal initially supported bunker sales, adding 140,000 bpd to international bunkering demand last year, although this was only slightly above trend, the IEA said.

At the same time, weak economic growth and soaring freight and insurance rates acted as headwinds, the IEA added.

SHORE POWER MOU

Wah Kwong NatPower Holdings (WK NatPower) and Shandong Port Group (SPG), the world's largest and most advanced port group, have signed a strategic Memorandum of Understanding (MOU) to develop large-scale shore power and ship-charging projects.

The agreement begins with Qingdao Port International, one of the world's most automated terminals, and will explore new business models for electric vessels, establish technology and knowledge exchange, and lay the foundations for global green shipping corridors linking China and Europe.

A central objective of the MOU is to drive the electrification of ships, not only through the expansion of cold ironing to improve efficiency, but also by pioneering new applications for propulsion charging that will reduce reliance on fossil fuels at berth and at sea. Equally important is the commitment to share technology and experience, ensuring that the expertise developed at Shandong's world-class ports and through WK NatPower's global clean infrastructure projects can be exchanged to accelerate scalable and commercially viable solutions.

Under the agreement, WK NatPower and Shandong Port Group will collaborate in leveraging Shandong Port Group experience in shore power supply and support the further expansion of NatPower's global shore power services network, connecting SPG's ports in the global Green Corridors, delivering integrated, one-stop solutions for international shipping clients.

This initiative will play a pivotal role in reducing carbon emissions across the maritime industry and accelerating the energy transition. The partnership will also prioritise the export and wider application of these solutions, starting with joint projects in Hong Kong and Mainland China and extending into Europe. Together, these efforts will enable the creation of interconnected green shipping corridors, transforming major trade routes into low-emission supply chains.

The partnership will accelerate the establishment and expansion of a global shore power services network, integrated, one-stop charging solutions for international shipping lines, reducing carbon emissions at scale and accelerating the energy transition across key global hubs.

"The strategic alliance with Qingdao Port is a major step in decarbonising global supply chains. By integrating our expertise and networks, we are building an ecosystem for green shipping and providing the industry with solutions towards net zero," says Vincent Ni, General Manager of WK NatPower.

"By combining NatPower's international expertise with SPG's leadership and scale, we are not only advancing shore power and electric propulsion in China but also setting the foundations for global green corridors that connect Asia and Europe," says Stefano DM Sommadossi CEO, NatPower Marine UK and Joint Director, Wah Kwong NatPower Holding.

ANALYSIS

BULK TERMINALS MARKET GROWTH PROJECTION 2024-2034, BY FUTURE MARKET INSIGHTS

The global bulk terminal market is entering a transformative phase, with its value expected to grow from US$19,641m in 2024 to $28,800m by 2034, reflecting a compound annual growth rate (CAGR) of 3.9%. This expansion is being fuelled by the convergence of sustainability initiatives, smart technologies, and infrastructure investments that are reshaping global logistics and supply chain operations.

Bulk terminal operations are rapidly modernising through the integration of IoT sensors, automated control systems and cloud-based remote monitoring platforms. These advancements are enabling service providers to improve operational visibility, reduce labor-intensive tasks, and ensure real-time oversight of cargo handling.

The growing emphasis on smart terminals is also aligned with the industry's sustainability goals. Smart systems are helping reduce emissions and improve fuel efficiency, thus supporting eco-friendly cargo operations. This digital transformation is no longer optional-it is becoming a key competitive differentiator as customers demand faster, greener, and more cost-effective services.

The market remains moderately consolidated, with top players like DP World Ltd., APM Terminals, Ports America Inc., China Merchants Port Holdings Co. Ltd., and Thessaloniki Port Authority SA holding a collective market share of 20% to 25%. These industry leaders are heavily investing in capacity expansion, digital platforms, and sustainability-led infrastructure.

Recent industry activity underscores the competitive intensity. In 2024, APM Terminals announced a $500m investment in Louisiana for a new container terminal, signalling the growing demand for US port capacity. Similarly, Asyad Ports in Oman launched a new terminal in Duqm, enhancing Middle Eastern port infrastructure.

Strategic acquisitions continue to shape the global landscape. In 2023, AD Ports Group acquired Noatum's APM terminals in Spain, while the US International Development Finance Corporation pledged $553m for the Colombo Port Terminal project in Sri Lanka. These moves are part of broader efforts by countries and corporations to strengthen global trade routes and reduce supply chain vulnerabilities.

The Kingdom of Saudi Arabia is projected to register the fastest CAGR at 6.4%, driven by surging demand for liquefied natural gas, expanding port infrastructure, and investments in petrochemical logistics. With its strategic location and growing energy exports, the kingdom is becoming a vital hub for liquid bulk handling.

India and ASEAN economies are also set to record significant growth, with CAGRs of 4.5% and 5.3%, respectively. These regions are benefitting from large-scale infrastructure projects and the increasing focus on international trade. China, meanwhile, is transitioning toward clean energy, boosting demand for dry bulk terminals to support the transportation of renewable energy components.

The US, with its well-established ports and extensive trade activity, is forecast to grow at 2.6% CAGR. Terminals across the Gulf Coast, East Coast, and West Coast remain pivotal in transporting petroleum, agricultural products, and chemicals.

In terms of bulk type, the dry segment is expected to account for 64.6% market share in 2024, rising at a 3.5% CAGR. This dominance is driven by growing demand for key commodities like grains, coal, and minerals, especially in resource-rich and rapidly industrializing nations.

Meanwhile, the liquid bulk segment, with a 35.4% share, is being bolstered by the transportation of crude oil, chemicals, and liquefied gases. This segment is gaining relevance with the rise of petrochemical industries, as well as the transition to cleaner fuels like LNG.

Despite the market's optimistic outlook, high capital costs and operational expenses for new terminal construction could hinder small-scale players. Land reclamation, berthing infrastructure, and regulatory compliance further escalate project timelines and risk exposure.

Moreover, inadequate port infrastructure in certain regions is limiting cargo handling capacity, creating logistical bottlenecks and hampering supply chain fluidity. Upgrading aging facilities and expanding storage capacities will be crucial to accommodate growing trade volumes and ensure uninterrupted operations.

With a 1.6x increase in market size expected over the next decade, the global bulk terminal sector is poised for a robust transformation. From smart monitoring solutions and regulatory-driven innovation to strategic international partnerships, every facet of the industry is evolving to meet the challenges of modern logistics.

As stakeholders intensify their focus on sustainability, technology, and efficiency, bulk terminals will remain at the forefront of global commerce-powering industries, enabling trade, and shaping the future of transport infrastructure.

For more information, visit: futuremarketinsights.com

‘SAFETY WILL ALWAYS BE OUR TOP PRIORITY AND DAILY FOCUS’

PAUL VAN GELDER, CEO, HES INTERNATIONAL

Q: You have a huge amount of experience in a range of prominent organisations. What attracted you to this particular role?

I’m drawn to companies that need to go through a transformation. With the strong executive team already in place, I saw an excellent opportunity to collaborate closely with the leadership to drive change and position the company for long-term success. HES International has strong shareholders, Goldman Sachs and Macquarie, and working with them certainly attracted me as well.

Q: What does a typical day look like for you?

My days usually consist of three main components: one-on-one meetings with my direct reports, progress reviews on high-priority projects that require executive input or decisions, and strategic discussions with key customers and stakeholders to advance our growth and business development agenda. I balance these components with safety observation tours and typical stakeholder meetings.

Q: What do you think has been the biggest change during your time in the industry that has affected bulk handling companies, in particular terminals? And what change would you like to see?

The transition away from thermal coal has been faster than anyone expected. It’s encouraging for the environment and demonstrates our customers’ strong commitment to cleaner energy sources. This shift has required us to adapt both operationally, through more efficient equipment utilisation and commercially, by finding replacement volumes and further diversifying our portfolio.

Looking ahead, we hope to see industries such as steel and cement continue advancing their own transition projects. We’re working closely with key customers in these ‘hard to abate’ sectors to support them with their transformation, ensuring we remain a trusted logistics partner for Europe’s industrial heartland.

Q: What challenges do you see ahead for bulk terminal operators?

Safety will always be our top priority and daily focus, ensuring our people work efficiently and safely is fundamental.

The second challenge is the current macroeconomic environment. Our business is closely tied to our customers’ success, and the lack of strong protective trade policies from the European Commission exposes European industries to intense competition. When our customers struggle to remain competitive, it directly impacts our volumes. For a business reliant on trade flows, this poses a significant challenge. Especially for the Netherlands, immediate action is needed to create a level playing field in European energy prices. The industry in the Netherlands faces the highest energy costs in Europe, which has a negative effect on investments and chases away existing industry players.

Q: What effect do you think AI will have/is having on terminal operations?

We’re developing an AI roadmap and we see clear potential, particularly in operations planning and back-office processes. AI will enhance efficiency, optimise decision-making, and support safer, more reliable operations.

Q: What are the future plans for HES International?

Our goal is to be the leading dry and liquid bulk deep-sea terminal operator and the employer of choice for young people. We’re on a strong growth trajectory, and I have full confidence that we’ll achieve our strategic ambitions.

BRUKS SIWERTELL: MOVING BULK INTO THE FUTURE

COMPANY NEWS

In a world where global trade corridors tighten and environmental expectations rise; terminal operators require material handling solutions that deliver both performance and sustainability. At Bruks Siwertell, we recognise that the future of dry bulk logistics is not about incremental improvements, but bold leaps. Drawing on half a century of innovation, we design and deliver high-efficiency ship unloaders, loaders and road-mobile unloaders that empower ports, plants, and multipurpose terminals to handle more, with less waste and lower environmental impact.

BRUKS SIWERTELL OFFERS STATE-OF THE ART SHIP LOADERS, UNLOADERS AND ROAD-MOBILE UNLOADERS

A LEGACY OF INNOVATION AND TRUST

The Siwertell name traces its origin to Swedish inventors Olle Siwersson and Gunnar Tell, whose counter-rotating inlet feeder laid the foundation for continuous, enclosed screw-type unloading. Since the first Siwertell ship unloader was launched in 1974, technology has repeatedly reset

the standard of what is possible in dry bulk handling. What sets us apart is not just legacy but longevity: many Siwertell machines from the 1980s remain in productive service today, testament to robust design, modular upgrades, and rigorous life-cycle support.

SHIP UNLOADERS: THE HEART OF TERMINALS

The crown jewel in our dry bulk offering is the Siwertell ship unloader. Designed to extract cargo from vessel holds with minimal spillage and dust, these machines combine the counter-rotating inlet feeder with a totally enclosed screw conveyor system that moves materials from hold to shore with unmatched efficiency.

Rated capacities range from around 200 t/h to more than 3,000 t/h, but what truly matters is through-ship performance, the real-world time to fully discharge a vessel. Unloaders operate with low power consumption, minimal spillage, and enclosed conveying systems that suppress dust emissions.

SHIP LOADERS: FULL-CYCLE SUPPORT FOR BULK FLOWS

An efficient terminal must handle both inbound and outbound flows with equal proficiency. Our Siwertell ship loaders, available in screw and belt-conveyor types, are built for versatility across material types, climates, and throughput demands.

Delivered either as stand-alone units or as integrated terminal systems, our loaders can achieve capacities up to 12,000 t/h in optimal configurations.

We offer stationary, rail-travelling or slewing arrangements; telescopic loading chutes dynamically adjust to fill holds while minimising dust emissions. The flexibility of conveyor selection allows us to tailor solutions that match cargo properties from fine powders to more coarse or sticky materials, while ensuring efficiency and cargo integrity.

ROAD-MOBILE UNLOADERS: FLEXIBILITY TO RELY ON

For terminals or jetties with limited infrastructure, or operations across multiple locations, our road-mobile unloaders bring the terminal to the ship.

Mounted on trailers and utilising folding structural designs, road-mobile unloaders can be transported and deployed with minimal effort. Deployment typically takes just 30–45 minutes under skilled operation. These units handle a wide array of free-flowing dry bulk materials, with fully enclosed conveying to prevent spillage and dust.

> Digitalisation is advancing quickly in our industry and we are embracing it in every dimension

We currently offer three road-mobile models, the 5000 S, 10000 S, and 15000 S, with capacities up to about 500 t/h. The 15000 S variant is capable of discharging vessels up to or even slightly beyond 15,000 DWT. Because of their relatively light structural footprint, many quayside embankments do not require reinforcement to install them, saving on civil works.

LIFECYCLE SUPPORT, SAFETY AND DIGITALISATION

At Bruks Siwertell, we believe a machine's true value is realised over decades, not just at commissioning. That is why we offer customisable planned service agreements across our portfolio, covering ship unloaders, loaders, conveyors, and terminal systems, to keep operations optimised and minimised downtime.

We also invest in operator training, combining classroom instruction with hands-on sessions to ensure that system operators understand not just 'how' but 'why' each setting matters to efficiency, longevity and safety.

Digitalisation is advancing quickly in our industry and we are embracing it in every dimension, from remote diagnostics to augmented-reality support, radar-based anti-collision systems, and semi-automatic unloading. We are also leading innovation in safety for challenging materials: the Siwertell Sulphur Safety System (4S) is already in operation to detect and mitigate combustion risks in sulphur handling; similar innovations are being adapted to biomass and other oxygen-sensitive cargoes.

COMMITMENT TO CUSTOMERS

As global dry bulk markets evolve under pressure from decarbonisation mandates, shifting commodity flows, and stricter environmental regulation, terminal systems must respond with agility, resilience, and intelligence. At Bruks Siwertell, we are committed to ensuring that our customers never have to choose between throughput and sustainability, or between flexibility and reliability.

Our ship unloaders, ship loaders and road-mobile unloaders are not just machines, they are investments in operational excellence, environmental stewardship, and future readiness. With an unwavering dedication to lifetime support, digital innovation, and safety, we stand ready to partner with you in building the bulk terminals of tomorrow.

For more information, case studies, or to explore how a tailored solution might fit your terminal's needs, please visit: **bruks-siwertell.com**

GRAB AND GO

New orders for next-generation cranes and grabs are improving port efficiency and boosting eco-credentials

As part of a plan to double its capacity while controlling emissions, Port of Thisvi operator DIA.VI.PE.THI.V. S.A. has invested in a Konecranes Gottwald ESP.7 Mobile Harbor Crane equipped with an external power supply. The order was booked in Q2 2025, with delivery and commissioning scheduled for Q1 2026.

The Thisvi Industrial Area is a major hub for Greece's steel and aluminum manufacturing. Bulk raw materials arrive at the dedicated Port of Thisvi for processing, then finished heavy cargo products – mainly coated steel pipes – are shipped to markets across Europe, the Caspian region and the Middle East and Africa.

To boost capacity for handling this mix of bulk, heavy and general cargo, the new Konecranes Gottwald ESP.7 Mobile Harbor Crane will join two earlier-generation Gottwald cranes in operation at the port.

Designed for motor grab usage and equipped with a 20 kV external electricity supply, the Generation 6 crane delivers its 51-metre working radius and 125-ton lifting capacity with zero local exhaust emissions when connected to the grid. This also reduces noise in and around the port, while minimising the vibrations that can cause wear over time.

"Our cargo mix and the port's characteristics demand mobile harbour cranes that are extremely versatile and reliable," says Tasos Kaipis, Procurement & Logistics Manager, DIA.VI.PE.THI.V. S.A. "We've seen how this equipment from Konecranes consistently provides the muscle we need in our daily operations. Adding the new electrified crane supports our goals of both doubling capacity and achieving greater eco-efficiency."

The order also includes TRUCONNECT® remote monitoring, providing the port operator with real-time data on the new crane's operating patterns and overall condition. This helps in planning maintenance windows and reducing downtime, so the equipment can deliver consistently high performance over its long lifetime.

"The move to electrification is accelerating worldwide. By choosing a Generation 6 crane, Thisvi is boosting its capacity with equipment that's quieter, cleaner and built for the long haul," says Alexandros Stogianidis, Regional Sales Manager, Konecranes Port Solutions.

This contract is part of Ecolifting, Konecranes' vision to increase its handprint – meaning the beneficial environmental impact that can be achieved with its product and service portfolio – while reducing customers' carbon footprints. From eco-optimising diesel drives, to hybridisation and fully-electrified fleets, it aims to do more with less.

> "This milestone is the result of excellent work across the entire company

Platinum rating

Konecranes' sustainability work has been rewarded with a Platinum rating from EcoVadis, the first time it has been ranked in the highest tier of the business sustainability platform. The improved overall score from a year ago put Konecranes in the top 1% of over 100,000 rated companies globally.

Konecranes improved in all measured areas: environment, labour and human rights, ethics and sustainable procurement. This reflects the successful ongoing execution of its sustainability agenda and the quality of the company's sustainability management system measured through three pillars: policies, actions and results. EcoVadis' evidence-based assessment covers a broad range of non-financial management system impacts and sustainability performance. Prior to 2025, Konecranes received a Gold rating for four consecutive years.

"This milestone is the result of excellent work across the entire company and reflects the steady and positive progress we have made in delivering on our sustainability commitments. The execution of our sustainability agenda continues, and ratings like EcoVadis are increasingly important as they are used by our customers, for example, when choosing equipment and service partners," says Marko Tulokas, President and CEO, Konecranes.

Konecranes has distilled the material aspects of its operations into four commitments for sustainability: it enables a decarbonised and circular world; it delivers safe and secure material handling solutions; it creates a fair, inclusive, diverse and engaging working environment; and it expects the highest ethical standards from itself and its business partners. The company has set ambitious targets for all four areas and regularly monitors and reports its progress towards meeting those commitments.

LIEBHERR IN LUKA BAR

The Port of Bar in the Adriatic Sea has announced that a Liebherr LHM550 mobile harbour crane has been delivered in parts to Luka Bar AD.

The unloading from the ship *Ijsselvliet* took place in August, with the installation of the crane has completed in September.

The total investment value is €4.9m ($5.7m). The crane's nominal load capacity is 144 tonnes, and the maximum reach is 54 metres; it can handle bulk cargo, general cargo and containers.

Two double-jaw grabs for working with bulk cargo with a volumetric mass of up to 2.4 tonnes per cubic metre

were also delivered with the mobile port crane.

"With this significant investment and the introduction of the new asset into operation, we are entering a new period of our company's business, in which the consequences of the natural disaster of 2 July 2024, when three loading bridges and a loading tower for grain on the Volujica Coast were damaged, will be significantly reduced and overcome," the port says.

