

# MOVE IT

MAGAZINE

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

November 2025

## COLLETT EXPANDS FLEET WITH GREINER AND GOLDHOFER



**ELECTRIC AND HYBRID  
LIFTING EQUIPMENT,  
BUILDING A GREENER  
FUTURE**



**REGAL REXNORD:  
POWERTRAINS FOR  
CONTAINER  
HANDLING**



**HAMMAR  
ENTERS  
A NEW ERA**



**FROM RIGA TO THE  
WORLD: RIKON'S 70  
YEARS OF LIFTING  
EXPERTISE**



## Individual solutions for highest demands!



SEFIRO | Scissor-lift bridges | Lifting systems | Loading platforms & load beds  
Heavy load trailers | Crossing systems | Road vehicles | Transport & assembly accessories

**GREINER**  
HEAVY ENGINEERING

A pioneering spirit and  
great quality since 1980!

Phone: +49 7942 94468-0  
Fax: +49 7942 94468-28

Felix-Wankel-Straße 5  
D-74632 Neuenstein

info@greiner-heavy.de  
www.greiner-heavy.de

---

# Strong, long and easy

---

## LTM 1400-6.1

Clever and simple set-up processes for rapid deployment. As the smallest crane with Y-guying, it's the perfect entry into the large crane class. This 6-axle crane is extremely flexible and economical thanks to a wide range of options and the familiar and proven technologies from Liebherr. Driver assistance systems guarantee safety on every road.  
[www.liebherr.com](http://www.liebherr.com)

# LIEBHERR

Mobile and crawler cranes





# ELEVATING LOGISTICS 50 YEARS AND BEYOND

Hammar is the world leading manufacturer of Sideloaders, self-loading vehicles for containers and more. A competitive quality solution for container logistics, special transports and terminal handling.

- + Made in Sweden since 1974, delivered to more than 122 countries world-wide
- + Lift, transport and transfer up to 50 tonnes
- + Increase safety and efficiency with grounded containers
- + One vehicle, one driver, anywhere, anytime



---

# All-electric dynamics

---

Operate locally emission-free with  
power, speed, and precision.

[www.liebherr.com](http://www.liebherr.com)

## LIEBHERR

LPS 420 E



Discover

# 2025 OFFER!

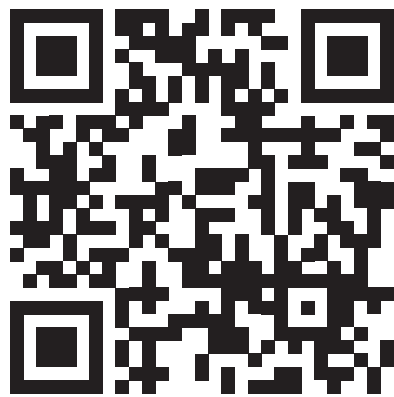


## MOVEITMAGAZINE.COM

# SUBSCRIBE NOW AND FOLLOW US

**REGISTER  
TO OUR  
NEWSLETTER**

**SCAN OUR QR CODE:**





Copyrights cover picture:  
©COLLETT

## Website:

[www.moveitmagazine.com](http://www.moveitmagazine.com)

## General Information:

[info@moveitmagazine.com](mailto:info@moveitmagazine.com)  
+44(0) 7522 560161

## Contact:

**Communication** [info@moveitmagazine.com](mailto:info@moveitmagazine.com)

**Marketing** [marketing@moveitmagazine.com](mailto:marketing@moveitmagazine.com)

**Editorial** [editorial@moveitmagazine.com](mailto:editorial@moveitmagazine.com)

**Subscription** [subscription@moveitmagazine.com](mailto:subscription@moveitmagazine.com)

## THE MOVERS!

**Editor in Chief**  
William Thomas

**Deputy Editor**  
Roberta Thomas  
[roberta.t@moveitmagazine.com](mailto:roberta.t@moveitmagazine.com)  
+44(0)7522 560161

**Community content manager**  
Lena Johnson  
[editorial@moveitmagazine.com](mailto:editorial@moveitmagazine.com)

**Layout editor:**  
Matteo Morisiani  
[studio@moveitmagazine.com](mailto:studio@moveitmagazine.com)

**Contributors:**  
**Sales representative**  
Jay Pawagadhi  
[jay.p@moveitmagazine.com](mailto:jay.p@moveitmagazine.com)

Move It Magazine  
is edited by Moho agency ltd  
20-22 Wenlock road N1 7GU, London, United Kingdom  
ISSN: ISSN 2058-6337  
Printed in Europe

## Social network:

[www.linkedin.com/company/move-it-magazine](http://www.linkedin.com/company/move-it-magazine)  
[www.facebook.com/Move-It-Magazine-1403511983245197](https://www.facebook.com/Move-It-Magazine-1403511983245197)  
[https://www.instagram.com/moveit\\_magazine/](https://www.instagram.com/moveit_magazine/)  
[https://www.threads.net/@moveit\\_magazine](https://www.threads.net/@moveit_magazine)  
<https://x.com/Moveitmagazine>



**MOVE IT** REYNOLD

**MOVE IT** MAGAZINE

#November 2025

# CONTENTS

- 12** Collett Expands Fleet with Greiner and Goldhofer
- 16** Mammoet Powers EnBW's New H<sub>2</sub>-Ready Plant
- 20** Enercon Debuts Scheuerle BladeLifter
- 24** Nootboom Unveils New EURO-PX3 Low Loader
- 26** Kässbohrer Celebrates a Decade of Innovation
- 28** Electric and Hybrid Lifting Equipment, Building a Greener Future for Construction
- 32** Liebherr Cranes Build 2026 Winter Olympics Venues
- 34** Three WOLFF Cranes at the Aurach Valley Bridge Project
- 36** LGH France Launches
- 38** From Riga to the World: RIKON's 70 Years of Lifting Expertise
- 40** Regal Rexnord: A New Major Player Driving Smarter Powertrains for Container Handling
- 44** From Local Roots to Continental Reach
- 46** deugro Delivers 58 km of Prysmian Subsea Cable
- 48** Hammar Enters a New Era
- 49** 3PL Completes Heavy-Lift in Gdansk
- 50** Powering the Future of Mobile Work: How DYNASET Electrifies Efficiency Across Industries
- 52** MOVE IT NEWS



[www.moveitmagazine.com](http://www.moveitmagazine.com)



MAXIMUM EFFICIENCY ON SITE  
**THIS IS KÄSSBOHRER**

**SOLUTRANS 2025**  
18-22 November  
@Lyon, France  
Hall 4 | Stand G122



**Kässbohrer Sales GmbH**

**Ulm** | Im Katzenwinkel 5, 88480 Achstetten - Ulm, Deutschland T +49 (0) 7392 96797-0

**Goch** | Siemensstraße 74, 47574 Goch, Deutschland T +49 (0) 2823 9721-0 | info@kaessbohrer.com

Kässbohrer Customer Support | 00 800 527 72 647 37 | [www.kaessbohrer.com](http://www.kaessbohrer.com) | #dasistkaessbohrer

**Kässbohrer**

Ingenuity, since 1893

# BOOST THE PRODUCTIVITY

Compact equipment designed to improve machine and vehicle versatility.

Extensive range of integrable solutions crafted to simplify your work.

Designed to withstand even the most demanding conditions.

Discover our solutions at  
Solutrans hall 2, booth C 075!

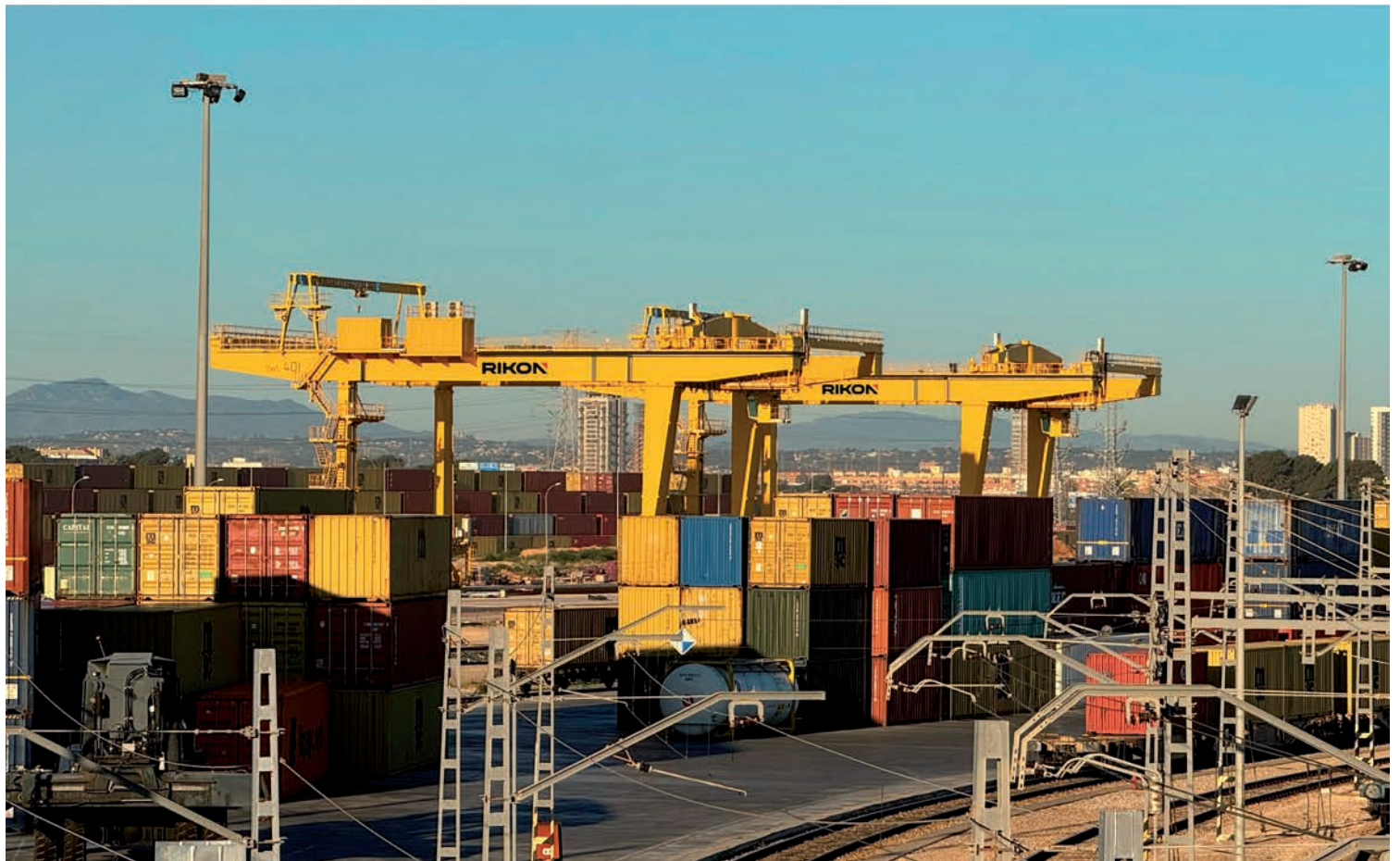
**DYNASET**

PARTNER OF YOUR MACHINE



**RIKON**

**IT'S SIMPLE,  
WE BUILD CRANES** SINCE 1991



# TOC

A S I A



**CSC LIVE**  
The Container Supply Chain Event

Events | Live & Digital Content | Networking

**25 - 26 November 2025**

Marina Bay Sands, Singapore



## Connecting the Port & Terminal Industry Across the APAC Region



**Book your place now!**



Join the conversation online #TOCAsia



[www.tocevents-asia.com](http://www.tocevents-asia.com)



Position Detection



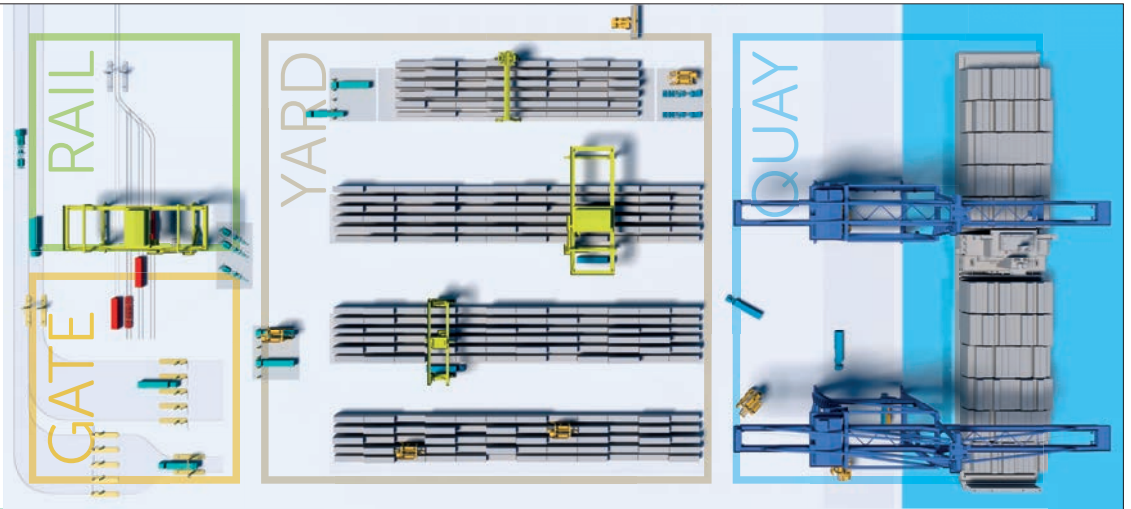
Automation Software



AI camera systems



Registration Kiosks



### INTEGRATION

## From road to vessel. We automate, you operate.

#### RAIL AUTOMATION

START PROCESSING TRAINS WITHOUT DELAY AND IMPROVE TRAIN TURNAROUND TIME

- ▶ OCR RAIL PORTAL
- ▶ RMG OCR CAMERAS
- ▶ RTLS
- ▶ SPREADER CAMERA

#### GATE AUTOMATION

THE INDUSTRY REFERENCE IN VISION-BASED GATE AUTOMATION SOLUTIONS

- ▶ OCR PORTALS
- ▶ KIOSKS
- ▶ VBS VEHICLE BOOKING SYSTEM
- ▶ RFID

#### YARD AUTOMATION

FROM A STEP BY STEP INTEGRATION TO FULL INTEGRATION OF TERMINAL PROCESSES

- ▶ RFID RTG/RMG TRUCK HANDOVER
- ▶ VMT MANUAL/AUTO JOB STEPPING
- ▶ RTG/RMG OCR CAMERAS
- ▶ ASC KIOSKS
- ▶ RTLS
- ▶ SPREADER CAMERA

#### QUAY AUTOMATION

IMPROVING WATERSIDE OPERATIONS FOR A LEANER, GREENER INDUSTRY READY FOR INCREASING TRAFFIC

- ▶ OCR BOXCATCHER
- ▶ TT AND SC IDENTIFICATION AND ALIGNMENT
- ▶ BLV BAY LOAD VERIFICATION
- ▶ RTLS
- ▶ SPREADER CAMERA

#### THEBRIDGE

Camco's recently developed integrated platform, THE BRIDGE, enhances integration across all operational levels by providing a unified web-based system that connects GOS, truck OCR, rail OCR, RTLS, and Crane OCR, enabling the management of multiple terminals and Camco installations from a single screen.



SPECIAL TRAILERS SINCE 1881

Gets you there.



# LIGHT IN EVERY WAY



**MOST SOLID**



**MOST RELIABLE**



**LOWEST OPERATIONAL COST**



**EASIEST TO OPERATE**



## SOLUTRANS

18 - 22 NOV 2025 LYON - EUREXPO

HALLS C044

[WWW.NOOTEBOOM.COM](http://WWW.NOOTEBOOM.COM)



# COLLETT EXPANDS FLEET WITH GREINER AND GOLDHOFER

Collett & Sons Ltd has reinforced its position as one of Europe's leading engineered heavy transport specialists with a significant dual investment: the acquisition of 36 Goldhofer THP/SL-L axle lines and the introduction of a new 350-tonne Greiner Modular Side Girder Bridge System (SGB). Delivery of both systems was completed at the end of August following joint trial setups and overload testing at the Goldhofer plant in Memmingen. This collaborative commissioning marks the beginning of a promising partnership between Collett, Goldhofer, and Greiner, three of the sector's foremost engineering leaders.