"The new Liebherr LHM550 mobile port crane has also been delivered and will be put into operation at the moment we start implementing a new job – coal transhipment for the needs of EPS, and it will also be available to us for new business arrangements for which negotiations are underway."

Poti Port

APM Terminals Poti in Georgia has just received a new fully electric bulk cargo handling portal crane from Liebherr.

This is the second such crane to be delivered in the past 18 months. It forms part of the significant investments that APM Terminals is making in Poti Port, highlighting its commitment to sustainable procurement and the company's decarbonisation policy.

"APM Terminals is committed to Net Zero carbon emissions by 2040, and this journey includes ensuring that we are focused on optimising our carbon footprint wherever possible. The use of fully electric cranes is a significant step on our journey towards a fully renewable future," says Iain Rawlinson, CCO of APM Terminals Poti.

The new crane weighs 247 tones and has a maximum cargo lifting capacity of 42 tons.

Transnet deal

South African logistics company Transnet has agreed a 10-year partnership deal with Liebherr for the supply of cranes as it seeks to upgrade and modernise its port operations.

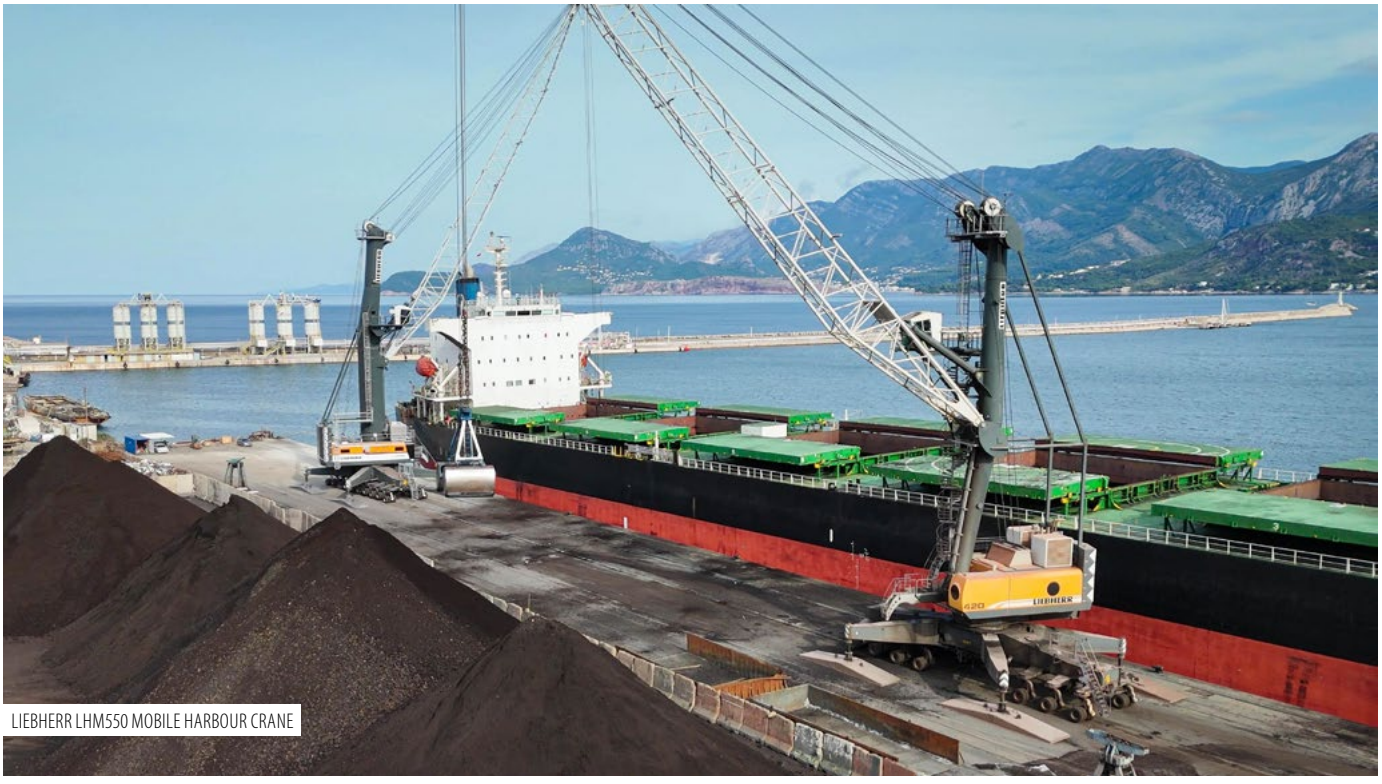
The agreement includes ship-to-shore, rubber-tyred gantry, rail-mounted gantry, and mobile harbour cranes. The two parties have also agreed on a 20-year asset management programme, which will see Liebherr provide equipment maintenance, repairs and spares. Under the deal, Transnet has placed new orders for Liebherr cranes, including four large STS units for the Port of Durban. Assembly is already underway in South Africa.

In addition to new equipment, Liebherr will manage maintenance, repairs, and parts supply over the long term. The company is expanding its local service footprint with a new Competence and Distribution Centre in Durban, which will include a training facility.

The Cape Town customer support setup is also being upgraded to provide 24/7 response capability.

"This strategic collaboration empowers us to significantly boost operational efficiency, streamline port logistics, and reduce long-term operational costs," Transnet Port Terminals Chief Executive Officer Jabu Mdaki says. "Partnering with Liebherr ensures that we have access to cutting-edge crane technology and expert support, enabling us to enhance productivity while reducing operational costs.

"This partnership agreement is



LIEBHERR LHM550 MOBILE HARBOUR CRANE

testament to our commitment to delivering world-class service to our customers and keeping South Africa's ports at the forefront of global trade. This strategic collaboration empowers us to significantly boost operational efficiency, streamline port logistics, and reduce long-term operational costs."

Liebherr-Africa General Manager Lukas Sturn says: "Our collaboration with Transnet marks a significant step forward in strengthening port operations in South Africa. With dedicated service hubs and an optimised parts supply, we are well-positioned to support Transnet's growth and ensure smooth, efficient, and cost-effective operations."

YFM ORDER

Chinese equipment manufacturer YFM has assembled, tested and delivered four new 30-ton, 30-metre grab cranes for bulk carriers to the shipowner at a major Chinese port.

The YFMCC3030 grab crane for bulk carriers features:

» Lifting capacity: 30 tons at 30 metres, covering a wide operating range from five to 30 metres
» Precise anti-sway control: enhances loading/unloading efficiency and safety
» Compact structure: optimised for deck crane space limitations
» Low-maintenance design: reduces long-term operating costs
» Wire rope luffing system
» Hydraulic-driven slewing mechanism Class: CCS

This deck crane is suitable for loading and unloading bulk cargo such as coal, ore and grain. Its exceptional grabbing capability and maneuverability can significantly reduce ship berthing time at ports, helping customers substantially lower operating costs.

AD PORTS PANAMAX DEAL

AD Ports Group has signed a deal with Shanghai Zhenhua Heavy Industries (ZPMC) for three new state-of-the-art Panamax cranes for its new multipurpose cargo terminal in Safaga, Egypt, which is expected to be operational in the second half of 2026.

Under a 30-year concession agreement signed with the Red Sea Ports Authority (RSPA) in 2023, the Group is developing and will operate a multi-purpose terminal in Safaga Port.

AD Ports Group is investing AED193m in three ship-to-shore (STS) cranes, and six hybrid rubber tyred gantry (RTG) cranes for Noatum Ports – Safaga Terminal.

This is in addition to a contract for six STS cranes, and 17 hybrid RTG cranes awarded ZPMC for a cost of more than AED420m to be deployed in terminal projects in New East Mole Terminal in Pointe Noire – Republic of the Congo, and Noatum Ports, Luanda Terminal in Angola as announced by AD Ports Group in September last year.

The impending delivery of the cranes signals the start of final preparations for Noatum Ports – Safaga Terminal, following the appointment, in December last year, of Hassan Allam Construction, Egypt's leading engineering and construction company, to build the infrastructure of the multipurpose terminal on Egypt's Red Sea coast, which will be the first internationally operated port terminal in Upper Egypt region.

The terminal's area includes erecting superstructure, equipment, buildings, and utilities to create advanced facilities and leading-edge infrastructure and handle diverse cargo including dry bulk, liquid bulk, containerised cargo and Ro-Ro vehicles.

Noatum Ports – Safaga Terminal will encompass approximately 810,000 square metres, a 1,000-metre quay wall, with container capacity of 450K TEUs , five million tonnes dry bulk and general cargo capacity, one million tonnes liquid bulk capacity, Ro-Ro facilities with 50K CEUs capacity, as well as common areas. The multiple facilities will include administration buildings, workshops, warehouses, and authority buildings, along with extensive infrastructure development including roads, utilities and security systems.

The project will feature a 48,000 square metre concrete apron, an 80,354 square metre container terminal with supporting infrastructure, and approximately 66,360 square metres for general cargo and break-bulk operations.

LIEBHERR LHM550 MOBILE HARBOUR CRANE

BEUMER GROUP: MARITIME LOGISTICS AND BULK SHIPPING FORM THE BACKBONE OF GLOBAL TRADE

COMPANY NEWS

Ports and terminals serve as vital connection points between mines, processing plants and, ultimately, consumers worldwide. Within these cargo ports, the safe, environmentally friendly and economical handling of bulk materials is paramount. The efficiency of loading and unloading processes significantly impacts the delivery time of bulk goods within the supply chain; faster operations mean raw materials reach processing plants sooner. Sophisticated port technology, standardised processes, and automation are key to increasing turnover in ports, terminals and shipping companies.

BEUMER Group stands as a key partner in this crucial sector, offering equipment and systems designed to handle a wide range of bulk logistics challenges. Following the integration of FAM Minerals & Mining, the company now combines decades of expertise in conveying, loading and stockyard technology. With a global presence through branches in 35 countries and a robust service network, the company is strategically positioned to serve customers across the globe. Its comprehensive solutions guide materials through every stage of their journey, ensuring efficiency, safety and sustainability.

SOLUTIONS FOR EVERY STAGE OF BULK HANDLING

The journey of bulk materials typically starts with their receipt at a port or facility. BEUMER Group provides a suite of loading and unloading solutions to facilitate this critical initial step.

For train and truck unloading and loading, BEUMER Group's solutions include specialised bulk unloading hoppers. At the ship interface, ship loaders are available with liftable, pivotable and telescopic booms or shuttle booms, either fixed or rail-mounted, along with a range of ship unloaders and continuous ship unloaders.

Once materials are received or need to be moved within a confined area like a port or processing facility, in-port conveying systems become essential.

BEUMER Group offers a range of reliable systems for this purpose, including belt conveyors for short and medium distances, mobile and shiftable belt conveyors, air-supported belt conveyors (ASBCs), and feeding and discharging conveyors.

Compared with conventional bulk material belt conveyors, ASBCs significantly reduce operating and maintenance costs, as well as lower power consumption, due to fewer rotating parts.

The BEUMER ASBCs are fully enclosed to prevent dust emission and material spillage, enabling operations that comply with the most stringent environmental regulations.

STRATEGIC STORAGE AND STOCKYARD MANAGEMENT

After initial conveying, materials often require storage, blending, or management within a stockyard operation. BEUMER Group provides efficient stockyard technology to manage material movement effectively, including systems for material storage and blending beds. Its solutions cater to various stockyard layouts, such as circular, longitudinal, and radial.

Central to these operations are stockyard and stacker conveyors, which facilitate the efficient movement of materials. Furthermore, BEUMER Group offers a comprehensive range of stackers and reclaimers, available in various configurations, including combined machines, which collectively help optimise material management and retrieval.

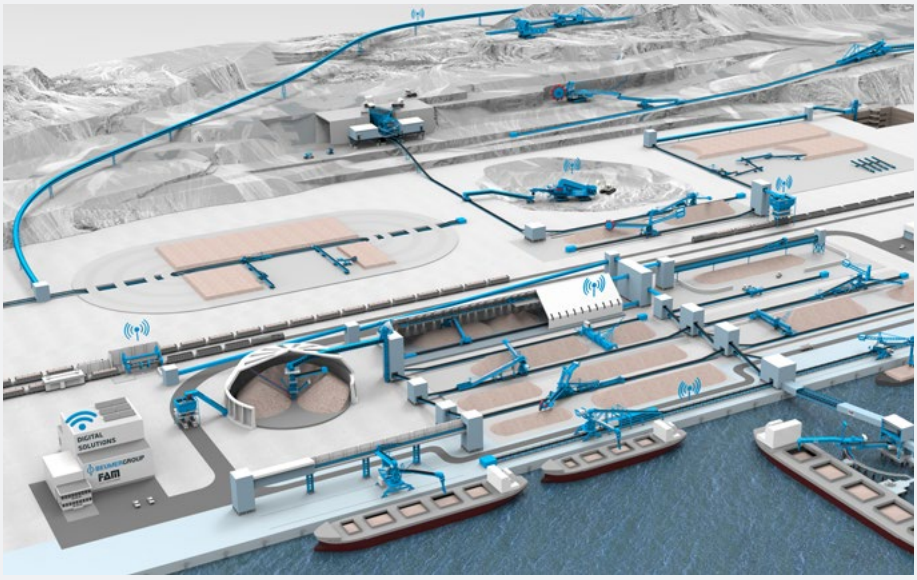
LONG-DISTANCE TRANSPORT TO FINAL DESTINATION

For materials that need to be transported directly from a port to a processing plant or between large industrial sites, trucks and trains have been the default solution. Long-distance overland conveyors provide a viable alternative, cutting CO_2 emissions, reducing energy consumption, and alleviating safety concerns.

BEUMER Group's curved trough belt conveyors, pipe conveyors and U-belt conveyors can navigate challenging terrain, accommodating tight horizontal curves and steep inclines, with pipe conveyors handling up to 30°. They provide versatility in material transport, from large lumps with trough and U-belt systems to small/medium particles with pipe conveyors.

Pipe conveyors are fully enclosed, protecting materials during transit, while U-belt conveyors feature an enclosed return run. Both designs help to reduce dust, spillage and environmental impact significantly.

Optimised design, utilising tools like the BEUMER Overland Layouting Tool (BOLT), minimises structural steel and transfer points. This tool helps to enhance efficiency and reduce capital expenditure.



Moreover, digitalisation – through condition monitoring and mobile apps – enables proactive maintenance, reducing downtime and lowering the total cost of ownership.

PARTNERSHIP BEYOND PRODUCTS: LIFECYCLE SUPPORT AND INNOVATION

BEUMER Group's commitment extends far beyond equipment supply; it acts as a partner throughout the entire lifecycle of its systems, from initial planning to daily operation. The company's comprehensive customer support programme includes on-site maintenance and repair, regular safety checks and a robust warranty service. It also offers modernisation services to upgrade software and hardware, thereby extending system lifetime, lowering energy costs, and increasing efficiency.

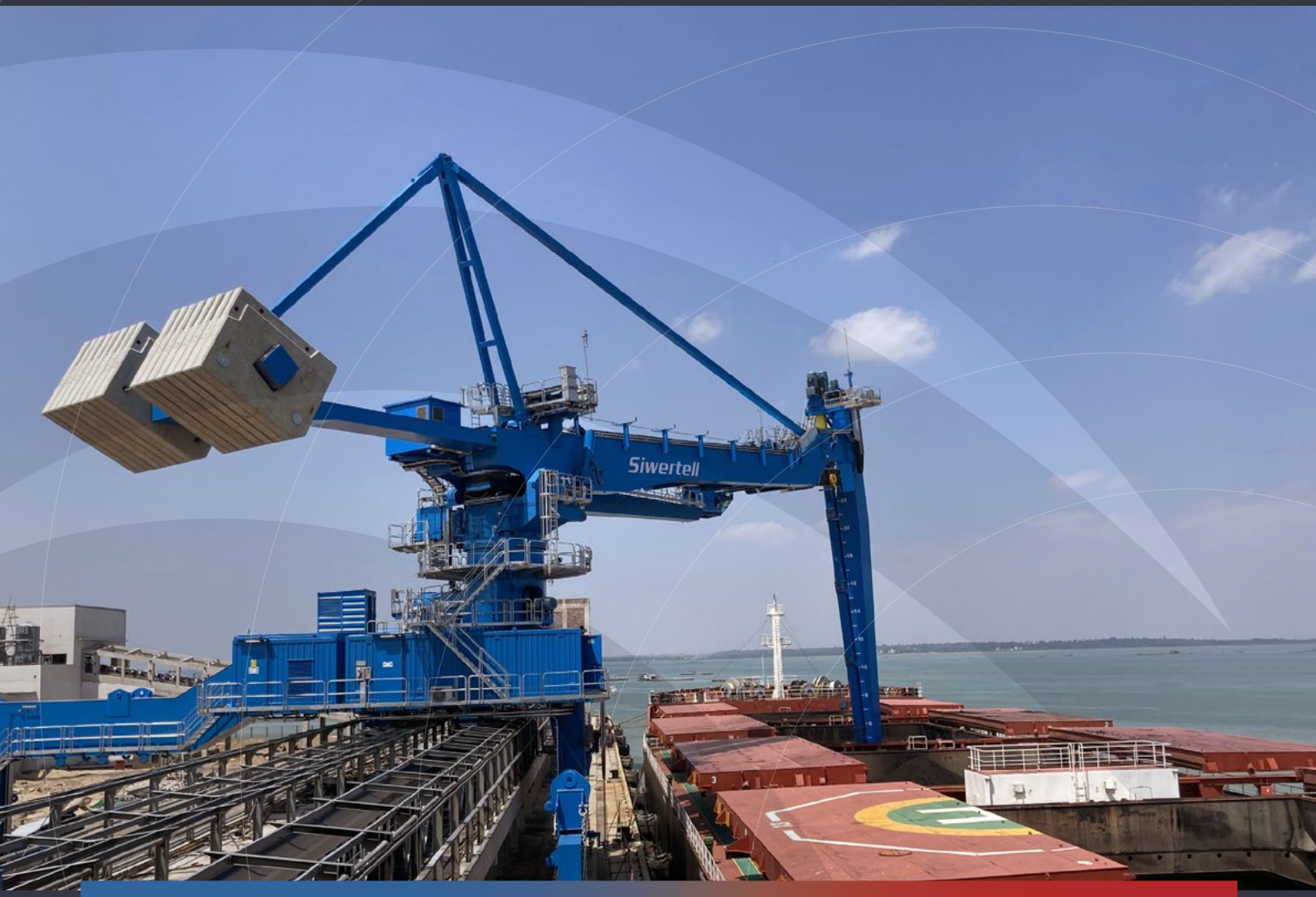
From the project's inception, BEUMER Group collaborates on feasibility studies and plant planning, creating extensive 3D visualisations during the early design phase and considering exact parameters for detailed results. The company's engineering expertise encompasses load calculation, structural analysis, material transfer optimisation and detailed component analysis, all supported by advanced digital solutions, such as IoT and Big Data, for continuous system improvement.

Ultimately, BEUMER Group delivers solutions that are designed to ensure a reduced carbon footprint, minimal dust emission, maximised operational availability and enhanced staff safety. Its holistic approach makes it a partner of choice for world-class bulk material handling solutions.

For more information, visit: beumergroup.com

BEUMERGROUP

INNOVATIVE DESIGNS THAT ADAPT TO CHANGING DEMANDS



Your challenge might be finding a dry bulk handling solution that ensures the profitable, sustainable growth of your business.
Our expertise can provide just that. A totally enclosed Bruks Siwertell solution that ensures operations are efficient, reliable, and free from dust and spillage.

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BRUKS Siwertell
BULK HANDLING & WOOD PROCESSING

GOODS TO GO

Orders are coming in thick and fast around the world for new-generation loaders and unloaders

Tradepoint Terminals, a multi-commodity terminal and subsidiary of Tradepoint Atlantic, has announced a $35m investment in a bulk cargo conveyance system, indoor and outdoor bulk storage expansion, supporting infrastructure and rail connectivity as part of its strategic plan to modernise its bulk logistics and port operations to one of the most efficient on the East Coast.

This bulk storage expansion project located on and immediately adjacent to an existing 1,100-ft-long pier introduces a multi commodity solution with ultra-efficient offloading and storage capabilities, increasing throughput and flexibility for a broad range of bulk products.

The project represents a pivotal advancement in material handling technology at Sparrows Point. The new system incorporates high-capacity conveyors and hoppers, equipped with variable speed control and washdown functionality, allowing for seamless handling of diverse materials – from cementitious products and road salt to fertiliser and more.

"This investment is about more than just new equipment – it's about building infrastructure that anticipates the needs of global supply chains," says Russell Williams, Vice President of Tradepoint Terminals.

Engineered to minimise the time it takes to discharge Panamax vessels, the system positions Tradepoint Atlantic as a competitive gateway for high-volume bulk materials. The infrastructure also leverages the existing 50 acres of adjacent paved storage, maximising operational flexibility for customers. "This innovative project is a critical next step in the realisation of our vision to become one of the most diverse and efficient logistics hubs in the country," says Kerry Doyle, ManagingDirector of Tradepoint Atlantic.

"Bulk material handling is at the core of our current operations, but our vision for Tradepoint Terminals includes a broad spectrum of commodities and cargo types. This investment allows us to expand capacity and optimise bulk material handling to meet the diverse needs of our growing customer base while also paving the way for continued growth of our breakbulk, automobile, and future container business. We're continuing to position Tradepoint and the Port of Baltimore for success on a global scale for decades to come."

The investment is expected to bolster the region's economic and industrial footprint, while modernising core port infrastructure.

"Making our local economy, ports, and workforce more modern and efficient is always important, and we're excited to support this state-of-the-art investment," says BaltimorCounty Executive Kathy Klausmeier.

"This $35m transformation of Tradepoint Atlantic's cargo systems, storage yards, infrastructure, and more will energize our local workforce and continue to position the Port of Baltimore as an essential link in our global supply chain."

Construction on the bulk conveyance system is well underway, with commissioning slated for January 2026. Tradepoint Atlantic is currently engaging industry partners and shippers who are looking to leverage the capabilities of the new system.

STATE-OF-THE-ART ORDER

Mibau Stema Group has ordered two state-of-the-art self-unloading vessels for the group's fleet, scheduled for delivery from September 2028. The newbuilds are a key part of the group's long-term growth strategy, ensuring increased transport capacity, improved operational flexibility and a further step towards sustainable shipping.

Based on the proven blueprint of the *MV Starnes* and *MV Fjordnes* delivered in 2020–2021, the new vessels will feature significant design enhancements to meet growing customer demands and evolving environmental standards.

Key vessel highlights:

- Increased cargo capacity: +3,500 tonnes compared to Starnes/Fjordnes, enabling each vessel to transport approximately 2.5 million tonnes per year.
- Wider beam: increased from 29 metres to 32 metres, allowing greater cargo planning flexibility per hold.
- Enhanced discharging system: capable of self-discharging at 5,500 tonnes per hour with a modified boom system.
- Dual-fuel propulsion: equipped with engines capable of running on B100 biofuel from day one, with the

flexibility to switch to green methanol as it becomes available.

» **Optimised hull design**: improved underwater lines for greater fuel efficiency.

These advances will deliver not only increased efficiency and capacity, but also greater fuel flexibility and reduced emissions.

"Our investment in these two new vessels is a clear commitment to our customers, our partners, and our environmental goals," says Claus Boisen, CEO of Mibau Stema Group. "By increasing capacity, improving operational flexibility, and introducing the latest in fuel technology, we are securing our long-term growth and ensuring that Mibau Stema remains the leading and most sustainable choice for aggregate shipping."

The vessels will be built in partnership with Mibau Stema's co-shareholder Hartmann family and Canada Steamship Lines (CSL) in the Chengxi Shipyard and are expected to enter service in a three-month window progressively from September 2028. They will join Mibau Stema's modern self-unloading fleet, which plays a crucial role in delivering high-quality aggregates to markets across Northern and Western Europe.

BRUKS SIGNS WITH SAVAGE

Bruks Siwertell has secured a new order for a belt-type Siwertell ship loader from Savage, a leading provider of industrial logistics and material handling solutions. The new ship loading system will be installed at the Pabtex terminal in Port Arthur, Texas, and will aid in the export of petroleum coke (petcoke) produced in the area.

US-based Savage, a new customer for Bruks Siwertell, currently holds the operations contract for Pabtex, a specialised petcoke storage and handling terminal. Bruks Siwertell was selected to replace the facility's existing ship loader, originally installed more than 50 years ago.

"Bruks Siwertell has a reputation for delivering efficient, high-capacity dry bulk handling solutions for challenging materials and demanding operations," says Gregory Hausler, Sales and Service Director Americas, Port Technology, Bruks Siwertell. "This order highlights our commitment to supporting port terminal customers worldwide with innovative technology and strengthens Bruks Siwertell's presence in North America."

The new ship loader must meet exacting vessel throughput requirements and environmental protection capabilities and also be delivered and installed to a schedule that minimises operational downtime.

> Bruks Siwertell has a reputation for delivering efficient, high-capacity dry bulk handling solutions

"The Siwertell Type 5 ship loader was a perfect fit for the terminal, and our ability to offer a fully assembled unit, ready for shipment in just 13 months, was a decisive factor," says Hausler. "Our engineering team tailored the design to meet specific dock load capabilities, which also accelerated the project timeline."

BRUKS SIWERTELL TYPE 5 SHIPLOADER

Capable of delivering a continuous rated capacity of approximately 2,700t/h (3,000 short t/h) of petcoke, the Siwertell ship loader was selected for its proven performance and reliability. It has been designed to integrate into the existing dock and conveyor arrangement with minimal structural modifications.

The ship loader will feature integrated catch pans and a comprehensive washdown system to ensure effective material containment, a critical environmental consideration when handling dusty commodities such as petcoke.

GENMA GRAB ORDER

Genma has signed an order for 14 grab ship unloaders, including 12 units of 1,500tph unloaders and two units of 2,000tph unloaders, to be manufactured by Nantong Rainbow Heavy Machineries.

Genma 1,500tph grab ship unloader adopts a dual-operation mode of grab and hook, which can meet the loading and unloading requirements of different goods.

In grab mode, it is specifically designed for 70,000-240,000 DWT bulk carriers, enabling efficient handling of bulk cargo such as coal and ores. In hook mode, it can easily handle the general cargos such as steel plates and steel pipes, significantly enhancing the operational adaptability and efficiency of the wharf.

Notably, this model also features a reverse ship loading function. It can perform ship loading operations by grabbing materials from the dockside or utilise container tilting functions for rapid ship loading, achieving multi-purpose functionality and optimising port resource utilisation.

According to customer requirements, the Genma 2,000tph grab ship unloader is specially designed for the efficient unloading of bulk cargo such as coal, iron ore and aggregate.

Equipped with advanced functions such as automatic positioning and synchronous lifting, the ship unloader ensures precise and stable operations while further reducing equipment energy consumption and operating costs.

Genma has previously supplied multiple grab ship unloaders and mobile harbour cranes to this particular customer. This new order reaffirms the customer's high recognition of Genma product performance and services.

In the future, Genma will continue to take innovative technologies as the core, providing customers with more intelligent and efficient port equipment solutions, and promoting the high-quality development of the global port industry.

FIRST FOR CEMFLEXX

CemFlexx has announced the successful delivery and installation of the first pneumatic ship unloader of its kind in the region, mounted on a pontoon in Zanzibar.

This breakthrough solution will significantly enhance the efficiency and reliability of cement handling operations in East Africa.

The newly installed ship unloader has a discharge capacity of 300 tons of cement per hour, enabling fast and continuous transfer of bulk cement from seagoing vessels directly to onshore storage.

The cement is conveyed over a distance of 400 metres at an incline, ensuring a seamless flow from ship to silo.

By providing a flexible, high-performance unloading system, CemFlexx contributes to securing the cement supply chain for Zanzibar and surrounding markets.

The pontoon-based setup allows the system to operate with a high degree of mobility and adaptability, while the robust pneumatic technology ensures minimal dust emissions and high environmental standards.

As the first installation of its kind in the region, the CemFlexx ship unloader strengthens East Africa's capacity to handle essential building materials. Faster and cleaner cement logistics support the region's growing infrastructure investments, from housing and roads to ports and energy facilities.

By enabling secure and sustainable supply chains, CemFlexx plays a key role in supporting economic development and industrial growth in the area.

> This project demonstrates our commitment to delivering tailor-made solutions for the global bulk cement industry

The project in Zanzibar was not without its challenges. The site presented unique logistical and technical hurdles, as it is a more difficult-to-reach location. CemFlexx embraced these challenges with determination, demonstrating its ability to engineer and deliver solutions under complex conditions.

This achievement underscores the company's commitment to innovation, flexibility, and customer-focused problem-solving.

"This project demonstrates our commitment to delivering tailor-made solutions for the bulk cement industry worldwide," says Sander Castel, CEO, CemFlexx]. "We are proud to support Zanzibar's growing infrastructure needs with reliable, efficient, and sustainable cement logistics."

Local authorities have also welcomed the installation as a vital step for the island's future growth. "This new ship unloader marks an important milestone for Zanzibar," and "It will ensure a steady and efficient supply of cement, which is crucial for our infrastructure development and economic progress."

Building on the success of this project, CemFlexx is ready to expand its presence in East Africa by delivering similar solutions to other ports and regions.

With a proven track record in handling complex projects, CemFlexx is committed to supporting the continent's infrastructure growth with advanced and sustainable cement handling technologies.

Handle bulk with efficiency and reliability

Pneumatic and mechanical ship (un)loaders

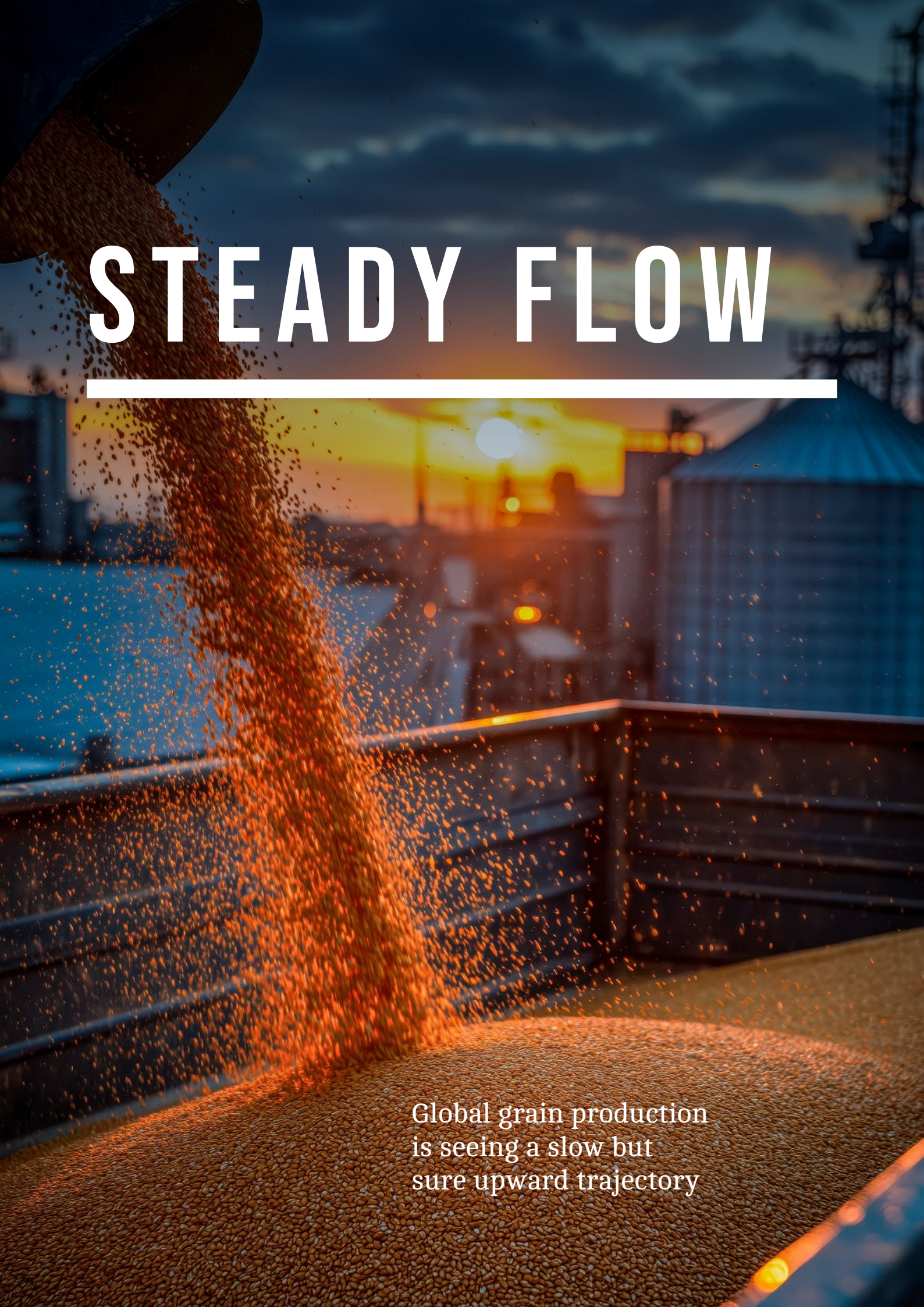
Up to 2500 tph for loaders and up to 1200 tph for unloaders.

Low noise & no dust emission

Turnkey solutions for cereals, soy flour, fertilizer, pellets and more...

SCAN ME

VIGAN



STEADY FLOW

Global grain production is seeing a slow but sure upward trajectory

The US Food and Agriculture Organization's (FAO's) latest forecast for global cereal production in 2025 has been raised by 10.1 million tonnes (0.3%), putting the total at 2,971 million tonnes. The increase reflects upward revisions to production forecasts across all crops, led by wheat, maize and rice (in order of magnitude). At this level, world cereal production is 3.8% higher year on year, marking the largest annual growth since 2013.

World wheat production is forecast at 809.7 million tonnes in 2025, up 0.6% compared to September and now 1.3% above the 2024 output. Most of this month's increase is linked to Australia, where favourable July-August rains, following a dry start of the season in parts, boosted yield expectations and lifted the 2025 production forecast to a level now on par with the five-year average.

Forecasts for the European Union and the Russian Federation are also raised on stronger yields. Global coarse grains production in 2025 is forecast at 1,605 million tonnes, up 0.3% from September's figure and now 91.7 million tonnes higher than the 2024 outturn. The latest upward revision is principally driven by a higher forecast in Brazil, linked to better-than-expected yields.

Maize production has also been raised for China (mainland), on newly released official data, and for the US, tied to a larger area that outweighed a concurrent small cut to yields. At 427.1 million tonnes, the US's maize output would reach an all-time high and account for one-third of the global output, the highest share of global maize production since 2016.

These increases offset cuts to production forecasts in the European Union, where dry and hot weather curtailed yield expectations, and in Mexico, where recent official figures point to a smaller-than-expected area. The forecasts for global barley and sorghum production in 2025 have also been raised marginally this month, largely reflecting improved prospects in Australia.

As for rice, the FAO has provisionally lowered its production forecast for Pakistan by 0.6 million tonnes (milled basis), owing to severe floods in Punjab, the country's leading rice producing province. However, this downgrade is outweighed by 1.6 million tonne increase in production expectations for India, where a strong pace of Kharif crop plantings is reported, despite some challenges posed by deficient rains in some eastern and northeastern states and by floods in northwestern areas.

> "World cereal production is 3.8% higher year on year

As a result of these changes and various other smaller amendments, world rice production is now forecast to reach a record high of 556.4 million tonnes (milled basis) in 2025/26, up 1.0 million tonnes from September expectations and implying a 1.2 percent annual expansion.

The FAO's forecast for world cereal utilisation in the 2025/26 season is now expected to reach a record level of 2,930 million tonnes following an upward revision of 8.1 million tonnes since September. At 1,575 million tonnes, the forecast for total utilisation of coarse grains in 2025/26 is up 7.2 million tonnes since the previous report and 33.8 million tonnes (2.2 percent) higher than the 2024/25 level.

This month's upward revision mostly reflects higher use of maize and barley in feed rations and for industrial purposes. Plentiful supplies of maize are forecast be directed to animal feed in the leading producers Brazil and the US, and in importing countries such as Egypt and Mexico.

Wheat use in 2025/26 is also seen at a record level of 804.2 million tonnes with both feed use and human consumption expected to rise, the latter in line with population growth with per-capita food consumption broadly unchanged year on year. World rice utilisation is forecast at a historical peak of 550.8 million tonnes in 2025/26, little changed from September expectations and up 2.0 percent from 2024/25.