**T**he Greiner girder bridge was first put into operation in September 2025 as part of a long-term agreement with GE, involving the transport of large power transformers from GE's Stafford facility to Ellesmere Port. Mobilised in June 2025, the contract requires rigorous route analysis, specialist engineering, and tailored transport design to address significant variations in load dimensions and weight. Anticipating these requirements, Collett invested in the new SGB to enhance its operational flexibility and ensure optimal safety margins. A total of 35 girder frame transports will be carried out during the project, each demanding precise logistical coordination. *"This investment in the new 350-tonne Greiner girder bridge completes the jigsaw in terms of our fleet capacity," said David Collett, Managing Director at Collett & Sons Ltd. "It was introduced specifically to satisfy a client requirement and further strengthen our engineered heavy transport capabilities. Combined with our new Goldhofer axles, it's great to see the system performing exactly as intended on its first deployment."*

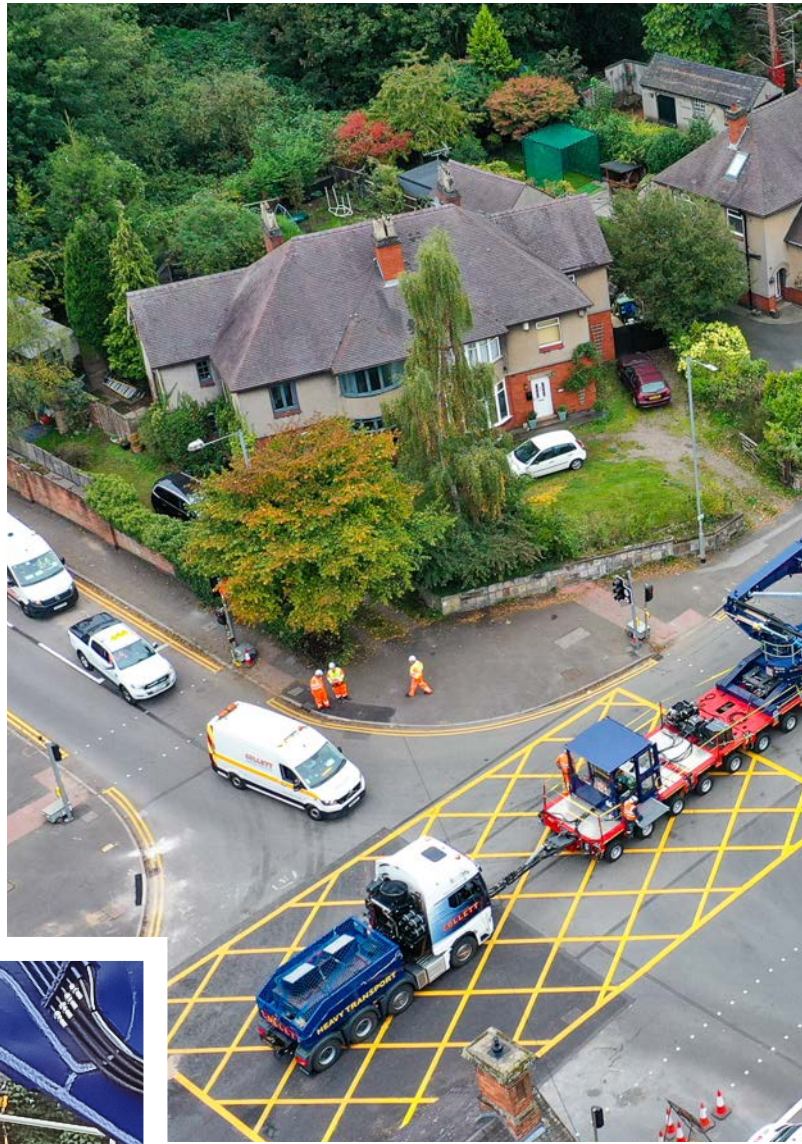


## ADVANCED MODULARITY FROM GREINER

Configured in a 30-axle arrangement, the Greiner system sets a new benchmark in modular side girder bridge technology. Its adaptable structure incorporates interchangeable beams capable of accommodating a wide range of project requirements, with axle configurations extending from 2 × 8 up to 2 × 18. Adjustable side decks and flexible loading methods ensure full compatibility with multiple trailer manufacturers, enabling Collett to tailor each setup precisely to the characteristics of each transformer. The design enhances ground pressure distribution, reduces axle loading, and optimises load positioning critical factors in managing infrastructure constraints and ensuring regulatory compliance.

## INTEGRATION WITH GOLDHOFER THP/SL-L AXLES

The introduction of the Greiner SGB coincides with Collett's substantial investment in Goldhofer THP/SL-L axle technology. The THP/SL-L family is renowned for its low deadweight, torsionally rigid platform, and reliability under challenging conditions. Each line of-



fers an axle load capacity of 26.1 tonnes while maintaining a deadweight of just 2.77 tonnes, delivering exceptional performance where low axle loads and high bending moments are required. Their universal compatibility ensures seamless integration into Collett's existing Goldhofer fleet, maximising efficiency and enabling tailored configurations for a wide spectrum of heavy-duty transport tasks. *"We are proud to have found a premium segment partner in Goldhofer that provides customized and future-proof solutions for our requirements,"* said Director Sam Collett. *"The THP/SL-L modules offer maximum flexibility and technical precision exactly what is needed for our complex projects."*

## A HIGH-PERFORMANCE COMBINATION

When paired with the 350-tonne Greiner side girder bridge, the Goldhofer axle lines create an exceptionally capable heavy haulage platform. With its modular scissor lift system and capacity to handle major industrial components such as transformers and reactors, the integrated setup represents a new level of capability for the Collett fleet.



**Michael Greiner, Managing Director of Greiner Heavy Engineering, commented:** *"This is a fantastic project that brings together three road haulage heavyweights and demonstrates our technical solution competence. The combination of Goldhofer modules and our girder bridge is a striking example of intelligent engineering."*

## FORWARD-LOOKING PARTNERSHIP

For Goldhofer, cooperation with Collett represents not only a successful delivery but also a strategic alignment. *"Collett & Sons is one of the major heavy-haulage players on the European market,"* said **Dennis Leschensky, Director of Sales Europe & North Africa at Goldhofer.** *"The decision in favour of our THP/SL family shows that our portfolio perfectly meets the requirements of modern heavy-duty logistics."*

The handover in Memmingen highlighted a strong exchange of technical insights and a shared commitment to advancing next-generation transport solutions. For Collett, the decision to integrate Goldhofer technology into its fleet reflects a long-term focus on quality, innovation, and engineering excellence.

## SETTING NEW STANDARDS IN HEAVY TRANSPORT

With the deployment of the 350-tonne Greiner girder bridge and the integration of the new Goldhofer THP/SL-L axle lines, Collett & Sons Ltd has significantly strengthened its engineered transport capabilities. Early operations have already demonstrated the system's performance, precision, and reliability. These investments mark a decisive step in Collett's ongoing fleet evolution, enabling the company to meet increasingly complex client demands while setting new standards in heavy haulage across the UK and Europe.



# MAMMOET POWERS ENBW'S NEW H<sub>2</sub>-READY PLANT

Building a new-generation power plant on an active industrial site is no small feat, especially when space, safety, and timing are critical. In Altbach/Deizisau, Germany, Energie Baden-Wuerttemberg AG (EnBW) is constructing a new H<sub>2</sub>-ready combined cycle gas turbine (CCGT) power plant alongside its existing coal-fired facility, which remains operational as part of Germany's strategic power reserve. To make this ambitious project possible, Mammoet was tasked with managing the delivery, storage, and installation of the plant's largest and most complex components.





**T**he new power station marks a significant step toward decarbonisation. Designed to operate on natural gas, hydrogen, or a blend of the two, it will replace coal-based generation with cleaner, flexible energy production. However, constructing it adjacent to an operational site meant space was severely limited. To overcome this, Mammoet implemented a just-in-time delivery strategy, ensuring each component arrived precisely when required to avoid on-site congestion. Because the available storage area was insufficient, Mammoet used its Schiedam yard in the Netherlands to temporarily store and marshal components, including heavy items such as HRSG modules, a gas turbine, a generator, and transformer units. These were transported by sea to Schiedam, then shipped along the river network to Altbach on specialised river-going vessels.



## A KEY INNOVATION

A key innovation was the construction of a temporary jetty near the new plant site. The existing jetty used for coal deliveries could not be accessed without disrupting operations. By building a separate jetty, Mammoet enabled its main crawler crane to offload and install components continuously, greatly improving efficiency.

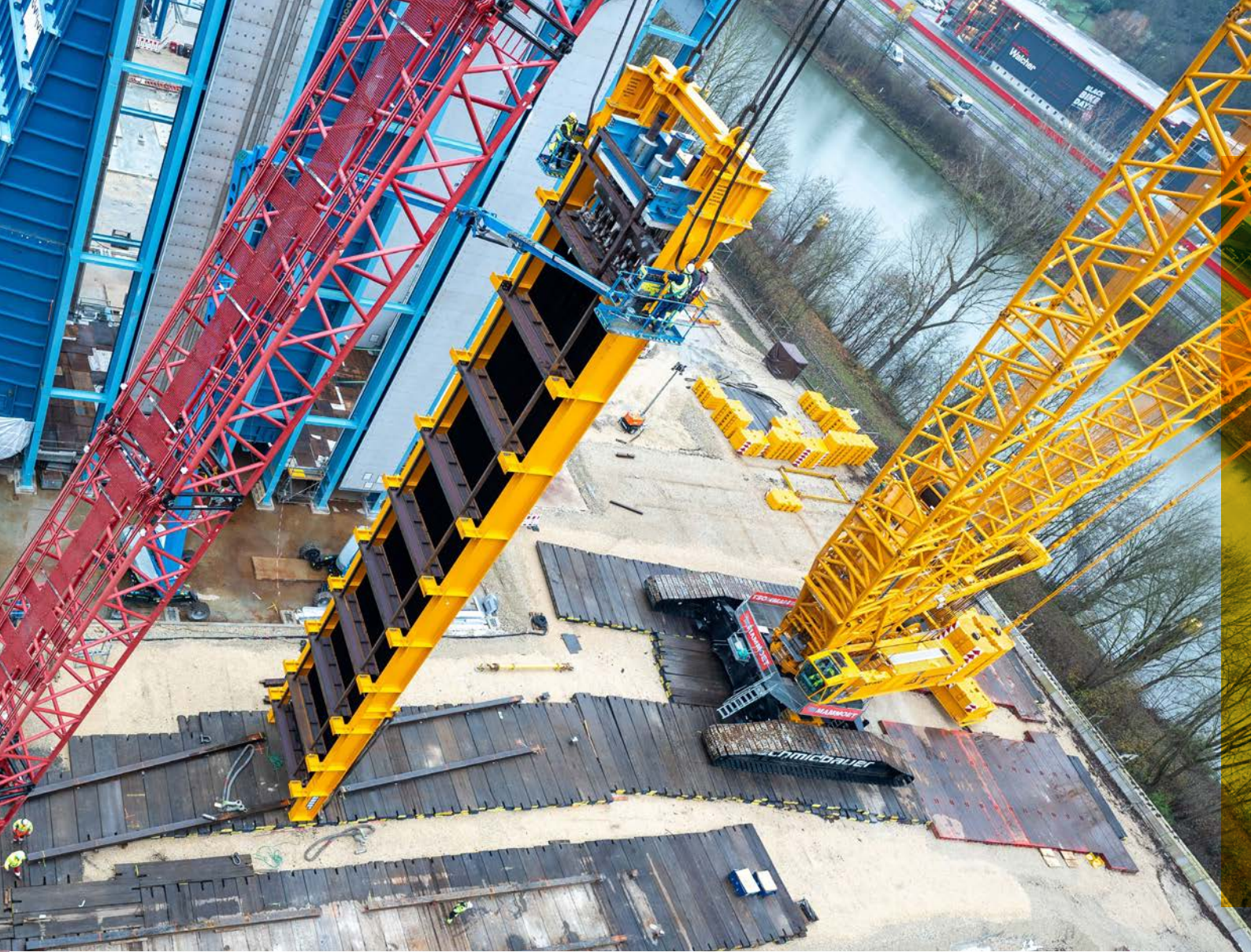
Among the most challenging lifts were the 15 HRSG modules, each between 80 and 250 tonnes and up to 30 metres long. Their flexible design required precise handling to avoid deformation. *“Every stage of their movement from ground preparation to offloading was carefully planned,”* said Leonid Sinelnikov, Project Manager at Mammoet. The modules were positioned using a 1,350-tonne main crane and a 600-tonne tailing crane, with flight clearance required from Stuttgart Airport due to the boom’s height.

## WEEKS OF PREPARATION

Another demanding operation involved the installation of the 400MW gas turbine, weighing over 350 tonnes. To meet tight levelling tolerances, Mammoet integrated strand jacks into the rigging system, allowing for millimetre adjustments during the lift. Even the six prefabricated stack modules, forming the plant’s chimney, presented logistical hurdles. Standing up to 18 metres high, they had to be moved over public roads using Self-Propelled Modular Transporters (SPMTs) a journey of just 75 metres but requiring weeks of preparation and 3D route scanning to ensure safety and clearance.

With multiple contractors and simultaneous operations on-site, coordination and communication were key. Mammoet’s expertise in engineering, project management, and heavy-lift logistics ensured the complex sequence was completed safely and efficiently.





# ENERCON DEBUTS SCHEUERLE BLADELIFTER

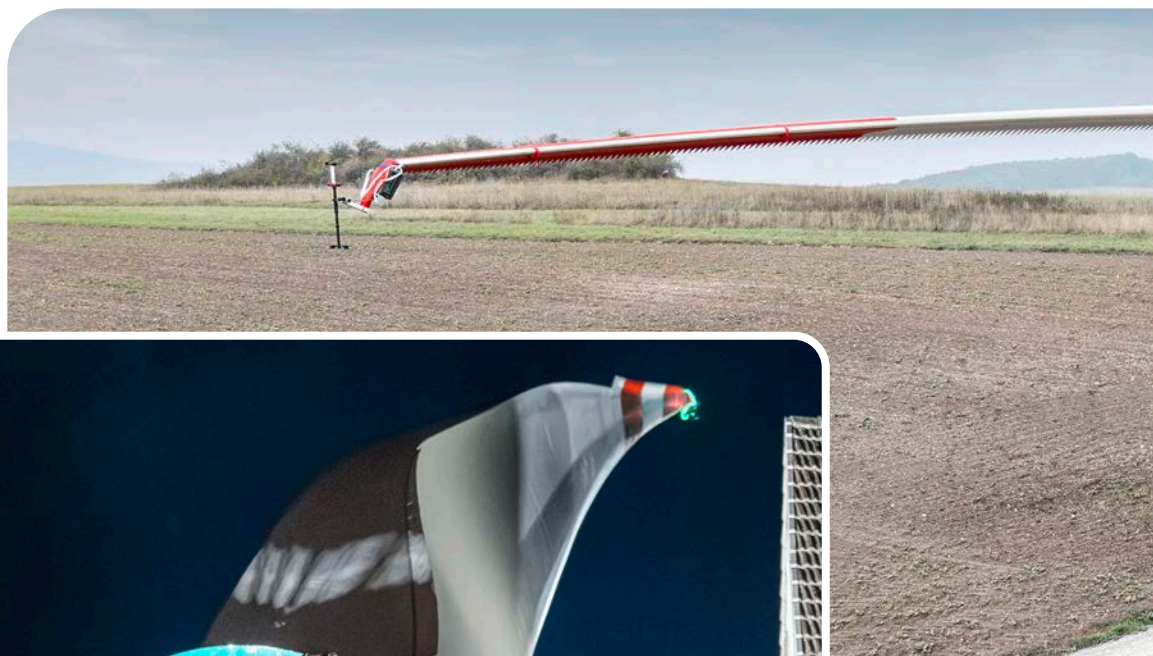
For the first time, Enercon has employed its newly acquired Scheuerle BladeLifter G4 for rotor blade transport operations, marking a milestone in the wind turbine manufacturer's ongoing efforts to enhance logistical efficiency and sustainability in onshore wind projects. The advanced transport system, delivered by TII Scheuerle, was put to the test during the construction of the Olsbrücken wind farm in Rhineland-Palatinate, Germany, where it demonstrated its full capabilities under demanding topographical and infrastructural conditions.

**A**t Olsbrücken, two additional Enercon E-138 EP3 turbines, each with a hub height of 160 metres, are currently being erected. Once operational, the wind farm operated by juwi Beteiligungs GmbH & Co. Natur-Power 4 KG will deliver a total output of 8.52 MW. Commissioning of the new turbines is scheduled for early November.

The logistical challenge was formidable: rotor blades, each measuring around 68 metres in length, needed to be transported through narrow village streets, over railway crossings, and along steep, winding rural roads. The Scheuerle BladeLifter G4 was used by Enercon for the first time, enabling operators to hydraulically lift and tilt the blades by up to 60 degrees, allowing them to manoeuvre safely around obstacles while minimising disruption to local infrastructure. *"The BladeLifter G4 opens up new possibilities for us in rotor blade logistics," explained Björn Feddermann, Global Logistics Project Manager at Enercon. "With long components and challenging routes, this technology gives us far greater flexibility and planning reliability. The Olsbrücken project was a real test but both the equipment and the crew performed exceptionally well."*







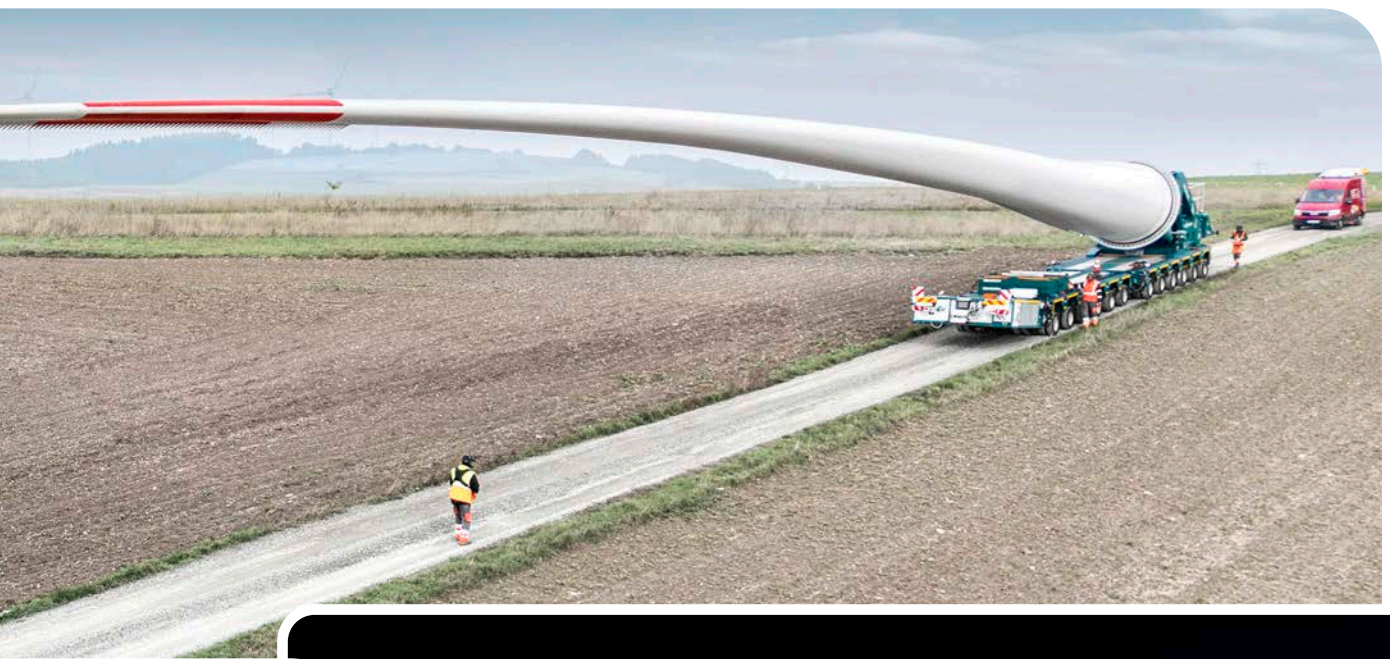
The operation was carried out by Feddermann's logistics team Stefan Grote, Kevin Hellbach, Malte Tjarks, Klaus Richter, and Andre Engel whose coordination ensured a smooth and efficient transport process.

**According to Feddermann, collaboration with TII Scheuerle proved seamless.** "We had a competent contact person for every aspect. Their expertise was extensive, and our feedback was always welcomed," he noted.

Enecon's adoption of the BladeLifter G4 underscores a growing industry trend toward innovative heavy-lift technology that reduces the need for costly civil engineering inter-

ventions, such as road widening or tree removal. By allowing vertical blade positioning and controlled hydraulic steering, the BladeLifter not only enhances manoeuvrability but also supports more sustainable logistics practices in wind energy construction.

Following the successful debut at Olsbrücken, Enecon plans to deploy the BladeLifter G4 at the Bingen wind farm near Sigmaringen on Lake Constance—further illustrating how advanced heavy transport engineering continues to enable the global transition to renewable energy.

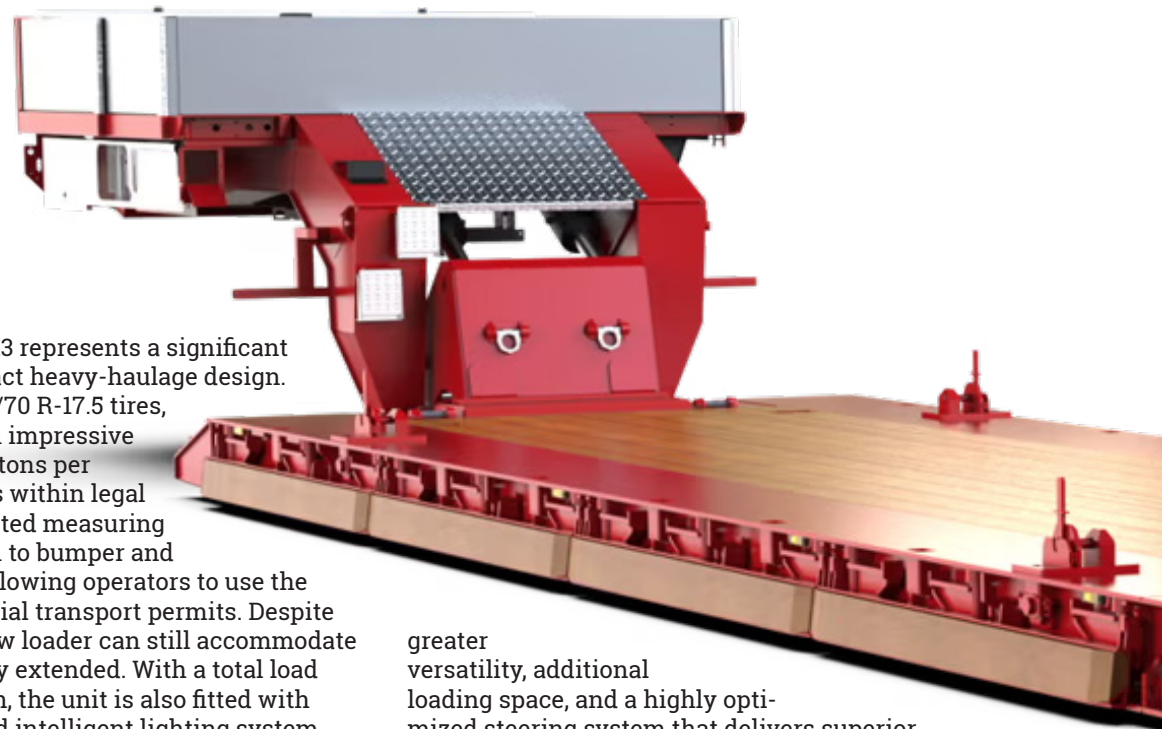


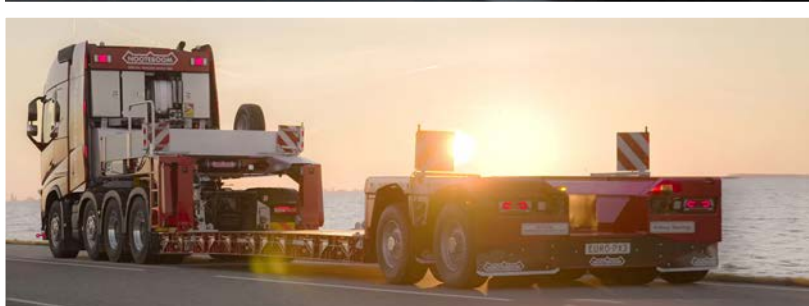
# NOOTEBOOM UNVEILS NEW EURO-PX3 LOW LOADER

Nooteboom is introducing the EURO-PX3, the third generation of its renowned EURO-PX low loaders with pendle axles. First unveiled in April, the new EURO-PX3 range will make its public debut this November at Solutrans in Lyon, where Nooteboom will showcase its 2-axle EURO-PX3 low loader, model EURO-47-02(P3), for the very first time.

**T**he 2-axle EURO-PX3 represents a significant evolution in compact heavy-haulage design. Equipped with 245/70 R-17.5 tires, the trailer offers an impressive load capacity of 12 tons per axle line. Crucially, it remains within legal dimensions when fully retracted measuring under 12 metres from kingpin to bumper and no wider than 2.55 metres—allowing operators to use the trailer without requiring special transport permits. Despite this compact footprint, the low loader can still accommodate a 40-foot container when fully extended. With a total load capacity of 33 tons at 80 km/h, the unit is also fitted with Nooteboom's newly developed intelligent lighting system, incorporating the distinctive Nooteboom logo. The trailer on display has been built for Moovl Transport B.V. and will be delivered to the Dutch operator following the show. The launch of the EURO-PX3 series underscores Nooteboom's focus on enhancing performance, efficiency, and sustainability for modern transport operators. The latest generation introduces multiple upgrades over previous models, including increased payload capacity, a wider excavator trough for

greater versatility, additional loading space, and a highly optimized steering system that delivers superior manoeuvrability with reduced tire wear. A newly engineered, lighter yet extremely robust chassis further improves operational efficiency, while lower maintenance requirements help reduce downtime and long-term operating costs. Together, these features position the EURO-PX3 as one of the most advanced and capable low loaders currently available on the market.





Nootboom's leadership in transport technology dates back to 1953, when the company first began developing specialized low loaders for heavy and oversized cargo. The original EURO-PX range, introduced in 2005, revolutionized the market with the patented Pendel-X technology and integrated excavator trough. Now, with the complete redesign of the EURO-PX programme featuring hydraulically steered swing axles the company is once again setting new benchmarks for performance and modular versatility. Nootboom has also confirmed that additional configurations, including Jeepdolly and Interdolly combinations for increased load capacity and extended operating possibilities, will be introduced in the near future.

For transport companies seeking cutting-edge solutions tailored to demanding logistics challenges, the EURO-PX3 represents a powerful new tool designed to deliver maximum payload, efficiency, and reliability. Nootboom invites industry professionals to discover the new EURO-PX3 range in person at Solutrans, held from 18–22 November 2025. The company will be present in Hall 5, Stand C044, where visitors can meet the Nootboom team, learn more about the latest technological developments, and preview upcoming innovations.



# KÄSSBOHRER CELEBRATES A DECADE OF INNOVATION

A decade of commitment, innovation, and engineering excellence will take center stage as Kässbohrer, one of Europe's leading semi-trailer manufacturers, returns to Solutrans 2025. The international trade fair, taking place from 18 to 22 November 2025 at Eurexpo Lyon, will once again welcome the brand that has become synonymous with versatility, sustainability, and technological leadership in road transport. Marking its fifth consecutive participation since 2015, Kässbohrer is preparing to showcase the finest examples of its "Ingenuity" philosophy where engineering excellence meets practical ingenuity, alongside the latest developments in sustainable mobility and electrification.

**W**ith dedicated teams from France, Spain, and Italy, Kässbohrer will welcome its partners and customers in Hall 4, Stand G122, presenting a carefully curated selection of its most efficient, innovative, and high-quality vehicles. This year's participation underlines not only Kässbohrer's technical evolution but also its unwavering commitment to the sustainable transformation of the transport industry across Europe.

## DRIVING THE ELECTRIFICATION DIALOGUE

At the heart of Kässbohrer's Solutrans presence will be the K-Expert Talk Electrification series an initiative that has grown into a pivotal platform for industry dialogue and knowledge exchange. Now entering its third edition, and realized in partnership with ZEFES, the sessions will gather stakeholders from OEMs, logistics companies, and infrastructure service providers to discuss the challenges and opportunities of electrification.

With a focus on accelerating the integration of electric technology into both road and intermodal transport, the program reflects Kässbohrer's dedication to fostering cross-industry collaboration and driving tangible progress toward decarbonisation.

## ENGINEERING EXCELLENCE THROUGH "INGENUITY"

The foundation of Kässbohrer's success lies in its steadfast commitment to engineering excellence, embodied in its guiding principle of Ingenuity. Serving customers in more than seventy countries, Kässbohrer designs and manufactures trailers that meet the complex demands of every sector from general cargo and heavy haulage to intermodal, bulk, and liquid transport. Its R&D centres, spanning 22,000 square metres and equipped with Europe's first trailer OEM-owned outdoor test track, enable the company to develop and validate new technologies under real-world conditions. Since the last Solutrans exhibition, Kässbohrer has introduced twenty-one new vehicles, each tested over one million kilometres and proven under extreme temperature conditions ranging from -70°C to +150°C.

Such rigorous validation ensures that every Kässbohrer product exceeds industry standards in safety, durability, and efficiency, reinforcing the brand's reputation as a leader in innovation and reliability.

## SHOWCASING A NEW GENERATION OF TRAILERS

At Solutrans 2025, Kässbohrer will unveil a new vehicle alongside several models that exemplify its latest engineering achievements. Among them, the K.SSL 38, Europe's lightest non-tipping silo trailer, sets new benchmarks for efficiency and safety in bulk transport. With its lightweight design, high stability, and fast unloading capabilities, the K.SSL 38 combines functionality with refined manoeuvrability, ensuring optimal performance even in challenging operating conditions.

Equally impressive is the K.SLS HS 3, a non-extendable three-axle low-bed semi-trailer designed to redefine safety and flexibility in machinery transport. Constructed with S700MC high-strength steel, the model delivers superior durability while reducing tare weight for greater fuel efficiency and lower emissions. Its hydraulic gooseneck ramp allows rapid and secure loading, while the self-steering last axle offers exceptional manoeuvrability in narrow sites and urban environments.

Another highlight is the K.SHG AVH, Kässbohrer's award-winning front and rear extendable gooseneck container chassis. Designed for containers from 20 ft to 45 ft, the model integrates Kässbohrer's patented octagonal central frame winner of the Trailer Innovation Award in the Chassis category eliminating torsional stress and enhancing structural longevity. Manufactured with high-strength S700MC steel and protected by cathaphoretic dip-coating (KTL), the chassis delivers maximum robustness and corrosion resistance, while a pneumatic locking system ensures easy and safe operation.

Completing the lineup, the K.SRI C represents Kässbohrer's new standard in refrigerated transport. Built on a million-kilometre-tested chassis, it offers outstanding strength, precise temperature control, and top-class insulation of 0.31 W/m<sup>2</sup>K. Its advanced airflow system supports single- and multi-temperature configurations, meeting the diverse requirements of fresh, frozen, and pharmaceutical logistics. Certified under FRC,



Pharma, HACCP, and Code XL standards, and compatible with leading telematics systems, the K.SRI C stands as a benchmark in reefer innovation.

## COMPREHENSIVE AFTER-SALES AND SERVICE SUPPORT

Beyond manufacturing, Kässbohrer's commitment to its customers extends through its advanced after-sales and spare parts operations. With a network of 574 service points across Europe, Kässbohrer guarantees 24-hour parts dispatch and ensures 95 percent fast-moving parts availability. The company's main spare parts hub in Lyon works in synergy with facilities in Ulm and Goch in Germany, delivering fast and efficient support to minimize vehicle downtime.

Established in 2019, Kässbohrer France SAS continues to serve the French market with a focus on quality, efficiency, and innovation. Supported by five regional sales offices and fifty-four service locations, the French team provides full after-sales coverage and access to Kässbohrer's broad product portfolio. Through its collaboration with BNP Paribas, Kässbohrer also offers highly competitive financing solutions, reinforcing its long-term commitment to customers across Europe.

## A DECADE OF PROGRESS AND VISION

Kässbohrer's return to Solutrans 2025 marks not just another exhibition, but the celebration of a decade of relentless progress. From pioneering electrification initiatives to setting new standards in safety, efficiency, and sustainability, Kässbohrer continues to shape the future of European transport with vision, competence, and passion. As the brand celebrates ten years of continuous participation at Solutrans, its legacy of Enginuity engineering intelligence in motion remains stronger than ever.

# ELECTRIC AND HYBRID LIFTING EQUIPMENT, BUILDING A GREENER FUTURE FOR CONSTRUCTION



## A NEW ERA FOR HEAVY LIFTING

Construction has always relied on heavy lifting. Cranes, platforms and powered access equipment are the backbone of any major project. But they can also carry a heavy environmental cost. Due to many of these machines traditionally being powered by diesel, they have long been associated with high emissions, noise, and fuel consumption. Now, as the pressure to decarbonise intensifies, the sector is entering a new era. Electric and hybrid lifting equipment is moving from the margins to the mainstream, transforming not only how sites operate but how the industry thinks about sustainability.

Two companies contributing to this charge are Liebherr and Select Plant Hire. Both invest heavily in cleaner, smarter machinery that proves construction can be ambitious, efficient and environmentally responsible at the same time.

## WHY SUSTAINABILITY MATTERS MORE THAN EVER

The UK's Construction 2025 strategy set the tone more than a decade ago, demanding a 50% cut in greenhouse gas emissions and greater use of recyclable and sustainable resources. Those targets, once distant, are now very much on the horizon.

This shift is forcing companies to rethink how every piece of machinery contributes to the bigger picture. From alternative fuels such as Hydro-treated Vegetable Oil (HVO) to fully battery-powered cranes, greener solutions are no longer optional extras. They are fast becoming the new standard.

## TECHNOLOGY MEETS SUSTAINABILITY

Innovation in lifting equipment is not only about cutting emissions. It's also about making machines smarter and safer. Take tower cranes, for example. They are often the workhorses of major projects, running almost continuously. Select Plant Hire has been exploring energy storage systems (BESS) that reduce reliance on diesel generators. Stephen Bradby, the company's Business Unit Technical Leader and Engineered Safety Lead, highlighted these systems at the International Tower Cranes Conference, pointing out their ability to store and reuse energy. A game changer for sites looking to lower emissions without sacrificing performance.

### Two potential benefits from this system are:

#### 1) Reduction of generator size

The system allows for a smaller generator to work at its peak efficiency, which is great for Stage 5 generators that clog up if they're not correctly loaded.

#### 2) Enables the crane to run off a mains connection

The BESS removes all the power demand peaks, meaning a very small supply is required.

Select's current biggest lifting tower crane, the CTL1600, goes from needing an 800kVA, costing £3k of fuel per week, to a BESS with a 100kVA generator that has no idling, or the same BESS with a 63amp red socket plugged into mains.

The push towards electrification is equally visible in powered access fleets. Select has been expanding its investment in Skyjack SJ45/60 AJE+ models, electric MEWPs that deliver reliable performance with virtually no



emissions and low noise levels. For inner-city construction, where air quality and community impact are under close scrutiny, this is a crucial step forward.

## LIEBHERR: POWER WITHOUT EMISSIONS

Few names in the lifting world carry as much weight as Liebherr. The manufacturer has been setting industry standards for decades, and its latest innovations are firmly aimed at the zero-emission jobsite.

The LR 1300.2 SX Unplugged crawler crane represents a bold stride forward. It's amazing that a crane capable of lifting up to 300 tonnes can be operated while connected to a conventional electricity supply, or be fully recharged in 4.5 hours. It demonstrates that high performance no longer has to come at the cost of high emissions.

### Johannes Rhomberg, Head of Product Management at Liebherr-Werk Nenzing GmbH, explains the thinking:

*"Decarbonisation, digitalisation and personal safety are among the biggest challenges facing the construction industry today. For this reason, we always aim to offer the best possible solutions with our product developments. The new LR 1300.2 SX unplugged is one of them."*

It's part of a growing "Unplugged" family, joining four other emission-free crawler cranes already in circulation. Add to that the LTM 1150-5.4E, a mobile crane with an electric drive that gives operators the flexibility of switching between electric and conventional operation, and Liebherr is clearly staking a claim as one of the leaders in hybrid lifting.



## SELECT PLANT HIRE: DRIVING CHANGE ON THE GROUND

On the contractor side, Select is matching that innovation with a fleet strategy designed for long-term sustainability. The company has also invested in an “Unplugged” range. For example, the fleet of LR1160.1 and the larger LR 1250.1 emission-free crawler cranes. **Steve Bradby says,** *“Interestingly, if we power an unplugged crane by diesel generator, we see a (conservative) 40% reduction in fuel consumption. The smaller engine of the generator uses less fuel and is switched off when not used, so doesn’t have idling which causes Stage 5 unit to have to clear DPF filters by ‘regenerating’ (artificially working the engine hard to heat up the exhaust to burn off excess soot caught in the diesel particulate filter)”*

The company’s latest Sustainability Report reveals how it is attacking the problem from multiple angles. One of the most significant changes has been the move away from white diesel towards HVO fuel, cutting emissions across the fleet while still supporting projects where electric power isn’t yet feasible.