The forecast for world cereal stocks by the close of seasons in 2026 has been revised upwards by 1.6 million tonnes since the previous month to 900.2 million tonnes, with upward revisions made to wheat and rice, while forecasts for coarse grains are scaled back slightly.

Stocks of wheat are expected to grow by 2.4 million tonnes from their opening levels with some build-up in major producers such as Canada and the Russian Federation after large harvests.

Stocks of maize are expected to rebound largely due to accumulations in major producers Brazil and the US while stocks in the European Union could decline as production forecasts are scaled back, while feed use is expected to grow. Among other coarse grains, stocks of barley, sorghum and rye are expected to remain stable.

The global cereal stocks-to-use ratio in 2025/26 is expected to remain nearly unchanged from last season at 30.6%, continuing to indicate comfortable supply prospects in the new season.

Following a 1.1 million tonne upgrade to 215.6 million tonnes, FAO's forecast of world rice stocks at the close of 2025/26 marketing years continues to suggest that world rice reserves could strike a record high, sustained by accumulations in rice exporting and importing countries.

The FAO's latest forecast for world trade in cereals in 2025/26 has been raised by 3.7 million tonnes to 497.1 million tonnes, pointing to an increase of 2.5% (12.0 million tonnes) from the 2024/25 level. World trade in wheat (July/June) is forecast to grow by 4.9%

(9.5 million tonnes) in 2025/26 to 202.1 million tonnes, up 1.2 million tonnes from September.

Lower export prospects in the European Union reflecting slow pace observed in the first quarter are outweighed by upward revisions to exports from Australia, on abundant supplies following a bumper harvest, and the US on competitive prices and continuing strong demand from Iraq and Türkiye.

Trade in coarse grains is also lifted by 2.9 million tonnes on upward revisions to barley and sorghum while global maize trade, at 189.9 million tonnes, is now expected to be near to the level of the 2024/25 season as importing countries take advantage of abundant supplies and low prices.

The start of the 2025/26 season has seen strong demand for coarse grains from the European Union, Mexico and Türkiye, while purchases by China remain subdued. International rice trade is forecast at 60.1 million tonnes in 2026 (January-December), down from a revised forecast of 61.2 million tonnes for 2025. The 1.8% annual reduction is expected to be demand driven, as ample availabilities from good local harvests and large purchases in 2025, could drive a second annual cut in Asian imports, while also easing purchases by African countries somewhat.

> Lower export prospects in the EU are outweighed by upward revisions from Australia

SPOTLIGHT: US GRAIN

Record crop meets trade uncertainty, according to CoBank, rural America's cooperative bank

The US is expected to harvest a record fall crop of 21.5 billion bushels of corn, soybeans and grain sorghum this year – up 10% YoY and a new record – on the heels of the largest wheat harvest in five years.

Prioritising scarce grain storage will be a challenge for elevators. The US is estimated to be short 73 million bushels of upright grain storage this year versus last year's surplus of 1.8 billion bushels of capacity. Among the top 12 corn-producing states, storage is figured to be short by 1.4 billion bushels versus last year's surplus of 361 million where elevators will rely more on bunkers and emergency storage like ground piles.

In the absence of Chinese demand, farmers may opt to store more soybeans and grain sorghum on the farm. Some farmers may be forced to haul grain to the elevator if they lack on-farm storage. Some will hold grain in temporary storage like grain bags.

Grain merchandisers will charge higher fees on scarce storage capacity and to cover strained labor and infrastructure to handle the volume. Or they may not accept delivery of commodities like soybeans and grain sorghum that currently lack a strong export market.

Outstanding export sales

The export programme for both corn and wheat is heading into the autumnwith historically strong sales, aided by cheap prices, a weakening dollar, and favourable transportation costs. And, neither crop has been affected by the trade war between the US and China. Outstanding corn sales are up 94% YoY while unshipped all-wheat sales are up 41% YoY.

Soybean and grain sorghum export sales are lagging well behind prior years due to the lack of Chinese demand while non-Chinese destinations are not picking up the slack. Soybean sales are down 51% YoY while grain sorghum sales are starting the season down 58% YoY.

The slow pace of soybean and grain sorghum exports may benefit corn and wheat. The weak shipping pace of soybeans and grain sorghum will allow more transportation and elevation capacity to be used to support corn and wheat shipments to the Pacific Northwest (PNW) and to the U.S. Gulf.

Elevators that are struggling with tight storage may prioritise corn and wheat over soybeans and grain sorghum due to the lower risk of corn and wheat, which have more reliable export flows.

Grain ocean vessel capacity and rates

Bulk carrier ocean vessel rates in the Pacific North West for carrying grain have fallen 6.8% YoY while rates at the US Gulf are down 12.7%, incentivising US grain and oilseed exports. Rates, though, are climbing ahead of peak shipping season.

Concern over Section 301 fees on Chinese flagged or Chinese-made ocean vessels docking in the US has been muted among grain traders due to exemptions for vessels under a dry weight tonnage of 80,000 tons or vessels arriving empty. The fees on Chinese made and flagged vessels is set to go into effect on Oct. 14.

However, due to political uncertainty and fears they may still be taxed, Chinese vessel owners or operators of Chinese-made vessels are reluctant to send ships to the US. The loss of some ships among companies nervous over political uncertainty could potentially affect ocean freight rates during the peak shipping season.

For more information, visit: cobank.com

VIGAN: MEETING THE UNIQUE NEEDS OF GLOBAL PORTS

COMPANY NEWS

Bulk equipment plays a pivotal role in the efficient operation of ports worldwide, enabling the seamless loading and unloading of various goods, especially dry bulk products such as cereals. VIGAN Engineering SA, founded and headquartered in Nivelles, Belgium, has been at the forefront of this industry for more than 55 years, revolutionising bulk handling in ports. With a strong global presence and a commitment to innovation, VIGAN has become a leading provider of handling equipment for dry bulk products.

Over the years, the company has evolved into a global leader in the design, manufacture and on-site assembly of handling equipment for dry bulk products, primarily cereals. VIGAN's track record is impressive, with 1,500 machines operating all over the world.

STRONG PORTFOLIO

VIGAN offers a diverse range of equipment that is tailored to meet the unique needs of each port and its specific handling requirements:

- **Grain pumps:** Compact and mobile, these VIGAN pumps can reach up to 250 tonnes per hour, offering a cost-effective, efficient solution for quick deployment without heavy equipment investments.
- **Pneumatic and mechanichal ship unloaders:** VIGAN's pneumatic unloaders, available in stationary and mobile configurations (rails or tyres), are highly efficient, with capacities up to 800 tonnes per hour. Mechanical unloaders push throughput to 1,500 tonnes per hour. VIGAN's unloading systems utilise pneumatic suction technology to minimise dust emissions, meeting stringent environmental standards.

Loaders: VIGAN's loaders present a versatile solution suitable for a wide range of bulk products, whether handling large or small barges and vessels. VIGAN loaders are meticulously customised to accommodate diverse needs. The loading process is mechanised, with cargo efficiently conveyed into the loading boom through an integrated belt or chain conveyor. Subsequently, it is discharged into the ship's hold via a telescopic loading chute.

VIGAN prioritises the design of loaders with high-volume capabilities to minimise the necessity for equipment and component replacements caused by wear and tear. These shiploaders are engineered to achieve impressive capacities of up to 2,000 tons per hour for various types of products. VIGAN proposes multiple layout options, including fixed, tyre-mounted, and rail-mounted gantries, with flexible height and width configurations, customised boom lengths, a variety of loading spout types, dust control systems, control cabins and the option for static or rotating throwers.

Terminals: VIGAN's expertise extends to complete port terminal solutions. It provides turnkey projects, including the design and implementation of entire bulk handling systems within port

facilities. These terminals are designed for maximum efficiency, reliability and environmental compliance.

SET OF STRENGTHS

The exceptional achievements of VIGAN are grounded in a distinctive set of strengths that unequivocally distinguish the company:

Vertical integration: Unlike many competitors that rely on outsourcing, VIGAN controls every aspect of its equipment's design, manufacturing, assembly and testing. This ensures the highest quality and adherence to strict European standards.

Robust technology: VIGAN's use of proven and reliable technology guarantees uninterrupted operation, even in challenging conditions. The company prioritises high-quality, wear-resistant materials and simple, effective design choices.

Engineering and development: VIGAN continually innovates to provide top-performing equipment, often being ahead of the curve in the industry's developments. The company's focus on energy consumption and technology advancements demonstrates its commitment to efficiency.

A decade and a half ago, the company led the way in creating inline multi-stage turbo-blowers, powered by high-frequency drives with substantial suction power. Despite numerous efforts to replicate, there is still no other authentic multi-stage turboblower design available in the ship unloading market today.

One of the most recent of VIGAN's significant innovations is its expertise in noise protection systems for turbo sets, machine rooms and suction pipes. This development is particularly crucial when equipment is situated in urban or environmentally sensitive areas with stringent noise standards. Through calculations, studies and on-site measurements, VIGAN has established itself as a leader in designing noise-reducing solutions, further demonstrating its commitment to environmental and community considerations.

Customer services: Customer satisfaction lies at the core of VIGAN's philosophy, reflected in its integrated sales and service approach. From spare parts delivery – available even for machines that are more than 30 years old– to technical inspections and modernisation proposals, VIGAN ensures long-term operational excellence for its clients.

Leveraging decades of engineering expertise, VIGAN develops customised retrofit solutions that boost energy efficiency and extend the lifespan of existing port equipment. In response to rising energy costs, the company has introduced upgrade modules that reduce consumption by up to 25% through the integration of new VIGAN electric multi-stage turbo-blowers and frequency steering systems – achieving results with minimal structural impact and payback times of just two to four years.

A recent project in Portugal exemplifies this innovation-driven support. VIGAN replaced an outdated high-voltage Roots pump on a 500tph ship unloader with modern multi-stage turbines controlled by variable speed drives. The upgrade not only slashed energy usage but also simplified maintenance and significantly improved performance – restoring and surpassing the machine's original capacity.

DESIGNED FOR TODAY'S PORTS – AND TOMORROW'S

Customers prioritise several key features when selecting equipment for their port operations:

- **Performance**: VIGAN's equipment is known for its high performance, even under extreme conditions. It offers robust and reliable machines that consistently deliver outstanding results.
- **Energy efficiency**: With a focus on reducing energy consumption, VIGAN has been a pioneer in incorporating variable speed drive technology in its suction units, setting new standards for efficiency.
- **Low noise levels**: As more homes are built near industrial areas, noise reduction has become crucial. VIGAN addresses this concern by employing acoustic insulation solutions, ensuring that noise levels remain within acceptable limits, typically 60 to 65 decibels.
- **Ease of maintenance**: VIGAN designs its machines with longevity in mind. The company provides detailed maintenance instructions and offers preventive maintenance programmes to maximise machine uptime.
- **Dust emission reduction**: In response to evolving environmental regulations, VIGAN uses pneumatic suction technology that minimises dust emissions. The closed-circuit systems with overpressure filters keep dust contained, reducing emissions to around 3 mg/m^3.

STRONG FOCUS

What sets VIGAN apart is its commitment to vertical integration? From initial machine design and manufacturing to commissioning, the company controls every aspect of its equipment's development, ensuring both quality and timely delivery.

With a focus on precision, adaptability and sustainable solutions, VIGAN continues to provide its customers with modern tools to meet today's operational and environmental demands, while positioning itself as a global leader in bulk handling solutions.

For more information, visit: vigan.com

AUTO EXPERTS

From using drones to improving connectivity, ports are improving safety and efficiency with high-tech solutions

Three of Europe's biggest ports – Rotterdam, Antwerp-Bruges and Hamburg – have joined forces to pioneer the use of drones in port operations. The alliance aims to boost innovation, strengthen safety and improve efficiency. Defence will also benefit, as secure ports are essential for the reception of allied military equipment.

The alliance was launched in September.

"Our ports are not only gateways for goods and people, but also for ideas, technology and collective security," says Dutch Defence Minister Ruben Brekelmans, highlighting the opportunities and challenges of drones in Europe's ports.

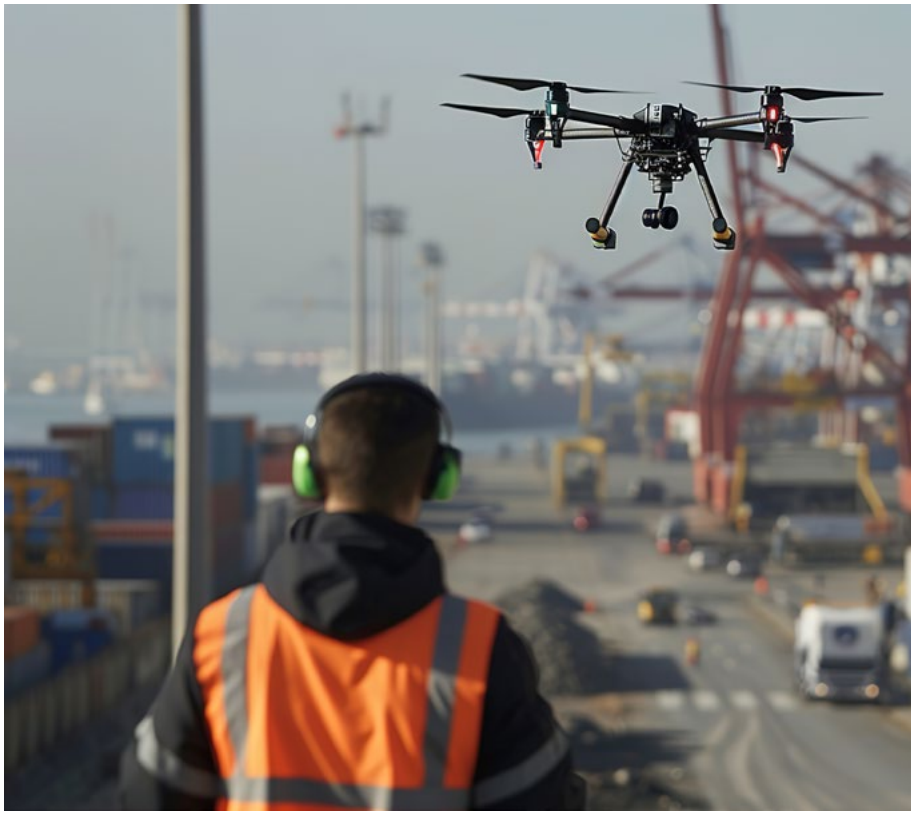
According to Brekelmans, innovation is indispensable for Europe's security. He referred to a recent visit to Ukraine, where drones are making a decisive difference in the fight against Russia. 'The lesson is clear: in modern conflicts, the speed of innovation is crucial. We need that same creativity and speed in our ports and logistics chains.'

DroneHorizon lays the groundwork for a European agenda on drones and autonomous systems. The focus is on applications with both civilian and military use, such as port logistics, inspections and the protection of critical infrastructure. "Only by working together across borders and sectors can we keep Europe strong, safe and prosperous," says Brekelmans.

NEXT WAVE FOR INMARSAT

Inmarsat Maritime, together with distribution partner Station Satcom, has secured an order to install NexusWave on a bulk carrier managed by Singapore-based Norse Ship Management, as the ship manager looks to meet the growing demands for crew and business connectivity across its fleet.

In line with Norse Ship Management's digitalisation objectives, NexusWave provides uninterrupted remote access to business-critical applications and real-time engine-monitoring, ensuring seamless data exchange between ship and shore.



The fully managed bonded connectivity service offers unlimited data and global coverage, enabling the crew to experience a home-like internet on board, where web-based applications perform as smoothly as they do on land.

Captain Akshay Yadava, Managing Director, Norse Ship Management, says: "Crew welfare is our top priority, and providing a home-like internet experience onboard is increasingly vital to keeping our crews happy and motivated. With growing traffic demands on the commercial side and the need to ensure consistent, high-speed connectivity, we have selected NexusWave to upgrade our current system. We look forward to a continued successful collaboration with Station Satcom."

NexusWave's unique network bonding technology is designed to allow applications to leverage the combined speed and capacity of all available network underlays simultaneously, rather than relying on a single network at a time. This means shipowners and managers benefit from reliable, secure, and high-performance connectivity.

Anshul Khanna, Director Station Satcom Private Limited, says: "We are proud to be entrusted by Norse Ship Management to deliver NexusWave across their fleet. This partnership reflects Station Satcom's commitment to enabling smarter, safer, and more connected maritime operations. Our integrated deployment approach ensures Norse benefits from a single, robust platform tailored to their evolving digital needs."

Justin Yi, Regional Director, Inmarsat Maritime, says: "Norse Ship Management's decision to adopt NexusWave highlights their forward-thinking approach to digitalisation, with a clear commitment to enhancing crew welfare and operational efficiency. We extend our thanks to Station Satcom for its expert support in successfully delivering this deployment."

Designed to meet the evolving needs of Inmarsat Maritime's customers, NexusWave will be enhanced with the forthcoming integration of the next-generation ultra-high capacity ViaSat-3 Ka-band network – a move that will further boost speed and capacity.

CASE STUDY: PORT OF ROTTERDAM

The Port of Rotterdam Authority is constantly working on Port Call Optimisation: ensuring that ship visits run as safely and efficiently as possible, from departure from the previous port until leaving the port of Rotterdam. An important step in this process is the accurate positioning of terminals and berths. Thanks to a collaboration between the Port of Rotterdam Authority and the Royal Netherlands Navy Hydrographic Service (Hydrographic Service), the location data for this infrastructure has become much more accurate and accessible to all parties in the maritime chain. Various port users benefit from this in both the contractual and operational phases.

Previously, location data was based on the names of terminals and berths. When ownership changed, the name often changed as well, which could lead to confusion. That is why unique Global Location Numbers (GLNs) have now been assigned to port infrastructure worldwide. These GLNs are already in use in the logistics sector and have now been integrated into the Harbour Master Management System (HaMIS) and the Port Community System (PCS) Portbase – the core systems of the Port of Rotterdam. Because the Harbour Master uses this data daily in notifications, the data is highly reliable. Updates are performed twice daily, during which changes to the datasets are shared.

Hydrographic service

Captains of seagoing vessels require detailed information in order to plan their voyages and navigate safely in accordance with IMO Resolution A.893(21). This data is available in their advanced navigation system ECDIS (Electronic Chart Display and Information System). An ECDIS uses official Electronic Navigational Charts (ENC). The Hydrographic Service publishes these ENCs and other nautical products. Each country has its own Hydrographic Service, which is the only entity authorized to publish ENCs. Port authorities are not permitted to do this.

To ensure safe shipping traffic, terminals and berths must be accurately indicated in ENCs. Hydrographic Services collect data from ports in their country. If the accuracy of this data cannot be guaranteed, it is usually not included in ENCs. It is therefore crucial that port authorities and Hydrographic Services share location data correctly and in a standardized manner. The Port of Rotterdam Authority is the first port authority in the world to achieve this.

Single point of truth

Shippers need precise location data to comply with clauses relating to safe ports and berths. The ships they deploy must match the berth, and collecting location data from different databases is time-consuming. Now there is a single point of truth: one platform with validated location data. Through an Application Programming Interface (API), shippers can link their systems to Portbase and immediately access the correct data. Thanks to near real-time updates, ships and berths can be matched automatically.

In addition to captains and shippers, nautical service providers such as pilots and linesmen also benefit from standardisation. Pilots use the same data on the nautical chart as captains. The standardisation of location data eliminates any room for differences in interpretation. Linesmen can determine the mooring configuration in advance based on accurate location data.

Next steps

In addition to location data, the Port Authority also wants to map the depths and restrictions of terminals and berths in a standardised manner. These three datasets can be used to assess whether a ship is suitable for the Port of Rotterdam in 99% of cases.

The Port of Rotterdam Authority calls on other port authorities to share their location data with their national hydrographic services in the same standardised manner. The solution is highly scalable and globally applicable.

INSIGHT: AUTOMATION IN BULK TERMINALS

BY TT CLUB

As the maritime industry continues to evolve in response to global pressures, ranging from climate volatility to labour shortages and rising operational costs, bulk cargo terminals are increasingly turning to automation.

While container terminals have long been the focus of digital transformation and automation, are bulk terminals beginning to embrace automation as a strategic imperative?

Bulk terminal developments in China provide a compelling case study, to support the automation of bulk terminals. Terminals such as Shanghai Luojing Phase II, Tianjin Nanjiang, and Caofeidian in Tangshan have transitioned from semi-automated to fully automated operations. These facilities now use artificial intelligence (AI) and integrated control systems to manage loading, unloading, and storage with minimal human intervention.

Safety first

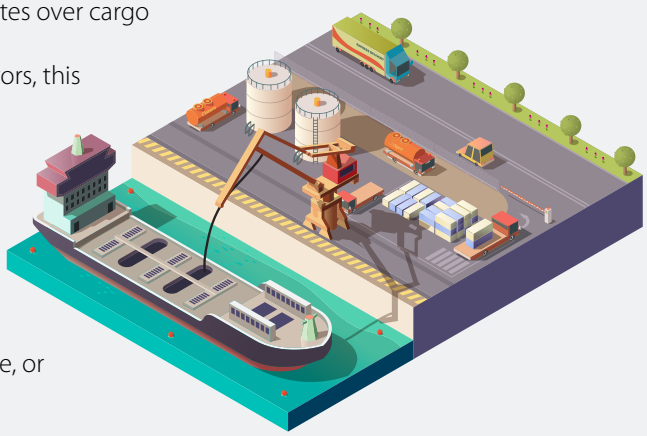
Bulk terminals can be high-risk environments. Manual operations around cranes, hoppers, and conveyors expose workers to hazards such as falls, collisions, and exposure to dust or toxic gases. Automation has the potential to significantly reduce the need for personnel in these high-risk zones, thereby lowering the likelihood of accidents and associated claims.

From a loss prevention perspective, this is a critical development. Fewer incidents mean fewer claims, lower insurance premiums, and improved risk profiles. For TT Club, automation represents a powerful tool in our ongoing mission to support safer and more secure global trade.

Accuracy and control

Automation also brings a step change in inventory and stockpile management. AI-powered sensors and digital twins enable real-time tracking of cargo volumes, moisture content, and storage conditions. This improves operational planning, reduces shrinkage and contamination, and helps avoid disputes over cargo condition or quantity.

For terminal operators, this translates into tighter control, better forecasting, and improved customer confidence. For insurers, it means fewer claims related to inventory management, spoilage, or handling errors.



Operational and environmental benefits

Automated bulk terminals can increase production efficiency by up to 50%, reduce vessel turnaround times, and lower operating costs by more than 50% in some cases. These gains are achieved through optimised crane movements, conveyor operations, and cargo tracking.

Environmental performance also improves. Smart terminals are better equipped to monitor and reduce emissions. The use of electric and hybrid equipment, combined with AI-optimised energy use, contributes to lower carbon footprints and supports compliance with tightening environmental regulations.

Building resilience

Automation enhances resilience. During the COVID-19 pandemic and recent extreme weather events, automated terminals were able to maintain operations with minimal disruption. As climate-related disruptions become more frequent and with increased geopolitical instability, the ability to operate safely and efficiently under adverse conditions and economic uncertainty, could be a key differentiator.

Strategic considerations

For port authorities and terminal operators, the transition to automation is not just a technological upgrade – it is a strategic investment. However, successful implementation requires:

- Infrastructure readiness and digital integration
- Robust cybersecurity frameworks
- Workforce reskilling and stakeholder engagement
- Compliance with local and international standards

Conclusion

The automation of bulk terminals is no longer a futuristic concept - it is a present-day solution to some of the industry's most pressing challenges. For port authorities and terminal operators, embracing this shift is not just about staying competitive; it's about building a smarter, safer, and more sustainable future.

For more information, visit: ttclub.com

INDURAD: INNOVATING BEYOND LIMITS

COMPANY NEWS

In the heart of Aachen, Germany, a city known for engineering excellence, indurad GmbH emerged in 2008 with a bold vision: to conquer the toughest challenges in industrial automation. From dusty mines to bustling ports, indurad's radar-based solutions have transformed how industries manage materials, enhance safety and drive efficiency. Now, as part of Hexagon Mining's autonomous solutions portfolio following a 2024 acquisition, indurad is shaping the future of mining and beyond.

A LEGACY OF INGENUITY

indurad's journey began with the iDRR (indurad DualRangeRadar), a groundbreaking 2D radar sensor designed to thrive where optical systems falter – thick fog, dust, or extreme temperatures. The company turned a R&D project into a global leader in radar technology. "We saw an opportunity to bring precision and reliability to environments others couldn't touch," Reik Winkel, one of the founders, recalls. This ethos led to a suite of solutions, from 3D stockpile mapping to collision avoidance and real-time asset tracking.

Today, indurad's portfolio spans 1D, 2D, and 3D radar sensors, alongside RTLS (Real-Time Locating Systems) and GNSS integrations, all backed by custom software. Whether it's optimising conveyor belts, preventing crusher blockages, or guiding autonomous vehicles, indurad's technology delivers real-time insights with more than 99% accuracy and availability. With more than 500 installations worldwide, from Australian coal mines to Chilean copper stockyards, the company's impact is undeniable.

REDEFINING STANDARDS

What sets indurad apart is its ability to turn complex challenges into streamlined solutions. Its modular software and rugged hardware integrate seamlessly into existing systems, offering both plug-and-play simplicity and tailor-made configurations. Applications range from inventory management to operator assistance and full automation, with AI-driven analytics boosting throughput and reducing unscheduled downtime.

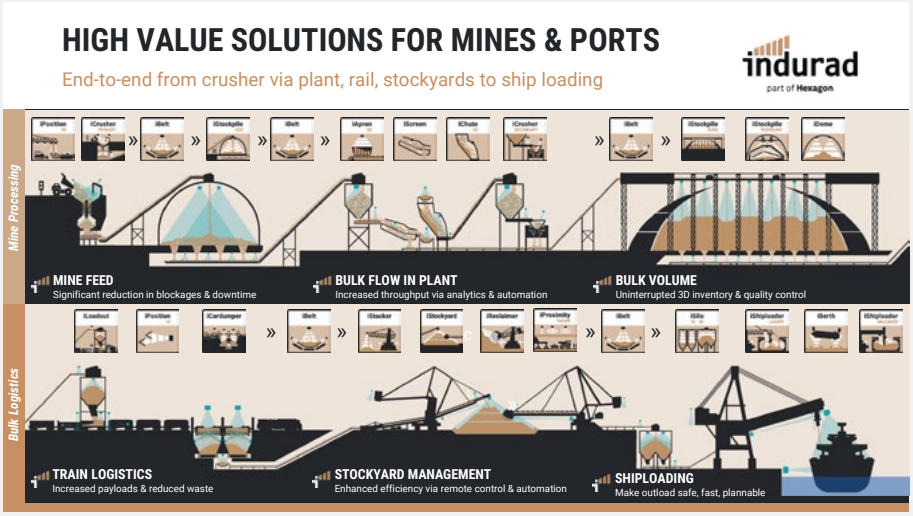
Since joining Hexagon Mining, indurad's innovations are amplifying pit-to-port workflows, enabling smarter, safer, more sustainable operations. Yet the company remains grounded in its commitment to reliability, offering eight-year warranties to support long-term partnerships.

A VISION FOR TOMORROW

As industries embrace digitalisation and sustainability, indurad is at the forefront, showcasing its solutions at global events like Bauma and the Mining Show Dubai. By combining radar precision with AI and IoT, indurad is not just solving today's challenges, but anticipating tomorrow's needs.

"Our mission is to push machine vision beyond optical limits, and create a future where industries operate with unmatched clarity and efficiency."

Discover indurad's solutions at **indurad.com** or contact **automation@indurad.com** for more information.



SAFE KEEPING

Good progress is being made in bulk carrier safety, according to an INTERCARGO report, but more needs to be done. Plus the latest safety updates

The International Association of Dry Cargo Shipowners (INTERCARGO) reports encouraging progress in bulk carrier safety, with vessel losses and fatalities continuing to decline over the past decade. However, serious security threats demand urgent international action to protect seafarers and uphold freedom of navigation.

The *Bulk Carrier Casualty Report 2025* identifies the loss of 20 bulk carriers (≥10,000 dwt) between 2015 and 2024, resulting in 89 seafarer fatalities. Groundings remain the leading cause of vessel losses, responsible for 45% of cases, while cargo liquefaction continues to pose the greatest threat to life, accounting for 55 deaths, which is more than 60% of the total. Cargo shifting (distinct from liquefaction) caused the loss of two ships and 12 lives, highlighting an additional area of concern.

Although only one operational casualty was recorded in 2024, the year was marked by three separate attacks on bulk carriers in the Red Sea – *Rubymar, True Confidence* and *Tutor* – involving missiles, drones and uncrewed surface vessels. These incidents, which resulted in four seafarer deaths, are documented separately from the statistical analysis but underscore a dangerous deterioration in maritime security.

John Xylas, Chairman of INTERCARGO, comments: "The dry bulk sector should take pride in the improved safety performance reflected in this year's report. But the unacceptable attacks on merchant ships in 2024 have reminded us that safety today extends beyond seamanship and regulatory compliance; it is fundamentally about protecting human life. Seafarers must never be placed in harm's way for simply doing their jobs."

The report also shows that bulk carrier losses now average just two per year, with a notable decline in average fatalities per casualty over successive 10-year periods.

These gains are attributed to improved ship design, better crew training, and stronger regulatory frameworks.

Nevertheless, INTERCARGO emphasises that significant risks persist, particularly those related to improperly declared cargoes, navigational failures and delays in the submission of accident investigation reports by flag states. The average reporting time to the International Maritime Organization Global Integrated Shipping Information System platform remains over two years, severely hindering the industry's ability to learn and implement timely corrective actions.

> The dry bulk sector should take pride in its improved safety performance

With more than 12,500 bulk carriers in service globally and demand for dry cargo trade continuing to grow, INTERCARGO reiterates its call for a collective industry commitment to achieving zero loss of life and zero loss of ships. The Association will continue to work with its members, international bodies and wider stakeholders to advance this goal, while also advocating for immediate measures to ensure the security of seafarers in high-risk regions

Meanwhile, dry bulk carriers entered with INTERCARGO continue to demonstrate stronger performance than the global fleet average on safety and compliance, according to the Association's latest Benchmarking Report. The report highlights meaningful differences across the sector, with significant variations in inspection outcomes, operational risk and regulatory performance.

INTERCARGO-member ships consistently show a lower incidence of regulatory deficiencies and detentions compared with the global fleet.

"These results show that quality is measurable," says Xylas. "Responsible, quality operators are delivering safer, more compliant ships, and benchmarking helps identify strengths, highlights areas for improvement and promotes operational integrity throughout the industry."

The report also identifies continued disparities in class and flag performance. Some parts of the global fleet remain consistently linked to higher levels of risk exposure and weaker inspection outcomes. These trends reinforce the importance of transparency, strong oversight, and data-informed decision-making in ship operations and management.

INTERCARGO also notes regional shifts in enforcement activity, with some Port State Control regimes taking a more active approach to inspections and detentions. These developments underline the importance of consistent and equitable Port State Control.

The Benchmarking Report draws on a range of public and commercial data sources. By identifying trends and supporting greater transparency, the Association seeks to strengthen safety, compliance and performance across the global dry bulk sector.

SAFETY AMENDMENTS

To improve seafarer safety and prevent the loss and damage of bulk cargo due to strong movements at sea, the International Maritime Organization is introducing amendments to SOLAS Chapter V, reports Lloyds Register. Through Resolution MSC.532(107), it has adopted a new requirement (SOLAS Reg. V/19.2.12) that mandates the carriage of electronic inclinometers for new container ships and bulk carriers of 3,000gt and above. This will enable

the Voyage Data Recorder (VDR) to determine, display and record the ship's roll motion and provide critical information about operational stability. The regulations come into force on 1 January 2026.

The amendments apply to new container ships and bulk carriers of 3,000gt and above constructed (keel laid) on or after 1 January 2026.

It does not apply to existing bulk carriers and container ships, nor to cargo ships occasionally carrying cargo in bulk and general cargo ships carrying containers on deck.

SOLAS definitions

The following definitions have been added to SOLAS Chapter V:

» "Bulk carrier": as defined in regulation XII/1.1, this means "a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers and combination carriers".
» "Container ship": this means a ship which is intended primarily to carry containers

Safety certificates and records

"Container ship" will now be indicated as "type of ship" on the SOLAS Safety Equipment Certificate for Cargo Ships. "Electronic inclinometer" will be indicated in section "3. Details of navigational systems and equipment" of the Record of Equipment for Cargo Ship Safety.

IMO amendments have also simplified the section relating to immersion suits in the following safety equipment related records:

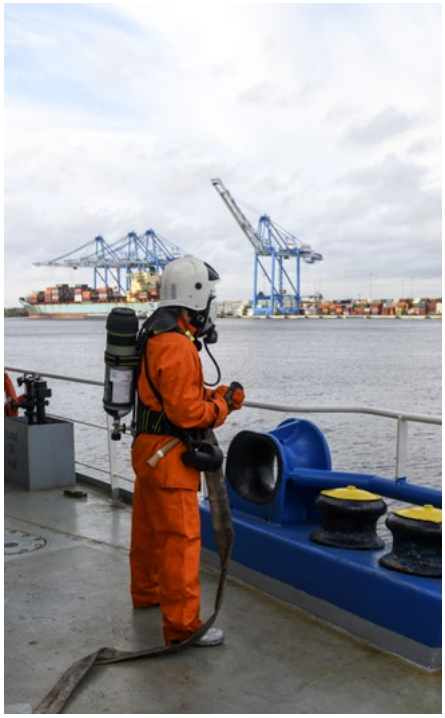
» Record of Equipment for Cargo Ship Safety (Form E or C)
» Record of Equipment for Passenger Ship Safety (Form P)
» Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS)
» Record of Equipment for High-Speed Craft Safety Certificate.

What should owners and operators do now?

On or after 1 January 2026, shipowners, ship operators, masters and officers of applicable ships should consult Lloyd Register's surveyors to make sure:

The vessel's certificate and record of safety equipment indicate the amendments where applicable.

Electronic inclinometers are type approved to Resolution MSC.363(92) – Performance Standards of Electronic Inclinometers.



HSE UPDATE

The UK Health and Safety Executive has updated its guidance on dusty cargoes.

Typical cargoes in UK ports include grain, soya, animal foodstuffs, fishmeal, ores, coal and coke, cement, biomass, phosphate and other fertilisers.

Handling these cargoes can create large quantities of dust. In some cases, eg coal and aggregates, the dust is simply small particles of the material itself. In other cases, eg grains and pulses, the dust may include contaminants such as bacteria and fungi. Some of these substances will have specific workplace exposure limits (WELs) and may also be classified as dangerous substances.

Different dusts have different adverse effects on health, but the most important effects of dusty cargoes are on the lungs. Some of these dusts (including grain and soya) can be a cause of occupational asthma. Other dust may cause chronic obstructive pulmonary disease (COPD).

Under certain conditions the dusts given off by some cargoes may form an explosible and/or flammable mixture with air. Examples include sugar, coal, wood, grain, certain metals and many synthetic organic chemicals.

HOW TO REDUCE THE RISKS FROM DUSTY CARGOES

Health risks

Exposure to dust should be avoided. If this is not possible then it should be adequately controlled. The level of control of exposure required will depend on the potential health effects of the dust. Some ways to control exposure include:

» design tasks to reduce the amount of dust generated
» restrict staff entry to dusty areas such as warehouses especially during tipping, loading and pushing activities
» use totally enclosed, continuous handling systems - these usually provide the best control and should be used whenever reasonably practicable
» suppress dust with sprays of water or other binding agents
» ensure all equipment used to reduce dust exposure is properly maintained and in efficient working order
» provide suitable air filtration systems to the cabs of all vehicles used to handle dusty cargoes
» provide and use respiratory protective equipment (RPE) - this should be suitable for its purpose, maintained and compatible with other protective equipment worn; This should only be as a last resort after other measures have been taken
» provide adequate information, instruction and training to workers so that they are aware of the health risks and are able to use the control measures properly
» where appropriate, provide health surveillance for workers

Explosion risks
Possible control measures include:
» maintaining good housekeeping ie avoiding or minimising the build-up or release of dust
» the use of suitably maintained local exhaust ventilation systems
» excluding or controlling any sources of ignition, eg use of protected lighting
» the use of permit to work systems for activities such as hot work in affected areas.