What’s notable is the breadth of Select’s approach. Rather than focusing on a single solution, the company is combining areas such as electric cranes, access platforms, fuel switching, flywheels, BESS, telematics, and digital planning tools. It’s a pragmatic, multi-pronged effort that reflects the complexity of real-world construction projects.

## THE BIGGER PICTURE

The progress made by Liebherr and Select Plant Hire is part of a much broader movement. Hybrid and electric lifting machines are no longer prototypes or pilot projects. They are now appearing on major UK jobsites and beyond.

### These developments tie directly to the Construction 2025 vision:

- 50% lower emissions across the industry.
- Increased use of renewable and recyclable resources.
- Safer, smarter ways of working through digitalisation.

The journey isn’t over. For now, hybrid solutions and renewable fuels provide a bridge, while infrastructure for fully electric operation continues to grow. Grid connections, site-wide energy storage and renewable integration are likely to define the next chapter.

# LOOKING AHEAD

## NEXT GENERATION MACHINES

The machines we see today are what we would call “gen 1” electric machines. Put simply, the engines and fuel tanks have been removed and replaced with motors and batteries. Hydraulics are at very best 40% efficient, meaning that the batteries have to be larger to cover the losses.

The next generation of machines will reduce the reliance on hydraulics by using more electric mechanisms, which can have over 80% efficiency. This will make the machines more efficient, and more cost effective, by reducing the amount of space consuming, expensive batteries.

Liebherr have introduced the first machine in this space. The HS 8100.2 dual power, the company’s first all-electric duty cycle crawler crane. Launched at Bauma 2025, the machine introduces a flexible dual power concept centred on an integrated battery system. Depending on the site conditions, the crane can operate entirely from the site’s electricity supply, from a mix of mains and its optional onboard diesel generator, or solely from the generator if no infrastructure is available.

All of the main components (including the travelling gear, swing drive, luffing winch and free-fall winches) are electrically powered. This results in zero on-site emissions, less wear, and quieter operation. The crane is also designed to



recover energy when lowering loads, reducing its power requirement by up to 30% compared to conventional models.

With a lifting capacity of up to 100 tonnes and applications ranging from deep foundation work to material handling, the HS 8100.2 demonstrates how duty cycle cranes can combine versatility with efficiency. It represents a significant step towards quieter, cleaner and more adaptable construction machinery.

## GETTING SITES TO ADOPT

One of the biggest challenges in this push for using greener machinery is persuading sites to adopt. The often high machine cost can be off-putting, and some companies are still stuck in the traditional machinery mindset.

Sites are being encouraged to consider the running costs rather than hire rates. Yes, electric machines cost more to buy, resulting in hire rates being higher, but the running costs help to balance this out. This needs to be weighed up with other factors, like fewer fuel deliveries, less noise, and less negative impact on the carbon footprint.

Another thing for sites to consider is that, if they don't facilitate the electric infrastructure early enough, if/when they do decide to go down that route, it can become problematic, because they might not get the power where they need it, which makes running and charging electric machinery difficult.



## FINAL THOUGHTS

Construction has always thrived on innovation, and the shift to electric and hybrid lifting equipment is simply the latest evolution. The difference now is the urgency. Environmental performance is not only a competitive advantage but also a necessity.

Companies like Liebherr and Select show what's possible when engineering excellence meets sustainability. Their machinery proves that it's possible to lift heavier loads, reach higher standards and still tread more lightly on the planet.

As we edge closer to 2026, one thing is certain. The future of lifting equipment is electric, hybrid, and decidedly greener. And with pioneers like these leading the way, the industry is well on course to meet its most pressing challenges head-on.



# LIEBHERR CRANES BUILD 2026 WINTER OLYMPICS VENUES

As preparations intensify for the Milano Cortina 2026 Winter Olympic Games, Liebherr tower cranes supplied by Italian dealer Niederstätter AG are playing a central role in the development of two key venues: the new ski jumping centre in Predazzo and the ARENA MILANO, future home to Olympic ice hockey.

**A**cross the two sites, nine Liebherr tower cranes are currently in operation, their booms rising above some of Italy's most technically challenging construction environments. From the steep Alpine slopes of Trentino to the confined spaces of Milan's dense urban landscape, Liebherr's proven technology and precision control systems are ensuring progress remains both efficient and on schedule.

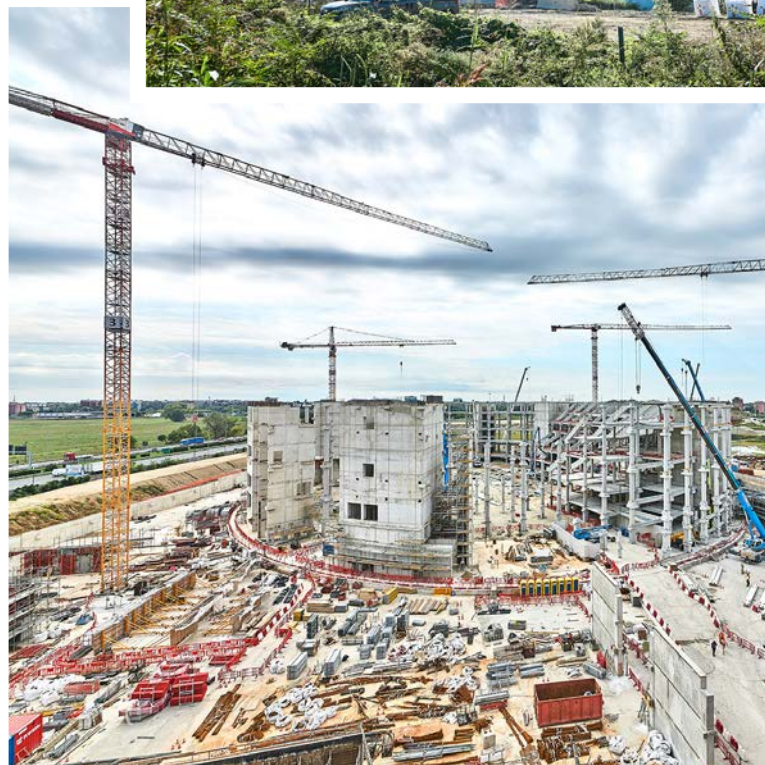
## BUILDING ON ALPINE TRADITION

In the heart of the Val di Fiemme, the historic ski jumping site in Predazzo once the stage for world championships is being transformed into the modern Centro del Salto. The 30,000 m<sup>2</sup> project includes two competition hills for ski jumping and Nordic combined, complete with training facilities, media zones, and athlete amenities.

To tackle the logistical and topographical challenges of building on steep terrain, Liebherr top-slewing cranes including the 340 EC-B, 370 EC-B 12 Fibre, and 550 EC-H have been deployed. Their high load capacities, combined with precise motion control, enable accurate and safe lifting even under the demanding weather and altitude conditions typical of the Alpine region.

## PRECISION IN THE HEART OF MILAN

Meanwhile, in Milan, the construction of the ARENA MILANO one of the Olympic Games' flagship venues is progressing rapidly. Designed to host the ice hockey competitions, the arena represents a showcase of modern architecture and engineering within tight city constraints. Here, Liebherr cranes including the 340 EC-B, 370 EC-B 12 Fibre, 280 EC-H, two 205 EC-Bs, and a 285 EC-B ensure optimal coverage of the site. Their compact footprints and reliable performance make them





indispensable for lifting operations where space is limited, yet precision is paramount. Together, these cranes are helping to shape a world-class sporting venue that combines efficiency, sustainability, and architectural ambition.

## SHARED COMMITMENT TO EXCELLENCE

For Niederstätter AG, Liebherr's long-standing partner in Italy, contributing to such landmark projects is a matter of pride.

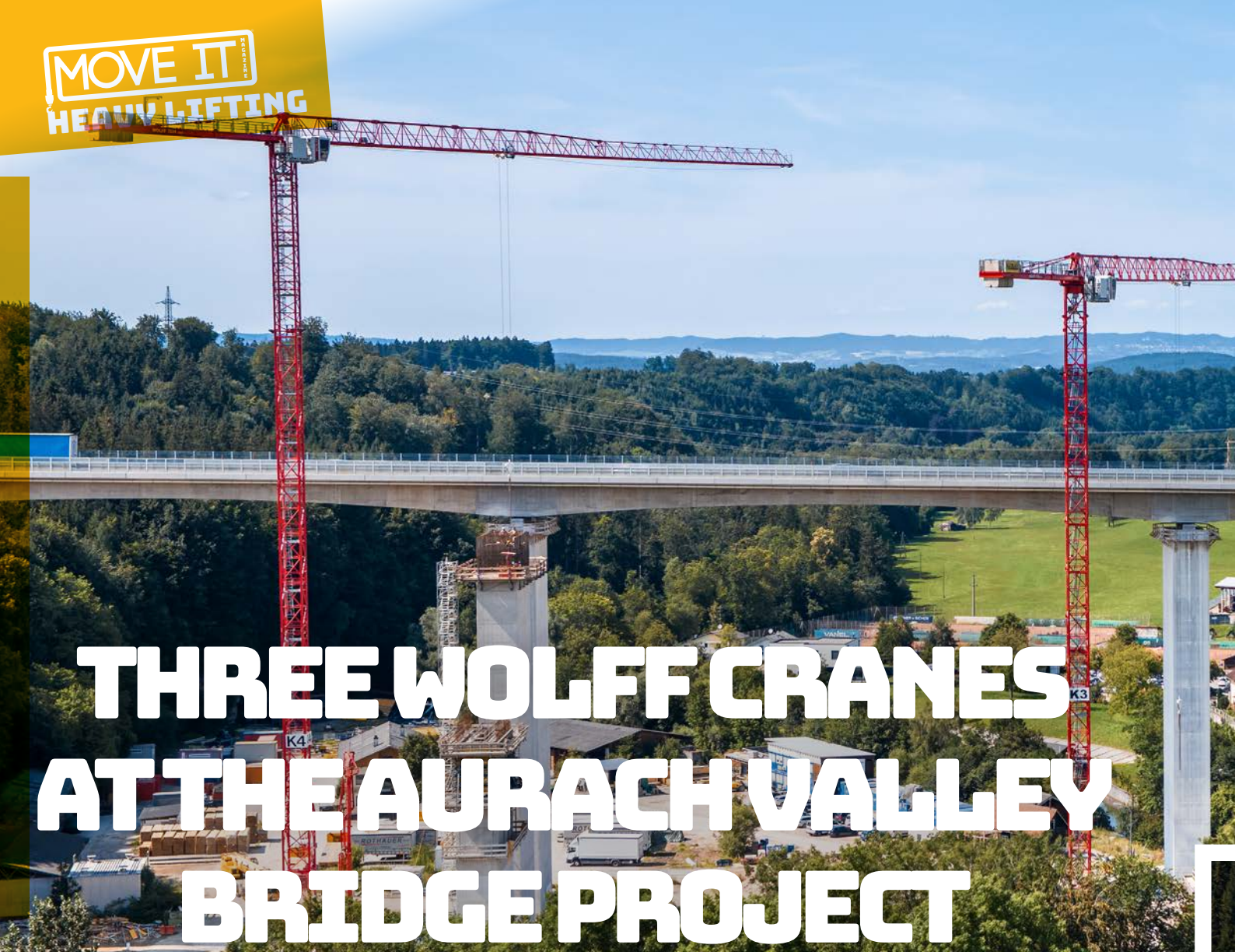
*"As a dealer, we are proud to collaborate with companies that have both the vision and the capability to realise projects of this scale," said Manuel Niederstätter. "We share with them not only a passion for construction, but also the responsibility to create spaces that go beyond their function places that inspire and welcome people."*

**Daniela Niederstätter added:** *"Thanks to our decades of experience, cutting-edge tech-*

*nology and, above all, the service-oriented approach that defines us, we can guarantee maximum efficiency on large and demanding construction sites like these."*

## ENGINEERING FOR OLYMPIC AMBITION

As Italy prepares to welcome the world to the 2026 Winter Olympic Games, Liebherr cranes stand as symbols of engineering precision and reliability. Their contribution to these two strategic venues underscores the essential role of advanced lifting technology in enabling the creation of complex, world-class infrastructure on time, on budget, and built to last long beyond the Games themselves.



# THREE WOLFF CRANES AT THE AURACH VALLEY BRIDGE PROJECT

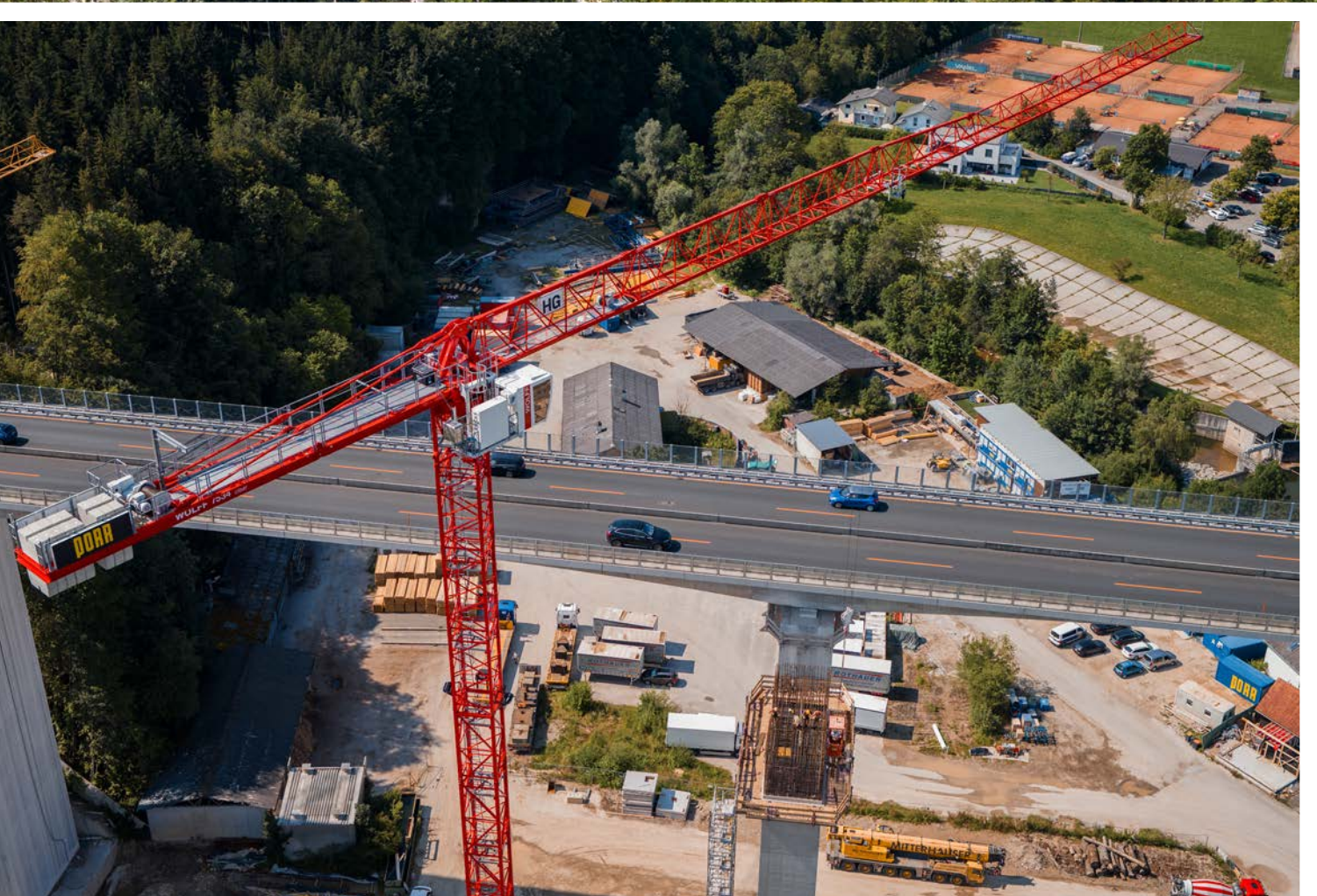
After more than three years of engineering precision and teamwork, the new Aurach Valley Bridge near the Regau junction in Upper Austria officially opened to traffic in early September 2025. Playing a crucial role in this remarkable infrastructure project were three WOLFF 7534.16 Clear flat-top cranes, supplied by long-standing WOLFFKRAM customer Habau for the Habau/Porr joint venture.

**E**ACH crane, with a maximum lifting capacity of 16.5 tonnes, was installed in 2022 and mounted on towers measuring 77.6 metres (two units) and 64.1 metres (one unit). Throughout the construction period, they supported both the demolition of the old A1 West Motorway bridge and the construction of the new structure, lifting and transporting reinforcing steel, formwork elements, precast concrete components, and construction vehicles. Freestanding loads of up to 13 tonnes were handled with precision, showcasing the reliability and versatility of the WOLFF 7534.16 Clear model.

The cranes were dismantled in March 2025 after nearly three years on site. Due to the site's complex layout situated between highway traffic, railway tracks, and a stream assembly and dismantling required meticulous logistics and coordination. With the support of the WOLFFKRAM team, careful planning ensured the process ran efficiently and safely. Each crane was equipped with slew limiters and cameras, improving safety and load visibility during operations.

The bridge's construction sequence was itself an engineering highlight. A temporary side-position bridge was first built to maintain traffic flow. After demolition of the old bridge, the new structure was completed alongside it. In spring 2025, the deck of the side-position bridge was spectacularly shifted laterally onto the new piers using advanced hydraulic and sliding track systems.

A trusted partner since 2008, Habau once again turned to WOLFFKRAM for its high load capacity and exceptional freestanding hook height, which proved essential to the success of the Aurach Valley Bridge project.