Which laws apply?
Control of Substances Hazardous to Health Regulations 2002 (COSHH)

Dangerous Substances and Explosive Atmospheres Regulations 2002

LIFTING UPDATE

The International Maritime Organization has adopted SOLAS Regulation II-1/3-13, introducing mandatory safety requirements for on-board lifting appliances, reports DNV. The regulation enters into force on 1 January 2026

New IMO requirements for lifting appliances will apply for vessels with a safety construction certificate (CCC, CSSC or PSSC). To comply, cranes, moveable decks, and ramps lifted with cargo, as well as other lifting appliances, must meet the following criteria:
» Be designed, constructed and installed/certified according to the rules of the vessel's class society or equivalent standards (non-certified appliances installed prior to 1 January 2026 may alternatively be covered by a "Factual statement")
» Undergo annual thorough examination and load testing every 5 years. Occasional load test and/or examination shall be performed when deemed necessary, e.g. to verify a repair
» Be subject to regular maintenance and inspection

Note: Flag administrations may have exempted lifting appliances with an SWL below 1 tonne.

These requirements apply upon delivery of a newbuilding, upon installation of new lifting appliances or latest upon first renewal survey after 1 January 2026.

DNV has prepared a new IMO survey and certification service to facilitate compliance with these requirements.

Newbuildings delivered after 1 January 2026
Upon delivery of the newbuilding, any lifting appliances fitted shall follow the new IMO requirements independent of the date of the contract. An IMO electronic cargo gear book shall be issued, stating compliance as described above.

DNV will not be able to issue a safety construction certificate for newbuildings delivered after 1 January 2026 unless the above has been part of the scope and is confirmed for the applicable lifting appliances.

Retrofit of new lifting appliances after 1 January 2026
Any lifting appliances installed on or after 1 January 2026 will require compliance with the new rules and may trigger implementation of the IMO cargo gear book for the vessel.

DNV will not be able to issue or endorse a safety construction certificate if a retrofit has been fitted without the required certification.

Periodical surveys for existing fleet
For a fleet in service, the transition to the new regime will normally apply upon the first class renewal survey completed on or after 1 January 2026.

The periodical surveys and tests are similar to what is required for ILO152, or the cargo gear book, today, but the scope has now been extended beyond the application for ILO152, which is limited to lifting appliances and ramps handling cargo. Provision cranes, engine room cranes and other lifting appliances or moveable decks and ramps lifted with cargo will need to be included in the cargo gear book. Note: Lifeboat davits, life raft and rescue boat launching appliances are excluded, unless they have a dual purpose, e.g. as a provision crane.

DNVs new electronic IMO cargo gear book states compliance with both the IMO and ILO152 requirements and will be listed as a "certificate" in the Fleet Status on Veracity (for customers only), like the current cargo gear book. The surveys required for the implementation of the new DNV IMO scheme will be visible under Survey Status, upon opening the upcoming main class renewal survey window. The current ILO152 cargo gear book will be kept in the Fleet Status overview until it is replaced by the new, combined IMO cargo gear book.

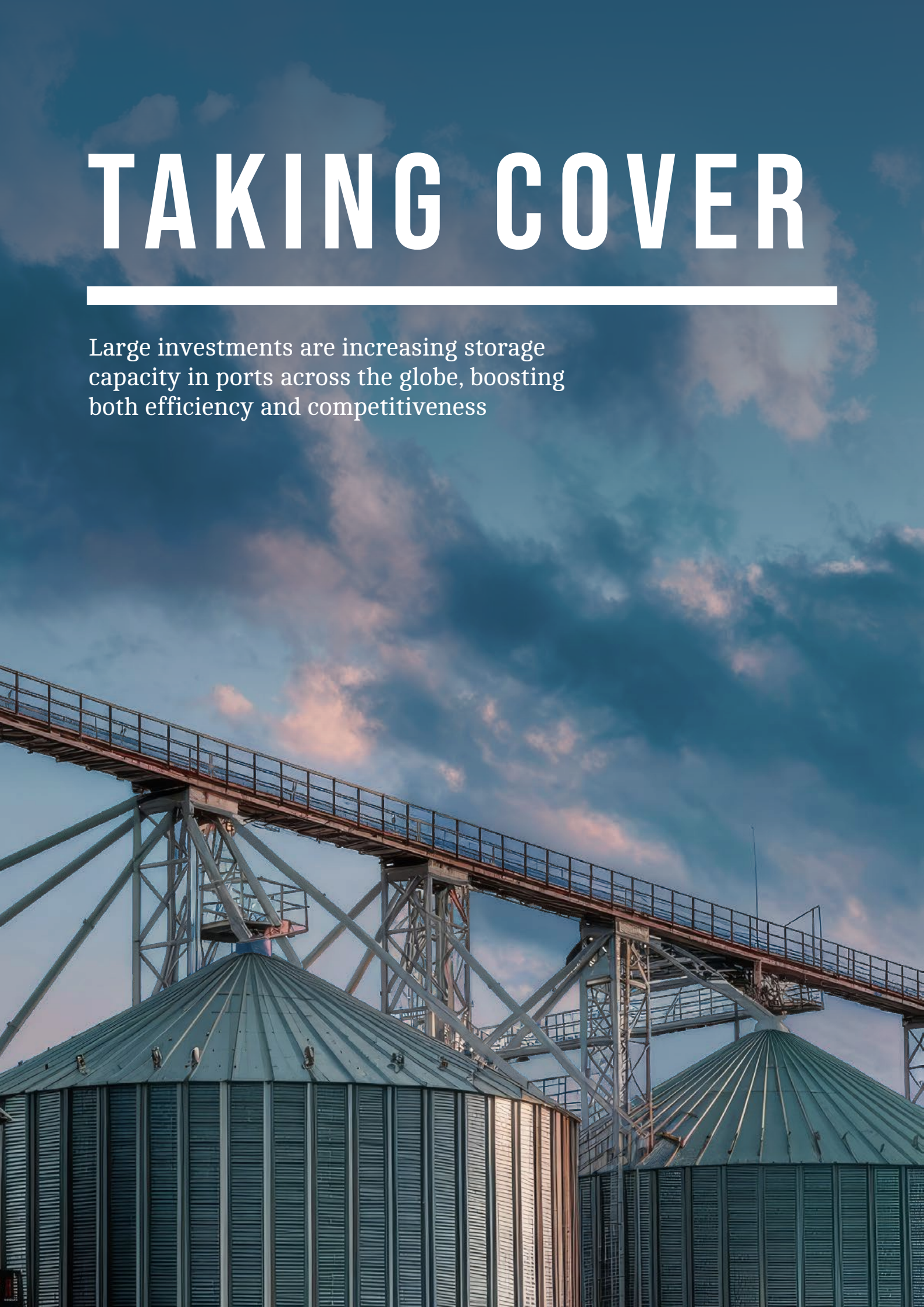
For most customers, the required data for applicable lifting appliances is already available in DNV's class production system in the current ILO/OLA survey schemes, and the new IMO survey scheme will be integrated into a vessel's status as described above. If DNV suspects that information regarding lifting appliances is missing from its database under the current ILO/OLA scheme, it will issue a retroactive requirement (RR) requesting that owners submit the relevant details via DATE for any SOLAS-relevant lifting appliances for the affected vessels.

Harmonised surveys
Certificates issued after load testing and thorough examinations confirm compliance with SOLAS Regulation II-1/3-13. To maintain harmonisation after implementation, DNV has aligned the new IMO survey requirements with class surveys. As a result, lifting appliance surveys will be scheduled accordingly and, by default, included in survey requests for main class annual and renewal surveys. This approach minimises the number of vessel visits and aligns activities with docking schedules, enabling more efficient load testing and timely repairs.

Please note that SOLAS Regulation II-1/3-13 also includes requirements for anchor handling winches which typically apply to offshore service vessels and anchor handling tugs used to install, arrange, shift and remove anchors of offshore vessels/units and subsea installations.

TAKING COVER

Large investments are increasing storage capacity in ports across the globe, boosting both efficiency and competitiveness



Peel Ports Group is to invest £100m into the steels and metals sector in a move to enhance capacity and boost the efficiency of logistics.

The UK's second largest port operator is progressing with £32m to add a further 140,000 sq ft of storage at its Port of Liverpool steel and metals terminals. Overall across the Ports of Liverpool and London Medway, warehousing will be increased by 50% from the current 1 million sq ft to create an additional 500,000 sq ft of capacity.

Further plans include creating a second automated terminal in Liverpool dedicated to steel coils, as well as a new automated terminal for the Port of London Medway in Sheerness.

These will be developed to include rail connectivity by a new inland rail terminal in the Midlands.

This fresh investment by the port group follows a record year for steel imports at the Liverpool facility and will help further grow the volumes of steel it transports across the UK.

David Huck, Chief Operating Officer at Peel Ports Group, says: "This is a game-changing investment for us.

"Demand for steel and metals handling across our port group, and the UK in general, has risen sharply over the past five years and this will allow us to expand our support to the construction and manufacturing supply chain right across the country.

"This investment ensures we have the scale, speed, and specialist expertise to support our customers today and long into the future, helping to also address some of the storage and transportation issues the steel sector currently faces.

"With expanded capacity and a growing, dedicated steel handling team, we can now move more product, more efficiently than ever before. Our location in Liverpool is in the heart of Britain and gives us a clear advantage – perfectly placed to serve stockholders and fabricators nationwide, supported by excellent road and rail links.

"Warehousing will remain a key focus for the business, with further expansion already in the pipeline as we continue to futureproof our service for the UK's critical industries. The addition of a new rail terminal in the Midlands will allows us to efficiently connect the two strategically located deep-water ports of Liverpool and London Medway, boosting the efficiency of logistics for our customers and partners."

The business is already working with customers to bring steel cargoes closer to major centres of demand across its seven statutory harbour authority ports and 24 terminals.

This is the second time in under two years it has extended its Port of Liverpool steel and metals terminal and will involve the creation of two newly dedicated warehouses at its Seaforth Dock to handle these products.

The port group has added a new team of specialist stevedores at the Port of Liverpool and is actively recruiting for extra positions and training internal staff to enhance handling capability to meet the rise in demand.

The port now boasts more than 610,000sqft of storage for the commodity, and this expansion means it will be able to store an additional 35,000 tonnes of steel and metals.

This fresh investment by the port group follows a record year for steel imports at the city facility.

The port group has the capability to store and handle many different types of metal products, including rebar, plates, coil and aluminium, and handles significant volumes.

In April, the company reported a record-breaking year for steel imports at the Port of Liverpool, with volumes increasing by more than 35% year-on-year. 702,000 tonnes of bulk steel were processed at the port in 2024, coming from across the world including from South Korea, Vietnam, Taiwan, Turkey, and Europe.

POLISH CONSTRUCTION

Port Gdański Eksploatacja (PGE) has signed an agreement with Premium Quality Care to begin construction of a flat warehouse at Szczecińskie Quay in Poland – the first step in building the new Gdańsk Agro Terminal (GAT).

Once complete, the terminal at the port will be capable of handling up to three million tonnes of grain annually.

The agreement was signed on behalf of PGE by the President of the Management Board, Andrzej Kuźmicz, and on behalf of the contractor by Robert Skóra, President of the Management Board of Premium Quality Care.

Gdańsk Agro Terminal (GAT) is a strategic investment for the period from 2025 to 2028, responding to the demand of the agri-food market and the diversification of exports. As a result of a detailed analysis, an integrated project incorporating the following has been developed:

- construction of one large flat warehouse on Szczecińskie Quay with an area of 7,000 square-metres (m2) and a capacity of 30,000 tonnes (completion: 2025–2026)
- construction of a complex of flat-bottomed steel silos with a total capacity of 100,000 tonnes on Wiślane Quay (completion: 2026–2028
- construction of a modern ship loading and unloading system with a capacity of 1,000 tonnes/hour
- integration of the entire facility with the port's railway, road and cargo handling infrastructure.

Ultimately, the terminal will have a total of 160,000 tonnes of storage space and a cargo handling capacity of up to 3 million tonnes per year. This is more than four times its current capacity, which today amounts to 35,000 tonnes of storage capacity and 0.7 million tonnes of grain cargo handling per year.

"I am sure that both the renovation of the quay and the preparation of the entire road and rail infrastructure, as well as the construction of warehouses and the silos in subsequent stages, will allow for even greater cargo handling capacity at the Port of Gdańsk and will be crucial from the point of view of cargo handling in this part of the coast," says Arkadiusz Marchewka, Deputy Minister of Infrastructure,.

"We are designing the Gdańsk Agro Terminal as a flexible, scalable infrastructure ready for various market scenarios. This investment shall not only

increase our cargo handling capacity, but above all ensure the operational resilience of the Port of Gdańsk to fluctuations in supply and demand in the agri-food sector," says Andrzej Kuźmicz, President of PGE.

"What is equally important to GAT is a project financed 100% from national funds, aimed at ensuring long-term infrastructure security in Poland and efficient export services, regardless of their structure or scale in a given year."

PERU PORT UPGRADE

Peru has reached a major milestone in its port infrastructure development with the inauguration of Stage 3A of the North Terminal modernisation at the Port of Callao.

Led by APM Terminals Callao, in partnership with the Peruvian State, this US$95m investment marks a significant leap in operational capacity, positioning Callao as the fastest grain unloading terminal in South America.

The centrepiece of Stage 3A is the construction of 12 state-of-the-art vertical silos, increasing grain storage capacity from 25,000 to 85,000 tonnes. In parallel, two high-capacity continuous ship unloaders (CSUs)were installed, boosting unloading speeds from 900 to 1,300 tonnes per hour – dramatically reducing vessel turnaround times and enhancing service delivery.

"This phase represents a transformative step in our journey to build a world-class logistics hub on the Pacific coast," says Carlos Arias, CEO of APM Terminals Callao. "The vertical design and free-fall system of the new silos allow us to serve more vessels, more safely and with greater energy efficiency. It's a clear demonstration of our commitment to operational excellence and sustainable growth."

In a landmark move for gender equity in the maritime sector, the new CSU equipment will be operated entirely by female personnel – an initiative that underscores APM Terminals' dedication to inclusion in traditionally male-dominated industries.

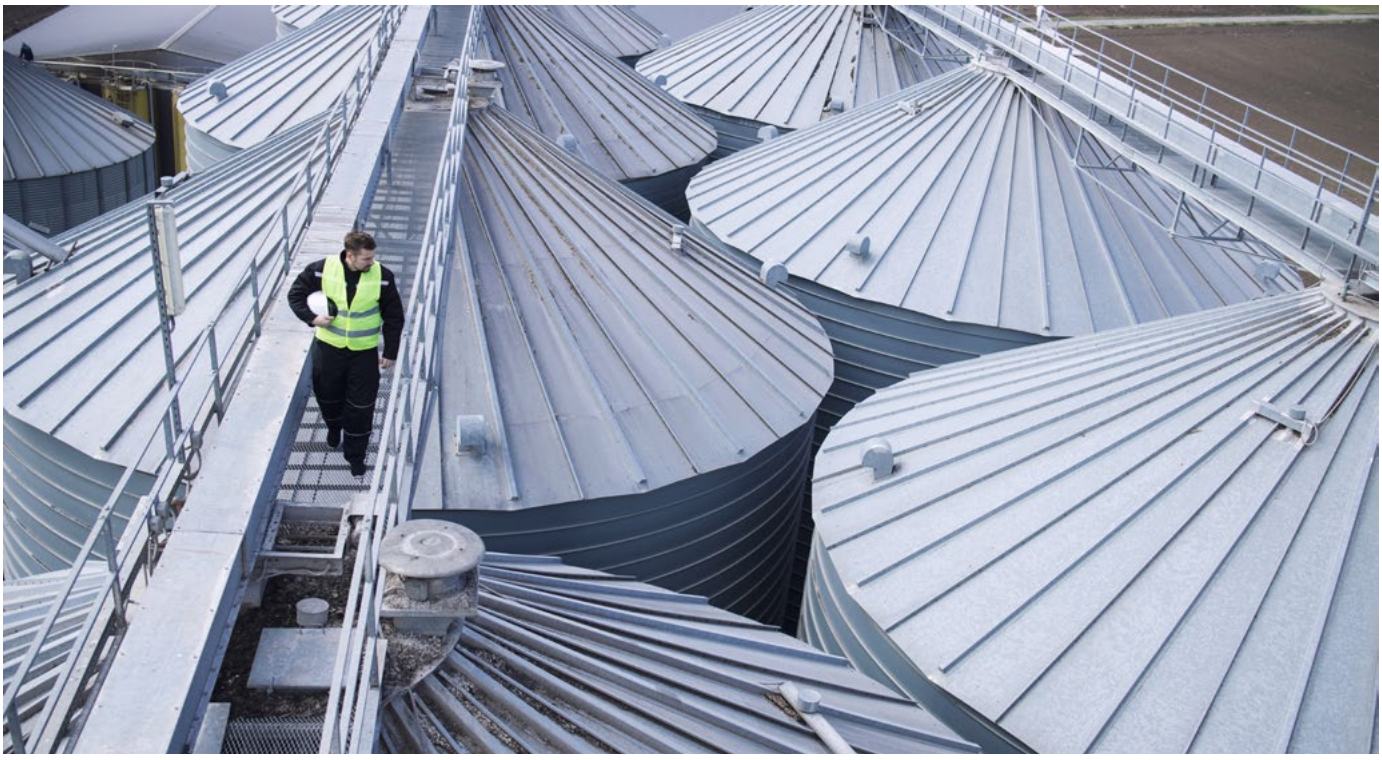
Stage 3A also delivered key infrastructure upgrades, including the paving of 2.13 hectares to streamline general cargo movement, the opening of a new Gate No. 3 for exclusive access of rolling and oversized cargo, and the installation of eight new weighbridges – doubling the terminal's entry capacity for goods.

The North Terminal modernisation is part of a broader six-phase concession agreement between APM Terminals Callao and the Peruvian government, with a total investment commitment of US$1.2bn.

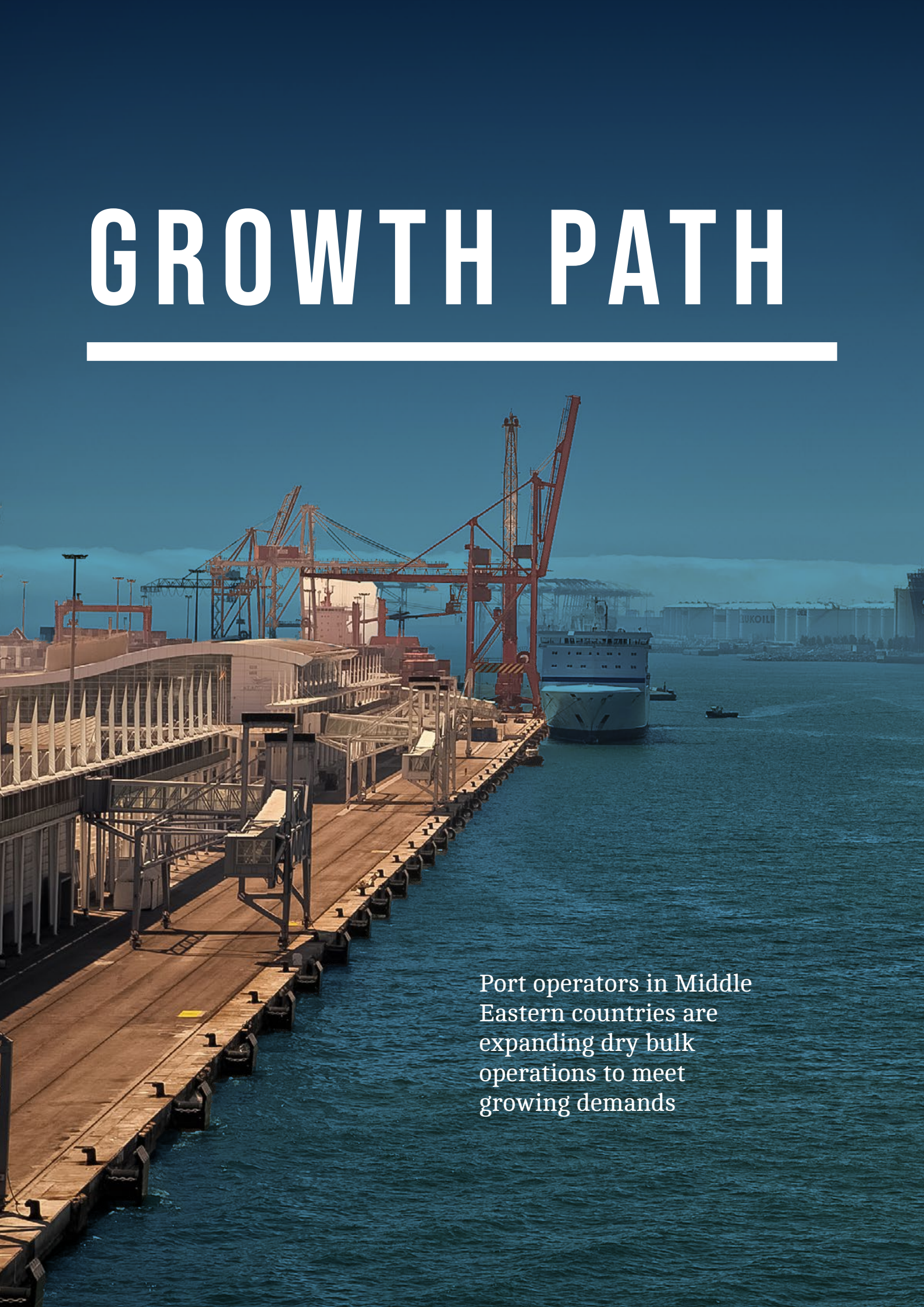
With Stage 3A now complete, the project moves into Stage 3B, which will include dock reconstruction, acquisition of next-generation cranes and an additional US$328m investment.

"These developments are not just technical upgrades, they are strategic enablers of Peru's integration into global trade networks," says Arias. "By investing in infrastructure, technology and people, we are building a resilient, future-ready port system that supports national development and regional competitiveness."

The Port of Callao continues to play a vital role in Peru's economic landscape, serving as a gateway for trade and a catalyst for industrial growth. With the completion of Stage 3A, it is now firmly positioned as a logistics leader in South America.



GROWTH PATH



Port operators in Middle Eastern countries are expanding dry bulk operations to meet growing demands

The ports in Oman recorded an increase in ship traffic and container and cargo handling during the first half of 2025, along with steps implemented by the Ministry of Transport, Communications, and Information Technology to improve the port infrastructure, according to a report in Gulf Today.

Muhanna Bin Musa Bin Baqer, Director General of Ports at the Ministry of Transport, Communications and Information Technology, says: "Container handling has witnessed a significant increase, with the total number of containers handled at the ports of Salalah, Sohar and Duqm reaching 2,427,195 TEUs during the first half of 2025, compared to 2,173,508 TEUs in the first half of 2024, achieving a growth of 11.7 per cent, reflecting the efficiency of logistics operations and the ports' ability to handle the growing demand."

He said ports also recorded an increase in the number of ships, as the total number of ships received by Omani ports and marine docks outside the ports reached 6,586 ships during the first half of 2025, compared with 5,930 ships during the same period in 2024, a growth rate of 11.1 per cent, with several major ports contributing to this growth, most notably Sultan Qaboos Port, Shinas, and Salalah.

The Director-General of Ports indicated that the total volume of goods handled through Omani ports during the first half of 2025 amounted to 70, 114,527 tons, compared to 66,620,847 tonnes during the same period last year, an increase of 5.2 per cent. He stated that the number of vehicles received by the ports reached 50,248, while the total number of livestock imported through the ports reached 2,694,293 heads, reflecting the diversity of economic activities served by the ports with high efficiency.

RED SEA EXPANDS

Red Sea Gateway Terminal, Saudi Arabia's leading container terminal operator and a subsidiary of the Sustainable Infrastructure Holding Company, has announced a strategic expansion into multi-purpose terminal operations, through newly awarded concessions at four existing strategic port facilities along the Red Sea.

This significant milestone, in line with Saudi Arabia's Vision 2030, enhances the Kingdom's position as a global logistics hub and improves connectivity across international trade routes.

> This expansion marks a significant step in RSGT's continued growth diversification

Under the newly signed 20-year concession agreements with the Saudi Ports Authority, known as Mawani, RSGT will assume operational responsibility for the following terminals:

- Jeddah Islamic Port – General cargo and ro-ro terminals (to be consolidated into a single multi-purpose terminal)
- King Fahd Industrial Port, Yanbu – Container operations will complement the existing dry and liquid bulk operations
- Yanbu Commercial Port – Dry bulk and general cargo operations
- Port of Jazan – General cargo and dry bulk operations

Together, these ports contribute an additional 13km of quay length and 3.3 million square metres of terminal space to RSGT's portfolio. Operations will come under RSGT's new multi-purpose terminals business unit, which will manage all non-containerised cargo segments, including ro-ro, general cargo, project cargo, dry and liquid bulk, and livestock.

RSGT expects to invest a minimum of SR1.6bn ($418m) over the 20-year concession period, with SR700m allocated for expenditure within the first five years. These investments will focus on upgrading infrastructure, deploying advanced equipment, and introducing smart technologies to elevate all four terminals to world-class standards.

The projected average annual throughput includes: three million tons of general cargo, 13 million tons of bulk cargo, 13.5 million tons of liquid bulk, 710,000 ro-ro units (vehicles), and eight million head of livestock.

RSGT will also pursue container terminal development in Yanbu, further positioning it as a strategic regional logistics hub.

"Our expansion into multi-purpose terminals marks a milestone in the evolution of our strategic vision," says RSGT CEO Jens Floe. "The additions to our portfolio and operations reflect our ongoing commitment to facilitating global trade, advancing economic diversification, and reinforcing Saudi Arabia's increasingly important role in global supply chains. This investment also lays the foundation for the next phase of our growth strategy, as we expand our international footprint across all cargo segments."

This expansion into non-containerised cargo handling at four new locations marks a significant step in RSGT's continued growth and diversification. By broadening its service portfolio beyond container operations, RSGT is strengthening its position as a leading logistics player in the region and expanding its role across global logistics chain.

RSGT, the largest container terminal in Saudi Arabia and the Red Sea region, handled 3.1 million 20-foot equivalent units in 2024, a year negatively impacted by the ongoing Red Sea crises, with an annual capacity of 6.2 million TEUs at its flagship facility located at Jeddah Islamic Port.

SALALAH GROWTH

The Port of Salalah in Oman, operated and managed by Salalah Port Services Company (SPSC), recorded strong growth in container and cargo volumes during the first half of 2025.

The port's Container Terminal handled 2.03mn TEUs between January and June 2025, compared with 1.68mn TEUs in the corresponding period last year, marking a sharp increase of 21%.

The General Cargo Terminal handled 12.91mn metric tonnes during the six-month period to June 2025, compared with 11.66mn metric tonnes a year earlier, representing growth of 11%.

'The increase in general cargo volumes was driven by higher exports of dry bulk cargo,' SPSC noted.

In parallel with container operations, general cargo volumes continued to demonstrate sustained growth, operating close to current capacity limits. "This positive trajectory necessitates focused investment in equipment upgrades and infrastructure enhancements to maintain service quality and support future expansion," the company says.

Dry bulk volumes – particularly gypsum exports – have shown consistent growth, reinforcing the Port of Salalah's position as the region's premier gypsum export hub. This specialisation complements the port's diversified cargo portfolio while creating operational synergies across terminal assets.

SPSC's consolidated revenue from operations for the first half of 2025 rose by 21% to RO42.42mn, up from RO35.04mn in the same period of 2024. The company's consolidated net profit increased to RO2.48mn, compared with RO1.57mn a year earlier.

AD PORTS AGREEMENT

Abu Dhabi-based AD Ports Group has signed a major dredging agreement between its Karachi Gateway Terminal and Van Oord, a Netherlands-based global leader in dredging and marine contracting, to significantly expand the flow of trade through the Group's port terminals in Pakistan.

Led by the Group's international ports operating arm, Noatum Ports, the project will deepen berths and navigational channels at Karachi Gateway Terminal (KGTL), a container terminal, enabling the accommodation of vessels from 305 metres to 350 metres in length and 13 metres to 15.5 metres in draft.

At the adjacent Karachi Gateway Terminal Multipurpose Limited (KGTML), that focuses on general and bulk cargo, the dredging work will double bulk vessel capacity from 60,000 to 120,000 tonnes, reducing freight costs and increasing throughput.

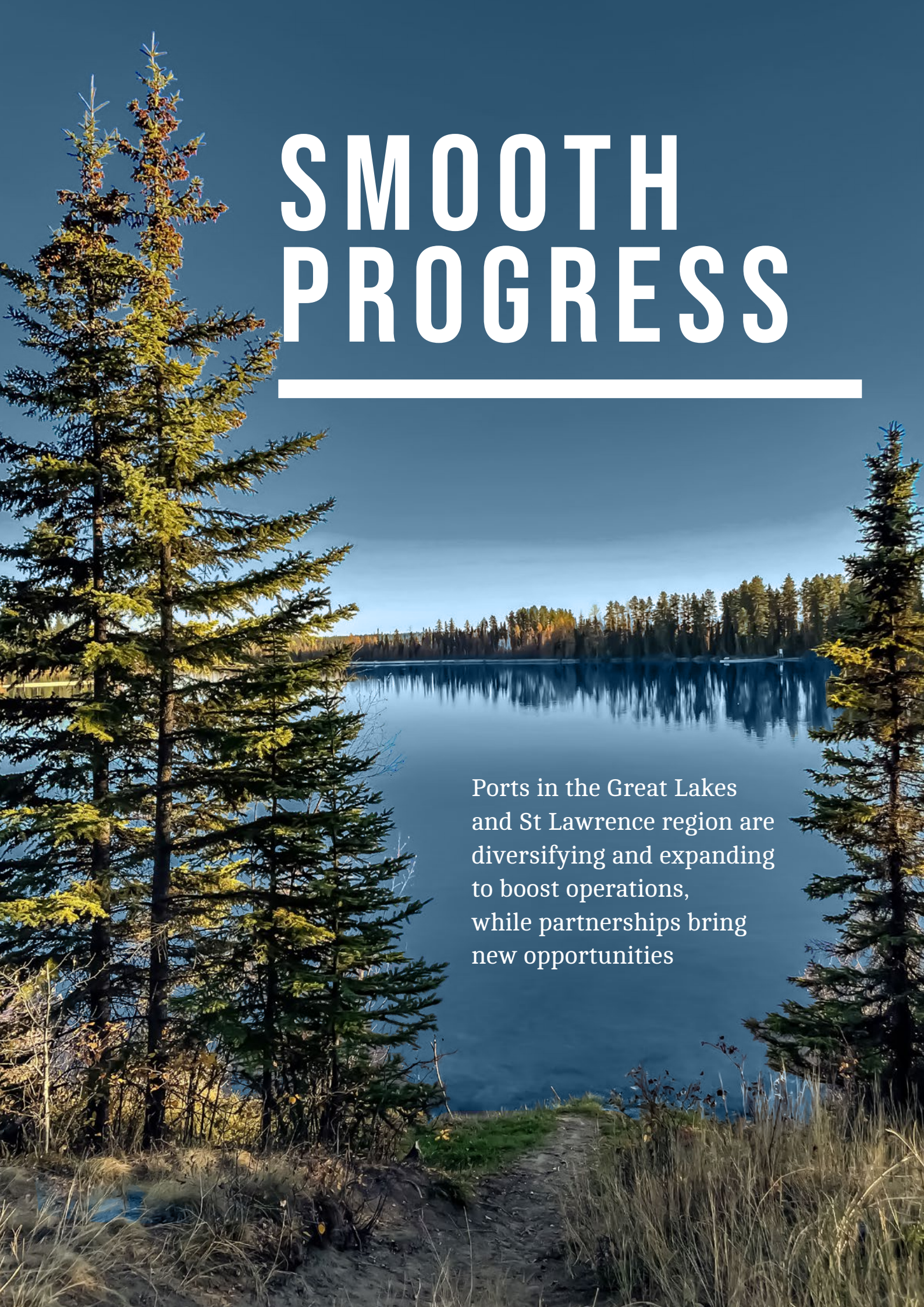
The dredging works are expected to be completed in Q1 2026. The KGTL and KGTML terminal operations are joint ventures between the Group and a Dubai-based partner, Kaheel Terminals.

Mohammed Al Tamimi, Chief Executive Officer - Noatum Ports, says: "This dredging project is more than a significant infrastructure upgrade to the two Karachi terminals' commercial versatility, it is a forward-looking investment in the economic resilience and global connectivity of Pakistan. The project underscores our commitment to promote sustainable development, operational efficiency and long-term value creation for all stakeholders".

Godfried Van Oord, Area Manager Middle East – Van Oord, adds: "Van Oord is proud to be selected by AD Ports Group to realise this significant upgrade to the existing logistic and infrastructure facilities at their Karachi terminals, which will enhance Pakistan's maritime infrastructure and support its growing economy".

AD Ports Group entered the Pakistani market in 2023 through long-term concessions to operate container and bulk cargo berths at Karachi Port. As part of its commitment to the country, the Group is investing nearly AED1.1bn (US$300m) to modernise port infrastructure and digital systems to support trade growth and economic diversification.

Khurram Aziz Khan, Chief Executive Officer – Karachi Gateway Terminal and Karachi Gateway Terminal Multipurpose, says: "The dredging project will enable us to accommodate larger and deeper draft vessels at both our container and bulk terminals. This advancement will directly benefit our customers, optimising the use of foreign exchange spent on freight and reducing overall logistics costs."



SMOOTH PROGRESS

Ports in the Great Lakes and St Lawrence region are diversifying and expanding to boost operations, while partnerships bring new opportunities

US building solutions group Amrize has welcomed the arrival of the MV Tamarack as a key part of its delivery in the North American market.

The cement carrier, which has a capacity of more than 10,000 cubic meters of cement, was launched recently in Toronto and will expand Amrize's distribution network.

"The arrival of the *Tamarack* is a major milestone for Amrize as we support significant construction growth, including Ontario's plans to invest more than $200bn over the next 10 years to deliver new infrastructure, transit, roads, hospitals, schools, homes and high-rises," Amrize Building Materials President Jamie Hill says.

"This next-generation carrier allows us to cost-effectively deliver critical building materials at speed and scale in order to help our customers build their ambition."

The *MV Tamarack* has a planned service life of 15 years and is owned by Eureka Shipping, which is a joint venture between CSL Group and SMT Shipping. It is thought to be the first new cement carrier on the Great Lakes in two decades.

The *MV Tamarack* is able to replace two older ships with a single, streamlined, high-performance vessel. It features diesel-electric propulsion, advanced manoeuvrability systems, shore-power compatibility, noise insulation and energy-saving cargo handling.

"Bringing *MV Tamarack* to the Great Lakes has been a true team effort. This highly efficient vessel is the result of close collaboration with Amrize, smart design and a shared vision for advanced shipping.

"We're proud to set a new standard for operational performance in the region," Eureka Shipping General Manager Kai Grotterud says.

Amrize's new vessel will play a essential role in supporting economic development and ensuring reliable cement supply, thereby supporting infrastructure, commercial, and residential construction.

GLE RELOCATES

Breakbulk cargo carrier Great Lakes East (GLE) has announced it has relocated its Florida operations to Port Canaveral to offer monthly import/export service to San Juan, Puerto Rico.

GLE will operate the 5,800-ton covered RoRo warehouse barge *Crimson Clover* for the service and port partner Canaveral Cargo Terminal Operator GT USA will serve as stevedore and manage terminal operations.

> This is a win-win scenario for our Port and partners by diversifying our cargo portfolio

"Port Canaveral strives for excellence in all facets of our operations, including growing our cargo business. This is a win-win scenario for our Port and partners by diversifying our cargo portfolio and delivering long-term value to a growing customer base," says Captain John Murray, Port Canaveral CEO.

"GLE recognised Port Canaveral's multi-purpose berths, commitment to service and easy access to Atlantic shipping lanes to provide its customers with strategic advantages for enhanced efficiency and improved supply chain performance."

Operating from Port Canaveral's North Cargo Berth 6, Crimson Clover is equipped with two side ramps to support roll-on/roll-off operations, making the vessel well-suited for a wide range of cargo, including rolling stock, oversize loads, and high-and-heavy equipment.

Transported commodities will include forest products, lumber, and steel, serving manufacturers, distributors, contractors and project cargo clients that rely on dependable, Jones Act-compliant service between Florida and Puerto Rico.

Customers of the GLE Port Canaveral-based service will benefit from improved transit times both northbound and southbound with no appointments required for cargo delivery—operations are conducted on a first-come, first-served basis.