# LGH FRANCE LAUNCHES

How the new Dreux base and an extended Ganterud partnership underline **LGH's** long-term commitment to the French lifting sector



**T**he move reflects both confidence and foresight, as **LGH**, one of the largest specialists organisations in Europe devoted exclusively to the rental of lifting and moving equipment, has announced the opening of its first dedicated facility in France. Situated in Dreux, on the outskirts of Paris, this new base represents far more than an operational milestone; it is a strategic commitment to one of Europe's most active and technically sophisticated lifting markets. Decades of experience have earned **LGH** a reputation for providing safe, reliable, precisely engineered lifting equipment across Europe and beyond. With established operations in the UK, Benelux, Germany, North America, and Australia, the opening of its French subsidiary marks the next logical chapter in the global expansion of this business: placing it at the heart of the European construction, infrastructure, and energy markets.

## A GATEWAY TO THE FRENCH MARKET

The new Dreux facility has been established to meet the demands of France's fast-growing lifting industry. It houses an extensive range of rental equipment, including hoists up to 100 tonnes and gantries, through to hydraulic jacking systems, rigging gear, and modular spreader beams, providing French contractors and industrial operators with direct access for the first time to **LGH**'s renowned fleet and technical expertise.

Foreman Koffi Ahawo and Account Manager Lorenzo du Burck lead the local operations with several decades of experience from within the French rental market. They clearly have a mission in mind: to deliver efficiency, safety, and professionalism, for which **LGH** has always been well-known. Backed by the multilingual rental desk and dedicated internal account teams of **LGH**, this Dreux base is well-positioned to offer responsive, expert service to projects spanning infrastructure, ports, energy, and construction. For **LGH**, proximity to customers is about more than logistics it's about partnership. *"France offers strong opportunities in infrastructure, ports, and renewable energy—especially in the transition to solar and wind power—where quality service and dependable equipment are essential," says Andy Mault, CEO of **LGH** Europe. "Having already supported French projects from our Antwerp base, our local presence now allows us to deliver expert lifting solutions with faster delivery, broader equipment availability, and dedicated local service."*

## SUPPORTING A MARKET IN TRANSITION

This is a pivotal moment for France's lifting and heavy transport sectors, with sustained demand for reliable, specialist lifting solutions driven by national infrastructure upgrades, renewable energy developments, and ambitious public works projects. With such a strong regulatory focus on health and safety and a well-developed technical framework, there is complete alignment between the French market and **LGH**'s own operating philosophy. With the opening of its base in Dreux, **LGH** is increasing accessibility while further establishing itself as a partner of choice for contractors requiring precision-engineered lifting equipment. Being part of the Union Française du Levage, **LGH** now actively contributes to the professional network responsible for setting the standards and best practices for France's lifting industry.

## EXPANDING THE GANTERUD PARTNERSHIP INTO FRANCE

Further strengthening its offering, **LGH** has expanded its longstanding strategic partnership with Ganterud, now extending it officially into France. Already established in Belgium, Germany, the Netherlands, and the UK, this collaboration underlines the shared vision of the two firms to make lifting operations safer, smarter, and more efficient. At the heart of this cooperation is the Ganterud L20-3 PRO Levelling Device, an innovation that epitomizes the perfect combination of precision engineering and safety. Radio-controlled operation of the L20-3 PRO enables the controlled levelling of off-center loads up to 20 tons without any need for manual intervention during adjustments, hence considerably reducing risks while improving accuracy and speed on site. With this in mind, **LGH** has just doubled its investment in Ganterud's L20-3 PRO devices, a move that secures local availability in France of one of the most advanced lifting technologies on the market.

*"Our collaboration with **LGH** continues to grow stronger, and it is inspiring to see that our partnership now stretches across five countries, bound by our common goal of helping companies lift safer and faster," commented*

**Kristoffer Ganterud, CEO of Ganterud.**

**Andy Mault echoed this by saying, "The L20 is a great innovation that fits our number one core principle of safety first. With the availability of this equipment in France, it enhances our local offering of specialized lifting solutions and further solidifies our capability to support complex lifting projects with precision and confidence."**

## BUILDING FOR THE FUTURE

Dreux is much more than a local depot; it's a statement of **LGH**'s long-term ambition in France and Europe. The regional presence, strong supplier relationships, and diverse fleet from leading manufacturers such as Tractel, Kito Crosby, JD Neuhaus, and Modulift make **LGH** France a key ally in supporting major infrastructure and energy initiatives across the country.

From metro expansions in Paris to port developments along the Atlantic coast, from the assembly of wind farms in the north down to industrial construction in the south, **LGH** arrives at a time when precision lifting with safe material handling is integral to progress.

The new Dreux facility will serve as a launchpad for continued growth within Europe in tune with the strategic vision of **LGH** to offer consistent, high-value rental services throughout the continent. It also deepens **LGH**'s position as a leading player in the lifting rental industry, embedding it in France a nation known for its engineering excellence and strict safety standards.

## A PARTNER FOR EVERY LIFT

Whether lifting in Lyon, loading in Lille, or assembling offshore structures along the French coast, **LGH** France is ready to support the nation's most ambitious projects. Supported by global expertise, robust technical infrastructure, and a commitment to local service, this expansion represents much more than growth: it represents a new era in European lifting excellence. As the industry continues to evolve, **LGH**'s presence in France means contractors, engineers, and industrial customers have a reliable partner ready to help them lift safer, work smarter, and build stronger.

# FROM RIGA TO THE WORLD: RIKON'S 70 YEARS OF LIFTING EXPERTISE

JSC RIKON has been consistently hitting the headlines in the heavy lifting and port machinery market – from securing export award in Latvia to entering new crane markets – while its entire story still might go unknown to many readers. We interviewed its Chairman, Inal Akhba, to learn more about RIKON's origins, evolution, and strategic direction.

**MOVE IT MAGAZINE:** How did RIKON get started, and who were its founders?

**INAL AKHBA:** The company's history begins in 1954, when the plant was engaged in repairing and servicing heavy lifting equipment and manufacturing cargo-handling attachments. In 1991, the company was privatized and officially registered as JSC RIKON, which was the beginning of our port handling equipment manufacturing process. Nowadays, with more than 70 years of lift technology expertise and more than 30 years of full cycles of crane manufacturing, RIKON is considered to be one of Europe's oldest and most reliable heavy lifting equipment manufacturers.

**MOVE IT MAGAZINE:** How has the company grown since its inception?

**INAL AKHBA:** During the years, RIKON has increased its manufacturing capacity and product diversification while keeping its signature specialization – Double Jib Level Luffing cranes. In the latest years, we've increased our market share in the container-handling sector, successfully implementing RTG and RMG cranes in Poland, Uzbekistan, Germany, Slovakia, and Spain. We also

develop a new line of completely electric Mobile Harbour cranes, esigned for energy efficiency and adaptability to modern port infrastructure.

**MOVE IT MAGAZINE:** Can you tell us about RIKON's mission and its future vision?

**INAL AKHBA:** We aim to produce high-class, fuel-saving, and technologically advanced lifting solutions that promote sustainable development of ports and industry. Our goal is to become a globally recognized brand, expanding our manufacturing capacity and introducing serial production of fully electric mobile cranes. We base our development on innovation, sustainability, and global representation.

**MOVE IT MAGAZINE:** Which product lines are currently leading your growth?

**INAL AKHBA:** Double Jib Level Luffing cranes have always been our signature product, but RMG cranes are now the fastest-growing segment. We've completed several international projects, including remotely operated and fully automated A-RMG models, and are fina-

lizing our new series of Mobile Harbour cranes.

**MOVE IT MAGAZINE:** How do RIKON's products stand apart from market competition?

**INAL AKHBA:** Having our strength in blending European quality, years of engineering know-how, and cost-effectiveness. We utilize components from top European manufacturers, primarily from Germany, which only translates to high reliability and long lifespan. All of our cranes are completely customizable, and all the codes of components are nonproprietary – so clients can request spare parts directly from manufacturers even after the warranty expires. We also have fully electrical cranes with no hydraulics, minimizing maintenance expenses and footprints on the environment.

**MOVE IT MAGAZINE:** How do you approach innovation and product development?

**INAL AKHBA:** Innovation is central to our



operations. Our in-house R&D center brings together mechanical, electrical, and software engineers under one roof. This enables us to have the full design cycle in-house and make continuous improvements. Our teams have international training and go to industry events so our technologies always adhere to the highest European standards.



reliability.

**MOVE IT MAGAZINE:**

Could you share a few recent major projects?

**INAL AKHBA:**

Absolutely. We have just handed over two RMG container cranes to Tashkent's First Dry Port Terminal in Uzbekistan – a repeat contract that betrays customer confidence. In Spain, we com-

mitted two 40-ton RMG cranes with our proprietary Remote Operation System (RROS) at ADIF's Valencia terminal. And in Turkey, we're supplying four Double Jib Level Luffing cranes for OYAK Group's İSDEMİR metallurgical port – one of the country's largest industrial facilities.

**MOVE IT MAGAZINE:**

What's next that you have most enthusiasm about?

**INAL AKHBA:**

In autumn 2025, we will ship six fully assembled Double Jib Level Luffing cranes for state-level clients in Turkey. In spring 2026, we will deliver a Barge-RMG crane to BEHALA for Berlin's Westhafen port. We've also won a tender in France to supply two fully electric cranes to the Port of Brest, following our successful earlier delivery to Marseille.

**MOVE IT MAGAZINE:**

How do you ensure quality control and timely delivery for complex international projects?

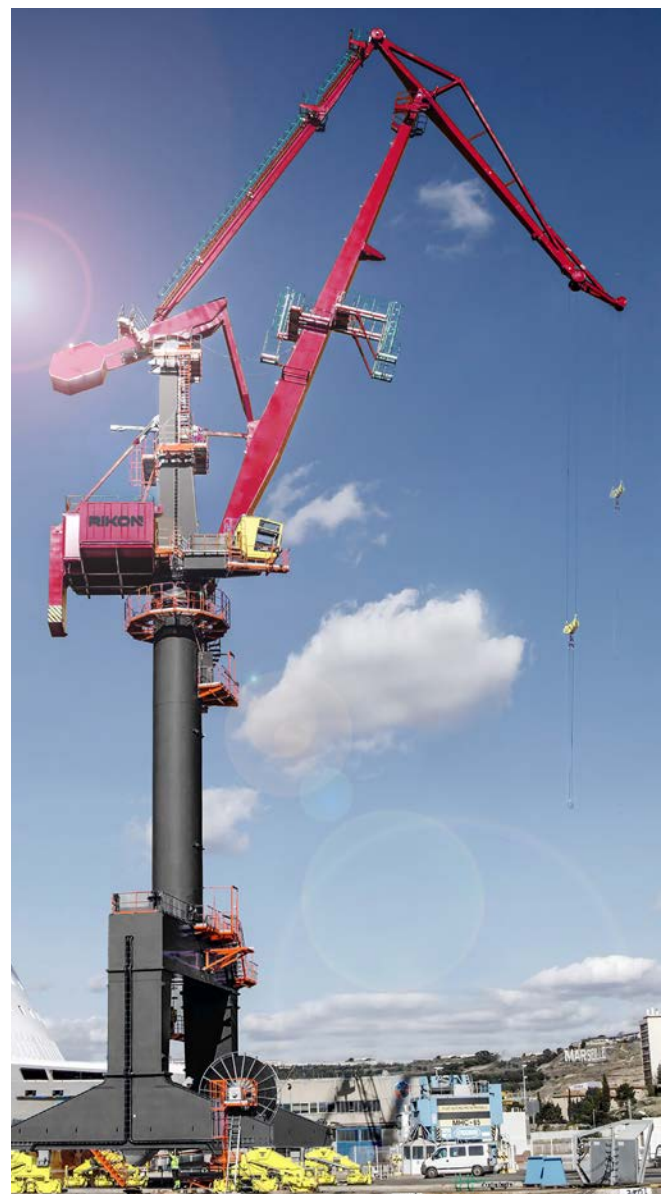
**INAL AKHBA:**

Quality is a part of our DNA. We combine internal testing with third-party certifications from TÜV and Bureau Veritas. Every project involves a detailed Inspection and Test Plan, and clients are welcome to witness important production

stages. We also work with certified subcontractors within the Baltic region during peak demand, maintaining tight delivery schedules agreed upon with clients from the outset.

**MOVE IT MAGAZINE:** Finally, what are your strategic priorities for the next few years, and how do you maintain strong client relationships?

**INAL AKHBA:** Among our top three immediate tasks, the first was to establish serial production of Mobile Harbour cranes, the second was to increase our production capabilities while preserving engineering precision, and the third was to make our international marketing more resilient. In terms of client relationships, our philosophy was to exceed expectations by being transparent and reliable. We give the standard two-year warranty, 24/7 after-sale service, and cooperate with local partners to ensure fast maintenance and highest equipment uptime.



# **REGAL REXNORD: A NEW MAJOR PLAYER DRIVING SMARTER POWERTRAINS FOR CONTAINER HANDLING**

Ahead of TOC Asia 2025 this November, Move It Magazine sat down with Cedric Gomez, Director of Business Development at Regal Rexnord, to discuss the company's integrated approach to drive and braking systems, its strategic entry into the container handling market, and how its cross-sector expertise is driving the evolution of smarter port technologies.





**MOVE IT MAGAZINE:** At the TOC Asia event in November, Regal Rexnord will present their combined drive and braking solutions. How is the strategy different in the highly competitive market?

**CEDRIC GOMEZ:** In ports, reliability and performance are non-negotiable. What makes Regal Rexnord different is our ability to bring multiple leading brands together into a fully unified powertrain solution. We integrate brakes, couplings, motors, gearboxes, motor brakes, and monitoring systems, all engineered as one package, with one engineering responsibility and one commercial interface. This simplifies procurement, speeds up project execution and delivers a complete, optimized solution rather than a collection of isolated components. We arrive in the port-crane world as a strong newcomer, backed by decades of success in heavy-duty sectors like mining, marine, steel, nuclear and wind.

**MOVE IT MAGAZINE:** So, the technologies you are offering work together as a complete system rather than as individual components?

**CEDRIC GOMEZ:** Exactly. A ship-to-shore crane involves multiple powertrain elements that must work flawlessly together. Our approach ensures synchronized operation and optimized lifecycle performance. Customers gain a single point of contact and responsibility for engineering, performance, and service — reducing friction, delays, and operational risks. We are leveraging our proven expertise from harsh and demanding environments and transferring that knowledge into port applications, helping to improve safety, uptime, and long-term reliability in container handling.

**MOVE IT MAGAZINE:** Today, most customers want to purchase turnkey package solutions rather than sourcing individual parts. How does your portfolio deal with that?

**CEDRIC GOMEZ:** We are already a global reference for turnkey powertrains in industries that demand absolute reliability. Through brands like Svendborg Brakes, Stromag, Jaure, Bauer, and Falk, we offer standardized and interchangeable solutions that seamlessly retrofit into existing port systems. We are now leveraging this proven formula to serve container handling operators who want performance with minimal disruption.



**MOVE IT MAGAZINE:**

As a one-supplier should also facilitate ports to decrease downtime and simplify the maintenance.

**CEDRIC GOMEZ:** Downtime is extremely costly in ports, where every minute counts. Our digital portfolio, Perceptiv, enables predictive maintenance with smart sensors measuring torque, vibration, brake wear, and hydraulic health. Maintenance teams can plan interventions before failures occur, improving safety and ensuring vessel schedules remain on track. This “connected powertrain” strategy is new in the port industry – and Regal Rexnord is bringing it first.

**MOVE IT MAGAZINE:** Ports can be harsh places for equipment. How do you ensure durability in such conditions?

**CEDRIC GOMEZ:** We design for the toughest environments – marine, steel mills, mining conveyors, and wind turbines in open seas. Marine corrosion is a challenge we can overcome through specific materials, protective coatings, and robust engineering. Our products are built to thrive where heat, humidity, dust, shocks, and saltwater are daily realities.



**MOVE IT MAGAZINE:** Tell us about a situation where your solutions can be seen to be working in such environments.

**CEDRIC GOMEZ:** We have been successful for years with heavy duty cranes and coil-handling systems in steel plants, which are environments with strong vibration, extreme heat, and high duty cycles. We are now transferring this expertise into the container handling market. Al-

though we are a newer entrant into ports, our heritage gives us credibility, and TOC Asia will be the moment to demonstrate that capability to the market.



**MOVE IT MAGAZINE:** And the technologies that you will be exhibiting during TOC Asia – are they specific to port applications?

**CEDRIC GOMEZ:** Absolutely. Each port crane function has unique monitoring, safety, and corrosion requirements. We are adapting our braking, coupling and drive technologies specifically for ship-to-shore, RTG and RMG applications to ensure optimal fit, easy integration, and improved uptime.

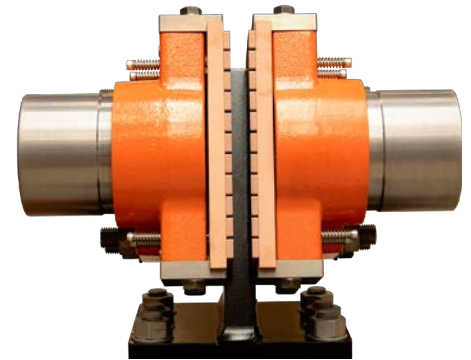
**MOVE IT MAGAZINE:** Svendborg Brakes has been known for intelligent braking systems. How has that heritage evolved in the age of automation and digitalization?

**CEDRIC GOMEZ:** Automation has accelerated expectations. With Svendborg Brakes, we lead the transition to smarter braking, where the brake communicates, reacts instantly, and provides health data. This is standard today in metals, mining, and wind power, and we are now deploying this technology to secure safe, reliable, and efficient crane operations in ports.



**MOVE IT MAGAZINE:** Where does sustainability lie within your entire strategy?

**CEDRIC GOMEZ:** For us, sustainability means durability, reliability, and fewer unplanned maintenance events. A long-life powertrain is the most sustainable one. We are also developing electromechanical solutions to progressively reduce hydraulic oil usage – supporting safer, cleaner quaysides with lower environmental impact.



**MOVE IT MAGAZINE:** That's a big change – going away from hydraulics.

**CEDRIC GOMEZ:** True. Hydraulics will remain for some time in high-force applications. But the industry is clearly shifting toward cleaner and maintenance-friendly electric and electromechanical designs. We want to lead this transition in container handling; the same way we are leading it in other industries.

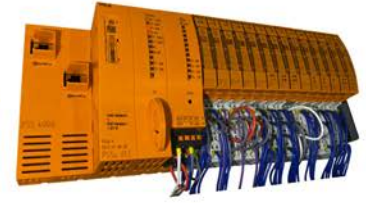
**MOVE IT MAGAZINE:** Where do you see Regal Rexnord in five years' time?



**CEDRIC GOMEZ:** Our goal is to be recognized as a major and trusted powertrain partner for container handling – just as we are in renewable, marine, mining, and metals today. Ports are strategic to the global economy, and Regal Rexnord intends to be a long-term leader in keeping the world's cargo moving.

**MOVE IT MAGAZINE:** What will be your main message to visitors at TOC Asia 2025?

**CEDRIC GOMEZ:** Come discover the



full power of Regal Rexnord – not just the individual brands you already know. We are the only provider able to offer a fully integrated powertrain ecosystem, from the motor to the brake, coupling, gearing, and monitoring system. We will show a new video bringing our crane powertrain architecture to life, where every movement is synchronized, digitalized, and optimized.



**MOVE IT MAGAZINE:** Regal Rexnord already covers almost all the continents. How significant is universal coverage to your clients?

**CEDRIC GOMEZ:** It is critical. Ports demand fast support and consistent service levels. We operate globally with local service, engineering, and spare parts support near our customers – ensuring availability and responsiveness where cranes operate.



**MOVE IT MAGAZINE:** Are you entering new regions?

**CEDRIC GOMEZ:** Yes. We are accelerating growth through local entities and distributors and experts who know their market. Our goal is to build a high-performance service network that gives port operators confidence on day one and every day after.

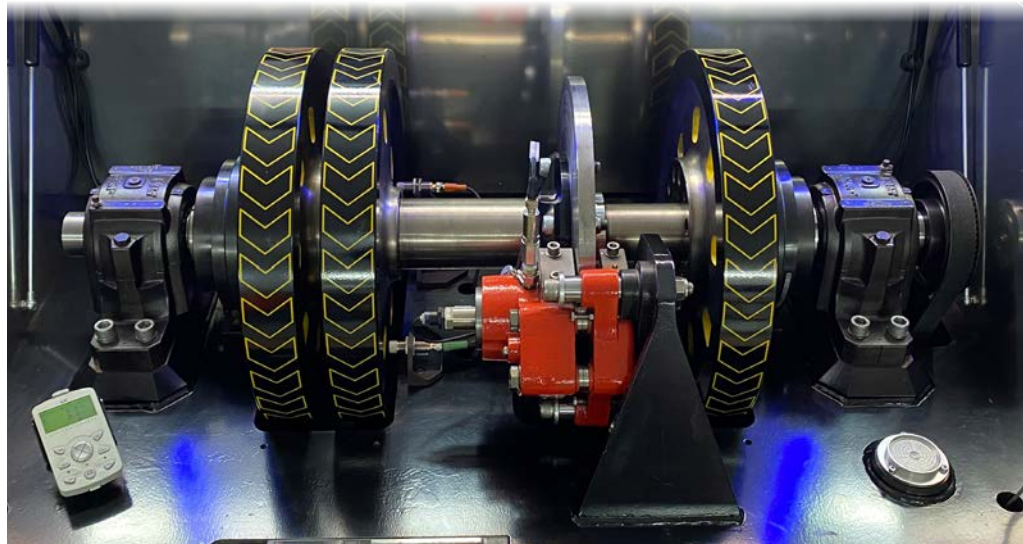
**MOVE IT MAGAZINE:** And what about Africa?

**CEDRIC GOMEZ:** Africa is a strategic focus. We have strong partners in key countries such as Morocco and Tunisia supporting sales, commissioning, upgrades, and training. Local expertise is essential to deliver safe and reliable crane operations.

**MOVE IT MAGAZINE:** Do you also provide training for your distributors and customers?

**CEDRIC GOMEZ:** Absolutely. We run Svendborg Brakes academies in Denmark and the Czech Republic, and we also organize on-site training sessions worldwide. The training includes theory, hands-on workshops, and testing on real equipment. Our mission is simple: empower our partners to deliver maximum uptime and long-life performance to their customers.

Regal Rexnord is transforming port powertrains – smarter, cleaner, and fully connected. TOC Asia is a pivotal step in that journey.



# FROM LOCAL ROOTS TO CONTINENTAL REACH

**From a small 15-square-meter office in Alexandria to leading Egypt's most complex logistics operations, the EWA Group's story is that of resilience, innovation, and vision. As Egypt goes forward with its transforming infrastructure projects, from monorails to renewable energy, EWA Group stays right at the heart, setting new standards in heavy lift and transport solutions.**

**T**he story of EWA Group all started back in 1968 in the historic port city of Alexandria, Egypt. Founded with a modest office of 15m<sup>2</sup>, the early years of the company were marked by determination and an urge for precision logistics. Over the decades, EWA grew from a local transport provider into one of the leading project logistics player at a national level, with branches in all major Egyptian cities and ports.

Today, EWA Group offers comprehensive door-to-door logistics covering all the airports and seaports in Egypt. Its expertise now goes far beyond traditional transport, integrating feasibility studies, route simulations, engineering design, and execution of complex heavy-lift operations.

Among the recent achievements by EWA, few projects stand as tall-literally and figuratively-as the New Monorail Project of Egypt, one of the most ambitious mobility projects in the country. The project is designed to transform urban transportation and reduce congestion, and it required hitherto unmatched precision and coordination among several stakeholders and contractors.

EWA Group played a pivotal role, handling feasibility studies, route surveys, documentation, HSE examinations, and all lifting, transport, and skidding operations related to the monorail's massive train cabinets.

**According to the EWA team,** *"We were in charge of feasibility study, route survey, documentation, and HSE examinations. But what really made this project stand out was the skidding operation - we are the only company in*

*Egypt that provides skidding solutions for the train cabinets to be precisely adjusted on the rail."*

This game-changing capability demonstrates the technical sophistication of EWA and its commitment to enhancing Egypt's industrial infrastructure through safe, accurate, and innovative heavy-lift solutions.

## **EQUIPMENT AND EXPERTISE**

The scale and complexity of EWA's projects call for top-class technology, backed by trusted partnerships with the industry's most respected manufacturers of equipment. On the monorail and other mega structure projects, EWA has deployed an array of heavy equipment comprising Liebherr cranes, Goldhofer, Cometto, Faymonville, and Nooteboom trailers, plus Mercedes and MAN tractors.

This premium fleet ensures that every project, from lifting a train cabin to transporting huge industrial modules over difficult terrain, meets the highest international standards for safety, reliability, and efficiency.

## **HANDLING EGYPT'S HEAVIEST MOVES**

When asked about the most technically challenging operation that the company has executed, EWA points to a recent milestone: the transport of a 511-ton Ammonia Reactor for the NCIC Project in Sokhna.

*"This operation took months of planning and preparation," the team recalls. "We practically built new roads to bypass*



*bridges and ensure the reactor's safe passage to the site."* Operations like these demonstrate EWA's comprehensive approach: a blend of civil engineering, logistics strategy, and heavy transport expertise to deliver critical infrastructure under the most demanding conditions.

Whereas the Monorail Project demonstrated EWA's potential in urban mobility logistics, its portfolio today covers a wide range of industrial fields. Nowadays, EWA is heavily involved in various important national projects, including the Chemical Plant by NCIC, the Dabaa Project, and transportation in the Ras Shukeir 1.GW Wind Power Plant, which includes blades with a length of up to 94 meters.

These ventures underpin EWA's growing role in Egypt's renewable energy and industrial diversification strategy, which is aligned with the nation's drive toward sustainability and energy independence.

## GROWTH ACROSS NORTH AFRICA

Looking ahead, EWA Group has regional ambitions that stretch beyond Egypt's borders. It has already undertaken logistics operations in Libya and is soon to launch activities in Tunisia, Morocco, and throughout North Africa as part of an ambitious quest to become a continental leader in project logistics.

*"Following substantial market share acquisition in Egypt, we're now ready to contribute to the project logistics market within Africa," states EWA. "Our experience positions us to support regional infrastructure and energy development at scale."*

To this end, it continues to invest in expanding its fleet, upgrading technology, and training to be prepared for increasingly complex and multinational operations.

Besides physical expansion, EWA Group is embracing the digital transformation reshaping global logistics. The com-

pany integrates 24/7 GPS tracking across its fleet and uses route simulation platforms through its Technical Office prior to executing any OOG project.

These various technologies enhance transparency, improve route safety, and provide real-time monitoring-findings that are indispensable in handling time-critical, high-value cargo.

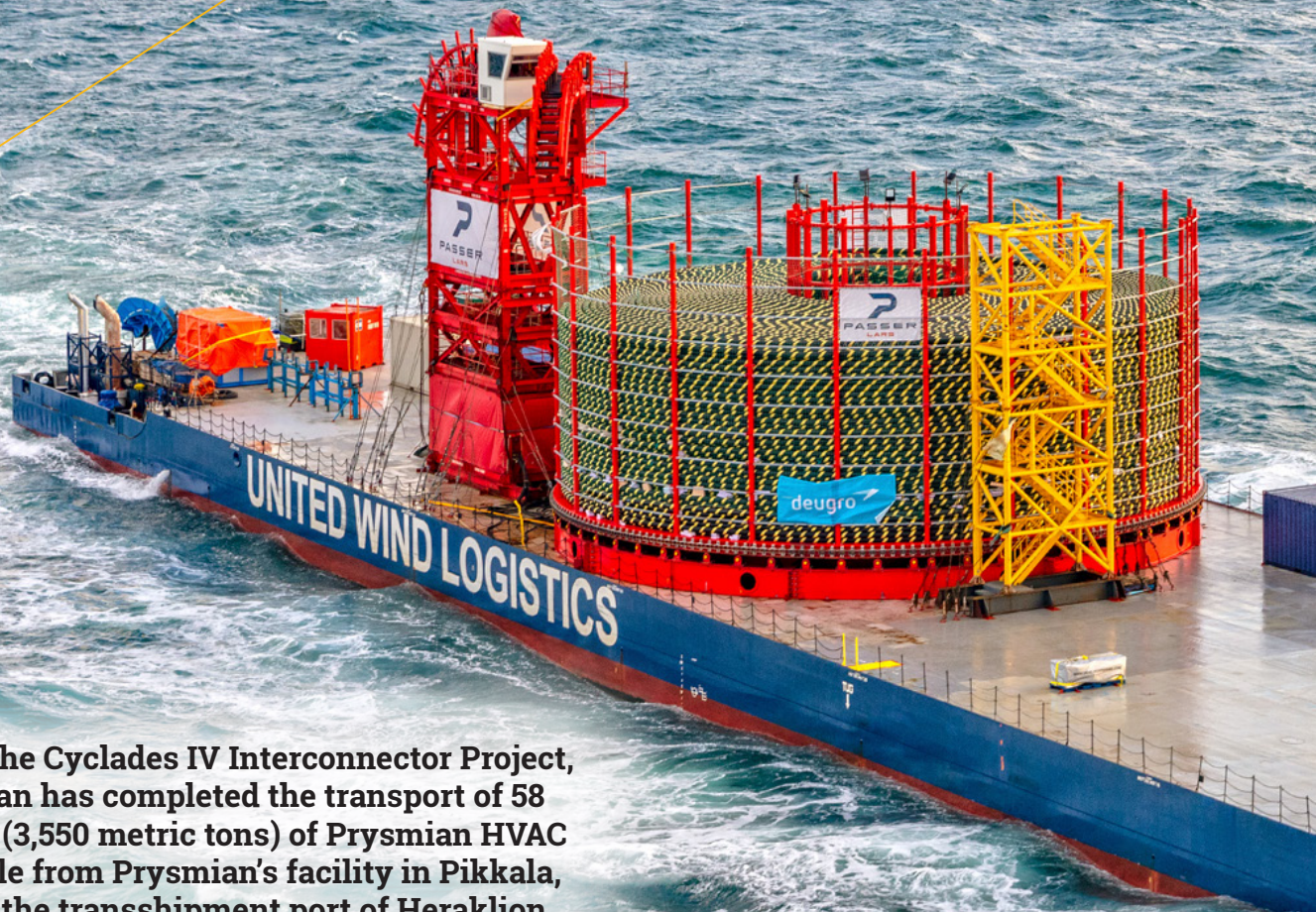
## THE ROAD AHEAD: OPPORTUNITIES IN EGYPT AND THE MENA REGION

The demand for specialized heavy lift and project logistics is, therefore, high and continuously growing as Egypt's infrastructure and industrial sectors are in a phase of rapid development. EWA Group is strategically positioned to meet the growing need for integrated logistics solutions-from renewable energy, modular construction, to oil, gas, and mobility infrastructure.

*"Egypt is expanding in all industries Oil & Gas, Mobility, Energy, and Renewables," the company remarks. "And in each sector you'll find an EWA project running."*

As EWA Group further navigates from local roots to regional leadership, its mission remains the same: to provide safe, reliable, and intelligent logistics that enable Egypt's industrial future-and that of Africa.

# DEUGRO DELIVERS 58 KM OF PRYSMIAN SUBSEA CABLE



As part of the Cyclades IV Interconnector Project, deugro Milan has completed the transport of 58 kilometers (3,550 metric tons) of Prysmian HVAC subsea cable from Prysmian's facility in Pikkala, Finland, to the transshipment port of Heraklion, Crete. The project marks another milestone in the ongoing effort to connect the southern and western Cyclades islands to Greece's mainland grid—an important step toward energy stability and renewable integration in the region.

**T**o meet the tight project schedule, deugro engineered a customized, end-to-end logistics solution for Prysmian, covering the entire transport chain from factory pick-up to delivery in Crete. This included the design and installation of a 23-meter-diameter carousel spread, loading tower, deck tensioner, and auxiliary deck equipment aboard the heavy-lift deck carrier Vestvind.

All equipment was installed and tested at the Ports of Rotterdam and Vlissingen in the Netherlands, where deugro's teams from Rotterdam and Milan supported by local partners—completed the setup in just eight days. The vessel then sailed to Finland, where Prysmian's cables were spooled directly into the carousel under continuous supervision from deugro, dteq Transport Engineering Solutions, and Prysmian's team.

With the factory remaining fully operational, special attention was given to mooring stability and alignment during offshore loading, roughly 400 meters from shore.

After ten days of precise loading operations, the Vestvind departed for Crete, where the unspooling and transshipment to the cable-laying vessel were completed within seven days keeping the installation project on schedule.

*"This project represents a significant milestone for our Milan branch and our Global Wind Renewable Energy team," said Kasper Heiselberg, Head of Global Wind Renewable Energy at deugro. "It showcases our expertise in managing complex offshore*



*cable logistics and delivering high-quality solutions under strict time constraints."*

**Nils Sauerborn, Vertical Manager, Transmission Solutions at deugro, added:** "Through close collaboration with Prysmian and our partners, we ensured the smooth, on-time delivery of all cables, enabling uninterrupted progress for the Cyclades IV Interconnector Project." **Project Manager Francesco Pignati of deugro Italy praised the teamwork behind the operation:** "From sourcing one of the few vessels capable of handling a 23-meter carousel to navigating harsh weather along the Finland-Crete route, every step demanded precision and communication. Thanks to seamless cooperation, we achieved a flawless execution."



# HAMMAR ENTERS A NEW ERA



**Hammar Maskin AB, the well recognised manufacturer of Hammarlift Sideloaders for container handling and heavy-duty lifting, is entering a new chapter in its distinguished history. After more than 50 years at the helm, founder Bengt-Olof Hammar has decided to hand over the company to TomEnterprise AB, paving the way for a new phase of growth, innovation, and international expansion.**

**F**ounded in 1974 in Olsfors, Hammar Maskin has delivered thousands of Sideloaders to customers in over 125 countries, building a global reputation for robust design, technical excellence, and outstanding service.

*"Hammar has grown through innovation, quality, and a strong focus on our customers," says Bengt-Olof Hammar. "With TomEnterprise as our new owner, we gain the strength and resources to continue developing the company and reinforce our leading position worldwide." He also announced that all proceeds from the sale will be donated to a foundation supporting humanitarian and aid initiatives.*

TomEnterprise, known for its long-term investment approach in Swedish industry, sees strong potential in Hammar's established global position. *"Through his vision and expertise, Bengt-Olof Hammar has built a world-leading niche in container handling," says Thomas von Koch of TomEnterprise. "We look forward to working with the Hammar team and incoming CEO Peter Cederholm, focusing on continued product development and global expansion."*

Cederholm, who previously held senior positions at Kalmar Industries and Bromma Spreaders, brings deep experience in the international lifting and container handling sectors. Completion of the transaction is expected in Q4 2025, following standard regulatory approvals.