The service also offers significant technological and operational upgrades with enhanced cargo scanning capabilities, improving both accuracy and processing speed. As part of its overall service enhancement, GLE has also deployed a more powerful tugboat to help improve transit time and ensure greater consistency in barge scheduling and departure reliability.

"We are striving to provide the best customer experience in the market by investing in the right people, equipment, and infrastructure," says Joe Starck, President of Great Lakes Towing.

"Our relocation to Port Canaveral is a reflection of that commitment. We are dedicated to delivering a quality service our customers can count on – reliably, efficiently,and with a focus on continuous improvement."

MILWAUKEE AWARD

Port Milwaukee has earned the Robert J Lewis Pacesetter Award for the 16th time from the US Great Lakes St Lawrence Seaway Development Corporation (GLS), an operating administration of the US Department of Transportation.

The award recognises ports in the Great Lakes and along the St Lawrence Seaway whose activities increased international tonnage.

In 2024, Port Milwaukee increased international tonnage through the Seaway by 70%, shipping more than 324,000 metric tons of international

freight. Leading cargo categories included dry bulk commodities such as salt, cement, and aggregates, alongside liquid bulk shipments.

The Port also sustained its role in supporting agricultural exports, including soybeans and animal feed. The Port's handling of steel, breakbulk and oversized project cargo strengthen regional manufacturing, construction, and logistics.

"Port Milwaukee continues to see success on the international stage, and I congratulate the entire port team for this achievement," Milwaukee Mayor Cavalier Johnson says.

"This recognition reflects our strong commitment to growing Milwaukee's role as a hub for global commerce, job creation, and economic prosperity for the State of Wisconsin and the Great Lakes region."

Port Milwaukee Director Jackie Carter says: "This Pacesetter Award is the result of Port Milwaukee staff and partners working together to elevate and demonstrate the diverse capabilities offered at Port Milwaukee. That work continues in 2025," Carter says.

GLS continues to be a vital supply chain for regional manufacturers, growers, and producers to access global markets.

According to GLS: "The Great Lakes pathway has a long, demonstrated record of being a safe, reliable and efficient passage for commercial transportation, supporting 150,000 US jobs, $26bn in economic activity, and $19bn in business revenue annually."

OPERATING AGREEMENT

Ports of Indiana and Metro Ports have signed a five-year extension of their bulk terminal operating agreement at Ports of Indiana-Burns Harbor.

The agreement reaffirms both organisations' commitment to growing bulk cargo operations and providing industry-leading customer service at Indiana's Lake Michigan port.

Metro Ports is a leading national terminal operator and one of the longest operating stevedores in the US. The company has managed bulk cargo handling at Burns Harbor since 2017 and oversees the efficient movement of essential materials – such as coking coal, limestone, iron ore pellets, grains and minerals – via ocean vessels, Great Lakes ships, river barges and railcars.

"Metro Ports has been an outstanding partner at Burns Harbor and their continued leadership will be instrumental as we increase bulk cargo-handling capacity at the port," says Jody Peacock, CEO of Ports of Indiana.

"Their decision to launch their first Great Lakes operation here in 2017 marked a pivotal moment for bulk-cargo growth at our port. Today, we're proud to continue building on that success and strengthening Indiana's role in global supply chains."

Burns Harbor handles approximately three million tons of cargo annually and plays a vital role in the movement of critical commodities supporting the steel, agriculture and construction industries.

"Indiana offers a strong business environment, and we're very optimistic about the opportunities at Burns Harbor," says Lee Swietlikowski, President of Metro Ports.

"Ports of Indiana is making transformational investments in infrastructure, allowing us to expand capabilities and better serve the industrial and commercial markets across the Midwest. We are proud to be part of this forward-looking partnership."

Metro Ports' tenure at Burns Harbor has been defined by development of strong customer relationships, according to Ryan McCoy, Port Director at Burns Harbor.

"Metro Ports operates as an extension of our team," he says. "Their unwavering commitment to service and innovation has earned the trust of our customers and helped drive substantial growth across multiple commodities."

ADM EXPANSION

ADM Agri-Industries has completed an expansion of its grain terminal at Port Windsor, Ontario, increasing its export capacity and supporting agricultural production in southwestern Ontario.

The expansion includes new grain dryers, a new roadway and kiosk system to load soybean and canola meal, additional meal space at the ADM crush plant, and new silos and conveyance to efficiently load export meal and grain.

The project will increase export capacity to markets in Europe, the US and Latin America for agricultural production from southwestern Ontario farmers in Essex, Kent, Lambton, Middlesex and Elgin counties. According to the port, the terminal handles soybeans, canola and corn.

In partnership with Transport Canada, and through financial support from the National Trade Corridors Fund, ADM Agri-Industries began work on the expansion in early 2024.

The National Trade Corridors Fund supported the expansion through an investment of up to $26.3m that was announced at the outset of the $76m project.

"This expansion offers multiple beneficial effects on the local economy, including increasing demand for locally grown products, supporting and growing the regional transportation industry, and contributing to increased use of marine logistics," says Kevin Wright, General Manager, ADM Great Lakes Region.

THE RIBBON IS CUT ON AMD'S GRAIN TERMINAL EXPANSION AT PORT WINDSOR, ONTARIO, CANADA (©ADM)

ADM'S GRAIN TERMINAL AT PORT WINDSOR, ONTARIO, CANADA, BEFORE EXPANSION BEGAN (©ADM)

INVESTMENT IN THE GREAT LAKES AND ST LAWRENCE SEAWAY SYSTEM

(MARTIN ASSOCIATES)

Total investments (2018 - 2027)
CA$10.9BN (US$8.4BN)
has been committed by the public and private sector in Great Lakes St Lawrence Seaway System infrastructure

Prior investments (2018-2022)
Approximately
CA$ 7.4BN (US$5.7BN)
was invested in the Great Lakes St Lawrence Seaway navigation system between 2018-2022, by both the public and private sector

60%
by the public sector

40%
by the private sector

Future investments (2023-2027)
A minimum of **CA$3.5BN (US$2.7BN)**
has been committed by governments and companies for future investments in the navigation system

68%
will come from the public sector

32%
will come from the private sector

Investments by category
Vessels
CA$828M (US$636 M)
Invested by Great Lakes-Seaway vessel operators between the years 2018-2022 for new ships and vessel upgrades
CA$427M (US$328M)
Committed for future vessel investments by Vessel operators

Ports and Terminals
CA$2.7BN (US$2.1 BN)
Invested by Great Lakes ports and terminals between the years 2018-2022 in facilities and equipment
CA$1.5BN (US$1.1BN)
Committed for future investments by Ports and terminals

Waterway Infrastructure
CA$3.9BN (US$3.0BN)
Invested in waterway infrastructure such as locks, breakwaters and navigation channels between 2018-2022
CA$1.6BN (US$1.2 BN)
Committed for future investments

SOARING SUCCESS

A new report has provided a critical snapshot of the vital role Australian ports play in the nation's economy, security and workforce

For the first time, the true economic value of Australia's ports has been revealed, with nearly 700,000 jobs supported by its ports, contributing $264bn to the economy across the states.

Ports Australia's inaugural *State of Trade* report, released last month, provides a critical snapshot of the vital role Australian ports play in the nation's economy, security and workforce.

The report reveals Australian ports are responsible for 99% of the country's international trade by volume, ensuring the flow of $650bn-worth of trade through its ports annually.

The *State of Trade* report – commissioned by Ports Australia, backed by independent economists and modelling – shows that iron ore accounts for 36% of total exports in volume, dwarfing coal (14%) and agriculture and food, with 13%.

The importance of ports to vital supply chains and its overall economic security has also been revealed, with Australian ports contributing 1.6 billion tonnes in trade volume reliant on this critical infrastructure.

Mike Gallacher, CEO of Ports Australia, says: "Our ports are the lifeblood of our economy and connect us to the world. The 'blue highway' is the most critical path to our national prosperity.

"We often take for granted just how critical our ports are across a range of industries and communities. This report paints a picture of the impact of our sector and demonstrates in clear terms how important our ports are to our standard of living," Gallacher says.

The State of Trade report highlights the significance of ports in various sectors:

- Mining: 64% of Australia's total exports by value come from mining.
- Energy: Half of Australia's imports by volume are oil, gas, and fuel.
- Construction: Ports facilitate the import of 7 million containers annually, including building materials and machinery.
- Tourism: Ports see 1.25 million cruise passengers embark and disembark across Australia.

By providing a detailed understanding of Australia's trade flows, economic impacts and the role of ports in supporting jobs and industries, the *State of Trade* report serves as a valuable resource for policymakers, businesses and communities.

"This inaugural *State of Trade* report provides a snapshot of Australia's port industry unlike anything we've seen before," Gallacher says.

"The extensive data collected demonstrates the interconnectedness of Australia's key industries and supply chains to our economic health and security and allows us to plan for the future."

> This report demonstrates how important our ports are to our standard of living

At a time of global uncertainty, Ports Australia has been focused on actively collaborating in the Oceania region.

With nine of members across the Pacific region, Ports Australia has been sharing knowledge and assisting to build a resilient regional port network.

"We are committed to strengthening the relationships with our Pacific neighbours to foster increased co-operation and address common challenges," Gallacher says.

"Quite frankly, our security relies on our nation's ports. We need to ensure they continue to thrive so that they can connect us to the world into the future."

The *State of Trade* report is now a fixture of the Ports Australia's work, and will, in time, become an economic litmus test that can support the country's leaders in measuring Australia's economic health and regional reputation.

PILBARA'S RECORD YEAR

Pilbara Ports has achieved a significant milestone, with a record 775.7 million tonnes of exports and imports passing through its ports in the 2024-25 financial year.

Over the 2024-25 financial year, 775.7 million tonnes of throughput passed through the ports of Ashburton, Dampier, Port Hedland, and Varanus Island.

This throughput equates to an estimated $153bn-worth of commodities across the four ports, highlighting the vital role Pilbara Ports plays in the global supply chain and the Australian economy.

The Port of Port Hedland contributed significantly to this achievement with a throughput of 577.7 million tonnes, a 1% increase from last financial year.

Despite global economic uncertainty, iron ore exports through Pilbara Ports remained strong, increasing by 3%, to 730.8 million tonnes for the 2024-25 financial year. Pilbara Ports play a crucial role in facilitating Australia's iron ore trade, handling approximately 81% of the national trade and 43% of the global trade.

Salt exports through the ports of Port Hedland and Dampier totalled 5.3 million tonnes in 2024-25, accounting for about 26% of Australian salt.

Additionally, Pilbara Ports recorded 8,480 safe vessel visits, equating to an average of 23 vessel visits each day across its four operational ports.

Further highlights include progress made on major Commonwealth and Western Australian Government-funded projects, such as Lumsden Point in the Port of Port Hedland and the Dampier Cargo Wharf Projects in the Port of Dampier, supporting port growth for decades to come.

"Pilbara remains the economic

powerhouse of the nation, playing a crucial role in facilitating Australia's iron ore trade," says Ports Minister Stephen Dawson.

"Despite the challenging global economic environment, it is great to see the team at Pilbara Ports deliver a sixth consecutive year of record-breaking throughput and solidify itself as one of Australia's most valuable ports.

"The Cook Government has been proud to support key infrastructure projects including the Spoilbank Marina and the Lumsden Point project. These infrastructure projects not only benefit our national economy but also generate local jobs in the region to support a future made in WA."

"It is great to see so many local businesses and the Pilbara community benefit from another successful year of throughput for our ports," says Pilbara MP Kevin Michel.

"I am proud of our ports, which are among the world's largest bulk export ports and play a significant role in the nation's iron ore exports."

BRISBANE'S STRONG GROWTH

The Port of Brisbane has delivered strong trade volumes and the ongoing, sustainable development of the Port bringing increased economic activity to the port precinct.

In FY25, approximately $73.5bn in international cargo was handled through the Port. This was realised through a record 1.62 million TEU (twenty-foot equivalent containers) and a 7.8% increase in total tonnage to 34.9 million tonnes of trade, with sustained population growth and good agricultural conditions across the Port's hinterland underpinning trade outcomes.

Port of Brisbane Pty Ltd (PBPL) CEO, Neil Stephens, says the Port was central to Queensland's economic growth. "A safe and efficient Port of Brisbane powers the state economy, connects communities and keeps Queensland moving," he say.

"It was another record year for containers with Port of Brisbane handling 1.62 million TEU including full import container volumes of 693,000 TEU and full container exports of 395,000 TEU. Container imports remained strong due to Southeast Queensland's population growth, with building materials and household goods performing well."

Bulk grain (including wheat, sorghum and chickpeas) performed strongly with export tonnages increasing 259% on FY24 to reach nearly two million tonnes.

Almost one million tonnes of chickpeas (bulk and containerised) were exported as growers and traders responded quickly to the temporary lifting of Indian chickpea tariffs in 2024.

Refrigerated meat exports also rose 12.9% to a record 77,750 TEU, with more than 50% of product exported to North Asian markets.

"The Port has also been strengthened by significant new investment from global and local logistics players, with seven property developments delivered (new and expanded facilities) across 26 hectares in FY25 for new and existing customers," says Stephens.

"This is a vote of confidence in the efficiency of the Port of Brisbane, and the role the Port will play in this region's economic growth.

"Like all ports, trade through Brisbane is influenced by global and domestic economic conditions, however the Port of Brisbane continues to perform for the Queensland economy – connecting world-class producers with global markets while also bringing in the goods needed to service our growing population."

The port has also seen more than $212m invested in port infrastructure and property developments.

RAILCAR REPLACEMENT

Industrial machinery manufacturer Metso has been awarded a significant order to replace a customer's aging railcar dumper cells in the Pilbara region of Western Australia. The project marks a continuation of a long-standing partnership, with Metso serving the customer as its major supplier for car dumpers since 2002.

The scope of delivery includes design, supply and technical support for installation and commissioning of the replacement units.

The updated railcar dumper includes a complete new set of cells and the modernisation of rotating components and advanced features.

The order value is approximately A$16m.

"We're very proud to continue supporting our valued customer's operations with advanced railcar handling solutions," says Stuart Sneyd, President, Asia Pacific, Metso. "For decades, the current dumper – provided by Metso – has demonstrated impressive reliability through robust design and exceptional durability.

"With this modernisation, they will benefit from the latest advancements and expertise in railcar dumper technology, enjoying industry-best practices, even greater efficiency and superior performance for years to come."

Strategically engineered to address key operational challenges at the customer site, the new dumper design emphasises maintainability, reduced downtime through shorter shutdowns, dust and spillage control, and robust structural integrity.

These operationally critical machines are designed to meet stringent demands, while ensuring optimal performance in some extremely demanding mining environments.

"The railcar dumper is a vital asset in the customer's mining operations, where both reliability and safety are non-negotiable for maintaining consistent throughput and minimising operational risks," says Sushanta Dutta, Vice President, Bulk Material Handling, Metso.

"This latest design not only reinforces those core attributes, but also introduces a strong focus on maintainability. By aligning with the latest design standards and developments, and emphasising commonality across the customer's existing car dumper assets, it simplifies operations and ensures consistency in maintenance practices."

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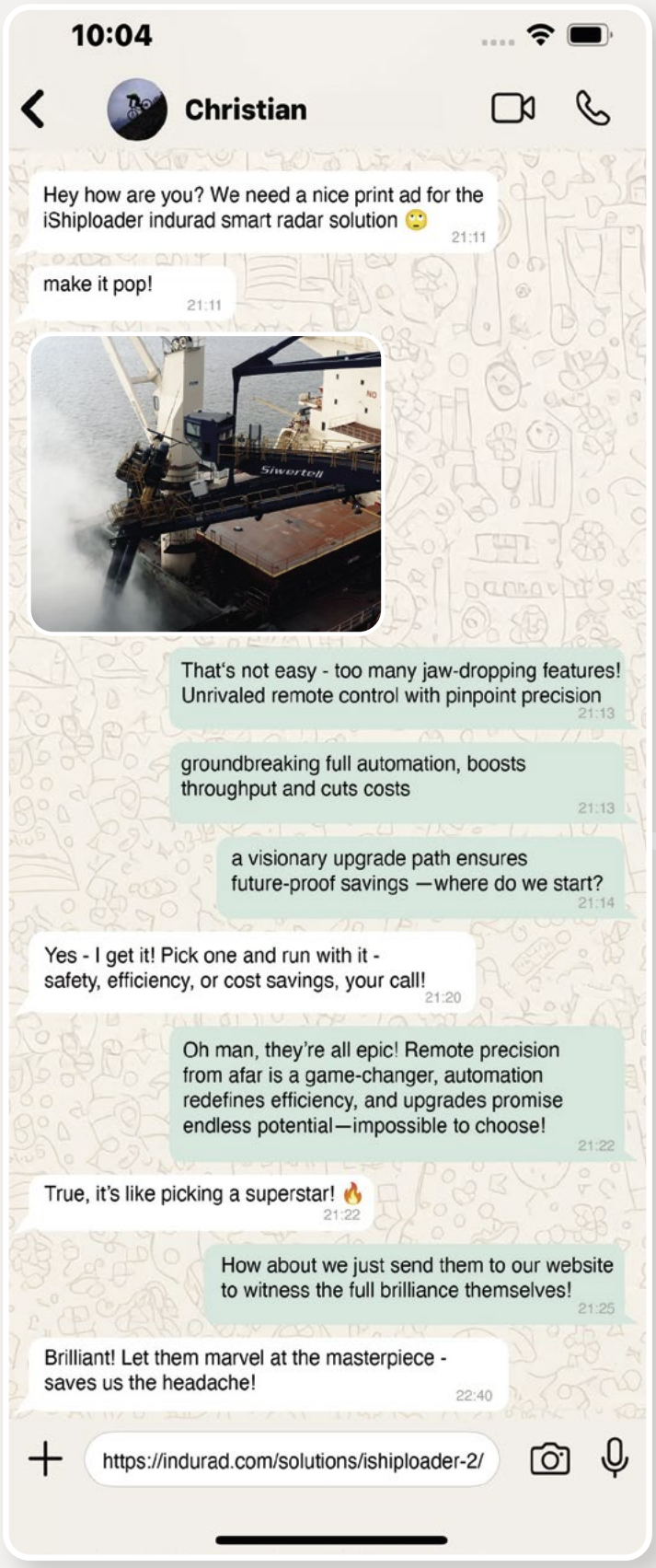

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