# 3PL COMPLETES HEAVY-LIFT IN GDANSK

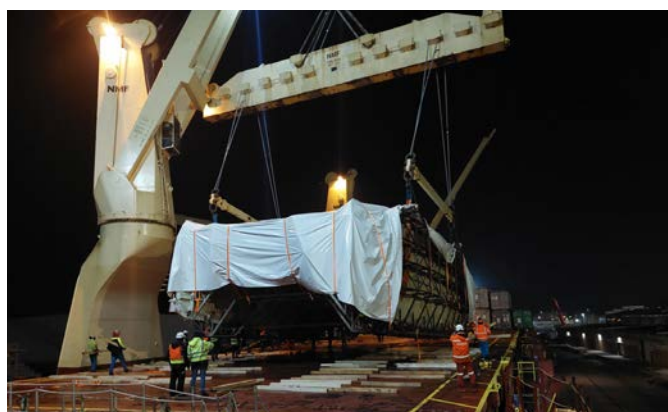
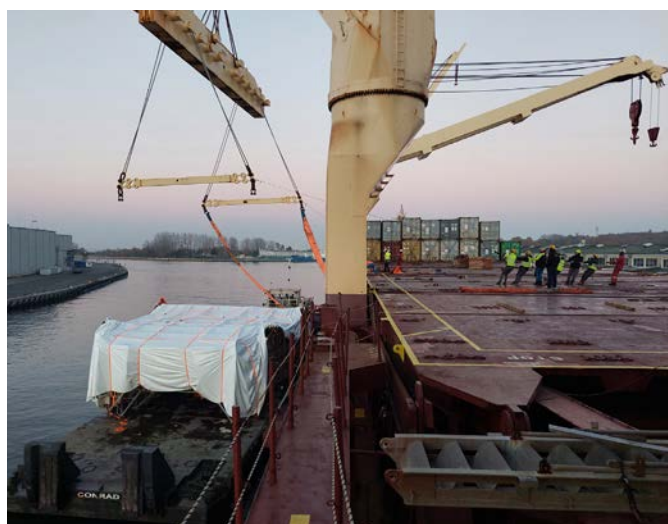
3PL Poland and 3PL Industrial Projects have successfully completed a complex heavy-lift operation at the Port of Gdansk, Poland, in November 2025, marking another significant milestone in the company's project logistics activities across Europe. The operation was jointly led by Łukasz Miłek, Commercial Manager at 3PL Poland, together with Ilya Goncharov, FCILT, Head of Industrial Projects, and Niels Chr. V. Andersen, Group Project Director | BDM.

**T**he project centered on the handling of a large yacht moulding module transported from the manufacturing facility to Gdansk by barge. Upon arrival at the port, the unit was transferred directly from the barge onto the ocean vessel M/V BBC NILE, destined for the United Arab Emirates. The operation required precise planning and execution, given the size and sensitivity of the cargo.

Loading began early in the morning at 06:00 using a mobile heavy crane to place the module onto the barge. Once at the seaport, the heavy-lift transfer was carried out using the vessel's cranes, enabling seamless barge-to-vessel transshipment. The full operation concluded by approximately 22:00, allowing the vessel to depart the same day.

The success of the project was the result of coordinated work between terminal staff, stevedores, surveyors, and the vessel crew. Their efficient cooperation ensured safe handling and timely execution. *"It was a privilege to be onsite and support the coordination between all parties involved. A long day's work, but a great example of teamwork and precision logistics in action,"* said Ilya Goncharov, who served as the onsite project manager.

This operation highlights the 3PL Group's expertise in direct transshipment, heavy cargo handling, and barge-to-ocean vessel transfers. With active operations across Northern, Central, and Eastern Europe and a growing portfolio of international industrial projects, the company continues to reinforce its position in the heavy-lift and breakbulk logistics sector.



# POWERING THE FUTURE OF MOBILE WORK: HOW DYNASET ELECTRIFIES EFFICIENCY ACROSS INDUSTRIES

As the transportation and environmental sectors accelerate towards a cleaner and more efficient future, one name stands out in the field of utilizing machine power: DYNASET. For almost four decades, the company has helped machinery manufacturers and fleet operators worldwide transform the power of their machines and vehicles with compact, reliable, and energy-efficient integrated solutions.

**T**his year, as the Solutrans exhibition highlights innovation and sustainability in transport and logistics, DYNASET showcases how its hydraulic and new electric product range helps companies to simplify work and boost the productivity and versatility of vehicles – all without compromising performance.

## ELECTRIFICATION THAT DELIVERS REAL-WORLD BENEFITS

The shift toward electrification is reshaping how service and environmental vehicles operate. DYNASET's new EPW Electric High Pressure Water Pump and EKR Electric Screw Compressor bring this transformation to life.

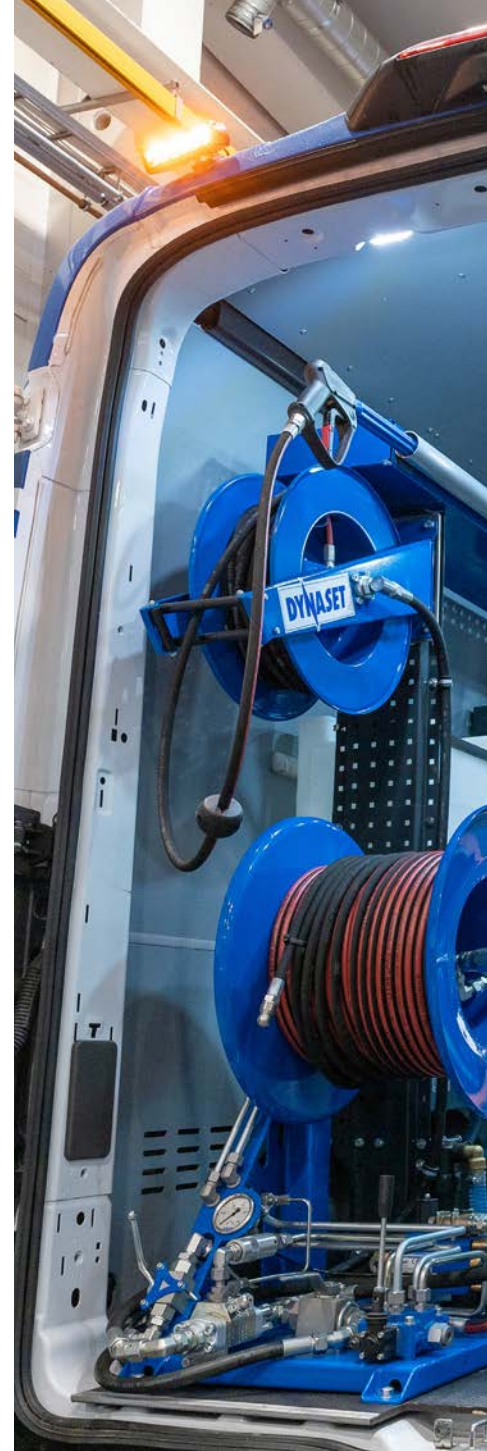
Both equipment deliver powerful performance for the next generation of electric vehicles and machines. The EPW provides high-pressure water for all mobile cleaning tasks, sewer maintenance, or tank emptying operations. Meanwhile, the compact EKR offers air supply for pneumatic tools, actuators, brake systems, or flushing.

Because both units are electrically driven, they fit seamlessly into a fully electric

chassis, enabling them to maintain the same functionality as traditional hydraulic systems while supporting low-emission operation. For operators, that means reduced environmental impact, lower noise levels in urban areas, and reliable power without additional engines or fuel consumption.

## PROVEN HYDRAULIC POWER FOR EVERY MOBILE APPLICATION

DYNASET's roots are in the utilization of hydraulics, where the company has become a global leader. HPW Hydraulic Power Washer, powered by HPW Hydraulic High Pressure Water Pump, turns any vehicle's hydraulic system into an efficient high-pressure cleaning unit, a must-have to integrate sewer maintenance vehicles, slurry trucks, and other service vehicles operating in demanding environments. For municipalities and contractors maintaining city streets, the KPL High Pressure Street Washing Unit delivers a plug-and-play solution for clean, dust-free roads. There is a model for a truck, van, or compact loader. In turn, the HK Hydraulic Piston Compressor and HKR Hydraulic Screw Compressor provide compressed air for pneumatic tools, cleaning, or sand





*Ford Transit service van, equipped with an HG Hydraulic Generator, HK Hydraulic Piston Compressor, and PPL Pipe Cleaning Unit, still leaves room for goods and tools.*

and soda blasting, directly from the vehicle's hydraulic system. HG Hydraulic Generator and modular HGV Variable Hydraulic Generator System further extend versatility, providing onboard electricity for maintenance fleets and logistics. Whether powering tools, welders, or coolers, these compact generators eliminate the need for separate engines or portable units, freeing up space.

## **SUSTAINABILITY THROUGH SMART INTEGRATION**

For users, the real advantage of DYNASET Products is integration. By using the vehicle's existing power source, whether hydraulic or electric, DYNASET Technology replaces auxiliary engines and standalone equipment. This reduces fuel consumption and maintenance costs while improving work efficiency and uptime. In environmental management, for example, DYNASET equipped sewer cleaning or tank emptying vehicles achieve higher performance with fewer components. In service and maintenance fleets, technicians gain reliable power for tools and cleaning systems without carrying extra generators. And in logistics and transport, onboard electricity enables smarter, more sustainable operations wherever mobility meets productivity.

## **DRIVING TRANSITION AT SOLUTRANS**

As the machinery world moves toward electrified solutions, DYNASET continues to lead with technology that's practical, powerful, and proven in the field. At Solutrans, visitors will see how these innovations empower vehicle manufacturers and operators to meet tomorrow's environmental standards today. From hydraulics to electricity, DYNASET's vision is clear: to make every mobile machine more productive and ready for the future of work.

**Learn more about DYNASET's solutions at Solutrans Hall 2, booth C 075, or visit [www.dynaset.com](http://www.dynaset.com)**



*KPL-TRUCK High Pressure Street Washing Unit, designed for trucks and pick-up trucks, deep-cleans surfaces and offers dust-free washing results.*



*HGV Variable Hydraulic Generator System is a modular solution designed to integrate seamlessly. It produces high-quality pure sine wave electricity, even while driving.*

## WIESBAUER ADDS NEW GMK6300L-1 CRANE

Wiesbauer GmbH & Co. KG has added another Grove GMK6300L-1 to its fleet, further expanding its lifting capabilities at the Mannheim site. The new 300-tonne all-terrain crane will work alongside six other Grove cranes ranging from 60 to 300 tonnes, reinforcing the company's role as a leading heavy-duty service provider in Baden-Württemberg. This newest unit is the fourth GMK6300L-1 in the Wiesbauer fleet. It replaces an older model that will later be transferred to the company's Bietigheim site. The crane was supplied by KranAgentur Werner, continuing the long-standing cooperation between the companies. The GMK6300L-1 features an 80 m main boom capable of lifting 14 tonnes at a 28 m radius when fully extended. It is supported by a 12/21 m bi-fold swingaway jib, hydraulically adjustable between

5° and 40°. The crane's Allison transmission, combined with an additional hydraulic retarder, ensures smooth driving and high efficiency. Modern additions such as LED work lights and a boom head camera system enhance safety and precision on site. Wiesbauer has been a loyal Grove customer since 1965 and continues to rely on the manufacturer's proven technology. The new GMK6300L-1 will further strengthen the company's fleet, ensuring continued competitiveness in industrial, construction, and infrastructure projects.



## DAKO DELIVERS 114 WIND TURBINE BLADES

DAKO Worldwide Transport has successfully completed a major renewable energy logistics project, delivering 114 wind turbine blades to the Dolores Wind Farm in Nuevo León, Mexico. Each blade measured approximately 65 metres in length, marking another significant milestone for the company's renewables division.

The operation required complex planning and precise coordination. Of the 114 blades, 33 were transported via the Port of Brownsville and 81 via Port Aransas, Texas, before making the overland journey to the final site. The convoys were supported by specialised escorts, ensuring safe passage through narrow turns, challenging crosswinds, and the demanding cross-border route.

Throughout the project, DAKO worked closely with local partners and authorities to manage every stage of the process – from securing permits and handling customs formalities to coordinating traffic management along the transport corridors. Thanks to this meticulous planning, the entire delivery was completed safely and without incident.



## RAIMONDI CEO VISITS TEREX ITALIAN SITES

Raimondi Group CEO Luigi Maggioni has completed a series of town-hall meetings across Terex Corporation's Italian facilities, marking the company's first official visits since acquiring key lifting divisions from the US-based manufacturer. The leadership roadshow aimed to meet employees, reinforce the Group's strategic vision, and begin integrating the newly acquired teams into Raimondi's expanding global operations.

The first visits took place on 5 November at the Crespellano facility in Bologna, home to Terex Rough Terrain Cranes. The Raimondi delegation was welcomed by the site's senior leadership before Maggioni addressed employees during the division's inaugural townhall. Emphasizing the centrality of this unit to Raimondi's long-term ambitions, he said: *"The rough terrain division plays a key role in our diversification strategy and is central to Raimondi's mission of becoming a global leader in heavy lifting solutions."* He added that the Crespellano team's *"expertise, products, and commitment to excellence are essential pillars in building the future of our Group."*

The tour of the Crespellano production lines, led by Terex Rough Terrain General Manager Giancarlo Montanari, highlighted the craftsmanship, technical capability, and operational precision that underpin the facility's long-standing legacy.

On 7 November, the Raimondi leadership team travelled to Fontanafredda, the headquarters of Terex Tower Cranes. CEO Luigi Maggioni and his delegation met employees across departments and

toured the flat-top and self-erecting crane manufacturing lines. The day concluded with an all-hands meeting, during which Maggioni stated: *"Today we bring together two Italian manufacturing legacies under a shared ambition. The complementarity of our products, combined with the passion and know-how of our teams, opens up new possibilities to strengthen our market position and redefine what's possible in the tower crane segment."*

With integration now underway, Raimondi operates multiple business lines—including self-erecting and rough terrain cranes—positioning the Group to address a broader range of construction and infrastructure demands. The visits mark a significant first step in unifying teams across the newly acquired operations while promoting collaboration, transparency, and a people-first culture.

The roadshow will conclude later in November with Maggioni's visit to Terex's service and spare parts hub in Wilmington, USA.



## EUROPEAN MOBILE CRANE MANUFACTURERS CALL FOR URGENT EU INVESTIGATION INTO UNFAIR CHINESE IMPORTS

Europe's leading mobile crane manufacturers have filed an urgent request for the European Commission to investigate imports of Chinese mobile cranes, claiming these products are being marketed in the EU under conditions that constitute "manifestly unfair competition" for European producers. The complaint is backed by companies representing roughly 99% of the entire EU mobile crane industry. The manufacturers involved include Liebherr, headquartered in Ehingen and Nenzing; Manitowoc, whose European base is in Wilhelmshaven; Sennebogen, based in Straubing and specialised in crawler cranes; and Tadano, which operates major production facilities in Zweibrücken and Lauf an der Pegnitz. Together, these companies warn that the surge of low-priced Chinese imports threatens the viability of a sector essential to Europe's strategic autonomy. The complaint targets mobile cranes mounted on self-propelled vehicles with a minimum lifting capacity of 30 tonnes—machines vital to Europe's energy transition, major infrastructure projects and defence capabilities. These cranes are indispensable for building renewable energy infrastructure, maintaining transportation networks, supporting emergency services and equipping military operations.

European manufacturers stress that they operate under strict environmental, safety and data protection standards, and have heavily invested in technological advancements that improve both performance and safety. The complaint argues that the EU must act to safeguard this strategically important industrial base and avoid future dependency on non-EU suppliers. The companies' leaders have issued clear warnings: *"Our European industry welcomes fair competition, but it is patently unfair to compete with products whose selling conditions do not come close to covering the raw materials, energy and production costs of a European mobile crane manufacturer. Chinese manufacturers benefit from a wide range of subsidy mechanisms, which gives them a massively unfair advantage when exporting to the EU,"* says **Christoph Kleiner, Managing Director Sales, Liebherr-Werk Ehingen GmbH**. *"We believe in fair competition and have urged the European Commission to address the material injury to European industry caused by the dum-*

*ping tactics of Chinese exporting producers. We call on the Commission to restore a level playing field across the EU,"* states **Aaron Ravenscroft, President & CEO of The Manitowoc Company, Inc.**



*"While we believe in fair competition, the distortive pricing tactics of exporting producers from China warrant the opening of a trade defence investigation. We call on the European Commission to take swift and decisive action to ensure a fair and competitive environment for future production and employment in Europe's mobile crane manufacturing sector,"* says **Noriaki Yashiro, CEO, Tadano Europe Holdings GmbH**.

*"Chinese mobile crane producers are increasingly focusing on export markets, with the EU market being a prime target. The combination of spare production capacities in China, existing stocks and substantial Chinese governmental support, means that material injury to the vulnerable European industry will continue if anti-dumping measures are not imposed. These measures need to be taken to ensure fair global competition,"* concludes **Erich Sennebogen, Shareholder and Managing Director, SENNEBOGEN Maschinenfabrik GmbH**.

The European Commission is now under pressure to launch a formal trade investigation that could result in anti-dumping measures aimed at restoring competitiveness and protecting the continent's long-standing industrial capabilities.

## CADELER SECURES €500 MILLION OFFSHORE WIND INSTALLATION CONTRACTS



Cadeler has announced the signing of two firm contracts for the full-scope transportation and installation (T&I) of offshore wind turbines and foundations for a forthcoming offshore wind farm project, valued at approximately €500 million. The foundation T&I campaign is scheduled to begin in early 2029 and will be executed using one of Cadeler's newbuild A-class vessels. This marks the company's third full-scope foundation T&I project, further reinforcing Cadeler's role as a comprehensive service provider in the offshore wind installation market. Turbine installation operations are set to commence in early 2030 and will be carried out by one of Cadeler's O-class jack-up vessels, with completion expected later that year. Both contracts are subject to the client's final investment decision, with provisions for termination fees if the project does not proceed. Mikkel Gleerup, CEO of Cadeler, stated: *"This project reinforces Cadeler's position as a full-service T&I partner and demonstrates that our strategic direction aligns with current market needs. With a fleet of nine wind installation vessels and three more under construction, Cadeler continues to provide the flexibility, efficiency, and innovation essential to advancing global offshore wind development."*

## CHANGE IN KONECRANES LEADERSHIP TEAM



Konecranes has announced the appointment of Jussi Rautiainen as President, Business Area Industrial Equipment, and a new member of the company's Leadership Team. He will assume the role on January 1, 2026, succeeding Marko Tulokas, who became President and CEO of Konecranes in June 2025. Rautiainen will report directly to Tulokas.

Born in 1978, Rautiainen holds a Master's degree in Industrial Engineering and Management. He currently serves as Senior Vice President, BU Quay & Horizontal within Konecranes' Port Solutions business area. Since joining the company in 2004, he has held several key managerial and leadership roles across various business units.

*"The Industrial Equipment business is in good shape today, and I am confident that Jussi Rautiainen is the right person to build on its positive momentum," said Marko Tulokas, President and CEO of Konecranes. "His extensive experience will be instrumental in advancing our strategy and strengthening our position in material handling solutions."*

Rautiainen expressed his enthusiasm for the new role, stating: *"I am grateful to accept another exciting challenge at Konecranes, a company that has provided me with many opportunities throughout my career. I look forward to contributing to our Leadership Team and continuing our successful journey to meet our customers' evolving needs."*

## AAL SHIPPING COMPLETES HEAVY LIFT LNG TRANSPORT FROM VIETNAM TO CANADA

AAL Shipping (AAL) has successfully transported three heavy lift LNG plant modules from Hai Phong, Vietnam, to British Columbia, underscoring its expertise in delivering large-scale energy infrastructure projects worldwide. The voyage also marks AAL's latest operation on the Pacific trade route, where the carrier plans to expand its service frequency in response to growing demand.

The shipment included two vertical flare stacks—each over 50 metres long—vital components for combusting unwanted gases and reducing greenhouse emissions. These oversized units required highly specialized stowage and handling solutions.

The heavy lift vessel AAL Bangkok, part of AAL's S-Class multi-purpose fleet, was selected for the task. With a lifting capacity of 700 tonnes, three large cargo holds, flexible tween decks, and an expansive weather deck, the vessel ensured the safe and efficient transport of the modules.

Due to the exceptional dimensions of the cargo, engineers reconfigured the vessel's hold layout by repositioning two tweendeck panels to allow the largest modules to rest directly on the tanktop—leaving just 50 millimetres of clearance.

*"Precise cargo surveys enabled safe stowage and compliance with all stability requirements," said Yahaya Sanusi, Deputy Head of AAL's Transport Engineering department.*

**Henrik Hansen, General Manager of AAL Americas, added:** *"This operation highlights AAL's re-entry into the Asia-North America Pacific trade. We are ready to provide highly competitive solutions for customers on this vital route."*



## KITO CROSBY LAUNCHES NEXT-GENERATION GUNNEBO INDUSTRIES LPE LIFTING POINT

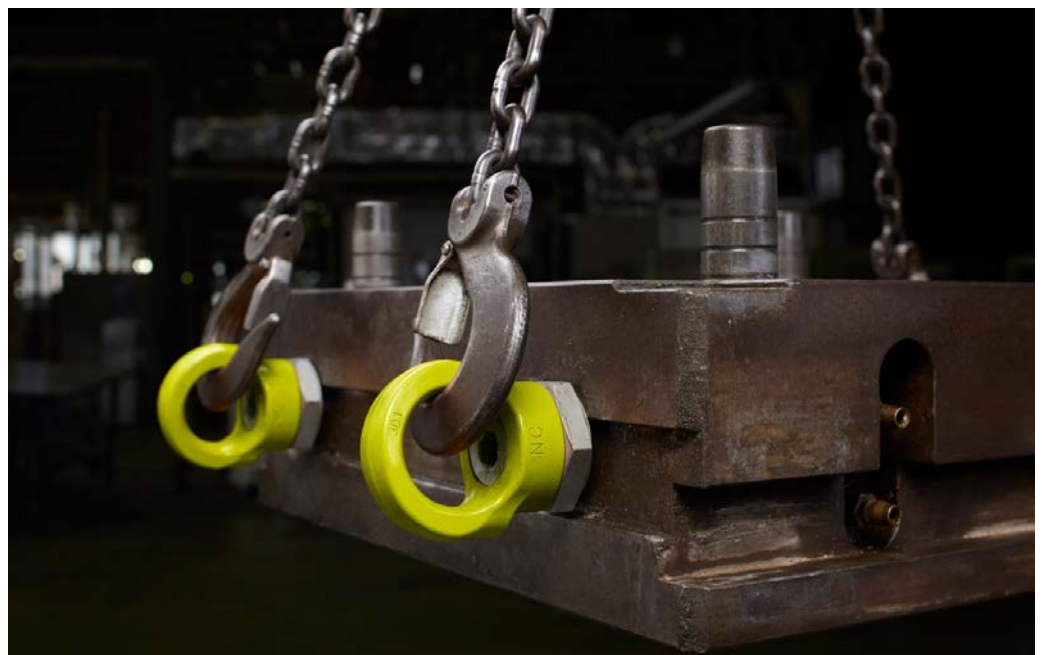
Kito Crosby, one of the global leaders in lifting and securement solutions, has unveiled the Gunnebo Industries LPE—a next-generation lifting point designed to replace traditional eye bolts and set new standards for safety, performance, and versatility.

Developed to overcome the limitations of conventional eye bolts, particularly under side loading, the LPE offers smooth 360° rotation through ball bearings and a patented bail design that minimizes the risk of shock loading. It can be installed using a hand-tightening method, hex wrench, or spanner, offering flexibility across applications. A high-visibility finish improves safety and easy identification in demanding work environments.

Available in thread sizes from M8 to M30, the LPE is also compatible with the LPV Thread Conversion Adaptor, which allows existing threaded holes to be converted for smaller lifting points—ideal for retrofitting or optimizing lifting setups.

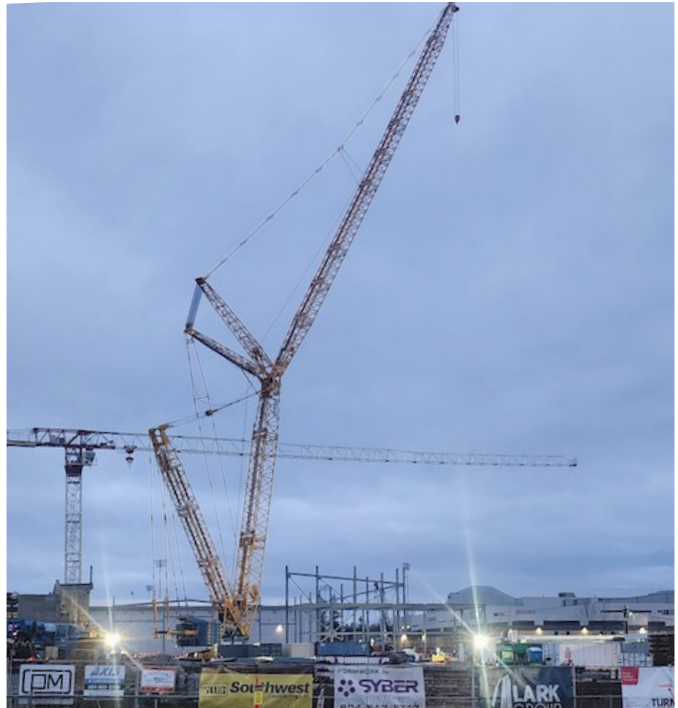
Tested to EN standards, the LPE is engineered for both temporary and permanent

lifting tasks, with clear load markings and temperature-based performance data to ensure long-term reliability. Combining precision engineering and user-focused design, Kito Crosby's new LPE Lifting Point delivers a safer and more efficient solution for modern lifting operations.



## SARENS HANDLES LIFTS FOR CAD\$149M LANGLEY EVENT CENTRE EXPANSION

The Langley Event Centre in British Columbia is undergoing a CAD\$149 million expansion that will add 260,000 sq. ft. of new space, including three ice rinks and two dry-floor arenas for sports such as hockey and lacrosse. The main rink will seat approximately 1,000 spectators, while a new underground parking facility will improve access to the venue. The expanded centre is scheduled to open in September 2026. Sarens is playing a key role in the project by handling critical lifts for steel structures, roof and wall panels, and rebar. Some lifts required handling loads up to 18,000 lbs at a 310-foot radius and 70 feet in height, within confined spaces and alongside tower cranes, requiring precision planning and close coordination. To execute the work, Sarens deployed cranes from its Surrey fleet, including an LR1400 crawler crane with a 79-foot main boom and 256-foot luffing jib, an LTM1400 with Y-Guys and a 276-foot lifter, an LTM1160 with a 118-foot jib, an LTM1095, rough terrain cranes, and a 55t boom truck. *"This project has been a significant challenge for our team, but the results speak for themselves,"* said **Brett Allen, Sarens Key Account Manager.** *"We are proud to contribute to projects that impact the local community and strengthen regional growth."* The expansion reinforces the Langley Event Centre as a major sports hub and a central part of the 200 Street Corridor's "The Hub" urban development plan.



## BERTLING SAFELY MOVES 160-TON OFFSHORE UNITS ACROSS ASIA

Bertling Logistics has successfully completed the transport of two FARs and two SUBs from Batam, Indonesia, to Laem Chabang, Thailand. The project involved units of exceptional scale, with the largest measuring more than 18 meters in length and the heaviest weighing 161.65 tons, amounting to a total volume of 2,343.511 CBM.

The operation required detailed engineering, tailored lashing design to MWS standards, loadcell weighing, SPMT transfers from yard to jetty, and RoRo loading onto an ocean-going barge. Bertling also provided steel, stools, securing materials, full project management, and chartering services.



Through close collaboration between Bertling teams in Indonesia, Singapore, and the Technical Office in Middlesbrough, the cargo was delivered safely and on schedule, underscoring the company's expertise in complex offshore and energy logistics projects.

## DP WORLD INVESTS £170 MILLION IN BOXBAY TECHNOLOGY AT LONDON GATEWAY

DP World is investing £170 million in container handling technology at its London Gateway logistics hub, marking a major step toward greater automation and digitalisation in port operations.

At the heart of this investment is the Empty Superstack, a system developed by BOXBAY, a joint venture between DP World and Germany's SMS group. Using High Bay Storage (HBS) technology, it can store 20- and 40-foot empty containers up to 16 tiers high in a fully enclosed, automated facility—operating like a giant vending machine for containers.

Fully electric stacker cranes retrieve and deliver containers automatically, improving safety and yard capacity while cutting emissions. The modular system integrates seamlessly with existing port operations and removes multiple tiers of empty containers from the automated stacking crane yard, reducing rehandling and increasing quay performance.

Installed at London Gateway's new all-electric Berth 4, the BOXBAY Empty Superstack will accommodate up to 27,000 TEU and will take just over two years to complete.

*"BOXBAY represents a leap forward in how ports manage container storage—scalable, automated, and sustainable," said Sultan Ahmed bin Sulayem, Group Chairman and CEO of DP World. Stephen Whittingham, Executive Vice President for North Europe, added that the project "underscores DP World's commitment to innovation," improving*



reliability, reducing truck turnaround times, and enhancing safety.

Proven in trials at Jebel Ali Port in Dubai, where it handled nearly 500,000 TEU, BOXBAY's success signals DP World's vision to redefine efficiency, sustainability, and safety in global port logistics.

## VDL CONTAINER SYSTEMS BOOSTS SAFETY WITH TELE RADIO REMOTE CONTROLS

VDL Container Systems, a Dutch manufacturer of demountable container handling systems and spreaders, has enhanced operator safety by integrating remote controls from Tele Radio into its equipment portfolio.

With more than 25 years in the industry, VDL serves customers worldwide and leads the Benelux market with products including hooklifts, chain systems, cable systems, and skip loaders. To im-

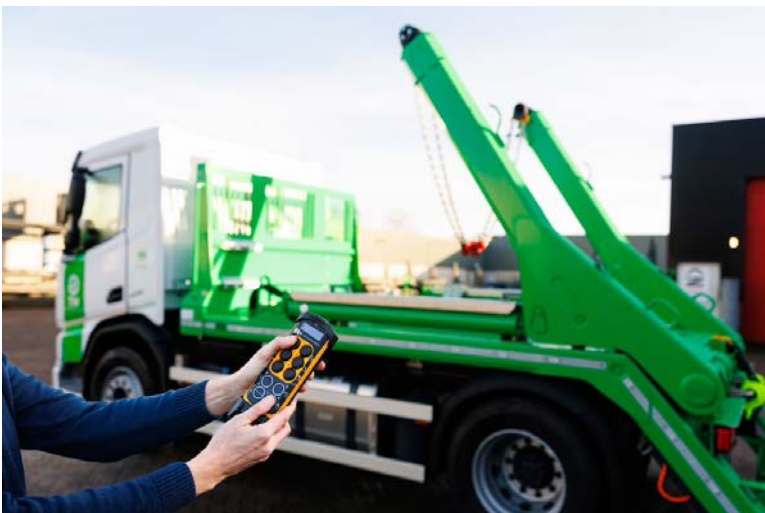
prove loading and unloading safety, the company sought a solution that addressed visibility, precision, and reliability.

*"Cab-based controls often restrict sight lines, making it hard for operators to judge swing radius or tip risk," explained Paul van der Loo, Product Manager at VDL Container Systems. "We needed technology that offered proportional precision and secure, uninterrupted performance."*

After evaluating the market, VDL adopted Tele Radio's Tiger T14-7 and T15-7 transmitters. Certified to SIL3 and PLE standards, Tiger offers frequency-hopping technology, IP65/66 protection, and a working range of up to 1,000m. The pressure-sensitive push buttons allow millimetre-level proportionality, ensuring smooth hydraulic control without jolting loads—a critical factor in preventing accidents such as vehicle rollover.

Operators can also step away from hazardous zones, whether working near industrial ovens, in freezing Nordic yards, or amidst heavy traffic. *"Tele Radio provides both the connection and precision we require," van der Loo said.*

By improving safety across industries from mining to construction, VDL's partnership with Tele Radio marks a significant step in container handling innovation. *"They listened closely to our needs, making them a great partner for today and the future," van der Loo added.*



# SOLUTRANS

18 - 22 NOV 2025 LYON · EUREXPO

THE GLOBAL HUB  
FOR HEAVY & LIGHT COMMERCIAL VEHICLES

ENERGY - CLIMATE  
AMBITIOUS TOGETHER!



DOWNLOAD YOUR FREE  
TICKET



#SOLUTRANS

With the support of   

A trade show by



Partners



Co-organized with



**NEW - MAX710**

**MAX TRAILER**

# COMPACT STRENGTH. EXCEPTIONAL AS STANDARD.



## Compact. User-friendly. Top price-performance ratio.

With the new MAX710 low-bed semi-trailer, MAX Trailer is expanding its product range with a high-performance solution for higher payloads. The 6, 7 or 8-axle low-bed versions set new standards in terms of compactness, flexibility and value for money. The vehicle consists of a gooseneck, a removable front bogie with two or three axles, an extendable lowbed – available as an excavator bridge or with outer beams – and a rear bogie with four or five axles. Customers can later adapt existing combinations by purchasing individual components. The MAX710 combines smart modularity, standardized quality, and future-oriented versatility.

Get advice from one of our experts!

T: +352 26 90 04 474 | [info@maxtrailer.eu](mailto:info@maxtrailer.eu) | [www.maxtrailer.eu](http://www.maxtrailer.eu)

Powered by **FAYMONVILLE** GROUP 

**“CONEXPO-CON/AGG MAKES US FASTER, LEANER,  
AND BETTER EVERY TIME WE GO.”**

DYLAN MERCIER | D2 CONTRACTING | BRIGHTON, MI



**TAKING CONSTRUCTION  
TO THE NEXT LEVEL.**

**CONEXPO  
CON / AGG**

**MARCH 3-7 / 2026 / LAS VEGAS / NEVADA**

- › **269,000 net square meters of exhibits**
- › **139,000 Attendees**
- › **2,000 Exhibitors**
- › **150 Education Sessions**

**REGISTER** at [conexpoconagg.com](https://conexpoconagg.com)  
Save 20% with promo code AD20



Goldhofer



# PST/ES-E (315)

## UP TO 60 T AXLE LOAD AS STANDARD.

The tougher the challenge, the more the electronically-steered PST/ES-E (315) self-propelled transporter shines. At 2,430 mm base width, it's flat rack compatible and delivers up to 60 ton axle loads – achieved with standard pneumatic tires, no TPMS, polyfill or mileage limitations required. Even compact configurations can handle the heaviest payloads. Goldhofer's PST/ES-E (315) redefines the benchmarks for performance, flexibility, and cost-effectiveness.



Get the complete details  
in our product brochure –  
download now.

**MADE FOR YOUR MISSION**



# JDL EXPO


SEPTEMBER 16 - 18 2026  
BEAUNE - FRANCE

15<sup>TH</sup> EDITION

**NEW IN 2026:**  
**AREA DEDICATED TO EQUIPMENT FOR THE NUCLEAR,  
DEFENSE, NETWORKS, AND ENVIRONMENTAL SECTORS.**

Europe's leading trade show for lifting,  
handling, Heavy transportation,  
and access equipment

Scan the QR code to  
learn more!



Phone: +(33) 03.80.20.70.83 - eMail: info@jdlexpo.com - WebSite: JDLEXPO.COM

# BAY CRANE

## UNLIMITED TRANSPORTATION SOLUTIONS

We provide an unlimited range of state-of-the-art trucks & trailers with the latest technology, capable of handling any capacity or type of cargo, ensuring efficient and reliable delivery for both small and large-scale needs.

Regardless of the terrain, Bay Crane has the experience and equipment to devise the best solution for transporting a large variety of structures, materials, and equipment. We are equipped to handle heavy loads over public roadways or through congested work zones using specialized trailers and other transport systems.



### ADDITIONAL SERVICES

Bay Crane Companies delivers a comprehensive fleet of cranes and rigging solutions, tailored for safety, efficiency, and reliability across industries. With innovative solutions and a vast inventory, we ensure optimal performance for any project or application.

**LEARN MORE ABOUT BAY CRANE**





NOW OPEN IN  
**FRANCE**

# Lifting equipment from the experts.

Whatever the location, whatever the load, let LGH take the strain.

- HOISTING
- PULLING
- JACKING
- RIGGING
- MATERIAL HANDLING
- SAFETY

Please contact one of our lifting experts today to discuss your project

[www.LGH.eu](http://www.LGH.eu)

